



REQUEST: Amend City of Fort Lauderdale Unified Land Development Regulations (ULDR) Sections 47-1.6 and 47-13.20 to establish and define the boundaries of Downtown Character Areas; Amending Section 47-13.10, List of Permitted and Conditional Uses; Amending Section 47-13.20, incorporating by reference Chapter 4 of the Consolidated Downtown Master Plan; Amending Open Space Regulations; Establishing Transition Zones; Amending Downtown Landscape and Tree requirements; Amending Section 47-13.21, Table of Dimensional Requirements for the Regional Activity Center (RAC) District to provide for dimensional requirements for the RAC Character Areas; Amending Section 47-24, Table 1, Development Permits and Procedures; Amending Section 47-25.3, Neighborhood Compatibility Requirements; and removing conflicting requirements.

Case Number	T19013
Applicant	City of Fort Lauderdale
ULDR Sections	47-1.6, Districts Designated; Zoning Map 47-13.10, List of Permitted and Conditional Uses 47-13.20, Downtown RAC Review and Special Regulations 47-13.21, Table of Dimensional Requirements 47-24, Development Permits and Procedures 47-25.3, Neighborhood Compatibility Requirements
Notification Requirements	10-day legal ad
Action Required	Recommend approval, approval with conditions, or denial to City Commission
Authored By	Jim Hetzel, Principal Planner 

BACKGROUND:

The Fort Lauderdale City Commission approved Resolution 03-170 adopting the Downtown Master Plan (DMP) for the Downtown Regional Activity Center (Downtown RAC) on November 18, 2003, after input from various stakeholders including residents, business leaders, property owners, and other organizations. The DMP design guidelines were intended to set clearer expectations about the design and form of buildings in Downtown, with the vision for a "Live, Work and Play" environment, while maintaining some flexibility to address unforeseen scenarios and context of each site, and providing more certainty in the review process.

In 2007, the DMP was updated with refinements to Chapter 4 Design Guidelines, with additional input from stakeholders. The update included an emphasis on high quality architecture, improvements to streetscape design, and the relation of building design to other buildings, as well as the public realm and adjacent neighborhoods through proposed building height transition zones. On June 19, 2007 the City Commission approved the amendments through Resolution 07-120, and since its adoption, the DMP has served as an effective guide for downtown development resulting in higher quality projects than was previously achieved through existing zoning requirements. However, under the current requirements the DMP is only applicable to residential projects or projects with a residential component. The City has been successful in applying the DMP design guidelines to all types of development in the downtown area by working with individual applicants, however this amendment will apply to all development to create consistency between the requirements and result in a higher quality and more predictable development pattern.

Per the City Commission's direction, at a special City Commission workshop on December 18, 2018, staff highlighted the main aspects of the Downtown Master Plan to consider as potential amendments to the City's Unified Land Development Regulations (ULDR) in an effort to address concerns from the City Commission on the application of the Downtown Master Plan to proposed

development and redevelopment within the Downtown. Subsequently, the City Commission requested that staff initiate an effort to address these recommendations through codification. Minutes from the December 18, 2018 City Commission Workshop are provided as **Exhibit 1**.

Following the meeting, at the City Commission's direction, staff prepared amendments to the City's ULDR to address key DMP design standards that will be incorporated into the City's code to promote positive redevelopment throughout the DRAC. With the exception of some additional requirements for open space and a proposed change to two of the uses within RAC zoning districts, the large majority of these regulations currently exist in the ULDR today. This effort will clarify how those regulations are applied and are intended to stipulate which take precedence when there is a conflict.

ULDR AMENDMENTS:

The DMP includes design guidelines that are both qualitative, which promote creative design solutions based on the context of each development site and quantitative, which include more definitive dimensional standards. The proposed ULDR amendments focus on the quantitative elements that guide the form of buildings and design of streets. Below is a detailed summary of each proposed ULDR amendment section, including intent and a description of section content. The proposed ULDR Amendments are provided as **Exhibit 2**.

Section 47-1.6, Districts Designated; Zoning Map

Intent: Adopt geographical boundaries of the Downtown Character Areas as the "Official Downtown Character Area Map of the City of Fort Lauderdale" to address unique urban form characteristics in each area and apply DMP design standards.

Description: The character areas are defined by geographic boundaries and are based on the existing street grid, development patterns, walking distances, and other factors that reinforce existing and emerging development patterns to ensure a variety of urban experiences throughout the Downtown, each area exhibiting unique urban form characteristics. The code will address dimensional requirements to guide building size and form reflective of the three character areas. The Downtown character areas include:

- The *Downtown Core* character area, which is the "central business district", is characterized by vertical slender towers with minimum stepbacks, and includes the following Downtown Regional Activity Center zoning districts which guide specific uses:
 - a) *Regional Activity Center – City Center (RAC-CC)*
- The *Near Downtown* character area is an intermediate scale area characterized by buildings that frame the street with a defined building shoulder height and towers stepped back above, and includes the following Downtown Regional Activity Center zoning districts which guide specific uses:
 - a) *Regional Activity Center – City Center (RAC-CC)*
 - b) *Regional Activity Center – Urban Village (RAC-UV)*
 - c) *Regional Activity Center – East Mixed Use (RAC-EMU)*
 - d) *Regional Activity Center – West Mixed Use (RAC-WMU)*
 - e) *Regional Activity Center – South Mixed Use (RAC-SMU)*
 - f) *Regional Activity Center – Arts and Sciences (RAC-AS)*
- The *Urban Neighborhood* character area is characterized by a compact urban form of lower scale buildings with a strong neighborhood feel and is defined by lower podium heights and occasional towers stepped back above. It includes the following Downtown Regional Activity Center zoning districts which guide specific uses:

a) *Regional Activity Center – Urban Village (RAC-UV)*

b) *Regional Activity Center – Residential and Professional Office (RAC-RPO)*

The Downtown Character Area Map is provided as **Exhibit 3**. Downtown Character Areas Sketch and Legal Description is provided as **Exhibit 4**.

Section 47-13.10, List of Permitted and Conditional Uses

Intent: Address existing automotive use and motion theater restrictions.

Description: Automotive sale, rental, of new or used vehicles in the Regional Activity Center – City Center (RAC-CC), Regional Activity Center – Urban Village (RAC-UV) and Regional Activity Center – Transitional Mixed Use (RAC-TMU) districts is currently only permitted when abutting Federal Highway. The criteria will now also include abutting the Florida East Coast Rail Road.

Currently indoor motion picture theaters must have fewer than five screens in the Regional Activity Center – Urban Village (RAC-UV), South Regional Activity Center – South Andrews East (SRAC-SAe), Northwest Regional Activity Center Mixed Use North-East (NWRAC-MU_{NE}), Northwest Regional Activity Center Mixed Use East (NWARC-MU_E) and Northwest Regional Activity Center Mixed Use West (NWRAC-MU_W) zoning districts. The restriction to limit theaters to five screens has been removed.

Section 47-13.20, Downtown RAC Review and Special Regulations

Intent: Establish building and site design regulations and provide predictability in site development and public realm enhancements.

Description: This section identifies specific dimensional standards for buildings, contains regulations specific to open space provisions, streetscape design elements including street trees, introduces building height transition zones, and application of the standards to residential and nonresidential development. In addition, it removes vague criteria and conflicting language that is difficult to apply, making the code more prescriptive and less difficult to administer.

Downtown Master Plan Design Guidelines: The guidelines contained in Chapter 4 of the Consolidated DMP as accepted by the City Commission on November 18, 2003 and updated revisions approved by the City Commission on June 19, 2007 are incorporated and referred to as DMP Design Guidelines. The DMP Design Guidelines are form-based, graphic guidelines intended to guide development within the Downtown Regional Activity Center zoning districts and to illustrate the methods by which the intent of the plan can be met.

Density: This section was cleaned up to remove confusing references of different criteria applying to different residential unit pools. Density within the Downtown Regional Activity Center zoning districts is limited in accordance with the number of units as provided in the City of Fort Lauderdale Comprehensive Plan, as amended from time to time, and as per Section 47-28, Flexibility Rules, and any other applicable provisions in the ULDR.

For ease of reference and application, this section will also incorporate existing language from Section 47-25.3, Neighborhood Compatibility regarding density in the Regional Activity Center – Transitional Mixed Use (RAC-TMU) Districts (RAC-EMU, RAC-SMU and RAC-WMU). The language references additional criteria applying to development greater in density than twenty-five (25) dwelling units per net acre, based on location of the proposed development and sensitivity to adjacent

development. Approval for allocation of any additional dwelling units may be granted subject to the considerations prescribed and a minimum setback of twenty feet from all property lines for every building used for development with a residential component.

This section also incorporates existing language for development within the RAC-RPO district that is greater in density than thirty-five (35) dwelling units per net acre and up to fifty (50) dwelling units per net acre and stipulates that such development shall be reviewed subject to the requirements of Section 47-24.3., Conditional Use.

Streetscape Design: Building setbacks are regulated with minimum and maximum distances fronting streets pursuant to the DMP streetscape design guidelines to ensure building frontages are not consumed with asphalt parking lots and formless streetscapes. The proposed streetscape designs are based on the context and type of street. They encourage building presence along streets, accommodation for appropriate street trees, wide sidewalks, and continuous form so that when all buildings along a street follow the same standards, the streets become more harmonious and form well-defined continuous corridors that encourage walkability, activity and a neighborhood feel. Alternative streetscape designs may be considered if conflicts with existing utilities prevent placement of street trees which may result in the building being placed more than seven feet away from the build to line as prescribed by the street cross sections of the design guidelines.

Effective date: This section also addresses and cleans up language regarding the effective date of a development permit, which shall not take effect until a 30-day City Commission Request for Review (CCRR) has expired, or sets effective date as the day of City Commission action should an application be reviewed by the City Commission.

Open Space: As proposed, open space is required for development that contains residential uses and is calculated based on total number of units in the development project. There is a three-tiered category structure for determining the amount of open space and in no case can the minimum total square footage provided be less than the maximum square footage of the tiered category that proceeds it.

In the Downtown Core and for nonresidential uses, where there is currently no requirement, a new ten percent of gross lot area requirement is proposed. Up to fifty percent credit towards the required landscaping as defined in Section 47-13.20.E for landscaping improvements proposed in the right-of-way may be applied if approved by the agency with jurisdictional control of the subject right-of-way. For development sites of 1.5 acres or less, up to seventy-five percent credit may be applied towards the required landscaping as defined in Section 47-13.20.E for landscaping improvements proposed in the right-of-way, if approved by the agency with jurisdictional control of the subject right-of-way.

RAC Streetscape Design and Landscape: Streetscape improvements are required to be made as a part of a development in accordance with the DMP design standards applicable to the abutting right-of-way. Some modifications may be permitted based on the preservation of natural barriers, avoidance of interference with utility lines or other obstructions based on an alternative design found to achieve the underlying intent of the streetscape design. Streetscape improvements will address street trees and sidewalk improvements with specific dimensions and standards.

Definitions: This section adds definitions that clarify new design standards, i.e. floorplate, pedestal, shoulder, setback, streetwall, etc.

Transition Zones: Proposed changes in this section incorporate existing transition zones and propose new residential and commercial transition zones to ensure a suitable transition from those more intensive zoning districts within the Downtown Regional Activity Center to those less intensive zoning districts outside of the Downtown Regional Activity Center.

A detailed map portraying the proposed transition zones is provided as **Exhibit 5**. The updated DMP transition zone pages are provided as **Exhibit 6**.

Section 47-13.21, Table of Dimensional Requirements

Intent: Codify DMP building form guidelines.

Description: Existing DMP dimensional guidelines will be codified standards which include: maximum building height, maximum building streetwall length, maximum gross square footage of building tower floor plate size, maximum building podium height, minimum building tower step-back, and minimum separation between building towers. The dimensional standards will be applied based on three distinct character areas as identified herein. Each character area has a particular quality and character based on block structure and development pattern distinguished by varying building types, while sharing common themes relating to streetscape design. Table 1 summarizes the new dimensional requirements.

Table 1: Summary of Downtown Master Plan Dimensional Requirements

Requirement	Downtown Core	Near Downtown	Urban Neighborhood
Maximum Building Height*	None (as determined by FAA restrictions)	30 Floors**	6 Floors 12 Floors **
Maximum Building Streetwall Length	300 Feet	300 Feet	300 Feet
Maximum Gross Square Footage of Building Tower Floor Plate Size	Residential: 18,000 up to 15 Floors / 12,500 up to 37 Floors Non-residential: 32,000	Residential: 18,000 up to 15 Floors, 12,500 up to 30 Floors Non-residential: None up to 9 Floors, 32,000 up to 30 Floors	Residential: 10,000 Non-residential: 16,000
Maximum Building Podium Height	9 Floors	7 Floors	6 Floors
Minimum Building Tower Step Back	None	15 Feet	12 Feet
Minimum Separation between Building Towers	60 Feet 30 Feet minimum on subject property if adjacent to abutting lot under separate ownership	60 Feet 30 Feet minimum on subject property if adjacent to abutting lot under separate ownership	None

* Apply Transition Criteria.

** Heights above 55 feet and up to 150 feet in the RAC-UV and RAC-RPO zoning districts shall be reviewed subject to Conditional Use Permit, except parcels abutting Andrews Avenue and Federal Highway.

Section 47-24, Development Permits and Procedures

Intent: Establish process for approval for development applications seeking alternate design solutions.

Description: This is an amendment to the List of Development Permits, which identifies the development permit type and approval process including the approving body for development projects in the Downtown. Development applications that deviate

from the DMP Standards, as identified in Section 47-13.20.B will be subject to review and approval by the City Commission.

Section 47-25.3, Neighborhood Compatibility Requirements

Intent: Remove conflicting requirements. Move RAC-TMU density criteria to Downtown RAC code section for ease of reference.

Description: This section is listed in a different section of the code which makes it cumbersome to administer. In addition, it contains vague, general language that is difficult to apply. The proposed Transition zones will address these requirements. The remaining section addressing RAC TMU density will be moved under Section 47-13.20. D, Downtown RAC Density for ease of reference and application.

DOWNTOWN MASTER PLAN DOCUMENT:

The DMP is designed to support the ULDR text amendments by providing illustrations for the design requirements described in the ULDR. In addition, the document functions as a "blueprint" or "roadmap" to achieving the overall master plan vision. The DMP Chapter 4 Design Guidelines are organized in the following manner:

1. Principles of Street Design
2. Street Design Examples
3. Principles of Building Design
4. Quality of Architecture
5. Principles of Storefront Design
6. Character Area Guidelines
7. Neighborhood Transition Areas
8. Thematic Planning Districts
9. Principles of Riverfront Design
10. Implementation

The DMP Chapter 4 Design Guidelines are provided for reference as **Exhibit 7**.

COMPREHENSIVE PLAN CONSISTENCY:

The City's Future Land Use Map indicates that the underlying land use is the Downtown Regional Activity Center (Downtown RAC). The Regional Activity Center land use designation is intended to encourage development or redevelopment of areas that are of regional significance and to facilitate mixed-use development, encourage mass transit, reduce the need for automobile travel, provide incentives for quality development, and give definition to the urban form. The City's Comprehensive Plan requires the City track development in the Downtown RAC and monitor the uses allocated to projects. This tracking requirement is also applicable to the use of flex units per the Comprehensive Plan. Monitoring is reported to Broward County.

The proposed amendments are consistent with the City's Comprehensive Plan Goals, Objectives and Policies, including the Future Land Use Element, Goal 1, Objective 1.14: Use of design guidelines for Downtown RAC, which states to continue to utilize design guidelines and land development standards unique and specific to Downtown RAC area to promote quality development of a desirable nature in the City's Downtown; and Objective 1.15: Transition zones for Downtown RAC, which states to continue to utilize transitional zones between the Downtown RAC and adjacent established neighborhoods to protect against incompatible uses. The proposed amendments include design principles that promote a livable, high-quality "live, work, play" environment.

PUBLIC OUTREACH:

To date, staff has presented the proposed changes to various stakeholders, including the Council of Fort Lauderdale Civic Associations, the Downtown Development Authority, Downtown Civic

Association, Rio Vista Civic Association Board, Tarpon River Civic Association Board, Downtown Council, and the Broward Workshop Urban Core Committee.

In addition, an open house was held on June 5, 2019 to present the proposed codifications and obtain public input, where one hundred and twenty-three attendees participated. Comments received at the open house varied from requesting additional focus be placed on building height, separation requirements and transition zones, open space provisions as well as general agreement with proposed changes and a need to allow a process to request deviation or flexibility from an adopted standard in certain circumstances. A summary of public comments submitted to date are included as **Exhibit 8**.

Table 2 provides a summary of the public participation that has occurred to date. In addition, pursuant to the ULDR, Section 47-24.8, a newspaper advertisement was published ten days prior to the Planning and Zoning Board meeting, providing general public notice of the proposed amendments.

Table 2: Summary of Public Participation and Meetings

Date	Meeting	Location
January 10, 2019	Downtown Development Authority	Broward Center
March 12, 2019	CFLCA General Meeting	City Hall
March 13, 2019	Economic Development Advisory Board	City Hall
March 21, 2019	Rio Vista Civic Association Board Meeting	Rio Vista Church
April 4, 2019	Tarpon River Civic Association Board Meeting	Southside Center
April 25, 2019	Downtown Civic Association	Florida Atlantic University
May 8, 2019	Downtown Council	Southside School
May 17, 2019	Broward Workshop - Urban Core Committee	Broward Center
June 3, 2019	District 1 Pre-Agenda Meeting	Beach Community Center
June 5, 2019	Community Open House	City Hall 8th Floor Cafeteria
June 13, 2019	Downtown Development Authority	Broward Center
August 6, 2019	Chamber; Government Affairs Committee	512 NE 3rd Avenue
August 6, 2019	Tarpon River Civic Association Representatives	700 NW 19 Ave
September 18, 2019	Planning and Zoning Board Intro Presentation	City Hall

PLANNING & ZONING BOARD REVIEW OPTIONS:

The Planning and Zoning Board, in its capacity as the Local Planning Agency, shall determine whether the proposed amendments are consistent with the City of Fort Lauderdale's Comprehensive Plan and whether the Planning and Zoning Board recommends approval, approval with conditions, or denial of the proposed amendment to the City Commission.

EXHIBITS:

1. December 18, 2018 City Commission Workshop Minutes
2. Proposed ULDR Amendments
3. Downtown Character Areas Map
4. Downtown Character Areas Sketch and Legal Description
5. Proposed Transition Zones Map
6. Updated Downtown Master Plan Transition Zone Pages
7. Downtown Master Plan Chapter 4 Design Guidelines
8. Public Comments Summary

City of Fort Lauderdale

City Hall
100 North Andrews Avenue
Fort Lauderdale, FL 33301
www.fortlauderdale.gov



Meeting Minutes

Tuesday, December 18, 2018

12:00 PM

Downtown Master Plan

City Commission Conference Room

CITY COMMISSION WORKSHOP e

FORT LAUDERDALE CITY COMMISSION

DEAN J. TRANTALIS Mayor - Commissioner
BEN SORENSEN Vice Mayor - Commissioner - District IV e
HEATHER MORAITIS Commissioner - District I
STEVEN GLASSMAN Commissioner - District II
ROBERT L. McKINZIE Commissioner - District III

LEE R. FELDMAN, City Manager
JOHN HERBST, City Auditor
JEFFREY A. MODARELLI, City Clerk e
ALAIN E. BOILEAU, City Attorney

C ALL TO ORDER

Mayor Trantalis called the Commission Workshop Meeting to order at 12:17 p.m.

ROLL CALL

Present: Commissioner Heather Moraitis, Commissioner Steven Glassman, Commissioner Robert L. McKinzie, Vice Mayor Ben Sorensen and Mayor Dean J. Trantalis

QUORUM ESTABLISHED

Also Present: City Manager Lee R. Feldman, City Clerk Jeffrey A. Modarelli, City Attorney Alain E. Boileau, City Auditor John Herbst, and Sergeant at Arms Luan Malushi

OLD/ NEW BUSINESS[18-1113](#)**Downtown Master Plan**

Mayor Trantalis recognized Anthony Fajardo, Director of Sustainable Development. Mr. Fajardo explained aspects of the Downtown Master Plan. He discussed the need for Commission feedback to move forward with codification.

Mr. Fajardo introduced Ella Parker, Urban Design and Planning Manager - Department of Sustainable Development. Mayor Trantalis provided background, confirming that the current Downtown Master Plan was approved in 2003 by a previous Commission. The slide presentation also includes the 2007 proposed Downtown Master Plan Amendments. Ms. Parker presented the Downtown Master Plan slide presentation, reviewing the goals and proposed amendments for codification.

A copy of the slide presentation is attached.

In response to Mayor Trantalis' question about transition zones, Ms. Parker expounded on the locations, noting that some were proposed in 2007. Further comment and discussion ensued on this topic. Mr. Fajardo expounded on details of the "type one" transition zones that are required and "type two" transition zones that are encouraged. He discussed the possibility of re-examining these transition zones. Mayor Trantalis commented on the need for a consistent pattern of transition zones and the need to protect residential areas. Further comment and discussion ensued.

In response to Mayor Trantalis' questions, Mr. Fajardo confirmed that the Regional Activity Center (RAC) in the downtown core allows for unlimited height. Mayor Trantalis discussed transitioning in areas adjacent to the downtown core. Vice Mayor Sorensen commented on transitioning in the business area adjacent to the Rio Vista neighborhood. Further comment and discussion ensued on details related to transition zones, zoning districts, the blending of heights and neighborhood compatibility. Mayor Trantalis commented on the development community's desire for specificity. He also commented on neighborhood compatibility.

Vice Mayor Sorensen discussed codifying aspects of neighborhood compatibility in regard to a height and flow plan. Mayor Trantalis commented on additional Master Plans to come back to the Commission. Mr. Fajardo discussed collapsing flex zones and adopting suitable mixed-use criteria, expounding on details. Ms. Parker expounded on related information, commenting on areas along the U.S. 1 Corridor and other work with Transportation and Mobility (TAM). Mayor Trantalis noted the need to expedite efforts due to the amount of ongoing development.

Ms. Parker reviewed open space requirements. She discussed codifying streetscape designs coordinated with TAM, Florida Department of Transportation (FDOT) and Broward County, noting the timeline. Mayor Trantalis commented on current standards, recommending increased building setbacks from roadways going forward and noting opportunities for full canopy trees on the circulator routes.

Ms. Parker discussed the Downtown Master Plan applicability to both residential and non-residential development and the review process, commenting on the initial understanding and subsequent adherence to those guidelines. She confirmed the Fall 2019 timeline to implement a plan of action based upon Commission input, reiterating the need for additional time to address the coordination of streetscape design portion as discussed earlier.

Mayor Trantalis commented on the opportunity for individual Commissioners to meet with Staff to present ideas and provide further input.

Commissioner Glassman commented on the positive direction and moving forward. City Manager Feldman requested the Commission's agreement with the Fall 2019 timeline. Commissioner Glassman commented on the reasonableness of the timeline. The Fall 2019

time available would allow thorough stakeholder input. In response to Commissioner Morais' question, Mr. Fajardo confirmed that the project already submitted would be subject to and evaluated under existing requirements, expounding on details.

In response to Vice Mayor Sorensen's question about items in the current Down Town Master Plan, Ms. Parker explained those items, confirming Staff's request for Commission direction regarding codification. Topics noted in the Down Town Master Plan include the open space requirements, streetscape design and the application of both non-residential and residential areas. Further comment and discussion ensued on items in the Down Town Master Plan. Vice Mayor Sorensen noted these would be Commission recommendations that would go to stakeholders for engagement.

In response to Commission McKinzie's question about the minimum overhangs, Mr. Fajardo explained that the six-foot, four-foot on both sides, commenting on aspects of older buildings built prior to the Down Town Master Plan and efforts to accommodate overhangs in design requirements for new development.

In response to Mayor Tranalis' question about wind drafts between buildings, Mr. Fajardo confirmed that Staff would research and address this topic. Vice Mayor Sorensen commented on codifying aspects of the Down Town Master Plan including the size of building floor plates. Ms. Parker commented on Down Town Master Plan elements encouraged for development which reduces the developable building envelope and negotiations to meet a higher intensity. Mayor Tranalis said these aspects could be addressed at the discretion of the Commission, commenting on defined parameters.

In response to Vice Mayor Sorensen's request for further research in the subject of overhang zones, Ms. Parker confirmed Staff would investigate further. She commented on the maximum length of buildings, stating that the purpose is to create pedestrian-friendly walkable active area environments. Further comment and discussion ensued on this topic. Vice Mayor Sorensen commented that this could incorporate open-space requirements. Ms. Parker confirmed. Vice Mayor Sorensen commented on developer support for codification of these recommendations. Ms. Parker expounded on details related to setbacks in the current Down Town Master Plan, commenting on additional information and flexibility.

Commissioner Glassman concurred with the recommendations in the presentation. He commented on the need for consideration of a public

rt component, expounding on its importance. Mayor Trent Lillis concurred. Further comment and discussion ensued on this topic.

In response to Vice Mayor Sorensen's question about items not contemplated in the Downtown Master Plan, including setting minimum size for units, Mr. Fjorido said this could be considered, expounding on minimums in other areas. Mr. Fjorido confirmed Staff could make recommendation.

Commissioner Gissman commented on next steps, Mr. Fjorido explained items in the present plan address concerns that have come forward based on comments regarding development concerns, expounding on details moving forward based on stakeholder input and issues that may present themselves in the process.

Mayor Trent Lillis recognized Christine Currie, President of the Rio Vista Civic Association. Ms. Currie discussed items related to transition zones, noting residents in the Rio Vista area would like transition zones as far south as possible, commenting on the benefits and citing Victoria Park as an example. She also discussed safety concerns and the importance of wider setbacks for sidewalks. Mayor Trent Lillis concurred with Ms. Currie's comments on the transition zone model in Victoria Park.

Mayor Trent Lillis recognized Al Hooper, 2917 NE 37th Drive. Mr. Hooper commented on the impact of open public space on private areas in the downtown area. Mr. Fjorido commented on the ability to manage and control those areas and address security issues. Comment and discussion ensued on vetting items, codifying street design, flexibility and the approval process.

Mayor Trent Lillis recognized John Bordeaux. Mr. Bordeaux commented on developers conducting infrastructure impact studies. Mr. Fjorido explained the procedure and process. Mr. Bordeaux also inquired about traffic studies, recommending area-wide traffic studies. Mr. Fjorido explained details regarding traffic studies. Mr. Bordeaux asked about having construction management plan for development projects. Mr. Fjorido explained the process for managing and reducing the impact of construction. City Manager Feldman commented on the City of Miami having nighttime concrete pours, noting that the Code would need to be modified to replicate this option. a

Mayor Trent Lillis recognized Courtney Crush, Esq., representative of several downtown property owners. On behalf of her clients, Ms. Crush objected to the codification of guidelines discussed due to their impact on existing zoning rights. Further comment and discussion ensued on

his topic.

Mayor Tran alis recognized Jenni Morejon, Executive Director of the Down Town Development Authority (DDA). Ms. Morejon commented on the DDA's previous participation in drafting the 2003 Down Town Master Plan and the 2007 Update. She also noted the DDA's ongoing participation and stakeholder input prior to her action on proposed codification. Vice Mayor Sorensen and Mayor Tran alis concurred.

ADJOURNMENT

Mayor Tran alis adjourned the Commission Workshop Meeting at 1:16 p.m.

**CASE T19013
CITY OF FORT LAUDERDALE
UNIFIED LAND DEVELOPMENT REGULATIONS AMENDMENT
DOWNTOWN REGIONAL ACTIVITY CENTER ZONING DISTRICTS**

SECTION 47-13. - REGIONAL ACTIVITY CENTER DISTRICTS¹¹

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

District Categories —Automotive; Boats, Watercraft and Marinas; Commercial Recreation; Food and Beverage Sales and Service; Light Manufacturing; Lodging; Manufacturing; Public Purpose Facilities; Residential Uses; Retail Sales; Services/Office Facilities, Including Wholesale Service; Services/Office Facilities; Storage Facilities; Wholesale Sales; and Accessory Uses, Buildings and Structures.

Use Type	Zoning District									
	RAC-CC	RAC-AS	RAC-UV	RAC-RPO	RAC-TMU	SRAC-SAe	SRAC-SAw	NWRAC-MU _e	NWRAC-MU _w	NWRAC-MU _{ne}
Key:										
P Permitted										
C Conditional										
Automotive										
Automotive Sales, Rental, new or used vehicles, see Section 47-18.3 (only permitted when abutting Federal Highway <u>or</u> the Florida East Coast Rail Road in the RAC-CC, RAC-UV and RAC-TMU	P		P		P		P			P

CASE T19013
 CITY OF FORT LAUDERDALE
 UNIFIED LAND DEVELOPMENT REGULATIONS AMENDMENT
 DOWNTOWN REGIONAL ACTIVITY CENTER ZONING DISTRICTS

zoning districts)										
Indoor Motion Picture Theater (fewer than 5 screens in RAC-UV; SRAC-SAc and NWRAC-MUe, NWARC-MUe and NWRAC-MUw zoning districts)	P	P	P	P	P	P	P	P	P	P

Sec. 47-13.20. - Downtown RAC review process and special regulations.

A. *Applicability.* The following regulations shall apply to those uses permitted within the Downtown RAC district, as shown on the List of Permitted and Conditional Uses, Sections 47-13.10 to 47-13.14.

1. Downtown Master Plan Design Guidelines. The guidelines contained in Chapter 4 of the Consolidated Downtown Master Plan for the City of Fort Lauderdale, Florida (herein "Downtown Master Plan") as accepted by the City Commission on November 18, 2003 (Resolution No. 03-170) and updated revisions approved by the City Commission on June 19, 2007 (Resolution 07-120) are hereby incorporated and referred to as Downtown Master Plan Design Guidelines.
2. Intent. The Downtown Master Plan Design Guidelines are form-based, graphic guidelines intended to guide development within the Downtown Regional Activity Center zoning districts. The Downtown Master Plan includes intent driven language that is not meant to be prescriptive in all situations, to allow for a qualitative design-oriented approach to development and redevelopment proposals.
3. Downtown Master Plan Chapter 4 Sections. The Downtown Master Plan Design Guidelines consist of ten sections established in Chapter 4 of the Downtown Master Plan. Any proposed development or redevelopment shall be reviewed against these sections of Chapter 4. These ten sections consist of:
 - a. Principles of Street Design
 - b. Street Design Examples
 - c. Principles of Building Design
 - d. Quality of Architecture
 - e. Principles of Storefront Design
 - f. Character Area Guidelines
 - g. Neighborhood Transition Areas
 - h. Thematic Planning Districts

CASE T19013
CITY OF FORT LAUDERDALE
UNIFIED LAND DEVELOPMENT REGULATIONS AMENDMENT
DOWNTOWN REGIONAL ACTIVITY CENTER ZONING DISTRICTS

i. Principles of Riverfront Design

j. Implementation

~~B. *Density*. The permitted density within the Downtown RAC is provided in the City of Fort Lauderdale Comprehensive Plan, Permitted Land Uses, as amended from time to time, and per Section 47-28, Flexibility Rules, and any other applicable provisions in the Unified Land Development Regulations.~~

~~1. *Allocation of units*.~~

- ~~a. The department shall review development permits to ensure compliance with the maximum number of dwelling units.~~
- ~~b. Unit allocation shall be on a first come, first served basis and allocated at the time of site plan approval.~~
- ~~c. Upon expiration of approved site plan, the unused density shall be returned to the density pool from which density was allocated.~~

~~2. *1989 Density*. Regulations for the assignment of the five thousand one hundred (5,100) dwelling units allocated by the 1989 Comprehensive Plan are provided in Section 47-13.20.C through Section 47-13.20.0.~~

~~3. *Post 2003 Units*. Dwelling units in excess of the five thousand one hundred (5,100) in the Downtown RAC, as certified by amendments to the Comprehensive Plan, shall be allocated in accordance with the following:~~

- ~~a. *Application and Review Process*. A development application shall be submitted to the department as provided in ULDR, Section 47-24.1.~~
- ~~b. *Criteria*. An application for a development permit requesting the allocation of Post 2003 units shall be reviewed for compliance with the ULDR regulations, as applicable to the proposed development, and shall meet the Downtown Master Plan ("DMP") design guidelines or has proposed alternative designs which meet the intent of the DMP. In the event compliance with the ULDR would not permit consistency with the design guidelines, the design guidelines shall govern.~~
- ~~c. *Effective date*. The development permit shall not take effect until the 30-day city commission request for review has expired. Effective date shall be the 30-day expiration.~~

B. *Downtown Master Plan Standards*. Development within the Downtown Regional Activity Center shall be required to meet the following minimum standards, as specified by the geographical boundaries of the character area in which the development or redevelopment proposal is located.

1. Maximum Building Height
2. Maximum Building Streetwall Length
3. Maximum Building Tower Stepback

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4. Maximum Building Podium (Pedestal) Height
5. Minimum Building Tower Separation Distance
6. Maximum Building Tower Floorplate Square Footage
7. Minimum Open Space Square Footage
8. Transition Zones
9. Local Street Cross Section

C. Downtown Character Areas. In addition to the RAC Districts described in Section 47-13.2.1 the Downtown Regional Activity Center shall be further characterized by three distinct character areas. The character areas are defined by geographic boundaries and are intended to create a variety of urban experiences throughout the Downtown Regional Activity Center through guidelines that set maximum building height, maximum podium height, podium setback, and floorplate square footage for development in each area. Each character area exhibits unique urban form and characteristics while sharing common themes relating to pedestrian oriented design. Character areas consist of the following:

1. The Downtown Core character area is a mixed-use central business district that encourages a variety and higher intensity of commercial, entertainment, office, civic uses and high-density housing. It is characterized by vertical slender towers with minimum setbacks, and includes the following Downtown Regional Activity Center zoning districts which guide specific uses:

a). RAC-CC

2. The Near Downtown character area is made up of a variety of institutional, retail, and office uses, and offers a variety of housing options. It is characterized by intermediate scale buildings that frame the street with a defined building shoulder height and towers stepped back above, and includes the following Downtown Regional Activity Center zoning districts which guide specific uses:

a). RAC-CC

b). RAC-UV

c). RAC-TUM – RAC-EMU

d). RAC-TMU – RAC-WMU

e). RAC-TMU – RAC-SMU

f). RAC-AS

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3. The *Urban Neighborhood* area is primarily residential in nature, with supporting community retail, employment opportunities, local amenities and services. It is characterized by varied scale buildings with defined podium heights and some towers stepped back above, and includes the following Downtown Regional Activity Center zoning districts which guide specific uses:

- a). RAC-UV
- b). RAC-RPO

4. *Character Area Boundaries.* The specific geographical boundaries of each character area are shown on the “Official Downtown Character Area Map of the City of Fort Lauderdale.”

General design. Development in any RAC district is subject to the following standards:

D. *Density.* Density within the Downtown Regional Activity Center zoning districts is limited in accordance with the number of units as provided in the City of Fort Lauderdale adopted Comprehensive Plan, as amended from time to time, and as per Section 47-28, Flexibility Rules, and any other applicable provisions in the Unified Land Development Regulations.

1. ~~*First floor exterior walls parallel to public rights-of-way.* First floor exterior walls parallel to any public rights-of-way within RAC districts shall not be permitted to extend for more than 20 feet, unless such walls contain windows, doors, recesses of four feet or more, or other transparent or decorative elements. Density may be increased as provided for in the City’s Comprehensive Plan~~
2. ~~*Roof lines.* Roof lines within the RAC CC and RAC AS districts shall be designed with sloping roofs or stepped roof forms. Flat roofs may be permitted, but must have a parapet facing any street front. Mechanical roof-top equipment must be screened from all grade-level views within any RAC district. Dwelling units are allocated at the time of development permit approval. Upon expiration of a development permit the dwelling units shall be returned to the density pool for future allocation.~~
3. ~~*Design criteria.* Within all RAC districts principal structures shall provide a minimum of four of the following architectural features: variation in rooflines, terracing, cantilevering, angling, balconies, arcades, cornices, architectural ornamentation, color and material banding, or courtyards, plazas or landscaped areas which encourage pedestrian interaction between the development site and public areas. Every façade of a principal structure shall contain at least three of the above architectural features. The allocation of dwelling units shall be subject to all applicable provisions of the ULDR at the time of development permit approval. Dwelling units are allocated on a first come, first serve basis.~~
4. ~~Density in the RAC-TMU District and RAC-RPO District. Building sites within the RAC-TMU shall be eligible to apply for additional dwelling units above 25 dwelling units per net acre as provided in Section 47-25.3, Neighborhood Compatibility.~~

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- a) All development within the TMU (RAC-EMU, RAC-SMU and RAC-WMU) district that is greater in density than twenty-five (25) dwelling units per net acre shall be eligible to apply for additional dwelling units subject to the following. Such approval shall be based upon consideration of the number of additional dwelling units available under the City's Comprehensive Plan, the number of additional dwelling units requested, the impact of the proposed development on abutting residential areas, the proposed residential density of the proposed development, location of the proposed development, sensitivity to adjacent development of the site design and proposed orientation of the proposed development, including proposed setbacks, pedestrian movements associated with the proposed development, proposed landscaping, and traffic and parking impacts of the proposed development on the transportation network. Approval for allocation of any additional dwelling units, hotel rooms or both, for multifamily dwellings, hotels and mixed-use developments shall conform to the City's Comprehensive Plan and may be granted subject to approval of a Site Plan Level II permit, subject to the considerations for such review as prescribed above. A minimum setback of twenty (20) feet from all property lines for every building used exclusively for residential purposes may be required. Such minimum setback may also be required for mixed use buildings in which residential use exceeds fifty-nine percent (59%) of the total floor area, exclusive of parking garages.
- b) All development within the RAC-RPO district that is greater in density than thirty-five (35) dwelling units per net acre and up to fifty (50) dwelling units per net acre shall be reviewed subject to the requirements of Section 47-24.3., Conditional Use.

5. ~~*RAC fencing.* Within the RAC districts, chain-link fencing shall not be permitted along any pedestrian priority or image street. In all other areas of the RAC, any chain-link fencing shall be black or green vinyl coated. Temporary fencing may be permitted pursuant to Section 47-19.5. A development permit requesting the allocation of flex and reserve units shall comply with Section 47-28.1, Flexibility Rules. Density may be increased through the allocation of bonus density provisions for affordable housing or sleeping rooms and shall comply with provisions on limitation as outlined in the City's Comprehensive Plan.~~
6. ~~The provisions of this subsection C shall not apply to an existing structure in existence on the effective date (June 28, 1997) of the ULDR unless such structures are voluntarily demolished by more than fifty percent (50%) of the total gross floor area of the building or more than fifty percent (50%) of its replacement value. *Effective date.* The development permit shall not take effect until the 30-day city commission request for review has expired. Effective date shall be the 30-day expiration, or the day of City Commission action.~~

~~D.—*Parking regulations.*~~

- E. *Open Space Regulations.* Open space, for the purposes of this section, shall include all areas on the site not covered by structures, other than covered arcades, or not covered by

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vehicular use area. Covered arcades with a minimum width of ten feet and at least one side open to a street shall be credited towards open space requirements. The required open space shall be shaded through the use of trees, canopies, trellises or other unenclosed shade structures and may include seating, fountains and other elements that enhance the public realm. A minimum of twenty-five percent (25%) of the required open space shall be in landscaped, pervious surfaces. At least forty percent (40%) of the required open space shall be provided at-grade and the remaining open space may be accessible to individual residential units or through common areas, or both. Pervious surface area, for purposes of this requirement, may be provided through open planting beds, porous paving systems, sand-set pavers, or any combination thereof.

The total amount of open space required shall be calculated based on the size and density of the development, as follows:

1. ~~Off-street parking regulations are as provided in Section 47-20, parking and loading requirements, except as provided herein:~~ Open Space for Residential Uses. For development in the RAC districts, except for RAC-CC, open space shall be required for any development that includes residential uses as follows.
 - a. ~~RAC-CC and RAC-AS districts. Development within the RAC-CC and RAC-AS districts shall be exempt from providing off-street parking requirements, except for a nonresidential use on a parcel located within 100 feet of a parcel zoned RAC-UV, RAC-RPO, or RAC-TMU. 1. For developments of 50 residential units or less, or developments of 25 dwelling units per acre or less density: A minimum of 200 square feet of open space per unit;~~
 - b. ~~RAC-UV, RAC-WMU, and RAC-RPO districts. RAC-UV, RAC-WMU and RAC-RPO district residential parking requirements are reduced from the general parking requirements as provided in Table 3, Section 47-20, Parking and Loading Requirements. For developments of between fifty-one (51) and one hundred fifty (150) residential units, or developments of greater than 25 dwelling units per acre and up to 60 dwelling units per acre density: A minimum of one hundred fifty (150) square feet of open space per unit. The minimum total amount of open space shall be no less than the maximum square footage of open space as defined in Section 47-13.20.E.1.a. In no case shall the minimum open space provided be less than 10,000 square feet;~~
 - c. ~~Vehicular use area regulations. A vehicular use area within any RAC district constructed after the effective date (June 28, 1997) of the ULDR, shall not be located within 50 feet of a pedestrian priority or image street, or the seawall or high water mark of the New River, except as provided in subsection C.1.d. Curbscuts providing access to parking areas shall be located on streets other than pedestrian priority and image streets or on alleys, except where a property only has access from a pedestrian priority or image street, or it is determined based on a traffic study that access from a pedestrian priority street or image street is necessary for safe and efficient vehicular and pedestrian circulation. For developments of more than one hundred fifty (150) residential units, or developments of greater than 60 dwelling units per acre density: A minimum of 100 square feet of open space per unit. The minimum total amount of open space shall be no less than the maximum~~

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square footage of open space as defined in Section 47-13.20.E.1.b In no case shall the minimum open space provided be less than 22,500 square feet.

d. ~~A vehicular use area~~

~~i. On a parcel within the RAC-TMU district; or~~

~~ii. That is less than one hundred twenty five (125) feet in depth; or~~

~~iii. Less than fifteen thousand (15,000) square feet in area; or~~

~~iv. Is located along Federal Highway;~~

~~need only provide a minimum of a 20 foot setback from pedestrian priority or image streets, or from the seawall or high water mark of the New River.~~

2. Open space general. For development within the Downtown Regional Activity Center zoning districts that do not include residential uses or for all development within the RAC-CC, open space shall be required at a minimum equivalent of ten (10) percent of the gross lot area. Up to fifty (50) percent credit towards the required landscaping as defined in Section 47-13.20.E for landscaping improvements proposed in the right-of-way may be applied if approved by the agency with jurisdiction over the subject right-of-way. For development sites of 1.5 acres or less, up to seventy-five (75) percent credit may be applied towards the required landscaping as defined in Section 47-13.20.E for landscaping improvements proposed in the right-of-way if approved by the agency with jurisdiction over the subject right-of-way.

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

~~a. Sloped garage ramps facing and within 100 feet of pedestrian priority and image streets and the seawall or high water mark of the New River shall have ornamental grating or other architectural features which screen the sloped ramp from view from the pedestrian priority and image street.~~

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

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

~~d. A parking garage shall meet the following architectural guidelines:~~

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

~~ii. When a parking garage is the principal use on a plot, it shall be designed so that the uppermost parapet or roof of the parking garage contains elevational changes averaging at least three feet in height and ten feet in length every 50 horizontal feet or less.~~

3. For projects that include both residential and non-residential uses the lesser of the calculations above shall apply.

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- ~~E. Open space for residential uses. For development in the RAC districts, except for RAC-CC, open space shall be required for residential uses. Open space, for the purposes of this section, shall include all areas on the site not covered by structures, other than covered arcades, or not covered by vehicular use area. Covered arcades with a minimum width of ten feet and at least one side open to a street shall be credited towards open space requirements. The required open space shall include seating and shade provided by trees, canopies, or other unenclosed shade structures. A minimum of fifty percent (50%) of the required open space shall be in landscaping. At least forty percent (40%) of the required open space shall be provided at grade and the remaining open space shall be accessible to individual residential units or through a common area, or both. The total amount of open space required shall be calculated based on the size and density of the development, as follows:~~
- F. Transition Zones. Where a proposed use is of larger scale and mass than existing adjacent uses, the design of the structure shall place significant consideration to transition, architectural articulation, superior lining with habitable space and screening of parking garage structures to effectively transition between higher and lower density districts. Transition zones shall be established to ensure a suitable transition from those more intensive zoning districts within the Downtown Regional Activity Center to those less intensive zoning districts outside of the Downtown Regional Activity Center.
1. ~~For developments of 50 residential units or less, or developments of 25 dwelling units per acre or less density: A minimum of 200 square feet of open space per unit; Commercial Transition Zone:~~
 - a. Proposed maximum height at the boundary of the RAC-CC district shall be one hundred fifty (150) feet and may be increased one foot for every one foot of setback from the RAC-CC district boundary, for a distance of 100 feet from the RAC-CC district.
 - b. A transition zone shall be required for any development or redevelopment located within the Downtown Regional Activity Center that is within one hundred (100) feet of a nonresidential property outside of the Downtown RAC. This transition zone shall only be required if the height limitation of the Downtown Regional Activity Center zoning district is greater than that of the neighboring zoning district and shall consist of the following: a maximum of one hundred and fifty (150) feet for that portion of the structure that is within one hundred (100) feet of the zoning district boundary abutting the RAC and the height may increase a maximum of one (1) foot for each one (1) foot of setback from the boundary for a distance of one hundred (100) feet.
 2. ~~For developments of between fifty one (51) and one hundred fifty (150) residential units, or developments of greater than 25 dwelling units per acre and up to 60 dwelling units per acre density: A minimum of one hundred fifty (150) square feet of open space per unit; Residential Transition Zone: A transition zone shall be required for any development of redevelopment located within the Downtown Regional Activity Center that is within two hundred (200) feet of a residential property. This transition zone shall only be required if the height limitation of the Downtown Regional Activity Center~~

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zoning district is greater than that of the neighboring zoning district and shall consist of the following:

- a. No structure may exceed a height limitation two and one-half times the height of the maximum height of the zoning district outside of the RAC for a distance equal to mid-block of the development site or for a depth of two hundred (200) feet as measured from the zoning district boundary abutting the zoning district of the RAC, whichever is less.
- ~~3. For developments of more than one hundred fifty (150) residential units, or developments of greater than 60 dwelling units per acre density: A minimum of 100 square feet of open space per unit;~~
- ~~4. For developments which fall into more than one of the above categories, the lesser open space requirement shall apply.~~
- G. *RAC Landscape Requirements.* Surface parking lots within the RAC district shall meet the landscape requirements for vehicular use areas as specified in Section 47-21, Landscaping and Tree Preservation Requirements. All other landscape requirements shall comply with the Downtown Master Plan Chapter 4 Design Guidelines.
- H. *RAC Streetscape Design.* All streetscape cross sections shall comply with Chapter 4 of the Design Guidelines of Fort Lauderdale for those streets under City of Fort Lauderdale jurisdiction. Streets not under Fort Lauderdale jurisdiction shall comply with the Downtown Master Plan Chapter 4 Design Guidelines to the greatest extent possible. Alternative streetscape designs may be considered if conflicts with existing utilities prevent placement of street trees and result in the building being placed more than seven (7) feet away from the build to line as prescribed by the street cross sections of the Design Guidelines.

Development shall meet the following streetscape design requirements:

1. VUA landscaping. Surface parking lots shall meet the landscape requirements for vehicular use areas as provided in Section 47-21, Landscaping and Tree Preservation Requirements.
2. Streetscape improvements. Streetscape improvements are required to be made as a part of a development in accordance with the Downtown Master Plan design standards applicable to the abutting right-of-way. The required streetscape improvements shall be required to be made to that portion of the right-of-way abutting the proposed development site. Developer shall be responsible for making the streetscape improvements in accordance with the Downtown Master Plan design standards applicable to the abutting right-of-way.

Modification to the required streetscape improvements may be permitted based on the preservation of natural barriers, avoidance of interference with utility lines or other obstructions as approved by the DRC or may be modified based on an alternative design found to achieve the underlying intent of the streetscape design as indicated in the adopted design standards. Streetscape improvements shall include but are not limited to the following:

- a. Street Trees. Street trees shall be planted and maintained along the street abutting the property to provide a canopy effect. The trees shall be planted at a

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minimum height and size in accordance with the requirements of Section 47-21, Landscape and Tree Preservation Requirements. The requirements for street trees, as provided herein, may be located within the public right-of-way, as approved by the entity with jurisdiction over the abutting right-of-way.

i. In addition to the requirements of Section 47-21, to accommodate proper root growth, street trees shall require the use of a sub-grade soil medium, such as CU Structural Soil® or similar, to be provided to support root growth for trees adjacent to pedestrian pavement and the use of a modular sub-grade block system, such as Silva Cell or similar, to be provided to support root growth for trees adjacent to traffic loads and utilities, and other amenities including but not limited to irrigation, up lighting, porous paving systems.

ii. Street trees shall be shade trees maintained at a minimum twelve (12) foot horizontal clearance from buildings. Shade trees shall be provided at maximum every 30 lineal feet on-center along the street frontage. Palm trees may be provided at intersections where streets with shade trees converge. Provide tall palms at the immediate corners to provide a visual marker and to frame the street. Small canopy trees and small palms may be permitted when existing or proposed physical conditions may prevent the proper growth of shade trees or tall palms, as determined by the DRC, at maximum every fifteen (15) lineal feet along the street frontage. All trees shall satisfy the following standards at the time of planting:

iii. Shade trees: Minimum sixteen (16) feet in height, with a minimum seven (7)-foot ground clearance. Palms are to be single-trunk and a minimum of 7-foot ground clearance and spaced to provide maximum visibility at intersection.

b. Sidewalk. A minimum 7-foot clear sidewalk shall be provided along all streets defined as local streets in the Downtown Master Plan Chapter 4 Design Guidelines.

c. Applicant shall be required to execute a maintenance agreement providing for the repair, replacement and maintenance of required off-site improvements in form approved by the City Engineer, to be recorded in the public records of Broward County at applicant's expense. The City Engineer is authorized to execute said agreement on behalf of City.

G. Signs. Sign requirements are:

~~1. Downtown RAC district signs shall be as permitted in the central beach area zoning district pursuant to Section 47-22.4.C.13, except that message center signs and time and temperature signs shall be permitted, as provided in Section 47-22, Sign Requirements.~~

~~2. Amortization period. All signs in the RAC zoning districts shall comply with these sign code provisions within five years of the effective date (June 28, 1997) of the ULDR.~~

~~H. Street and waterway treatment. There are hereby identified streets and a waterfront corridor located within the downtown RAC which are currently accommodating, or are intended to accommodate, intensive pedestrian traffic, or which serve as major pedestrian streets and major vehicular entryways, or major gateways into the downtown, and which will, therefore, require adjacent development to accommodate said pedestrian and~~

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~~vehicular usage and aesthetic considerations. The streets and waterfront corridor are identified below:~~

~~1. *Pedestrian priority streets*~~

- ~~a. Las Olas Boulevard, from Brickell Ave. to the east RAC boundary.~~
- ~~b. Brickell Avenue, from Las Olas Blvd. to S.W. 2nd Street.~~
- ~~c. S.W. 2nd Street, from Brickell Ave., West to S.W. 7th Ave.~~
- ~~d. Andrews Avenue, from Broward Blvd. to Las Olas Blvd.~~
- ~~e. S.E. 6th Street, from Andrews Ave. to S.E. 3rd Ave.~~
- ~~f. S.E. 5th Avenue from Las Olas Blvd. to the New River.~~

~~Special regulations for pedestrian priority streets are provided in subsection H.~~

~~2. *Image streets.*~~

- ~~a. N.E./N.W. 6th Street (Sistrunk Boulevard), from the FEC rail line to Federal Highway.~~
- ~~b. N.E./S.E. 3rd Avenue from N.E. 6th Street to S.E. 6th Street.~~
- ~~c. Andrews Ave. from Flagler Dr. to Broward Blvd. and from Las Olas Blvd. South to RAC boundary.~~
- ~~d. Broward Boulevard from S.W./N.W. 7th Avenue to N.E./S.E. 8th Avenue.~~
- ~~e. Federal Highway from N.E. 6th Street to S.E. 2nd Street.~~

~~Special regulations for image streets are provided in subsection I.~~

~~3. *New River waterfront corridor.* Special regulations for the New River waterfront corridor are provided in subsection J.~~

~~4. *All other RAC streets.* All streets other than those included as pedestrian priority and image streets within the boundaries of the downtown RAC. Special regulations for these streets are provided in subsection K.~~

~~I. *Pedestrian priority streets.* Development of property located abutting pedestrian priority streets shall meet the following requirements:~~

~~1. *Building frontage setback requirement.*~~

- ~~a. A minimum of seventy five percent (75%) of the linear frontage of a parcel along the pedestrian priority street shall be occupied by a ground floor building wall located ten feet from the front property line. All other portions of the building shall be located a minimum of five feet from the property line, except as provided for in subsection H.9. Support columns may be located in the ten foot ground floor setback, provided their combined width does not exceed twenty five percent (25%) of the linear dimension of the front building wall. The minimum linear frontage and ten foot ground floor building wall requirement of this subsection shall not apply to automotive service stations where allowed within the RAC or to development along Federal Highway, but the requirement of subsection K.1.a shall apply.~~

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- ~~b. *Modification of building frontage setback requirements within the RAC-TMU district.* Building frontage setback requirements for the RAC-TMU may be modified by the DRC to require greater setbacks above those specified in subsection H.1.a, subject to the review criteria as provided in Section 47-25.3, Neighborhood Compatibility, as provided in Section 47-25.3.A.3.e.iii. Setbacks may also be modified by the DRC for building sites within the RAC-TMU that apply for additional dwelling units above 25 dwelling units per net acre, and shall also be subject to the review criteria as provided in Section 47-25.3, as provided in Section 47-25.3.A.3.e.ii.~~
- ~~2. *General setback and setback requirements.* Portions of the structure located more than nine feet above the sidewalk shall be subject to the setbacks as required in subsection H.9. Non-load bearing walls or fences of no greater than forty two (42) inches in height may be permitted in the setback or setback areas. An increase in the setbacks may be required for pedestrian amenities, such as public plazas as defined in Section 47-9, X district, pedestrian entries, outdoor dining areas and similar public use areas, or landscaping, as approved by the DRC.~~
- ~~3. *First floor uses.* A minimum of seventy five percent (75%) of the building front along a pedestrian priority street required as provided in subsection H.1.a for a depth of at least 20 feet from the building front shall be used for retail sales, retail banking, residential uses, food and beverage, commercial recreation, governmental facility, service use (not including professional office), public museum or art gallery, or other public cultural facility accessible to the public and occupants of the building in which the use is located.~~
- ~~4. *First floor transparency.* A minimum of thirty five percent (35%) of the first floor façade of a building along a pedestrian priority street shall utilize transparent elements, such as windows, doors, and other fenestration.~~
- ~~5. *Awnings, canopies, arcades.* Awnings, canopies or arcades shall be required over all doors, windows and other transparent elements provided to satisfy the provisions of subsection H.4, along a pedestrian priority street. The height of the awnings, canopies or arcades shall be between eight feet and 12 feet, and shall be a minimum of four feet in depth. Such elements shall not be subject to the ten foot setback requirement identified in subsection H.1.a.~~
- ~~6. *Cornice.* A cornice shall be provided on the side of a building along a pedestrian priority street at a minimum of 12 feet above the sidewalk or at a height similar to the cornice on an abutting property, but in no case shall the cornice exceed thirty five (35) feet or two floor levels whichever is less in height.~~
- ~~7. *Street trees.* Street trees as defined by Section 47-21.2, Landscaping and Tree Preservation, shall be provided as follows:~~
- ~~a. *Shade trees* shall be provided at least every 40 lineal feet along the area fronting the pedestrian priority street. Palm trees or ornamental trees may be permitted when existing or proposed physical conditions may prevent the proper growth of the shade tree, as determined by the DRC, at least every 20 lineal feet along the frontage. All trees shall satisfy the following standards at the time of planting:~~

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- ~~i. Shade trees: Minimum 14 feet height and eight foot spread, with minimum six foot ground clearance.~~
- ~~ii. Palm trees: Minimum 18 foot height, with a minimum of eight feet of wood.~~
- ~~iii. Ornamental trees: Minimum 12 feet in height and six foot spread, with a minimum six foot ground clearance.~~
- ~~b. Root zone and pervious surface areas shall be provided as follows:
 - ~~i. Areca, Carpentaria, Cocothrinax, Phychospermia, Rhapsis, Sabal, and Washingtonia: No less than nine square feet of pervious surface area and no dimension less than three feet.~~
 - ~~ii. All other shade or ornamental: No less than sixty four (64) square feet of pervious surface area and no dimension less than eight feet.~~
 - ~~iii. All other palm types: No less than 25 square feet of pervious surface area and no dimension less than five feet.~~~~

~~Pervious surface area, for purposes of this requirement, may be provided through open planting beds, tree grates, sand set pavers, or any combination thereof.~~
- ~~c. The DRC may permit alternative landscape treatment along the frontage of a pedestrian priority street where pedestrian entries to plazas or principal structures are provided. Specimen palm plantings or other landscape design treatments may be installed to complement the architectural design of the structure or plaza in lieu of shade trees, limited to no more than fifty percent (50%) of the plot frontage on a pedestrian priority street.~~
- ~~8. Location of street trees. The requirements for street trees, as provided herein, may be located within the public right of way, as approved by the entity with jurisdiction over the abutting right of way.~~
- ~~9. Building step-backs. Step-backs shall be provided in a building to provide for air and light at the street level on the side of a building along a pedestrian priority street as follows:
 - ~~a. At the cornice required by subsection H.6 (between 12 feet and thirty five (35) feet), a step-back of at least ten feet.~~
 - ~~b. At a level between the 4th and 10th floors, an additional step-back of at least ten feet, or multiple step-backs which total a minimum of at least ten feet.~~
 - ~~c. In lieu of strict application of subsections H.9.a and b, an applicant may propose an alternative design which satisfies the intent of providing air and light at the street level, subject to review and approval of the DRC.~~~~
- ~~10. New buildings, additions to existing buildings or any development of a site on a parcel located on one or more pedestrian priority street(s) or image street(s), must meet all of the ULDR requirements applicable to one of such streets, and all of the requirements of any of the other streets when the development is within 50 feet of the edge of the street closest to the development; however, the requirement for a ground floor building wall along seventy five percent (75%) of the linear frontage of the parcel (subsection H.1.a) may be provided in phases in accordance with an approved site plan. These~~

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~~requirements shall not apply to buildings or additions with less than 500 square feet of floor area; however, in all cases, regardless of the size and type of development, the street tree requirements of subsection H.7 shall apply to all pedestrian priority and image streets.~~

~~11. The provisions of this subsection H shall not apply to structures in existence on the effective date (June 28, 1997) of the ULDR unless such structures are voluntarily demolished by more than fifty percent (50%) of the total gross floor area of the building or more than fifty percent (50%) of its replacement value.~~

~~J. *Image streets.* Development of property located abutting image streets shall satisfy the following regulations:~~

~~1. *Building frontage setback requirement.* As provided in subsection H.1.~~

~~2. *General setback and setback requirements.* As provided in subsection H.2.~~

~~3. *First floor transparency.* As provided in subsection H.4.~~

~~4. *Awnings, canopies, arcades.* As provided in subsection H.5.~~

~~5. *Cornice.* As provided in subsection H.6.~~

~~6. *Street trees.* As provided in subsection H.7.~~

~~7. *Location of street trees.* As provided in subsection H.8.~~

~~8. *Building step-backs.* As provided in subsection H.9.~~

~~9. New buildings, additions to existing buildings or any development of a site on a parcel located on one or more pedestrian priority street(s) or image street(s), must meet all of the ULDR requirements applicable to one of such streets, and all of the requirements of any of the other streets if the development is within 50 feet of the edge of the street closest to the development; however, the requirement for a ground floor building wall along seventy five (75%) of the linear frontage of the parcel (subsection H.1.a) may be provided in phases in accordance with an approved site plan. These requirements shall not apply to buildings or additions with less than 500 square feet of floor area; however, in all cases, regardless of the size and type of development, the street tree requirements of subsection H.7 shall apply to all pedestrian priority and image streets.~~

~~10. The provisions of this subsection I shall not apply to an existing structure in existence on the date of adoption of the ULDR unless such structures are voluntarily demolished by more than fifty percent (50%) of the total gross floor area of the building or more than fifty percent (50%) of its replacement value.~~

~~IK. *New River Waterfront Corridor.* Except in the RAC-TMU zoning district as provided in subsection J.3., development on parcels located within 100 feet of the New River shall be reviewed pursuant to the process for a site plan level IV development permit (section 47-24.2) without planning and zoning board review, and shall be required to meet the following regulations:~~

~~1. Within the RAC-CC and RAC-AS districts a principal structure shall provide a minimum 60 foot setback from the seawall or the high water mark of the river's edge if no seawall exists, or less if the existing right-of-way or easement is less than 60 feet in width, but~~

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in no case shall there be less than a forty-five (45) foot setback, except for the following:

- a. A residential use or marine-related use as specified in sections 47-13.10 and 47-13.11, Boats, Watercraft and Marinas, that have portions of structures devoted to those uses that are no higher than thirty-five (35) feet in height may encroach within the setback specified above, but shall in no case be less than 20 feet from the seawall or the high water mark, if no seawall exists.

If the minimum or greater setbacks specified in subsection J.1. are provided, the development plan shall be reviewed giving consideration to the location, size, height, design, character and ground floor utilization of any structure or use, including appurtenances; access and circulation for vehicles and pedestrians, streets, open spaces, relationship to adjacent property, proximity to New River and other factors conducive to development and preservation of a high quality downtown regional activity center district. No approval shall be given to the setbacks shown on the development plan unless a determination is made that the setbacks conform to all applicable provisions of the ULDR, including the requirements of section 47-13, Downtown Regional Activity Center Districts, that the safety and convenience of the public are properly provided for and that adequate protection and separation are provided for contiguous property and other property in the vicinity. Approval of the setbacks of a development plan may be conditioned by imposing one or more setback requirements exceeding the minimum requirements.

- b. Within the RAC-CC and RAC-AS districts, structures may provide less than the minimum setback specified in subsection J.1., above or exceed the thirty-five (35) foot height limitation, as specified above, if approved in accordance with the requirements of a site plan level IV development permit, (Section 47-24.2) without planning and zoning board review, subject to the review criteria as provided in Section 47-25.3, Neighborhood Compatibility, as provided in Section 47-25.3.A.3.e.iii, and the following additional criteria and limitations are met:
 - i. Principal structures shall provide a minimum of one or more setbacks totaling a minimum of 20 feet, between a height of 12 feet and fifty-five (55) feet.
 - ii. No portion of a structure in excess of thirty-five (35) feet in height shall encroach upon a 1:1 height-to-setback plane, as measured from a line 20 feet from the seawall or high water mark, if no seawall exists, up to a height of ninety-five (95) feet. Portions of structures above ninety-five (95) feet in height may proceed vertically without additional setback, subject to the provisions of subsection J.2.c.
 - iii. Principal structures shall also provide a minimum of five of the following architectural features: variation in rooflines, terracing, cantilevering, angling, balconies, arcades, cornices, architectural ornamentation, color and material banding, or courtyards, plazas or landscaped areas which encourage pedestrian interaction between the development site and the New River.

2. *Additional criteria.*

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- ~~a. Within the RAC-CC and RAC-AS districts only, when the development is located along North or South New River Drive or the Riverwalk Linear Park, it shall comply with regulations for Pedestrian Priority Streets, Section 47-13.4.G, whereby reference to "pedestrian priority street" shall apply to the New River Waterfront Corridor.~~
- a**b.** Within the RAC-CC district only, all principal structures located on the south side of the New River shall provide a minimum setback as required so as to not produce a shadow pattern that shadows a point on the river's edge for more than four hours between the hours of 9:00 a.m. and 4:00 p.m. on March 21 (spring equinox).
- b**e.** Within the RAC-CC district only, ground level design and amenities shall functionally and visually coordinate with and complement existing public improvements along the New River adjacent or abutting the development site, including pedestrian access and landscaping.
- 3. ~~Within the RAC-TMU district only, any structure shall provide minimum setbacks from the seawall or high water mark of the river's edge, if no seawall exists, as approved pursuant to Site Plan Level III development permit, Section 47-24.2, subject to the review criteria as provided in Section 47-25.3, Neighborhood Compatibility, as provided in Section 47-25.3.A.3.e.iii.~~
- L. ~~All other RAC district streets. Development of property located abutting all streets within the RAC districts other than pedestrian priority or image streets shall satisfy the following regulations:~~
 - 1. ~~Setback.~~
 - a. ~~A minimum setback of five feet shall be provided from the property line along the street.~~
 - b. ~~Modification of setback requirements within the RAC-TMU district. Setback requirements for the RAC-TMU may be modified to require greater setbacks above those specified in subsection K.1.a, subject to approval of a Site Plan Level II permit and the review criteria provided in Section 47-25.3.A.3.e.iii, Neighborhood Compatibility. Setbacks may also be modified for building sites within the RAC-TMU that apply for additional dwelling units above 25 dwelling units per net acre, subject to approval of a Site Plan Level II permit and the review criteria as provided in Section 47-25.3.A.3.e.ii.~~
 - 2. ~~Street trees. As provided in subsection H.7.~~
 - 3. ~~Location of street trees. As provided in subsection H.8.~~
- M. ~~Effect of other ULDR provisions. Unless otherwise provided in this Section 47-13, the provisions of the ULDR with general applicability to development within the city shall apply as requirements of the development of property within the district described in this Section 47-13. However, any provision of this Section 47-13 shall prevail to the extent of such conflict.~~
- N. ~~[Site Plan Level II.]~~

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J. Review process. Except as provided in Section 47-24, Table 1. Development Permits and Procedures, development within the following zoning districts shall be reviewed as a Site Plan Level II permit.

1. A Site Plan Level II approval of a development for which a site plan has been approved by the city commission, or which has been the subject of an agreement with the city shall not be final until 30 days after final DRC approval and then only if no motion is adopted by the city commission seeking to review the application, pursuant to the process provided in Section 47-26.A.2 of the ULDR. The action of the DRC shall be final and effective after the expiration of the thirty-day period if no action is taken by the city commission.
2. Approval of all other Site Plan Level II developments within the RAC shall not be final until 30 days after preliminary DRC approval and then only if no motion is adopted by the city commission seeking to review the application pursuant to the process provided in Section 47-26.A.2 of the ULDR. ~~A motion seeking to review an application pursuant to this subsection 2, shall only be approved if it is found by the city commission that DRC has misapplied or failed to apply one or more requirements of the ULDR or the City's Comprehensive Plan in approving the application.~~

3. _____

Master Plan.

K. Definitions.

1. Density Pool: The total number of residential dwelling units permitted by the City's Comprehensive Plan for land within a regional activity center land use designation that has not been allocated to a particular development.
2. Floorplate: The gross square footage (GSF) for any floor of a tower. This does not include balconies that are open on three sides.
3. Pedestal: The portion of a building extending from the ground to the shoulder. Also referred to as "podium".
4. Shoulder: The portion of a building below the horizontal stepback between a tower and a pedestal.
5. Stepback: The horizontal dimension that defines the distance between the face of the tower and the face of the pedestal.
6. Streetscape: Exterior public space beginning at the face of a building extending into the adjacent right-of-way, which includes travel lanes for vehicles and bicycles, parking lanes for cars, and sidewalks or paths for pedestrians. Streetscape may also include, but not be limited to, landscaped medians and plantings, street trees, benches, and streetlights as well as fences, yards, porches, and awnings.
7. Streetwall: The building façade adjacent to the street, along or parallel to the lot-line.

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8. Story: The complete horizontal section of a building, having one continuous or practically continuous floor.
9. Tower: The portion of a building extending upward from the pedestal.

Sec. 47-13.21. - Table of dimensional requirements for the RAC District.

<u>RAC Character Area</u>	<u>Downtown Core</u>	<u>Near Downtown</u>	<u>Urban Neighborhood</u>
<u>Maximum Building Height*</u>	None (FAA restrictions apply)	<u>30 Floors**</u>	<u>6 Floors</u> <u>12 Floors **</u>
<u>Maximum Building Streetwall Length</u>	<u>300 Feet</u>	<u>300 Feet</u>	<u>300 Feet</u>
<u>Maximum Gross Square Footage of Building Tower Floor Plate Size</u>	<u>Residential: 18,000 up to 15 Floors / 12,500 up to 37 Floors</u> <u>Non-residential: 32,000</u>	<u>Residential: 18,000 up to 15 Floors / 12,500 up to 30 Floors</u> <u>Non-residential: None up to 9 Floors / 32,000 up to 30 Floors</u>	<u>Residential: 10,000</u> <u>Non-residential: 16,000</u>
<u>Maximum Building Podium Height</u>	<u>9 Floors</u>	<u>7 Floors</u>	<u>6 Floors</u>
<u>Minimum Building Tower Step Back</u>	<u>None</u>	<u>15 Feet</u>	<u>12 Feet</u>
<u>Minimum Separation between Building Towers</u>	<u>60 Feet</u> <u>30 Feet minimum on subject property if adjacent to abutting lot under separate ownership</u>	<u>60 Feet</u> <u>30 Feet minimum on subject property if adjacent to abutting lot under separate ownership</u>	<u>None</u>

<u>RAC District</u>	<u>RAC-CC</u>	<u>RAC-AS</u>	<u>RAC-UV</u>	<u>RAC-RPO</u>	<u>RAC-TMU</u>

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Maximum Height	See** South of SE/SW 7 St., and North of NE/NW 5 St., 150 ft. maximum at boundary****	See**	55 ft. up 150 ft.*** Unspecified for South of NE/NW 5 St. See**	55 ft. up to 150 ft.**	See**
Minimum Plot Size	none	none	Nonresidential 5,000 sf (10,000 sf abutting Federal Hwy) Residential and Mixed Use—See Sections 47-5.30—47-5.39	Nonresidential and mixed-use 5,000-sf For res. see Section 47-5.38 RMH-60	Nonresidential 5,000-sf Residential and Mixed Use—5,000 sf
Maximum Plot Coverage	95%	90%	90%	85%	Nonresidential—95% Mixed Use and Residential—75%
Maximum Density	none	35 du/acre	none	35 du/acre—up to 50 du/acre***	none greater than 25 du/acre—see Section 47-13.13
Minimum Front Yard (feet)	See Section 47-13.13				
Minimum Side Yard (feet)	None, unless otherwise provided for in Section 47-13.13	For nonresidential and mixed use, none, unless other provided for in Section 47-13.13			
		For residential apply minimum yards of Section 47-5.38, RMH-60 for Housing type			Greater side yard may be required see Section 47-13.13
Minimum Rear Yard (feet)	None, unless otherwise provided for in Section 47-13.13	For nonresidential and mixed use, none, unless other provided for in Section 47-13.13			

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		For residential apply minimum yards of Section 47-5.38, RMH-60 for Housing type	Greater side yard may be required see Section 47-13.13
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Notes:

~~* Side and rear setbacks as provided herein, except as regulated by Section 47-25.3, Neighborhood Compatibility Requirements as described in Table 1 of Section 47-24, Development Permits and Procedures.~~

~~** No maximum height, unless otherwise provided in those subsections of Section 47-25.3, Neighborhood Compatibility Requirements, as described in Table 1 of Section 47-24, Development Permits and Procedures.~~

~~***Height: Heights above fifty five (55) feet and up to one hundred fifty (150) feet shall be reviewed subject to the requirements of Section 47-24.3, Conditional Use Permit, except that parcels abutting Andrews Ave. and Federal Hwy. shall be exempt from Conditional Use Review for height. Density in the RAC-RPO: Above thirty five (35) du/ac and up to 50 du/ac shall be reviewed subject to the requirements of Section 47-24.3.~~

~~**** Setbacks/Yards of one-half building height do not apply.~~

* Refer to Section 47-13.20.F, Transition Zones, for additional criteria. ~~Height at boundary of RAC-CC district shall be one hundred fifty (150) feet; height may be increased one foot for every one foot of setback from the RAC-CC district boundary, for a distance of 100 feet from the RAC-CC district.~~

**Height: Heights above fifty-five (55) feet and up to one hundred fifty (150) feet in the RAC-UV and RAC-RPO zoning districts shall be reviewed subject to the requirements of Section 47-24.3, Conditional Use Permit, except that parcels abutting Andrews Ave. and Federal Hwy. shall be exempt from Conditional Use Review for height.

(Ord. No. C-97-19, § 1(47-13.5), 6-18-97)

Secs. 47-13.22—47-13.28. - Reserved.

Section 47-24.1

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TABLE 1. DEVELOPMENT PERMITS AND PROCEDURES

Permit	Department	Development Review Committee	City Commission	Criteria for Review
22.c	Any Site Plan Level II development within Downtown RAC that <u>deviates from the maximum requirements of Section 47-13.20.B</u> where one or more requirements of the ULDR or City's Comprehensive Plan misapplied or failed to apply. See Sec. 47-13.20.M.2.	R	CRR/PZ or DRCDP	1. RAC Requirement, Sec. 47-13-25.2-; 2. Adequacy Review, Sec. 47-25.2-; 3. Neighborhood Compatibility review Sec. 47-25.3 when applicable.;

Sec. 47-25.3. - Neighborhood compatibility requirements.

e. *Neighborhood compatibility and preservation.* In addition to the review requirements provided in subsections A.1, A.2 and A.3.a, b, c, and d, the following review criteria shall also apply as provided below:

ii. All development within the ~~TMU (RAC EMU, RAC SMU and RAC WMU) district that is greater in density than twenty five (25) dwelling units per net acre:~~

~~e) In addition to meeting the review requirements of subsection A.3.e.i, Building sites within the RAC TMU (RAC EMU, RAC SMU and RAC WMU) district shall be eligible to apply for additional dwelling units over and above twenty five (25) dwelling units per net acre, provided such additional dwelling units are available for distribution in the downtown regional activity center. However, in order to obtain such additional dwelling units, a site plan level II permit must be approved. Such approval shall be based upon consideration of the number of additional dwelling units available under the city land use plan, the number of additional dwelling units requested, the impact of the proposed development on abutting residential areas, the proposed residential density of the proposed development, location of the proposed development, the sensitivity to adjacent~~

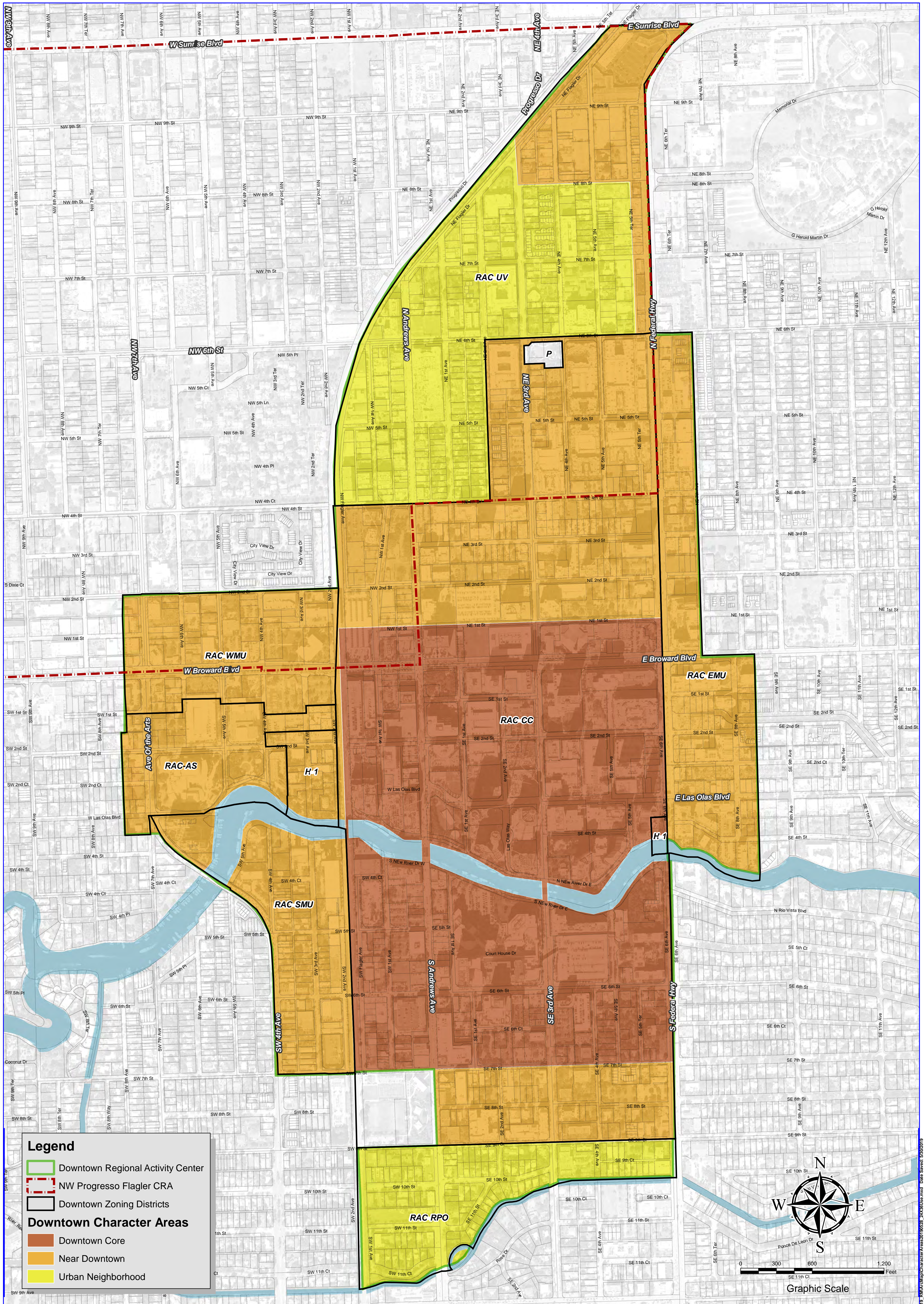
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~~development of the site design and proposed orientation of the proposed development (including proposed setbacks), pedestrian movements associated with the proposed development, proposed landscaping, and traffic and parking impacts of the proposed development on the transportation network. Approval for allocations of any additional dwelling units, hotel rooms or both, for multifamily dwellings, hotels and mixed-use developments shall conform to the city's land use plan and may be granted subject to approval of a site plan level II permit, subject to the considerations for such review as prescribed above. A minimum setback of twenty (20) feet from all property lines for every building used exclusively for residential purposes may be required. Such minimum setback may also be required for mixed-use buildings in which residential use exceeds fifty-nine percent (59%) of the total floor area, exclusive of parking garages.~~

~~iii. All development within any downtown RAC district that is within one hundred (100) feet of residential property that is located outside of any downtown RAC district and all development within the RAC TMU (RAC EMU, RAC SMU and RAC WMU) district; and all development that is located on land adjacent to the New River within the RAC AS and RAC CC which deviates from the New River corridor requirements as provided in Section 47-13, Downtown Regional Activity Center:~~

~~a) In addition to meeting the review requirements of subsection A.3.e.i, the setbacks imposed for a development plan may be modified subject to the requirements provided as follows:~~

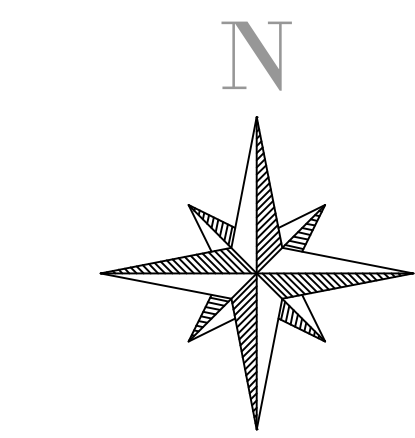
~~1. No structure, or part thereof, shall be erected or used, or land or water used, or any change of use consummated, nor shall any building permit or certificate of occupancy be issued therefor, unless a development plan for such structure or use shall have been reviewed and approved, where applicable, after development review as prescribed in subsection A.3.e.i. In approving such development plan, consideration shall be given to the location, size, height, design, character and ground floor utilization of any structure or use, including appurtenances; access and circulation for vehicles and pedestrians, streets, open spaces, relationship to adjacent property, proximity to New River and other factors conducive to development and preservation of a high quality downtown regional activity center district. No approval shall be given to the setbacks shown on the development plan unless a determination is made that the setbacks conform to all applicable provisions of the ULDR, including the requirements of Section 47-13, Downtown Regional Activity Center Districts, that the safety and convenience of the public are properly provided for and that adequate protection and separation are provided for contiguous property and other property in the vicinity. Approval of the setbacks of a development plan may be conditioned by imposing one (1) or more setback requirements exceeding the minimum requirements.~~



City of Fort Lauderdale: Downtown Character Areas



SKETCH AND DESCRIPTION DOWNTOWN CHARACTER AREA



LOCATION
SKETCH



NOT TO SCALE

EXHIBIT "A"

LEGAL DESCRIPTION OF DOWNTOWN CHARACTER AREA THAT IS DIVIDED INTO THREE AREAS; NEAR DOWNTOWN. URBAN NEIGHBORHOOD AND DOWNTOWN CORE, TOGETHER WITH A DOWNTOWN CHARACTER AREA SKETCH.

LANDS LYING IN SECTIONS 2, 3, 10 AND 11, TOWNSHIP 50 SOUTH, RANGE 42 EAST, BROWARD COUNTY, FLORIDA; BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

NEAR DOWNTOWN DESCRIPTION:

BEGIN AT THE INTERSECTION OF THE CENTERLINE OF SOUTHWEST 7 STREET WITH THE CENTERLINE OF THE FLORIDA EAST COAST RAILROAD RIGHT OF WAY (100 FOOT RIGHT OF WAY); THENCE WESTERLY ALONG SAID SOUTHWEST 7 STREET CENTERLINE TO ITS INTERSECTION WITH THE CENTERLINE OF SOUTHWEST 4 AVENUE; THENCE NORTHERLY AND NORTHWESTERLY ALONG THE CENTERLINE OF SAID 4 AVENUE AND THE CENTERLINE OF THE W. H. MARSHALL BRIDGE, TO THE INTERSECTION WITH THE EASTERLY EXTENSION OF THE SOUTH LINE OF LOTS 1, 3, 5, AND 7, BLOCK 33, "BRYAN'S SUBDIVISION OF BLOCKS 33 AND 64, FORT LAUDERDALE, FLORIDA", ACCORDING TO THE PLAT THEREOF, RECORDED IN PLAT BOOK 1, PAGE 29, OF THE PUBLIC RECORDS OF DADE COUNTY, FLORIDA; THENCE WESTERLY ALONG SAID EXTENDED LINE TO THE SOUTHWEST CORNER OF SAID LOT 7; THENCE NORTH ALONG THE WEST LINE OF SAID LOT 7, THE WEST LINE OF LOTS 26, 25, 8 AND 7, BLOCK 22, "BRYAN'S SUBDIVISION OF BLOCKS 21 AND 22, FORT LAUDERDALE, FLORIDA", ACCORDING TO THE PLAT THEREOF, RECORDED IN PLAT BOOK 1, PAGE 29, OF THE PUBLIC RECORDS OF DADE COUNTY, FLORIDA AND THE NORTHERLY EXTENSION THEREOF, TO THE NORTH RIGHT OF WAY LINE OF SOUTHWEST 2 STREET; THENCE EAST ALONG SAID RIGHT OF WAY LINE TO INTERSECT THE WEST LINE OF LOT 10, BLOCK 20, "TOWN OF FORT LAUDERDALE", ACCORDING TO THE PLAT THEREOF, RECORDED IN PLAT BOOK "B", PAGE 40, OF THE PUBLIC RECORDS OF DADE COUNTY, FLORIDA; THENCE NORTHERLY ALONG SAID WEST LINE OF LOT 10 TO THE NORTHWEST CORNER OF THE SOUTH 135.00 FEET OF SAID LOT 10; THENCE EASTERLY ALONG THE SOUTH 135.00 FEET OF SAID LOT 10 TO THE SOUTHERLY EXTENSION OF THE WEST LINE OF LOT 5, BLOCK 10, "SUBDIVISION OF LOTS 1, 2, 3 AND 4 - 9 AND 10, BLOCK 20, FORT LAUDERDALE, FLORIDA", ACCORDING TO THE PLAT THEREOF, RECORDED IN PLAT BOOK 3, PAGE 15, OF THE PUBLIC RECORDS OF DADE COUNTY, FLORIDA; THENCE NORTHERLY ALONG THE WEST LINE OF SAID LOT 5 AND THE WEST LINE OF LOTS 5 AND 6 OF BLOCK 1 OF SAID "SUBDIVISION OF LOTS 1, 2, 3 AND 4 - 9 AND 10, BLOCK 20, FORT LAUDERDALE, FLORIDA" TO THE SOUTH RIGHT OF WAY OF WEST BROWARD BOULEVARD; THENCE NORTHERLY TO THE INTERSECTION OF THE NORTH RIGHT OF WAY LINE OF WEST BROWARD BOULEVARD WITH THE WEST LINE OF LOT 16, BLOCK "D", "AMENDED PLAT OF SUBDIVISION OF BLOCK 7, FORT LAUDERDALE, FLORIDA", ACCORDING TO THE PLAT THEREOF, RECORDED IN PLAT BOOK 1, PAGE 60, OF THE PUBLIC RECORDS OF DADE COUNTY, FLORIDA; THENCE NORTH ALONG THE WEST LINE OF SAID LOT 16, THE WEST LINE OF LOT 3 OF SAID BLOCK "D" AND THE WEST LINES OF LOTS 3 AND 16, BLOCK "A", OF SAID "AMENDED PLAT OF SUBDIVISION OF BLOCK 7, FORT LAUDERDALE, FLORIDA" AND THE NORTHERLY EXTENSION THEREOF, TO THE CENTERLINE OF NORTHWEST 2 STREET; THENCE EASTERLY ALONG THE CENTERLINE OF NORTHWEST 2 STREET TO THE CENTERLINE OF THE FLORIDA EAST COAST RAILROAD; THENCE NORTHERLY AND NORTHEASTERLY ALONG SAID CENTERLINE TO THE INTERSECTION OF THE CENTERLINE OF NORTHWEST 4 STREET; THENCE EAST ALONG SAID CENTERLINE AND CONTINUING ALONG NORTHEAST 4 STREET TO THE INTERSECTION OF THE CENTERLINE OF NORTHEAST 2 AVENUE; THENCE NORTH ALONG SAID CENTERLINE TO THE INTERSECTION OF THE CENTERLINE OF NORTHEAST 6 STREET; ; THENCE EAST ALONG SAID CENTERLINE TO THE INTERSECTION OF THE CENTERLINE OF NORTHEAST 5 TERRACE; THENCE NORTH ALONG SAID CENTERLINE TO THE INTERSECTION OF THE CENTERLINE OF NORTHEAST 8 STREET TO THE INTERSECTION OF THE CENTERLINE OF NORTHEAST 3 AVENUE; THENCE NORTH ALONG SAID CENTERLINE TO THE INTERSECTION OF THE CENTERLINE OF THE FLORIDA EAST COAST RAILROAD RIGHT OF WAY(100 FOOT RIGHT OF WAY); THENCE NORTHEASTERLY ALONG SAID CENTERLINE TO THE CENTERLINE OF EAST SUNRISE BOULEVARD; THENCE EASTERLY ALONG SAID CENTERLINE TO THE INTERSECTION WITH THE CENTERLINE OF NORTH FEDERAL HIGHWAY (U.S. 1); THENCE SOUTHWESTERLY AND SOUTHERLY ALONG THE CENTERLINE OF NORTH FEDERAL HIGHWAY TO THE INTERSECTION WITH THE CENTERLINE OF NORTHEAST 6 STREET; THENCE EASTERLY ALONG THE CENTERLINE OF NORTHEAST 6 STREET TO THE INTERSECTION WITH THE CENTERLINE OF NORTHEAST 7 AVENUE; THENCE SOUTHERLY ALONG THE CENTERLINE OF NORTHEAST 7 AVENUE TO THE CENTERLINE OF EAST BROWARD BOULEVARD; THENCE EASTERLY ALONG THE CENTERLINE OF EAST BROWARD BOULEVARD TO THE INTERSECTION WITH THE NORTHERLY EXTENSION OF THE EAST LINE OF LOTS 11 AND 14 THROUGH 20, INCLUSIVE, BLOCK 6, "BEVERLY HEIGHTS", ACCORDING TO THE PLAT THEREOF, RECORDED IN PLAT BOOK 1, PAGE 30, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA; THENCE SOUTHERLY ALONG SAID EAST LINE AND ITS SOUTHERLY EXTENSION, BEING A LINE PARALLEL WITH AND 175 FEET EAST OF, AS MEASURED AT RIGHT ANGLES, THE CENTERLINE OF SOUTHEAST 8 AVENUE TO THE INTERSECTION WITH THE CENTERLINE OF THE NEW RIVER; THENCE NORTHWESTERLY ALONG THE CENTERLINE OF THE NEW RIVER TO ITS INTERSECTION WITH THE CENTERLINE OF SOUTH FEDERAL HIGHWAY; THENCE NORTHERLY ALONG SAID CENTERLINE AND CONTINUING ALONG NORTH FEDERAL HIGHWAY TO ITS INTERSECTION WITH THE CENTERLINE OF NORTHEAST 1 STREET; THENCE WEST ALONG SAID CENTERLINE TO THE INTERSECTION OF THE CENTERLINE OF NORTH ANDREWS AVENUE; THENCE NORTHWESTERLY TO THE NORTHEAST CORNER OF LOT 18, BLOCK 13, "TOWN OF FORT LAUDERDALE", ACCORDING TO THE PLAT THEREOF, RECORDED IN PLAT BOOK "B", PAGE 40, OF THE PUBLIC RECORDS OF DADE COUNTY, FLORIDA; THENCE WEST ALONG SAID NORTH LINE OF SAID LOT 18 AND THE WESTERLY EXTENSION THEROF TO THE CENTERLINE OF THE FLORIDA EAST COAST RAILROAD RIGHT OF WAY (100 FOOT RIGHT OF WAY); THENCE SOUTH ALONG SAID RAILROAD CENTERLINE TO THE POINT OF BEGINNING.

TOGETHER WITH:

BEGIN AT THE INTERSECTION OF THE CENTERLINE OF SOUTH FEDERAL HIGHWAY (U.S. 1), WITH THE CENTERLINE OF THE TARPON RIVER; THENCE WESTERLY AND SOUTHWESTERLY ALONG THE CENTERLINE OF THE TARPON RIVER TO ITS INTERSECTION WITH THE CENTERLINE OF THE FLORIDA EAST COAST RAILROAD RIGHT OF WAY; THENCE NORTHERLY ALONG SAID CENTERLINE TO ITS INTERSECTION WITH THE CENTERLINE OF SOUTHWEST 9 STREET; THENCE EAST ALONG SAID CENTERLINE AND CONTINUING ALONG SOUTHEAST 9 STREET TO THE INTERSECTION WITH THE CENTERLINE OF SOUTH FEDERAL HIGHWAY (U.S. 1); THENCE SOUTH ALONG SAID CENTERLINE OF SOUTH FEDERAL HIGHWAY TO THE POINT OF BEGINNING.

URBAN NEIGHBORHOOD DESCRIPTION:

BEGIN AT THE INTERSECTION OF THE CENTERLINE OF SOUTH FEDERAL HIGHWAY (U.S. 1), WITH THE CENTERLINE OF THE TARPON RIVER; THENCE WESTERLY AND SOUTHWESTERLY ALONG THE CENTERLINE OF THE TARPON RIVER TO ITS INTERSECTION WITH THE CENTERLINE OF THE FLORIDA EAST COAST RAILROAD RIGHT OF WAY (100 FOOT RIGHT OF WAY); THENCE NORTH ALONG SAID CENTERLINE TO ITS INTERSECTION WITH THE CENTERLINE OF SOUTHWEST 9 STREET; THENCE EASTERLY ALONG SAID CENTERLINE TO ITS INTERSECTION WITH THE CENTERLINE OF SOUTH FEDERAL HIGHWAY (U.S. 1); THENCE SOUTH ALONG SAID CENTERLINE TO THE POINT OF BEGINNING.

TOGETHER WITH;

BEGIN AT THE INTERSECTION OF THE CENTERLINE OF NORTHWEST 4 STREET WITH THE CENTERLINE OF THE FLORIDA EAST COAST RAILROAD RIGHT OF WAY (100 FOOT RIGHT OF WAY); THENCE NORTHERLY AND NORTHEASTERLY ALONG SAID CENTERLINE TO THE INTERSECTION OF THE CENTERLINE OF NORTHEAST 3 AVENUE; THENCE SOUTH ALONG SAID CENTERLINE TO THE INTERSECTION OF THE CENTERLINE OF NORTHEAST 8 STREET; THENCE EAST ALONG SAID CENTERLINE TO THE INTERSECTION OF THE CENTERLINE OF NORTHEAST 5 TERRACE; THENCE SOUTH ALONG SAID CENTERLINE TO THE INTERSECTION OF THE CENTERLINE OF NORTHEAST 6 STREET; THENCE WEST ALONG SAID CENTERLINE TO THE INTERSECTION OF THE CENTERLINE OF NORTHEAST 2 AVENUE; THENCE SOUTH ALONG THE CENTERLINE OF SAID NORTHEAST 2 AVENUE TO THE INTERSECTION OF THE CENTERLINE OF NORTHEAST 4 STREET; THENCE WEST ALONG SAID CENTERLINE OF NORTHEAST 4 STREET AND NORTHWEST 4 STREET TO THE POINT OF BEGINNING.

DOWNTOWN CORE DESCRIPTION:

BEGIN AT THE INTERSECTION OF THE CENTERLINE OF SOUTHWEST 7 STREET WITH THE CENTERLINE OF THE FLORIDA EAST COAST RAILROAD RIGHT OF WAY (100 FOOT RIGHT OF WAY); THENCE NORTH ALONG SAID RAILROAD CENTERLINE TO THE INTERSECTION OF THE WESTERLY EXTENSION OF THE NORTH LINE OF LOTS 7 AND 18, BLOCK 13 AND LOTS 7 AND 18, BLOCK 12, "TOWN OF FORT LAUDERDALE", ACCORDING TO THE PLAT THEREOF, RECORDED IN PLAT BOOK "B", PAGE 40, OF THE PUBLIC RECORDS OF DADE COUNTY, FLORIDA; THENCE EAST ALONG SAID WESTERLY EXTENSION TO THE NORTHEAST CORNER OF LOT 18, BLOCK 13 OF SAID PLAT; THENCE SOUTHEASTERLY TO THE INTERSECTION OF THE CENTERLINE OF NORTH ANDREWS AVENUE AND THE CENTERLINE OF NORTHEAST 1 STREET; THENCE EAST ALONG SAID NORTHEAST 1 AVENUE CENTERLINE TO THE INTERSECTION OF THE CENTERLINE OF NORTH FEDERAL HIGHWAY (US1); THENCE SOUTH ALONG SAID CENTERLINE AND CONTINUING SOUTH ALONG SOUTH FEDERAL HIGHWAY CENTERLINE TO THE INTERSECTION OF THE CENTERLINE OF SOUTHEAST 7 STREET; THENCE WEST ALONG SAID CENTERLINE AND CONTINUING ALONG THE CENTERLINE OF SOUTHWEST 7 STREET TO THE POINT OF BEGINNING.

ALL SAID LANDS SITUATE, LYING AND BEING IN THE CITY OF FORT LAUDERDALE, BROWARD COUNTY, FLORIDA.

CERTIFIED TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF.

DATED: MARCH 20, 2019

MICHAEL W. DONALDSON
PROFESSIONAL SURVEYOR AND MAPPER NO. 6490
STATE OF FLORIDA

DRAWN BY:	DATE:
DESIGNED BY:	3/20/2019
CHECKED BY:	SCALE:
FIELD BOOK:	

CITY OF FORT LAUDERDALE
PUBLIC WORKS DEPARTMENT
ENGINEERING & ARCHITECTURE
100 North Andrews Avenue, Fort Lauderdale, Florida 33301

NO.	DATE	BY	REVISIONS	DESCRIPTION

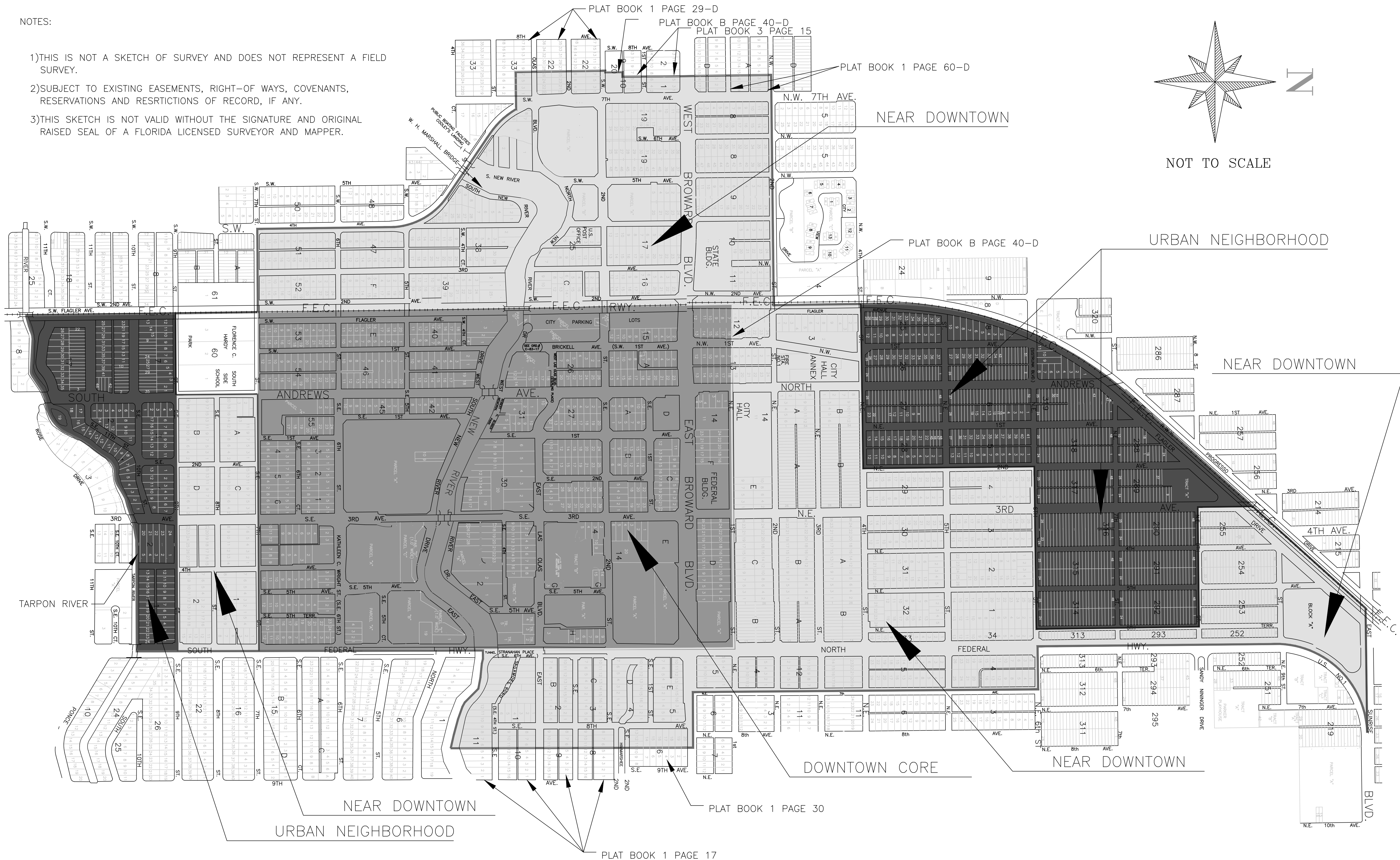
PROJECT # P22222
DOWNTOWN CHARACTER AREA
SKETCH AND DESCRIPTION
CITY OF FORT LAUDERDALE

SHEET No.	OF
1	2
TOTAL:	2
CAD FILE:	2222-SKETCH-DESC
DRAWING FILE NO.	4-139-48

SKETCH AND DESCRIPTION DOWNTOWN CHARACTER AREA

NOTES:

- 1) THIS IS NOT A SKETCH OF SURVEY AND DOES NOT REPRESENT A FIELD SURVEY.
- 2) SUBJECT TO EXISTING EASEMENTS, RIGHT-OF-WAYS, COVENANTS, RESERVATIONS AND RESRCTIONS OF RECORD, IF ANY.
- 3) THIS SKETCH IS NOT VALID WITHOUT THE SIGNATURE AND ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.



LEGEND:
++++ DENOTES: FEDERAL EAST COAST RAILROAD (F.E.C)

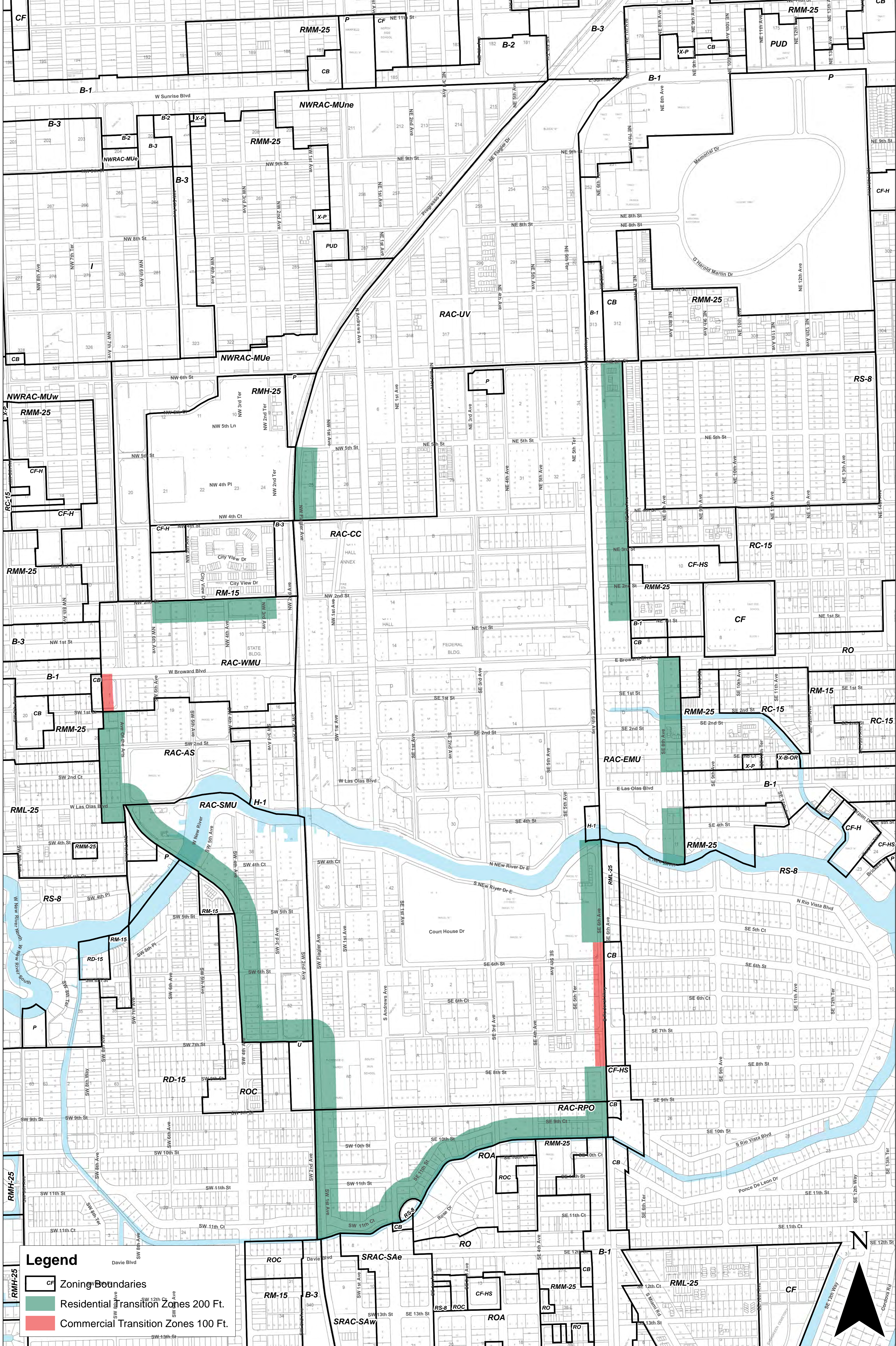
DRAWN BY:	SMP	DATE:	3/20/2019
DESIGNED BY:	N.T.S.	CHECKED BY:	MD
FIELD BOOK:		N/A	

CITY OF FORT LAUDERDALE
PUBLIC WORKS DEPARTMENT
ENGINEERING & ARCHITECTURE
100 North Andrews Avenue, Fort Lauderdale, Florida 33301

NO.	DATE	BY	REVISIONS	DESCRIPTION

PROJECT # 22222
DOWNTOWN CHARACTER AREA
SKETCH AND DESCRIPTION
CITY OF FORT LAUDERDALE

SHEET NO.	OF
2	2
TOTAL:	2
CAD FILE:	22222-SKETCH-DESC
DRAWING FILE NO.	4-139-48



Downtown Proposed Transition Zones Map

NEIGHBORHOOD TRANSITIONS

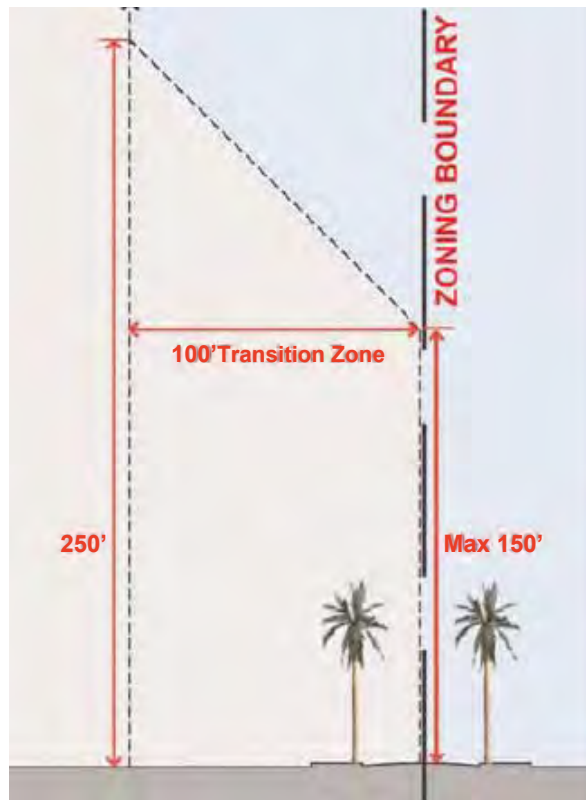
REVISED 2019

COMMERCIAL TRANSITION TYPE

COMMERCIAL TRANSITION AREA

Enforce existing RAC-CC height transition areas (blue areas on Figure 4.219): 150-foot maximum height at boundary, increased 1-foot for every 1-foot of setback from district boundary, for distance of 100 feet.

Where D-RAC zones abut commercial zoning districts a one-to-one foot stepped back height transition applies for 100 feet (pink areas on Figure 4.219).



[Figure 4.218]



[Figure 4.219]

REVISED 2019

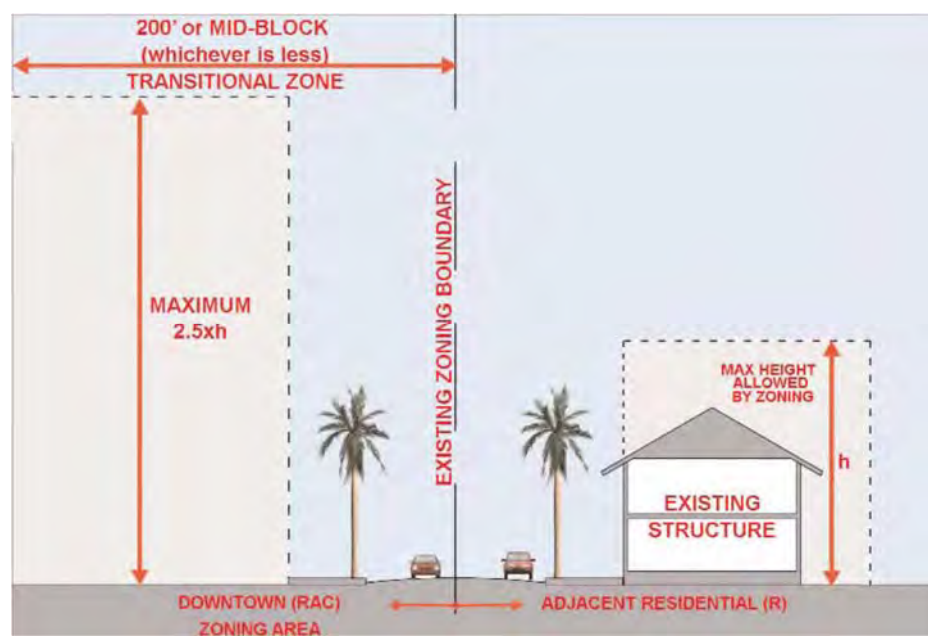
NEIGHBORHOOD TRANSITIONS
RESIDENTIAL TRANSITION TYPE

RESIDENTIAL TRANSITION AREA

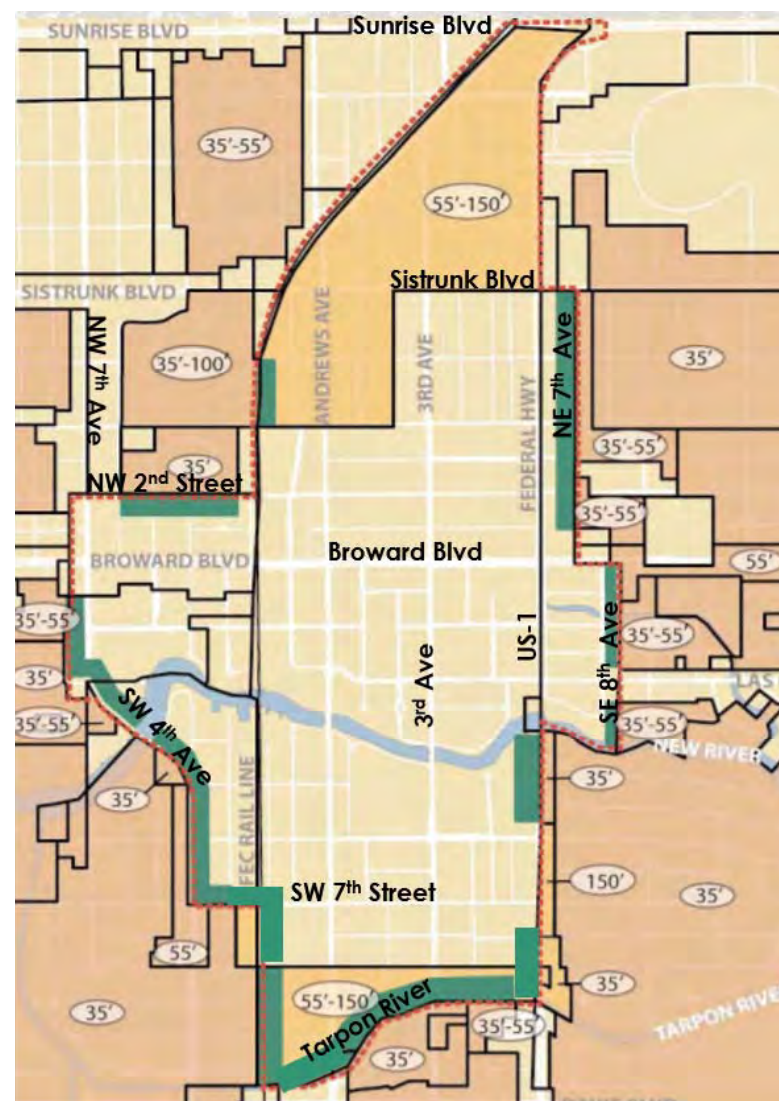
Where D-RAC zones abut any residential zoning districts a mid-block or 200-foot wide, whichever is less, "height transition zone" (green areas on Figure 4.221) applies, where the height of proposed building can be a maximum of 2.5 times the maximum height of adjacent residential zoning district.

No transition zones needed where RAC zones abut zoning districts with equal or greater height limits.

See Figure 4.220 for height limit:



[Figure 4.220]



[Figure 4.221]

revised chapter 4
DESIGN GUIDELINES

FORT LAUDERDALE Building a Livable Downtown

MAY 2007 UPDATE

PREFACE

ADDED MAY 2007

FORT LAUDERDALE 3 YEARS AFTER THE MASTER PLAN



[Figure 4.01]

The 2003 Fort Lauderdale Consolidated Downtown Master Plan "Building a Livable Downtown" was developed in response to the recent rapid growth in the Downtown. The plan intends to transform the downtown into a livable and active urban center with strong and dynamic neighborhoods: an urban fabric of walkable, tree-lined streets; an integrated multi-modal circulation system and distinct public spaces; high quality buildings designed and oriented to provide light and air at the street level creating an exceptional urban environment. The intent includes the goal of maintaining the flexibility to allow for creative design solutions.

Based on the vision, principles and framework identified in the Master Plan, the design guidelines defined in Chapter 4 of the Master Plan, were developed to provide an effective road map to achieve the intent of the Master Plan. Since their implementation in 2003, there have been numerous positive outcomes. City agencies have been advocating the Master Plan's goals proactively, both within the project-approvals process, and through other initiatives, such as the refinement of street designs. The most recent generation of private development proposals embrace the spirit of the Master Plan, with a common desire to create a great

Downtown environment.

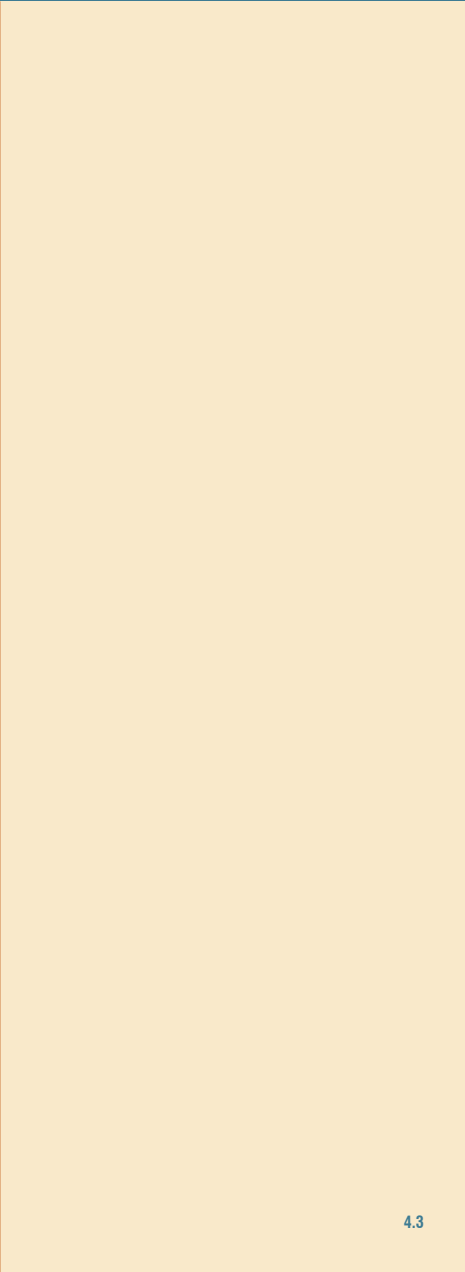
Looking closely at the successes and shortcomings of the 2003 Master Plan, we learned that some guidelines were effective in implementing the intent of the Master Plan; that some turned out partially effective and in need of future refinement; and that elements of the Framework Plan required more specific guidelines to be fully implemented. This 2006 Design Guideline Update places a greater focus on: more specific recommendations for achieving high quality architecture and improving building scale and massing; more careful attention to the public realm including building/street relationships and design of the streetscape; and better strategies to resolve parking and other negative impacts. In addition, specific areas of the Downtown, called Thematic Planning Districts have been identified for further analysis in order to enhance and preserve their unique characteristics.

With the evolution of these guidelines, the vision of the Master Plan will become more readily achievable and Downtown Fort Lauderdale will become an even better place to live, work and play.

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DESIGN GUIDELINES

REVISED MAY 2007

AN OVERVIEW

NOTE

These Guidelines are general in nature. Every site-specific condition cannot be anticipated.

While the principles remain valid, they need to be interpreted in light of particular circumstances and conditions.

Design Guidelines can transform the image of a city. Specific, design-based suggestions applied throughout Downtown will help to achieve a number of the Framework Plan's broader goals, especially those related to built form. The guidelines are not meant to be prescriptive, but qualitative and reflective of a design-oriented approach, that will allow flexibility to create the best possible urban environment.

The Design Guidelines within this Update combine the Design Guidelines from Chapter 4 of the original 2003 Master Plan, with a number of new and revised guidelines, which are referenced with a note at each new or revised guideline.

In general, this chapter is meant to illustrate and clarify expectations regarding the treatment of the following key relationships:

- Typical cross sections of streets
- Arrangement of pedestrian, bicycle and vehicular facilities within rights-of-way
- Streetscape and street tree planting
- Relationship of a new building to its neighbors, streets, and public spaces
- Massing and scale of new buildings, both on the street and on the skyline
- Articulation and scale of building facades, with a particular focus on ground floor activity.
- Treatment and position of pedestrian and vehicle entrances, parking, and service.

The guidelines are broken down into ten sections:

1 Principles of Street Design

2 Street Design Examples

3 Principles of Building Design

4 Quality of Architecture

5 Principles of Storefront Design

6 Character Area Guidelines

7 Neighborhood Transition Areas

8 Thematic Planning Districts

9 Principles of Riverfront Design

10 Implementation

PRINCIPLES OF STREET DESIGN

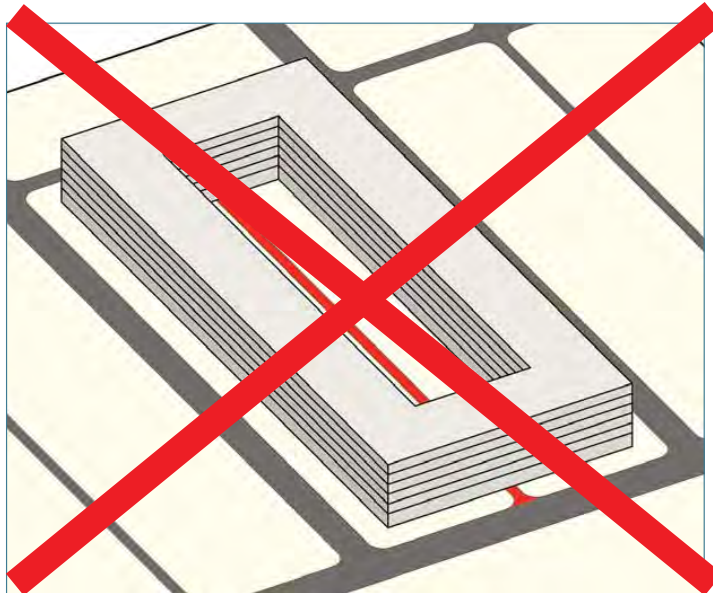
S-1

Maintain a fine-grained street grid: discourage vacated City streets or alleys except for strategic public planning purposes.

With the exception of streets indicated in the Chapter 3 Framework Plan, avoid further street closings, except when absolutely necessary to improve prohibitively difficult-to-build parcels. (The Framework Plan indicates blocks along Federal Highway and Las Olas Boulevard, which would benefit from strategic street alterations). In general, maintaining the finest-grained street grid is beneficial for a variety of reasons, including the maximizing of buildable

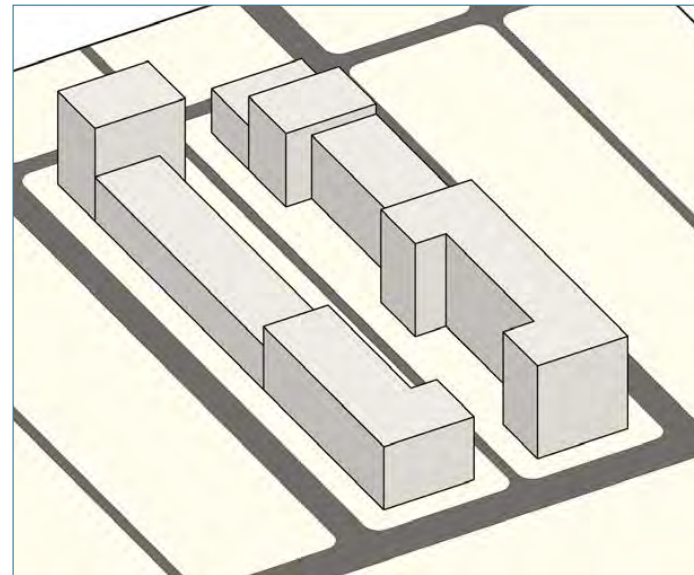
street frontages and public access, and the increased distribution of traffic flows.

Avoid further alley closings, except when absolutely necessary to improve prohibitively difficult-to-build parcels. Alleys are beneficial in the creation of a particular block type that is well suited for residential uses. Parking directly off of the alley can serve residential buildings that line the streets. Alleys can also provide access to entrances into parking structures and accommodate service needs.



DISCOURAGED

[Figure 4.02]



ENCOURAGED

[Figure 4.03]



[Figure 4.04] Example of street grid and view corridor blocked by new building over vacated street; a public good sacrificed to private development.



[Figure 4.05] Continuous streets and shorter blocks create pedestrian connectivity.

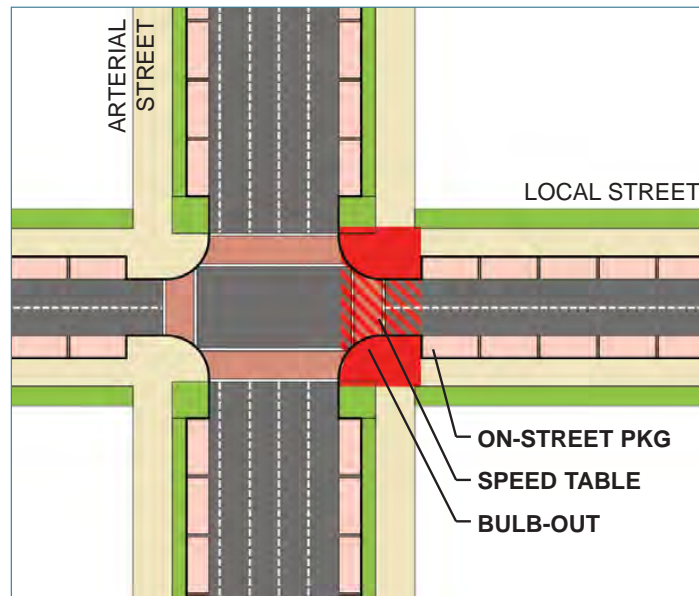
PRINCIPLES OF STREET DESIGN

S-2

Utilize Traffic Calming rather than barricading streets.

Encourage the re-opening of existing street closures; discourage such closures in the future. Instead of street closures, a variety of other 'traffic calming' devices should be utilized to inhibit through-traffic on local streets. Many of these devices are illustrated in this chapter.

A technique well suited for local neighborhood streets in Flagler Heights and other areas is the 'mini-roundabout'. The roundabout

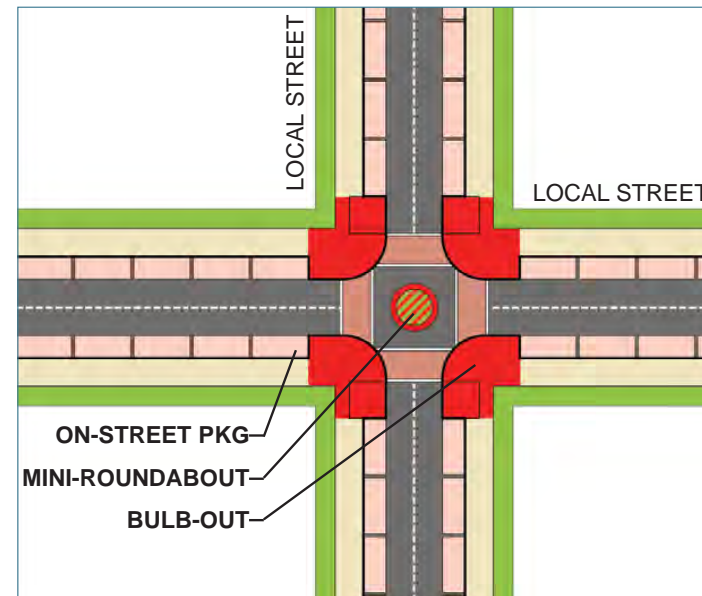


ENCOURAGED [Figure 4.08] Example 1: Bulb-outs and 'speed table'

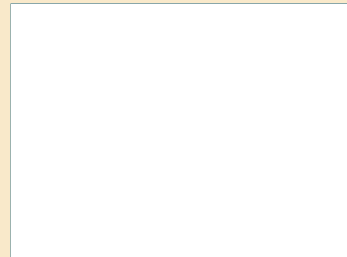
slows traffic and adds a distinct urban identity with landscape elements at intersections.

Another traffic calming technique is the 'speed table', which is an elevated portion of the roadway that encourages cars to slow down and creates a more seamless pedestrian crossing.

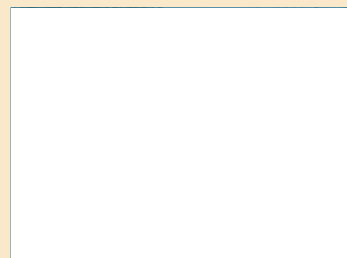
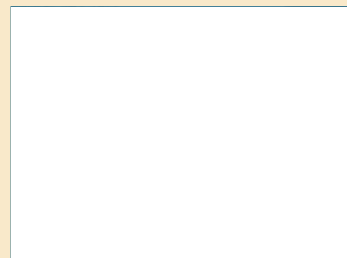
On-street parking, practical for a number of reasons, also serves as an effective traffic-calming device.



ENCOURAGED [Figure 4.09] Example 2: Mini-roundabout



[Figure 4.06] Existing blocked street in Flagler Heights



[Figure 4.07] Local examples of traffic calming techniques: mini-roundabouts (top), narrow lanes, bulb-outs and on-street parking (below).

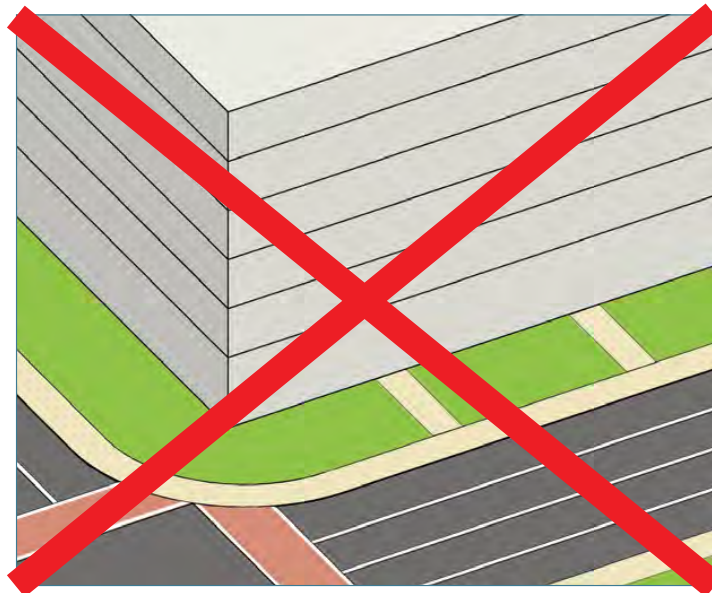
PRINCIPLES OF STREET DESIGN

S-3

Maximize on-street parking on all Downtown streets except major arterials (Federal Hwy & Broward Blvd).

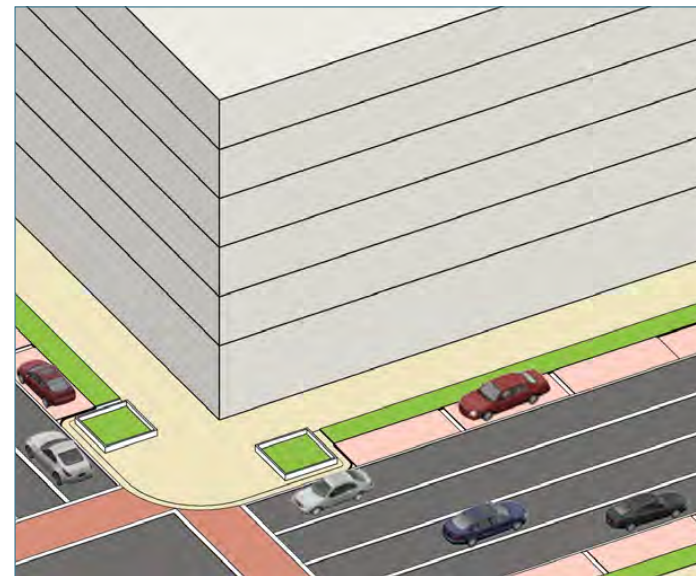
Abundant parallel parking throughout Downtown is important for several reasons: it helps to satisfy the ever-growing need for more parking spaces without incurring the higher costs of structured parking; it contributes to pedestrian-friendly design by providing a buffer between pedestrians and fast-moving traffic; it contributes to an active street-life by depositing passengers/ future pedestrians at

various points along the streets who then walk to nearby destinations. It can provide a significant revenue source for the city that could contribute to the costs of an improved public realm.



DISCOURAGED

[Figure 4.10]



ENCOURAGED

[Figure 4.11]



[Figure 4.12] A lack of on-street parking on major streets Downtown.



[Figure 4.13] On-street parking in San Diego, CA on an arterial street.

PRINCIPLES OF STREET DESIGN

CODE ISSUE

Coordinate with County Bikeways Plan

S-4

Provide adequate bike lanes in a planned network.

A well-connected system of bike lanes is critical to make Downtown bicycle-friendly. Bike lanes need to be properly sized and located to truly create a safe, desirable biking environment, which also can reduce car traffic.

Alongside a travel lane with on-street parking: $a = 5$ feet

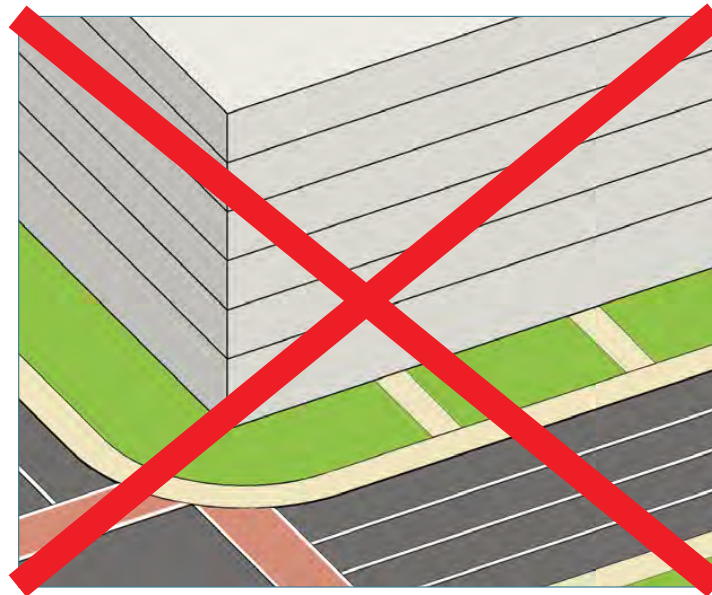
Alongside a travel lane without on-street parking: $a = 4$ feet



[Figure 4.14] Dangerous, non-designated bike lane on high-speed arterial

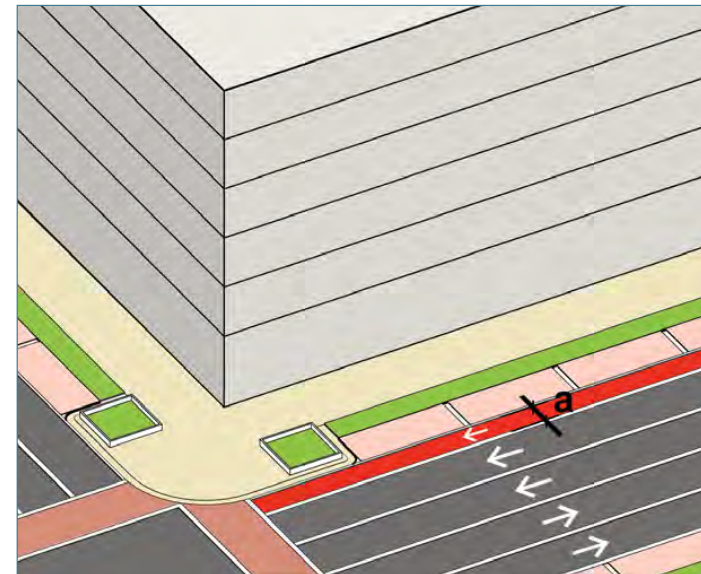


[Figure 4.15] Designated, well-marked bike lane along pedestrian friendly street



BEFORE

[Figure 4.16]



AFTER

[Figure 4.17]

PRINCIPLES OF STREET DESIGN

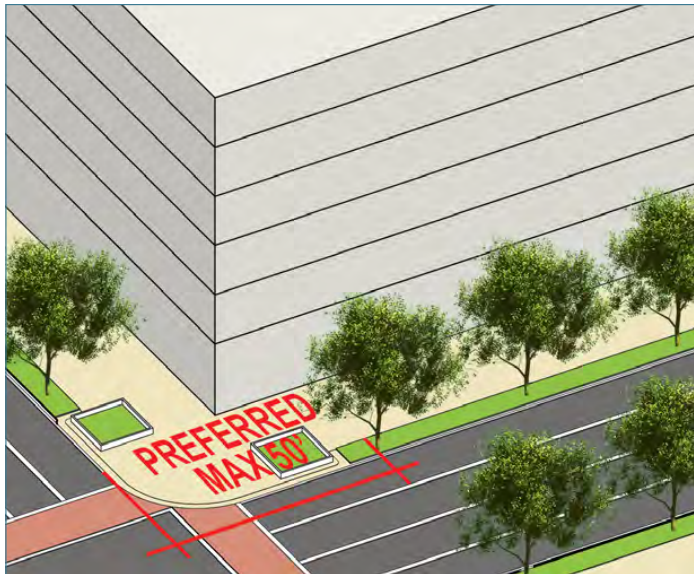
CODE ISSUE

Requires re-evaluation of local corner sight triangle regulations.

S-5

Maximize street trees on all Downtown streets.

a) Coordinate street trees with the greenway and parks network in a Citywide parks Master Plan. The plan should articulate a coordinated vision describing a variety of tree species, including shade, flowering, and palm, and their locations throughout Downtown. Street tree designation could help define neighborhood areas (as in Flagler Heights) or particular streets (as in the Federal Highway corridor). Important factors in tree selection should include: desired shade canopy, sidewalk width, underground utility lines, maintenance, and, most importantly, the creation of a unified street image.

**ENCOURAGED**

[Figure 4.18]

However, these factors should not be used to avoid providing street trees. Coordinated design of tree planting, sidewalks and underground utilities is essential.

b) Street trees should continue as close to intersection corners as possible, which will require reconsideration of driver sightline requirements. These are currently not compatible with Downtown urban design objectives.

PRINCIPLES OF STREET DESIGN



[Figure 4.19] Intermittent street trees set back too far from street, on wrong side of sidewalk



[Figure 4.20] Street trees adjacent to street in Coconut Grove, FL

S-6

Encourage location of primary row of street trees between sidewalk and street.

Street trees that are located between the sidewalk and automobile traffic provide a physical and psychological buffer that encourages a feeling of pedestrian safety. Framing the sidewalk (with buildings on one side, trees on the other) can provide consistent shade for pedestrians. Shade trees are preferable to palms where pedestrian comfort is desired. Trees also reduce the visual width of the street and frame the roadway. Both shade and palm trees can effectively achieve this effect.



DISCOURAGED

[Figure 4.21]



ENCOURAGED

[Figure 4.22]

CODE ISSUE

- 1) Need new City of FL code requirement
- 2) Requires re-evaluation of FDOT Horizontal Clearance regulations.

Trees located directly adjacent to buildings are discouraged; they provide little shade, have limited size and growth potential, and are mostly limited to palms.

PRINCIPLES OF STREET DESIGN

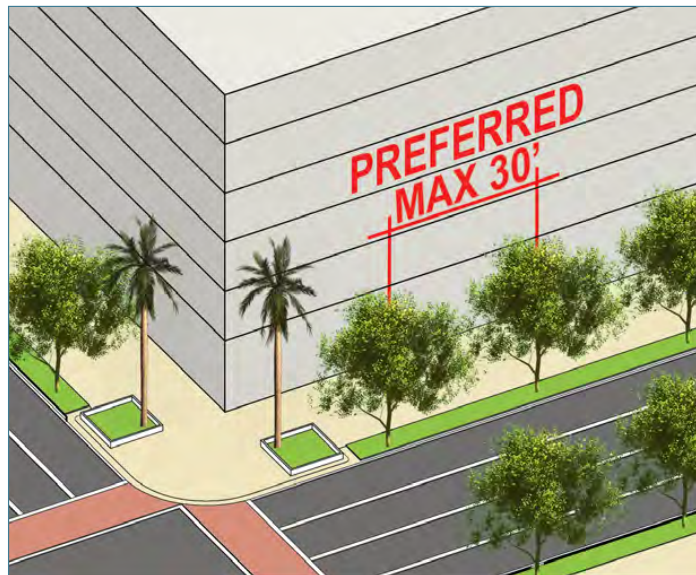
S-7

Reduce preferred maximum spacing for street trees.

Street trees should be spaced at a preferred maximum of 30' apart for shade trees; and 22' for palm trees to create a well-defined edge and consistent shade.

CODE ISSUE

- 1) City of FL, Code of Ordinances & ULDR, Sec 4-7 13.20, Tree Spacing
- 2) Requires re-evaluation of 'Pedestrian Priority Street' guidelines regulating tree spacing.



ENCOURAGED

[Figure 4.23]

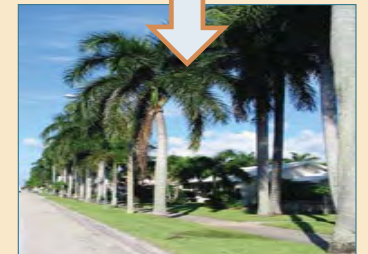


ENCOURAGED

[Figure 4.24]



[Figure 4.25] Palm trees spaced too far apart in Fort Lauderdale



[Figure 4.26] Palm trees effectively spaced in Hollywood



[Figure 4.27] Shade trees spaced too far apart in Fort Lauderdale



[Figure 4.28] Shade trees closely spaced in Fort Lauderdale creating shade and defined street-edge

PRINCIPLES OF STREET DESIGN

CODE ISSUE

FDOT Plans Preparation manual - Design Criteria & Process, Horizontal clearances

S-8

Reduce horizontal clearances for trees.

Street trees should have a minimum canopy clearance (face of building to face of trunk) of 12' for shade trees, and a minimum of 6' for palm trees. This is less than current code requirements, which often have the perverse result of eliminating trees altogether.



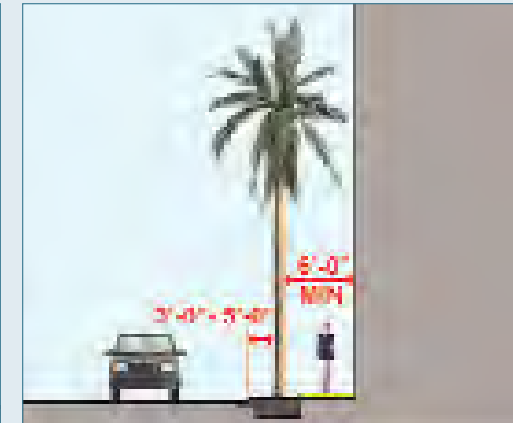
Median condition for shade trees. (Distance shown from gutter edge is consistent with existing code descriptions. See App. D)



Shoulder condition for shade trees. (Distance shown from curb edge is consistent with existing code descriptions. See App. D)



Median condition for palm trees



Shoulder condition for palm trees

[Figure 4.29]

PRINCIPLES OF STREET DESIGN

CODE ISSUE

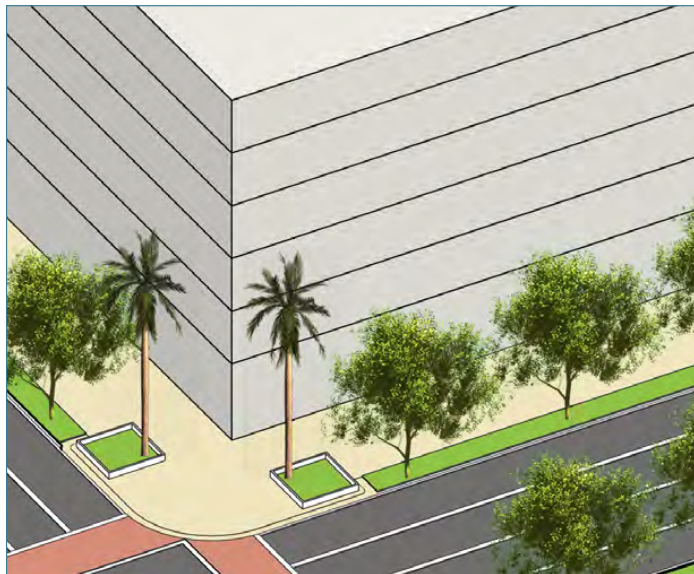
City of FL, Code of Ordinances & ULDR, Sec 4-7 19.5, sight triangle requirements

S-9

Encourage shade trees along streets and palm trees to mark intersections.

At intersections where streets with shade trees converge, encourage a series of tall palms at the 4 corners to provide a visual marker.

Note: Palm trees along streets are also acceptable in some areas, such as major traffic arterials where a strong "framing" from the perspective of the automobile is desired. Palms may also be added to complement shade trees in a variety of configurations.



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[Figure 4.30]



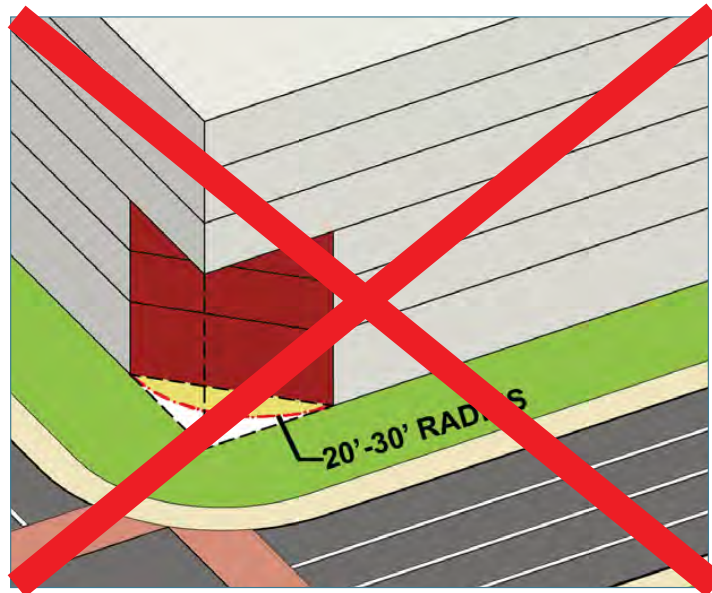
[Figure 4.31] Two Delray Beach examples of palm trees at intersections

PRINCIPLES OF STREET DESIGN

S-10

Eliminate County “Corner Chord” requirement.

The triangular easement required by current County corner chord regulations creates excessive building setbacks at every Downtown corner. It is designed for suburban conditions and is incompatible with Downtown areas (where the option for corners built-out to the property lines is highly desirable). The Corner Chord creates empty, poorly-defined corners, where ground floor activity is, in fact, most critical.



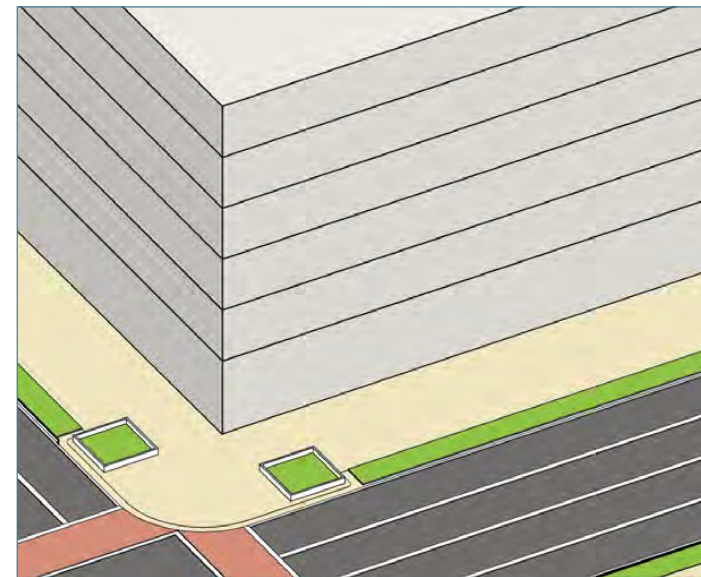
BEFORE

[Figure 4.32]

CODE ISSUE

Develop new County Utility Easement requirement for urban areas

The necessary utility infrastructure can be located underground, within an adjacent building (with external access), or at the base or top of signal posts. These methods are common in many cities.



AFTER

[Figure 4.33]

PRINCIPLES OF STREET DESIGN

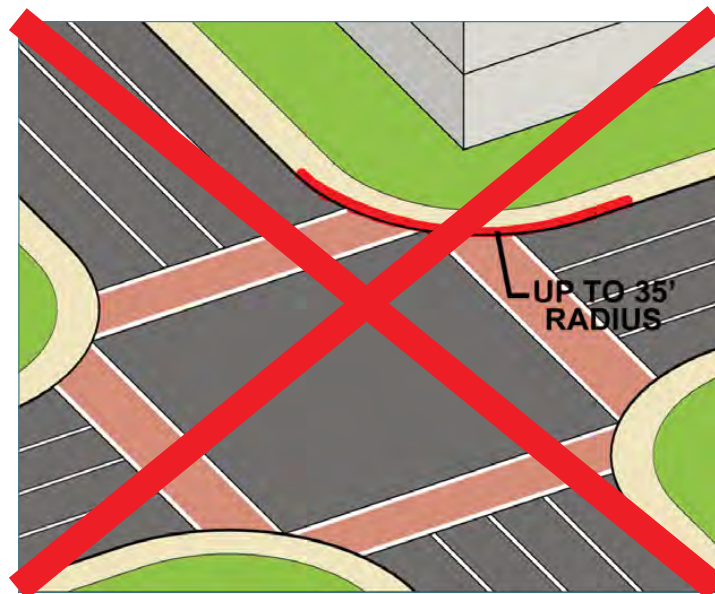
CODE ISSUE

Alter Florida Building Code requirement for urban conditions

S-11

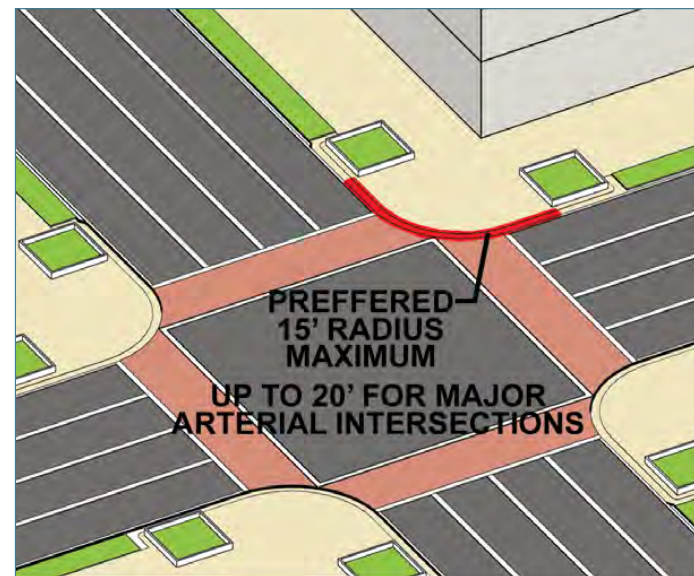
Encourage curb radius reduction at street intersections to a preferred maximum of 15 feet, or a preferred maximum of 20 feet at major arterial roadways.

Decreasing the curb radius standard in urban areas accomplishes two important things: it decreases the crossing distance for pedestrians. It also provides traffic calming by compelling motorists to slow down when turning, providing a safer crossing for pedestrians.



BEFORE

[Figure 4.34]



AFTER

[Figure 4.35]



[Figure 4.36] A large curb radius causes longer, less safe pedestrian crossing distances



[Figure 4.37] A small curb radius in Palm Beach

PRINCIPLES OF STREET DESIGN

DEFINITION

Primary & Secondary Streets: Where buildings have one frontage, this frontage is considered the Primary Street. Where buildings have two or more frontages, one is Primary and at least one is Secondary. The Primary Street is the one with the most significant pedestrian activity or overall urban importance. The Primary Street is usually, but not always, the street with the greatest right-of-way dimension. Las Olas Blvd is an example of a Primary Street that is sometimes a smaller right-of-way than the Secondary ones that cross it. Interpretation of Primary & Secondary designations vary depending on the specific site, and should be confirmed with City staff.



[Figure 4.38] Excessive curb cuts are disruptive to a pedestrian-friendly streetscape



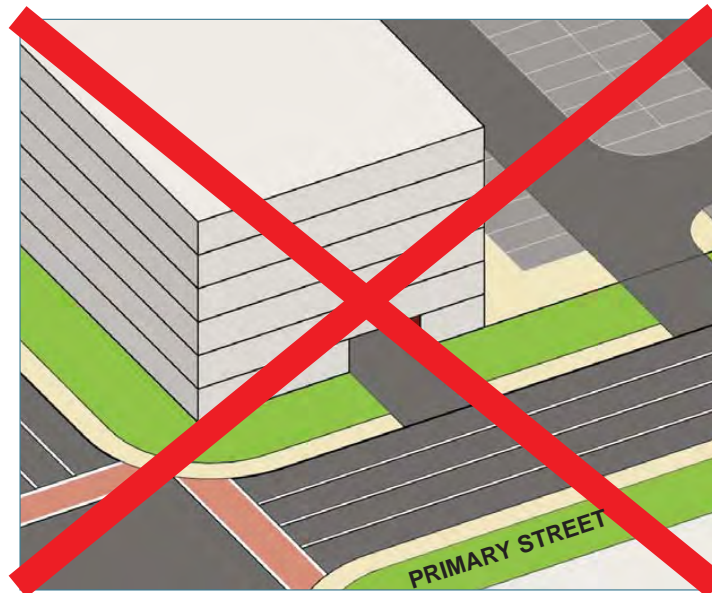
[Figure 4.39] Continuous stretch of sidewalk on SE 3rd Avenue

4.16

S - 1 2

Discourage numerous and wide curb cuts on “Primary” streets.

While curb cuts may be unavoidable, they are generally discouraged on primary streets. Where possible, curb cuts leading to drop-offs, parking garages and drive-through services should be located off of service alleys or secondary streets (streets which are removed from the significant pedestrian-oriented activity).



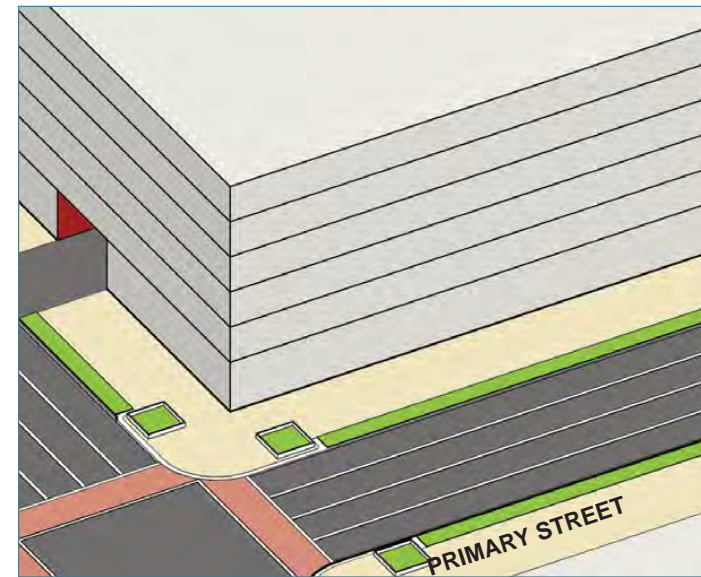
DISCOURAGED

[Figure 4.40]

CODE ISSUE

Add Design Code requirement for the location and consolidation of curb cuts.

Multiple access points serving the same development should also be consolidated into the fewest number of curb cuts as possible, and the width and number of lanes of curb cuts should be minimized.



ENCOURAGED

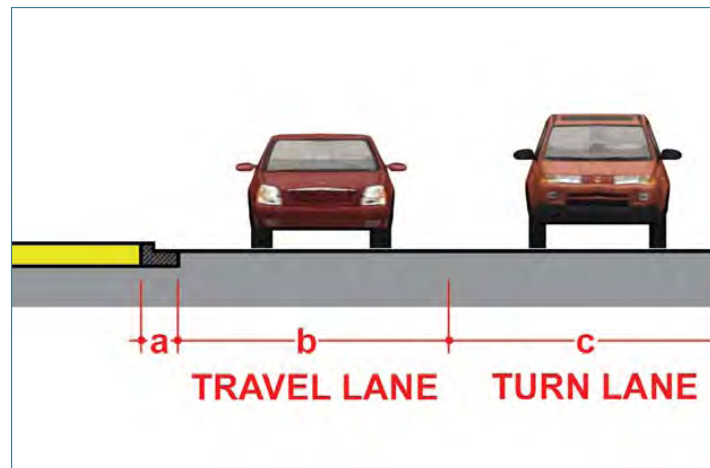
[Figure 4.41]

PRINCIPLES OF STREET DESIGN

S-13

Encourage reduced lane widths on all streets.

Urban street standards, attempting to balance the needs of cars, people, bicycles, and transit, require narrower travel lanes and “tighter” dimensional standards than typical ‘suburban’ standards for several reasons: the need to fit multi-modal travel lanes within existing rights-of-way; the need to discourage excessive high-speed automobile flow in areas where pedestrians and bicycles share the street; the need to decrease the pedestrian crossing distance; and, the opportunity to provide wider sidewalks within the public right-of-way.



[Figure 4.42]

CODE ISSUE	
1)	FDOT Plans Preparation Manual - Design Criteria & Process, lane widths
2)	FDOT Greenbook, lane widths
3)	TDLC as possible reference

ARTERIALS		
	EXISTING	PROPOSED
A CURB	2'	1'-6"
B TRAVEL LANE	11' to 12'	11'
C TURN LANE	10' to 12'	10'
COLLECTORS		
	EXISTING	PROPOSED
A CURB	2'	1'-6"
B TRAVEL LANE	11'	10'-6"
C TURN LANE	10' to 11'	10'
LOCAL		
	EXISTING	PROPOSED
A CURB	2'	1'-6"
B TRAVEL LANE	10' to 11'	10'
C TURN LANE	10' to 11'	10'

PRINCIPLES OF STREET DESIGN

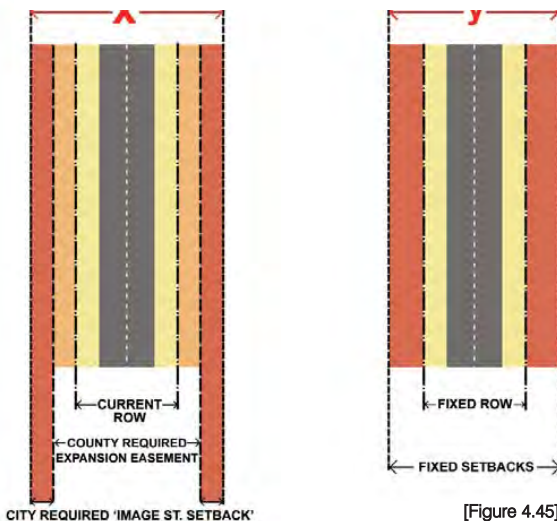
CODE ISSUE

- 1) County Trafficways plan
- 2) Need for institutional coordination of Downtown R.O.W.

S-14

Encourage fixed Rights-of-Way and setbacks for all Downtown streets (to eliminate expansive, uncoordinated and conflicting City setback and County easement requirements).

Streets should be thought of as single urban design elements that create a consistent, predictable public realm. Currently, overlapping and uncoordinated setback requirements initiated by different agencies create an unplanned overall effect which often undermines each jurisdiction's original intentions. Increased jurisdictional cooperation, both in general and in the context of future 'precinct planning' should be undertaken to develop fixed dimensions for Downtown streets and setbacks



[Figure 4.45]



[Figure 4.43] Typical existing condition with conflicting setbacks.



[Figure 4.44] Consistent building setbacks create a coherent streetscape.

S-15

Encourage reduced design speeds on all RAC streets.

Traffic speed plays an essential role in any successful pedestrian-oriented environment. Since people tend to drive at speeds that feel safe on a given road, the actual design of the road plays just as important a role as the posted speed limits in determining the speed of traffic flow. There are very few examples of successful pedestrian streets that accommodate high-speed traffic flow. Slowed or 'calmed' automobile traffic is a key component to a comfortable pedestrian friendly streetscape. While the traffic may move more slowly, overall volumes and travel times can be minimized by maintaining the integrity of the street grid, and through the use of signal timing and other traffic calming devices that do not disrupt flow (such as mini-roundabouts at residential local intersections.)

Decreased design speeds allow the reduction of roadway and intersection dimensions, balancing traffic design with pedestrian needs. Design speed Downtown should range from 15 - 40 mph depending on the street type.

PRINCIPLES OF STREET DESIGN

S-16

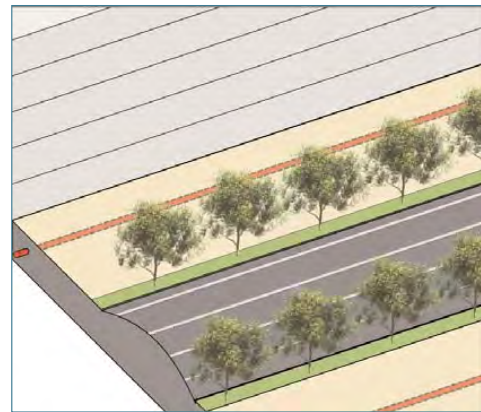
ADDED MAY 2007

Bury all power lines in the Downtown area

(locate to allow for tree planting/ root systems)



[Figure 4.46]



[Figure 4.47]

BROWARD BOULEVARD STREET DESIGN EXAMPLE

VISION FOR A “CIVIC BOULEVARD”

CHALLENGES

Broward Boulevard is one of Downtown’s most challenging physical and psychological barriers. Recent streetscape improvements, though helpful, have not achieved a successful balance between automobile traffic and pedestrian-friendliness. Intersections, burdened by large curb radii and multiple turning lanes, are wide and difficult to cross, and the overall corridor lacks strong visual definition, due to inconsistent landscaping and building form. Broward is one of Downtown’s highest capacity and fastest-moving streets; this context does not support on-street parking, and suggests that continuous ground floor activity is unlikely in the near future. However, emphasis can be focused on: strong and continuous sidewalks buffered with landscaping, improved north-south pedestrian crossings; and, aesthetic improvements of the east-west travel corridor, creating a well-defined, dramatically landscaped, urban boulevard.

RECOMMENDATIONS

- Narrow the street travel-way dimensions by relocating existing bike lanes to other, more appropriate streets, and replacing them with planting strips to buffer pedestrian sidewalk activity. These strips should contain a new, primary row of palm trees that complements the existing, but inconsistent, rows of street trees (mixture of shade and palms) set back further from the street.



BEFORE

[Figure 4.48]

- Create a significant, raised, planting bed along the center median that contains low plantings and palm trees. This creates a visual ‘narrowing’ of the Boulevard, and provides generous and safe mid-point islands for pedestrian crossings. The median should extend to intersections, without the interruption of turn lanes, for pedestrian safety.
- Introduce pedestrian crossings at key mid-block locations, taking advantage of enlarged medians where possible. This addresses the unusual condition of extra-long blocks on Broward, and will require push-button triggered signalization.

BROWARD BOULEVARD STREET DESIGN EXAMPLE



AFTER

[Figure 4.49]

NOTE ON STREET DESIGN EXAMPLES:

The street design examples illustrate principles and guidelines, and do not represent fully engineered solutions. Other alternatives are acceptable, as long as they satisfy the fundamental urban design principles of the Master Plan. The City has the flexibility to work with the Master Plan street design recommendations to make them compatible with changing or unforeseen conditions, and ongoing studies.



[Figure 4.50] Key map

FEDERAL HIGHWAY STREET DESIGN EXAMPLE

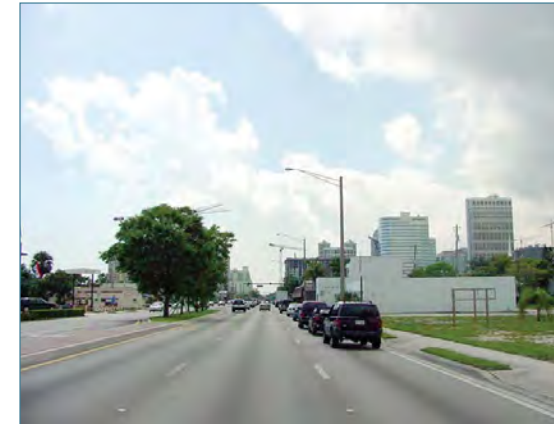
VISION FOR A “GATEWAY BOULEVARD”

CHALLENGES

Federal Highway is another key, high-capacity traffic corridor that currently acts as a barrier. Serving as a primary automobile entry into Downtown from the north and south, it should be an elegant, tree-lined, gateway boulevard. Currently, inconsistent landscaping, lack of street-oriented building uses, and excessively long turn lanes (eliminating potential landscaped medians) contribute to a general lack of aesthetic quality and pedestrian safety, unfitting for the arrival to a major city. Like Broward Boulevard, pedestrian crossings should be enhanced (in the east-west direction), and the automobile travel-way should be come a well-defined, landscaped boulevard. Unlike the more vertical quality of Broward Boulevard’s rows of proposed palms, Federal Highway can provide a dramatic contrast with a denser tree canopy of shade and palm trees. It can become a grand, ‘green’ boulevard, anticipating the future redevelopment of numerous under-utilized sites. This can be accomplished without reducing traffic capacity.

RECOMMENDATIONS

- Create a wide center-median with palm trees. Turn lanes should be engineered to their minimum possible lengths, maximizing the landscaped median. A pedestrian path running down the center of the landscaped median may be desirable in certain locations.
- Create pedestrian waiting areas on the median at each intersection for safety.



BEFORE

[Figure 4.51]

- Create a continuous, planting strip along the sides of Federal Highway, to buffer the sidewalks from traffic with a variety of plantings and a primary row of shade trees.
- Encourage all future redevelopment along Federal Highway to follow a consistent build-to line (as shown on following pages) and contribute to a more vibrant streetscape.

FEDERAL HIGHWAY STREET DESIGN EXAMPLE

REVISED MAY 2007



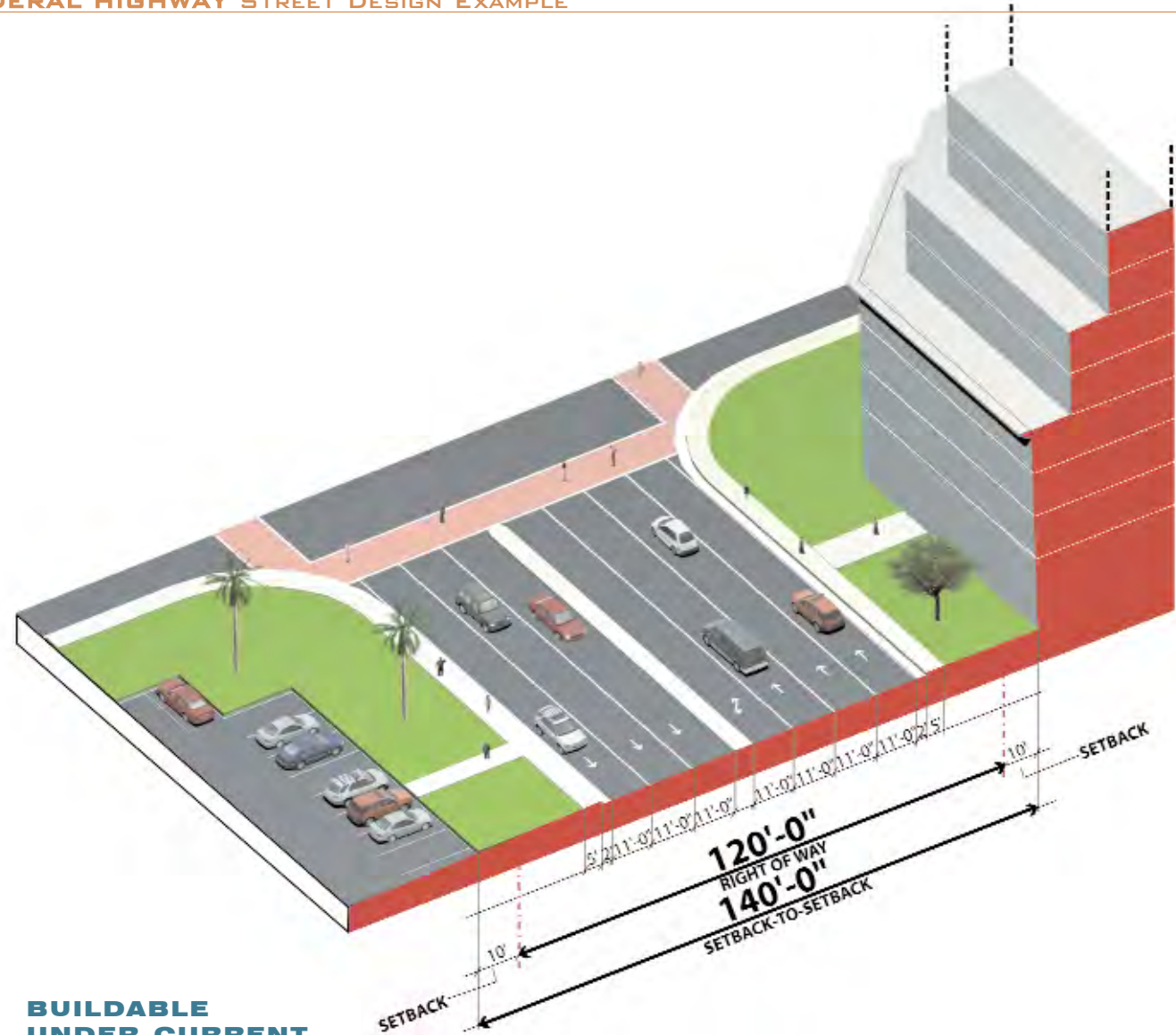
AFTER

[Figure 4.52]



[Figure 4.53] Key map

FEDERAL HIGHWAY STREET DESIGN EXAMPLE



**BUILDABLE
UNDER CURRENT
REGULATIONS**

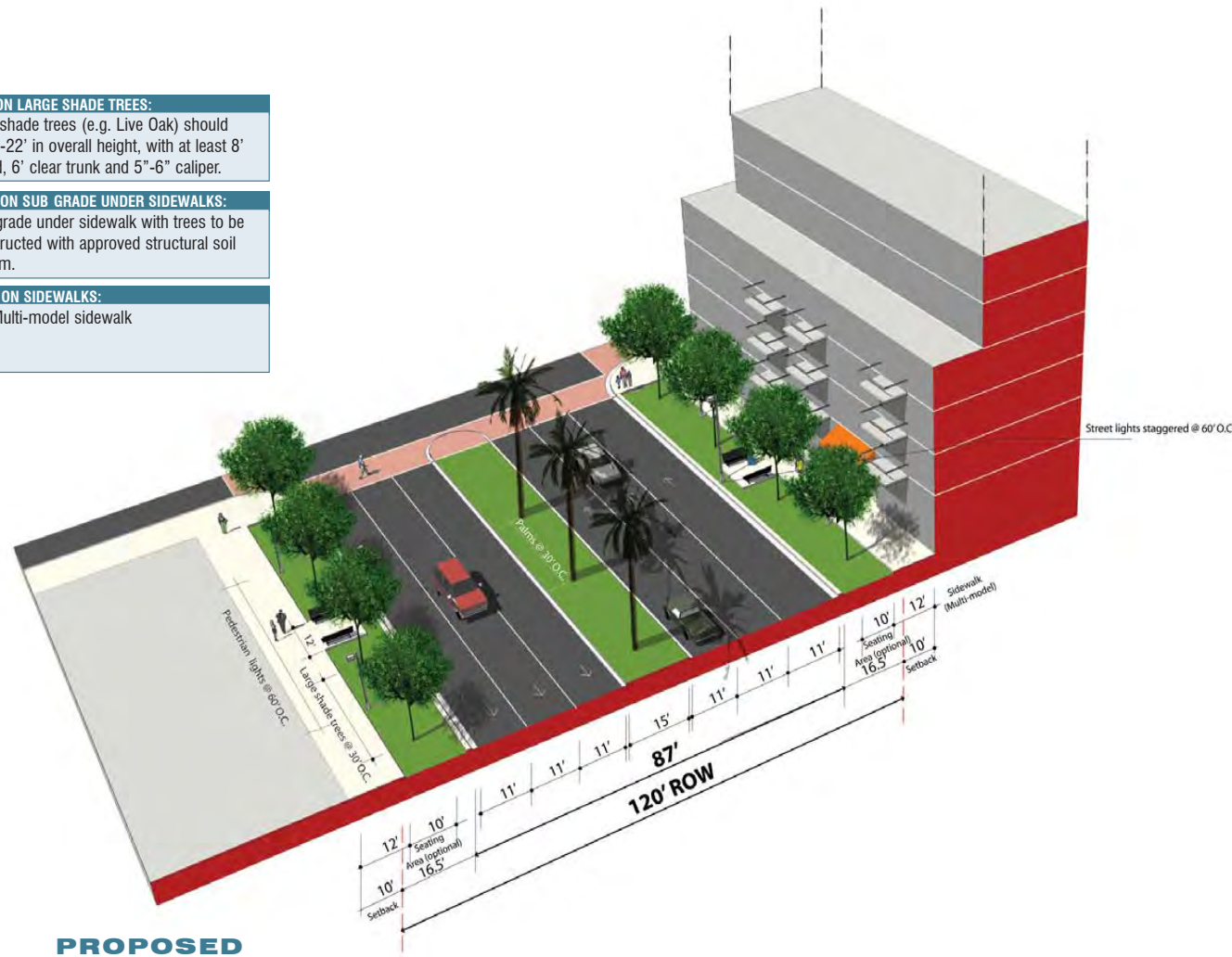
FEDERAL HIGHWAY STREET DESIGN EXAMPLE

REVISED MAY 2007

NOTE ON LARGE SHADE TREES:
Large shade trees (e.g. Live Oak) should be 20'-22' in overall height, with at least 8' spread, 6' clear trunk and 5"-6" caliper.

NOTE ON SUB GRADE UNDER SIDEWALKS:
Sub-grade under sidewalk with trees to be constructed with approved structural soil system.

NOTE ON SIDEWALKS:
12' Multi-model sidewalk



[Figure 4.55]



[Figure 4.56] Key map

NOTE ON STREET DESIGN EXAMPLES:
The street design examples illustrate principles and guidelines, and do not represent fully engineered solutions. Other alternatives are acceptable, as long as they satisfy the fundamental urban design principles of the Master Plan. The City has the flexibility to work with the Master Plan street design recommendations to make them compatible with changing or unforeseen conditions, and ongoing studies.

3RD AVENUE STREET DESIGN EXAMPLE

VISION FOR A “VIBRANT, ACTIVE SPINE”

REVISED MAY 2007

CHALLENGES

3rd Avenue has the potential to be a vibrant pedestrian-friendly ‘spine’ through the length of Downtown, passing through all three ‘Character Areas’ and connecting significant public spaces, such as the proposed Flagler Heights Community Park. The existing right-of-way is large enough to accommodate a much more interesting and multi-modal streetscape with wider sidewalks, on-street parking, a bike lane and consistent shade trees. 3rd Avenue should also be a focus for retail and other ground-floor activity.

RECOMMENDATIONS

- Narrow travel lanes to create room for expanded sidewalks and planting strips.
- Introduce on-street parking along both sides of the street, with distinctive paving that relates to the sidewalk, decreasing the visual width of asphalt.
- Introduce consistent shade trees between the parking and sidewalk, and mark intersections with tall palm trees to create a sense of hierarchy and rhythm along the street.
- Encourage active ground-floor uses, especially at key public spaces and pedestrian focal points
- Discourage all curb cuts unless absolutely unavoidable. Parking, service and other vehicular site access should be from side streets or alleys wherever possible.



BEFORE

[Figure 4.57]

3RD AVENUE STREET DESIGN EXAMPLE



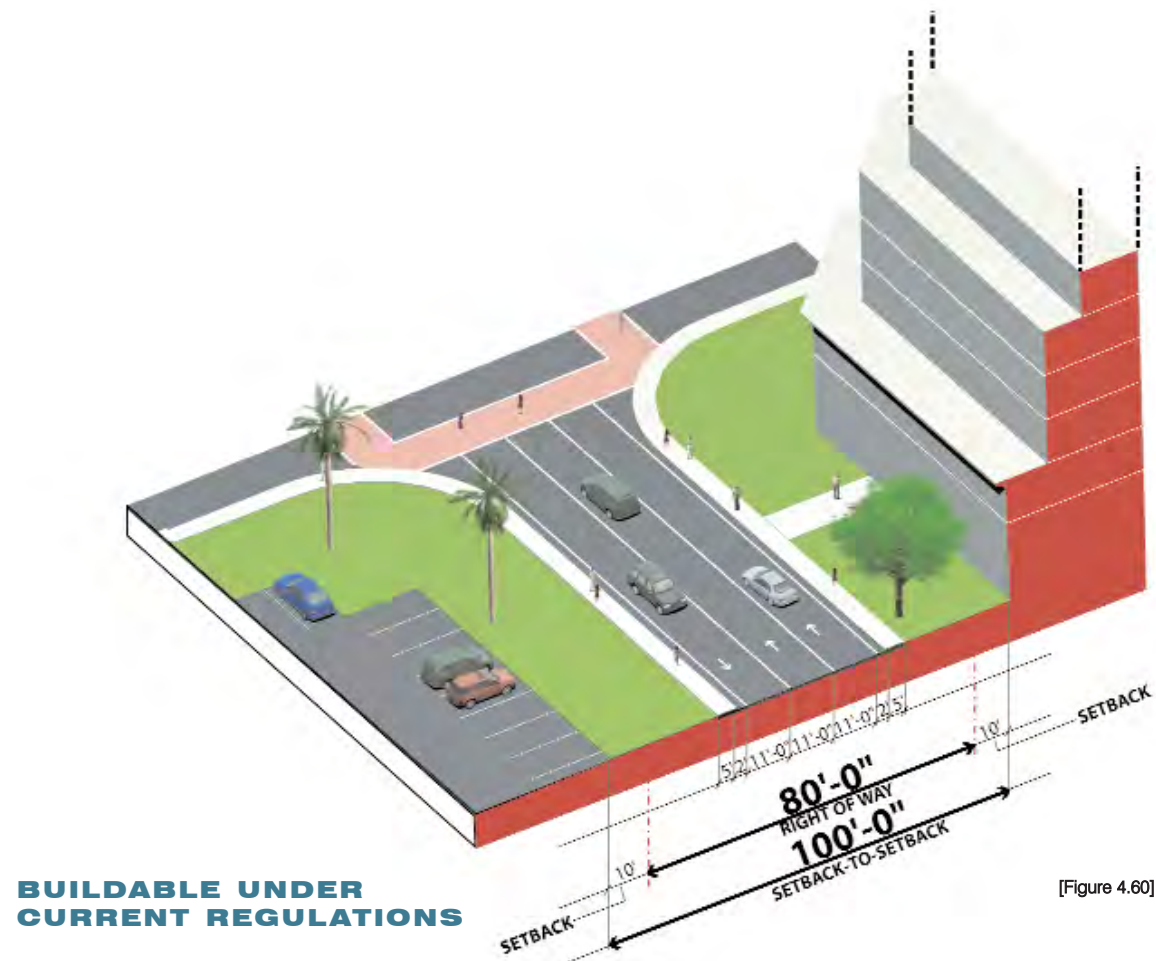
AFTER

[Figure 4.58]



[Figure 4.59] Key map

3RD AVENUE STREET DESIGN EXAMPLE



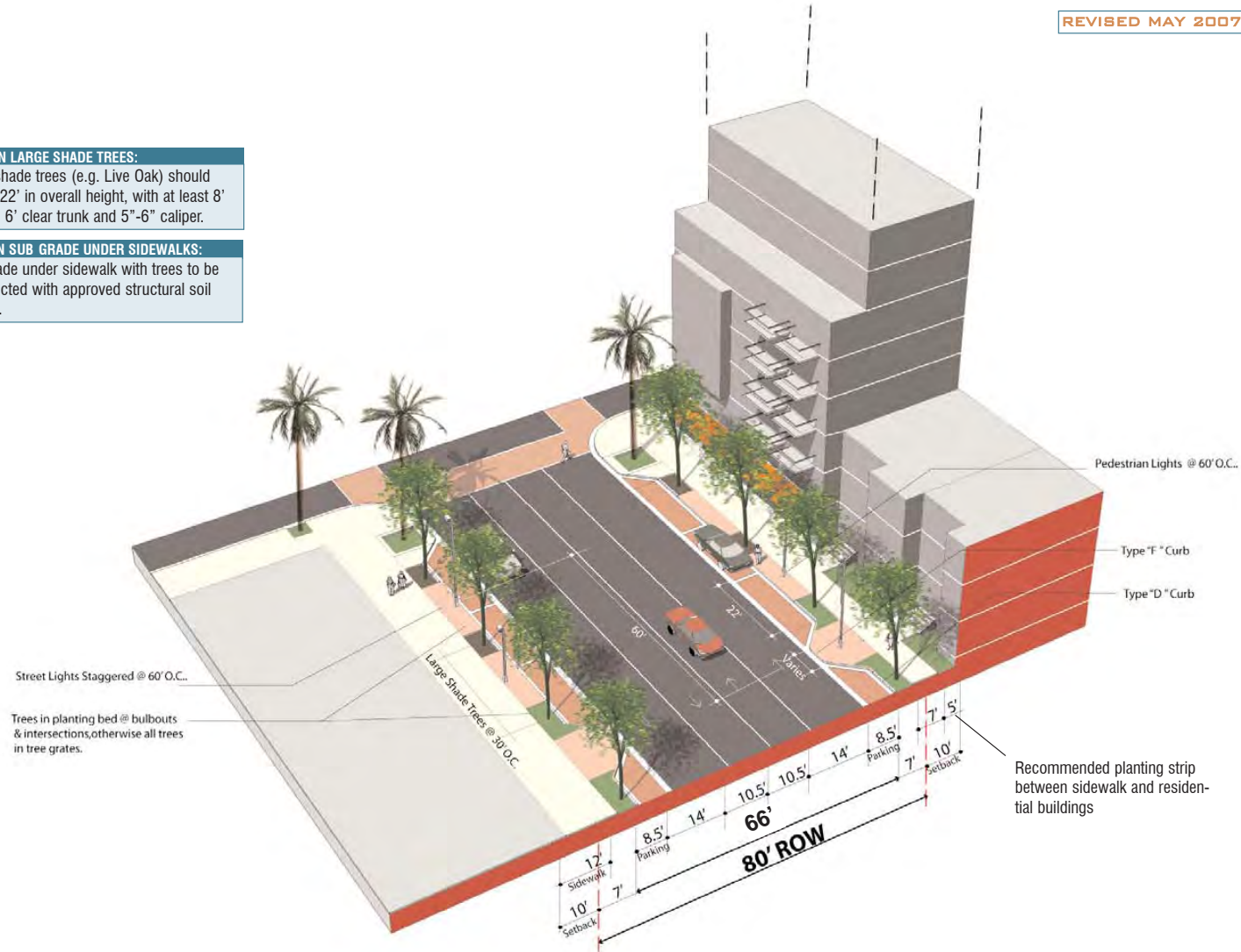
[Figure 4.60]

3RD AVENUE STREET DESIGN EXAMPLE

REVISED MAY 2007

NOTE ON LARGE SHADE TREES:
Large shade trees (e.g. Live Oak) should be 20'-22' in overall height, with at least 8' spread, 6' clear trunk and 5"-6" caliper.

NOTE ON SUB GRADE UNDER SIDEWALKS:
Sub-grade under sidewalk with trees to be constructed with approved structural soil system.



PROPOSED

[Figure 4.61]

NOTE ON STREET DESIGN EXAMPLES:
The street design examples illustrate principles and guidelines, and do not represent fully engineered solutions. Other alternatives are acceptable, as long as they satisfy the fundamental urban design principles of the Master Plan. The City has the flexibility to work with the Master Plan street design recommendations to make them compatible with changing or unforeseen conditions, and ongoing studies.



[Figure 4.62] Key map

ANDREWS AVENUE STREET DESIGN EXAMPLE

VISION FOR A "REVITALIZED 'MAIN STREET'"



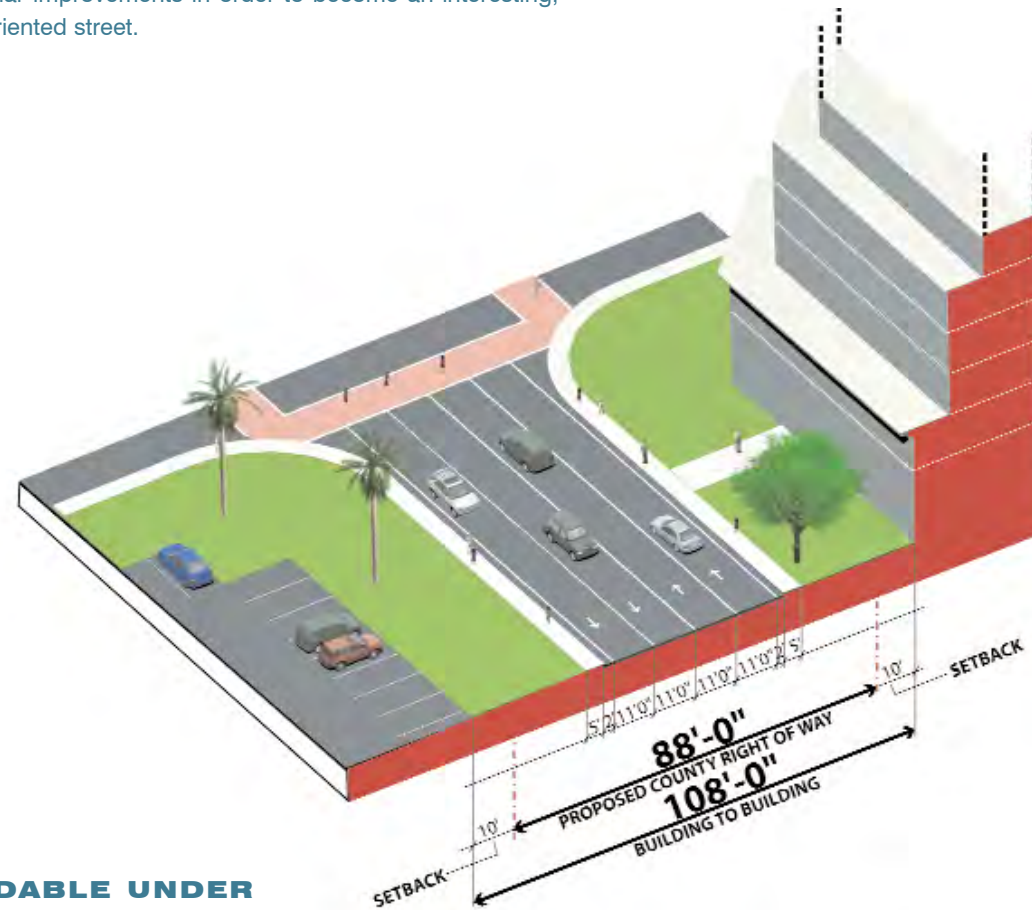
[Figure 4.63] Existing view of Andrews Avenue



[Figure 4.64] Historic view of Andrews as 'Main Street'

CHALLENGES

Andrews Avenue faces similar challenges to 3rd Avenue, and requires similar improvements in order to become an interesting, pedestrian-oriented street.



[Figure 4.65]

ANDREWS AVENUE STREET DESIGN EXAMPLE

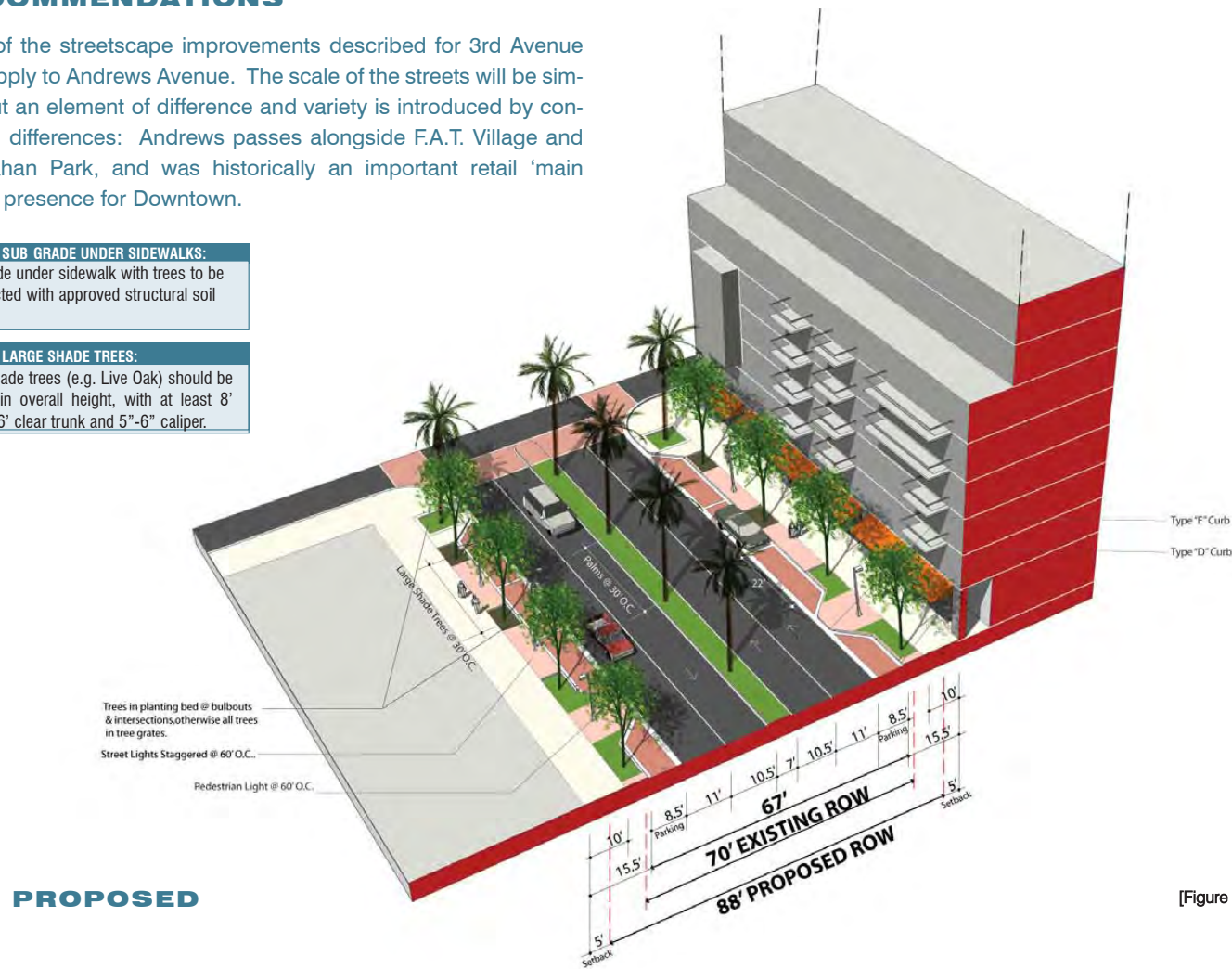
REVISED MAY 2007

RECOMMENDATIONS

Most of the streetscape improvements described for 3rd Avenue also apply to Andrews Avenue. The scale of the streets will be similar, but an element of difference and variety is introduced by contextual differences: Andrews passes alongside F.A.T. Village and Stranahan Park, and was historically an important retail 'main street' presence for Downtown.

NOTE ON SUB GRADE UNDER SIDEWALKS:
Sub-grade under sidewalk with trees to be constructed with approved structural soil system.

NOTE ON LARGE SHADE TREES:
Large shade trees (e.g. Live Oak) should be 20'-22' in overall height, with at least 8' spread, 6" clear trunk and 5"-6" caliper.



[Figure 4.66]



[Figure 4.67] Key map

NOTE ON STREET DESIGN EXAMPLES:
The street design examples illustrate principles and guidelines, and do not represent fully engineered solutions. Other alternatives are acceptable, as long as they satisfy the fundamental urban design principles of the Master Plan. The City has the flexibility to work with the Master Plan street design recommendations to make them compatible with changing or unforeseen conditions, and ongoing studies.

LOCAL STREETS STREET DESIGN EXAMPLE

VISION FOR “NEIGHBORHOOD CONNECTORS”

CHALLENGES

A number of existing local, primarily residential streets have right-of-ways ranging from 40 to 60 feet. Current regulations have the potential to result in either canyon-like streetscapes, or wide-open formless streetscapes, or a combination of both. This will not achieve a public realm with a neighborhood feeling. Street and Building Design Guidelines can shape a range of residential building forms and densities into a harmonious, pedestrian-oriented streetscape. Existing streets also suffer from inconsistent curb conditions and street trees.

RECOMMENDATIONS

- Minimize lane widths to allow for on-street parking on both sides of the street. Distinctive paving in parking lanes should relate to sidewalk paving to decrease the visual roadway width. The parking lane should be broken up by occasional planted bulb-outs, which may also contain street trees along the narrowest streets.
- Introduce consistent shade trees between the sidewalk and roadway/ parking lane. Mark intersections with taller palm trees.
- Introduce traffic calming devices at intersections. Mini-roundabouts are recommended at all local-to-local intersections, and provide for various elements (landscape, fountain, etc) to terminate vistas along these streets. This technique is



BEFORE

[Figure 4.68]

common in many cities, and allows the re-opening of currently barricaded streets in areas such as Flagler Heights.

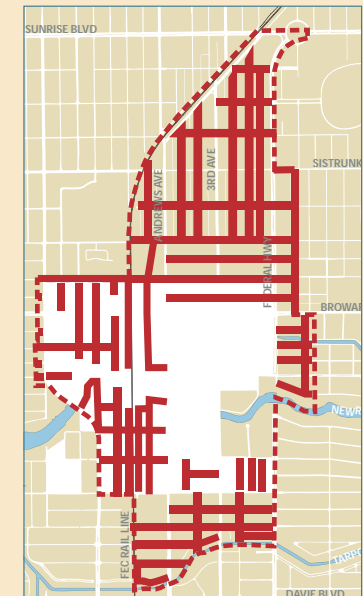
- The building to building setbacks allow for a ‘green’ semi-private planting area between the sidewalk and building. This space may also be occupied by entry stairs, or stoops, and projecting bay windows (or other architectural elements.) This space should not be paved (except at building entrances), and should not be used for parking.
- Discourage all curb-cuts except where absolutely unavoidable. Parking, service and other vehicular access should be from side streets or alleys wherever possible.

LOCAL STREETS STREET DESIGN EXAMPLE



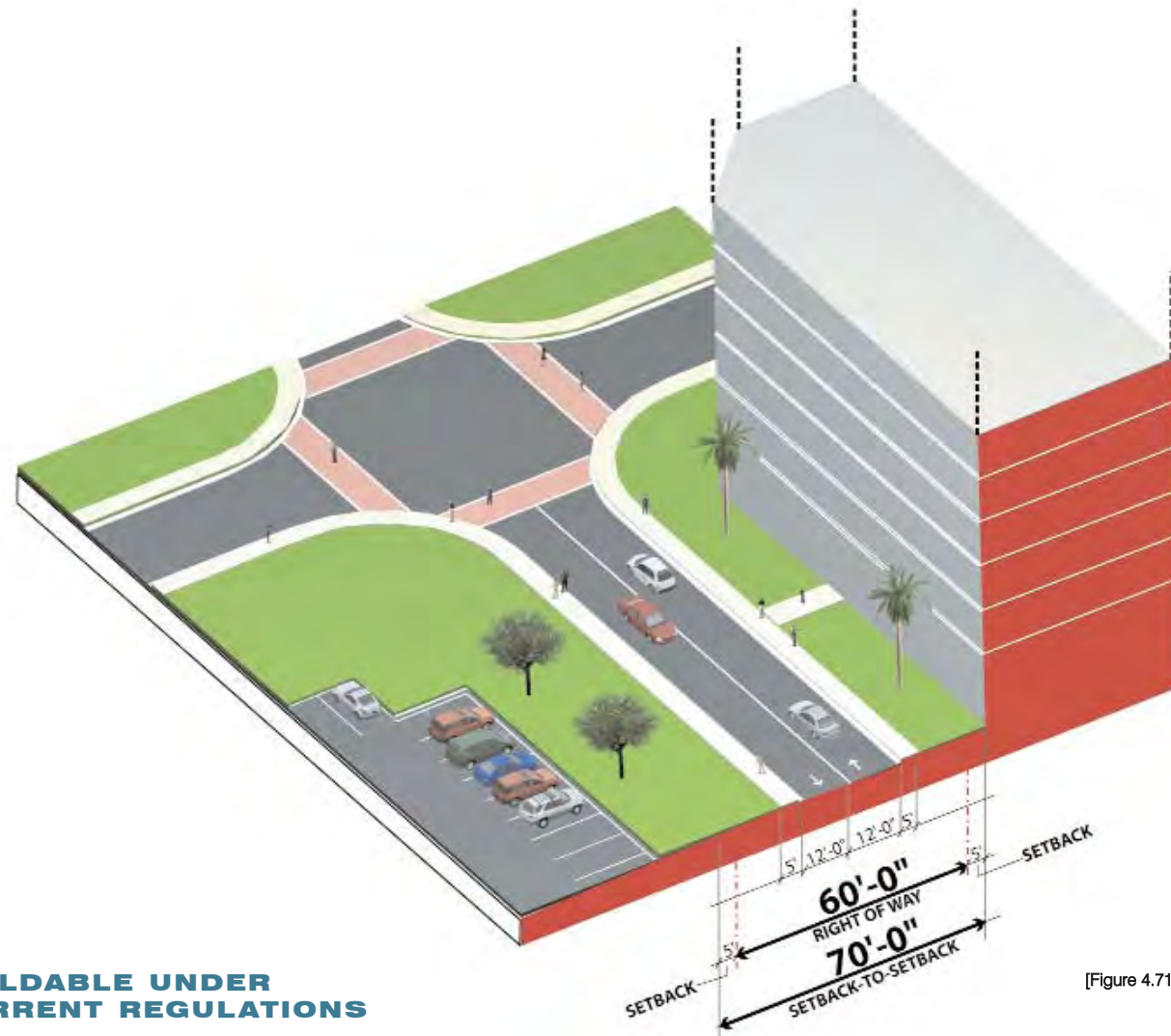
AFTER

[Figure 4.69]



[Figure 4.70] Key map

LOCAL STREETS STREET DESIGN EXAMPLE



**BUILDABLE UNDER
CURRENT REGULATIONS**

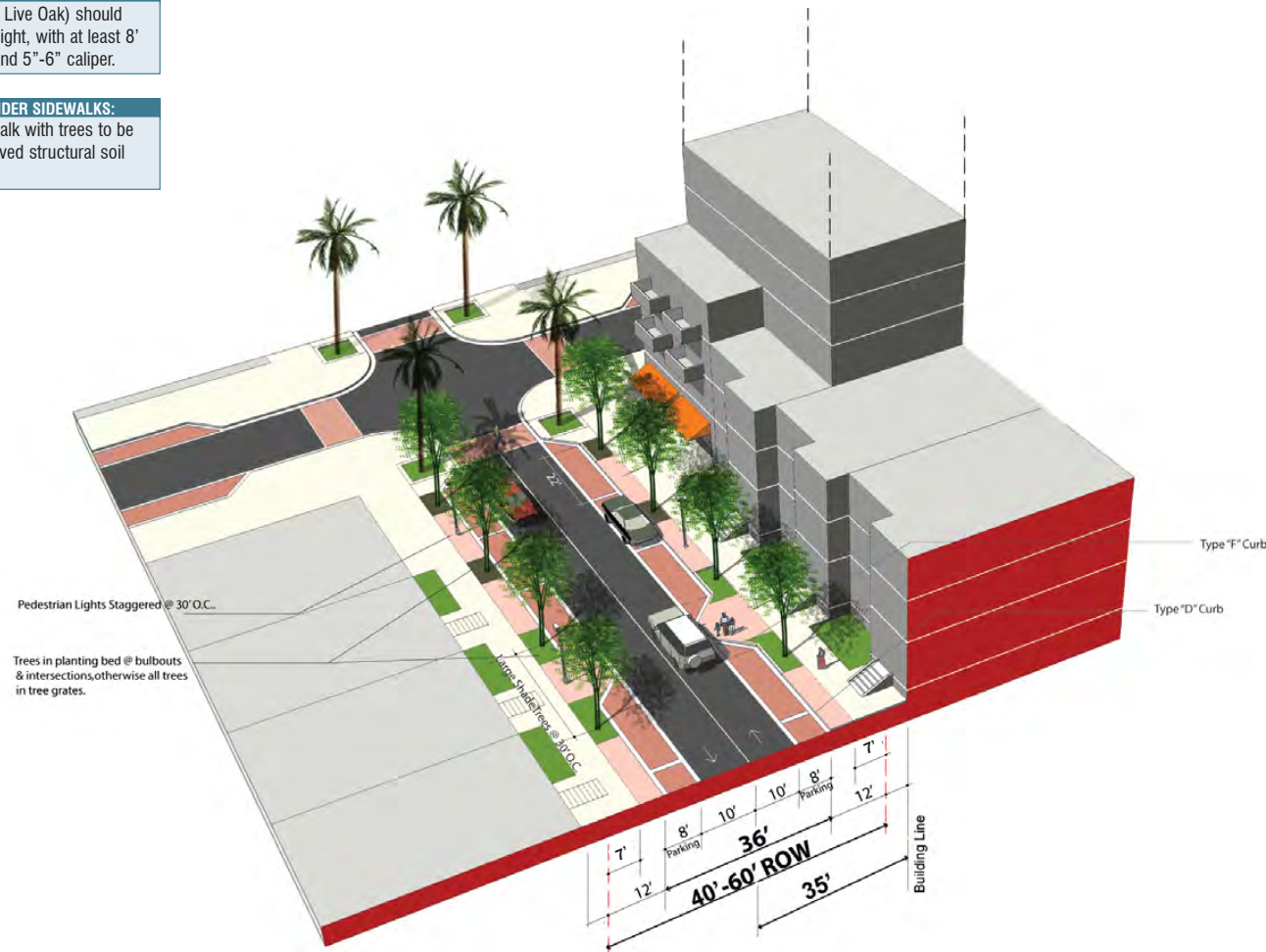
[Figure 4.71]

LOCAL STREETS STREET DESIGN EXAMPLE

REVISED MAY 2007

NOTE ON LARGE SHADE TREES:
Large shade trees (e.g. Live Oak) should be 20'-22' in overall height, with at least 8' spread, 6' clear trunk and 5"-6" caliper.

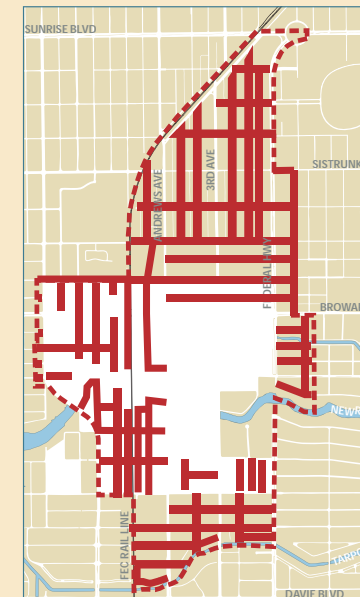
NOTE ON SUB GRADE UNDER SIDEWALKS:
Sub-grade under sidewalk with trees to be constructed with approved structural soil system.



[Figure 4.72]

PROPOSED

NOTE ON STREET DESIGN EXAMPLES:
The street design examples illustrate principles and guidelines, and do not represent fully engineered solutions. Other alternatives are acceptable, as long as they satisfy the fundamental urban design principles of the Master Plan. The City has the flexibility to work with the Master Plan street design recommendations to make them compatible with changing or unforeseen conditions, and ongoing studies.



[Figure 4.73] Key map

PRINCIPLES OF BUILDING DESIGN

DEFINITION

Streetwall: the portion of a building facade immediately adjacent to the street, along or parallel to the lot-line.



[Figure 4.74] Excessive and inconsistent building setbacks create a poorly-defined street corridor

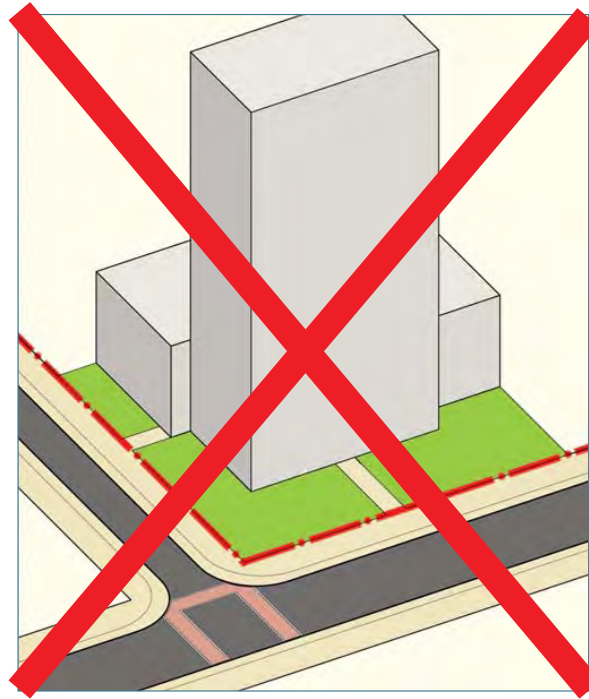


[Figure 4.75] A uniform, pedestrian-friendly street wall in Coral Gables resulting from buildings built to an appropriate setback line

B - 1

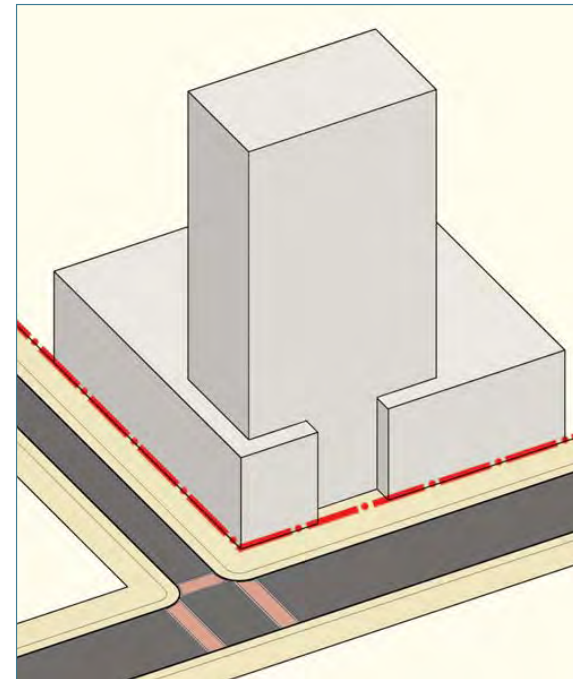
Framing the street: building “streetwall” should generally meet the setback line.

In general, most of the building “streetwall” should meet the setback lines, except in cases of special entry features, architectural articulation, or in the instance of well-defined public spaces (see Principles of Building Design B-2). When all the buildings along a street follow this principle, the street forms a well-defined, continuous corridor (with some variation) that encourages walkability and activity along its length.



DISCOURAGED

[Figure 4.76]



ENCOURAGED

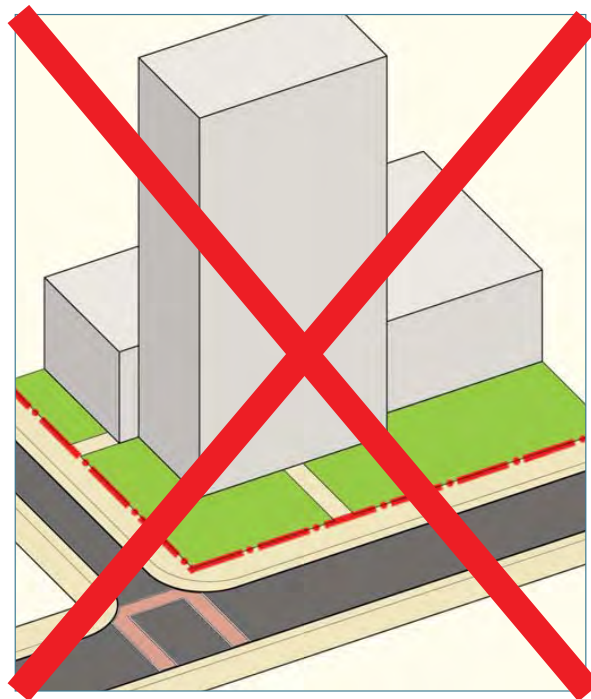
[Figure 4.77]

PRINCIPLES OF BUILDING DESIGN

B-2
Framing the street: encourage aggregation of site open space requirements as pedestrian public space (instead of unusable, leftover 'green' perimeter).

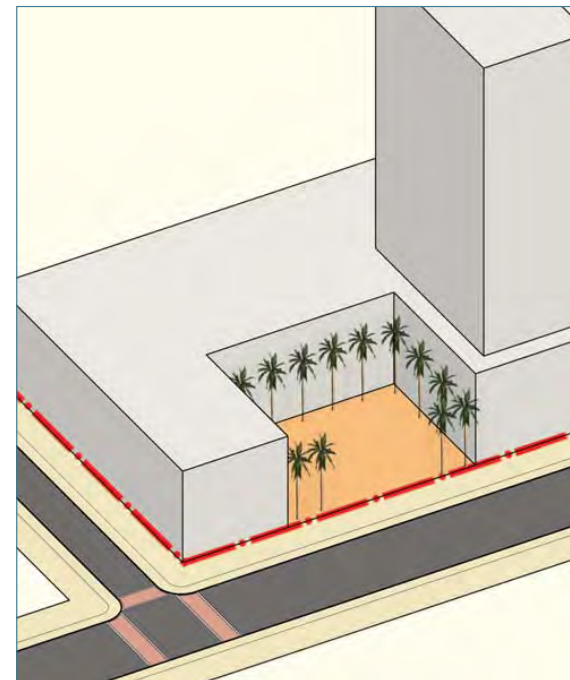
Too often, open space site requirements result in unusable, suburban-style landscaped zones between the sidewalk and building.

Dimensions and treatments often vary, resulting in a discontinuous, inefficient use of open space. As a result, the open space is 'wasted' rather than contributing to a vibrant public realm. Open space should be consolidated and used to create pedestrian-friendly spaces, parks, and plazas; 'hard' surfaces mixed with landscaping should be encouraged to create usable, urban plazas.



DISCOURAGED

[Figure 4.78]



ENCOURAGED

[Figure 4.79]



[Figure 4.80] Unusable 'green' spaces resulting from building setbacks, with trees placed on the wrong side of the sidewalk



[Figure 4.81] Open, or 'green', space requirements can be organized and consolidated into usable public plazas, as in this Coconut Grove example

PRINCIPLES OF BUILDING DESIGN

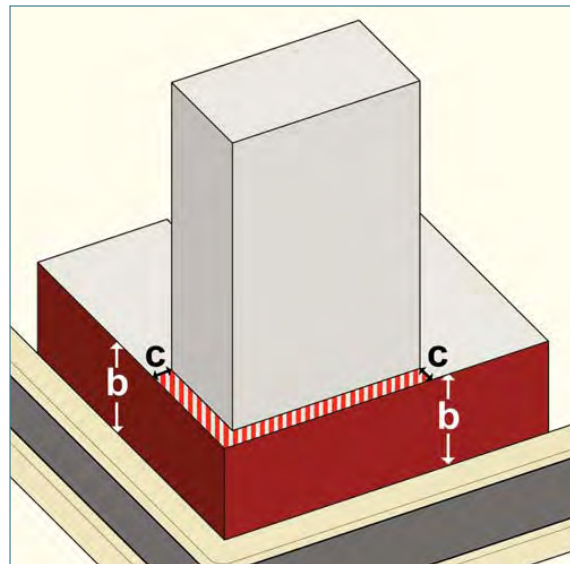
B-3

Framing the street: minimum and maximum building 'street-wall' heights.

'Streetwall' height is the vertical dimension ("b") of a building 'shoulder' above which the building begins to step back ("c"). This height should vary depending on the width of the street and character of the area.

Varying streetwall heights in each of the Character Areas described later in this chapter will create different types of streets and street sections. Building form will be used to distinguish different areas of the Downtown by creating a variety of different street-level pedestrian experiences.

(Refer to Character Area Guidelines later this chapter for details)



[Figure 4.82] Streetwall Height (to initial 'shoulder' step-back)

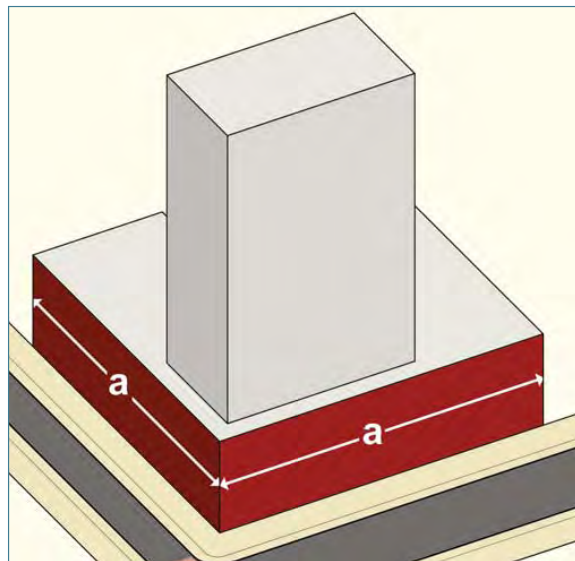
PRINCIPLES OF BUILDING DESIGN

B-4

REVISED MAY 2007

Framing the street: encourage maximum building ‘streetwall’ length of 300’.

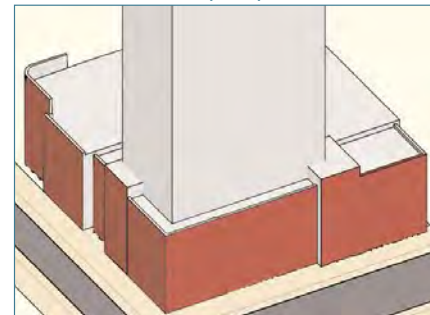
The 300 foot dimension, while encouraging streetscape variety, does not create varied building configurations along narrow-block frontages, which typically measure less than 300 feet. The principle of minimizing the impact of very long building frontages is desirable. Site-specific solutions need to ensure that the treatment and articulation along elevations provides attractive and pedestrian-friendly walking environments.



[Figure 4.83]

Building streetwalls in the Near Downtown and Urban Neighborhood that exceed 300’ in length should be encouraged to create variation in the physical design and articulation of the street-wall through the following examples:

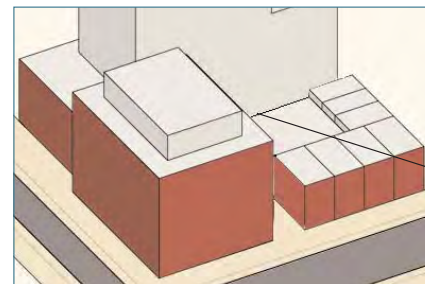
- division into multiple buildings/ but without superficial facade parapets



[Figure 4.84]

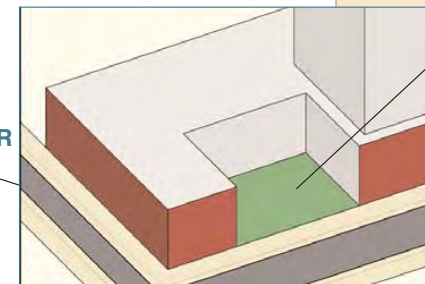
LESS PREFERRED

- a break/ articulation of the façade; OR,
- significant change of massing/ façade design



PREFERRED

[Figure 4.85] Encouraged Streetwall Length



PREFERRED

[Figure 4.86]

NOTE
Public plaza/ open space lined with active ground floor uses

NOTE
Line internal pedestrian, public “vias” with active ground floor uses; OR no “vias” with separate buildings abutting one another

PRINCIPLES OF BUILDING DESIGN

DEFINITION

Tower: Any floor above defined 'shoulder' height used for framing the street, varies by Character Area



[Figure 4.87]



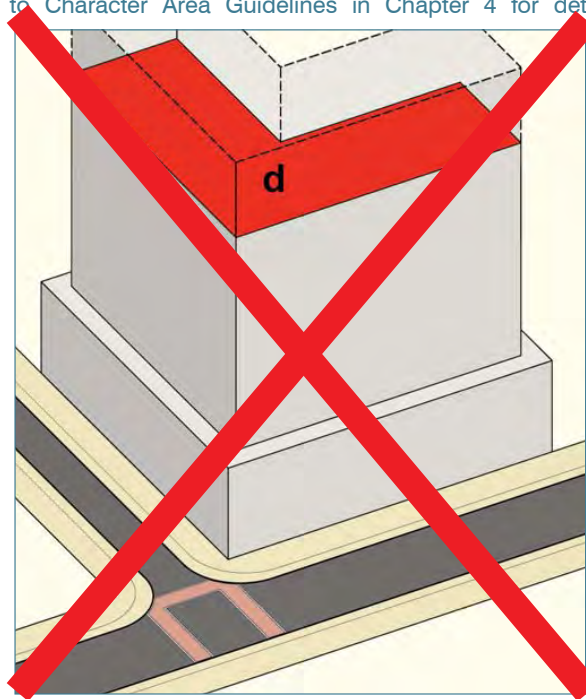
[Figure 4.88] Multiple slender towers instead of bulky, large-floorplate, 'wall' buildings to maintain light and view corridors

B-5

Preferred Maximum "floorplate" area for towers.

Reducing tower floorplate areas will dramatically change the visual impact of tall buildings on the skyline, the street environment, and on views from nearby buildings.

"Floorplate" areas should vary according to Character Area. (Refer to Character Area Guidelines in Chapter 4 for details.)

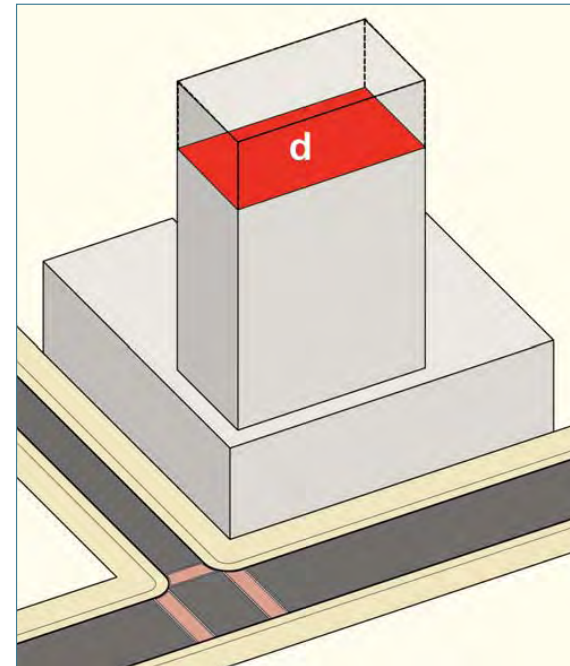


DISCOURAGED

[Figure 4.89]

Note: Preferred floorplate GSF doesn't include open balcony area).

Varying floorplate areas in each of the Character Areas described later in this chapter will encourage more slender towers (allowing more than one tower per project in some cases) and discourage massive, bulky, 'wall'-type buildings with larger floorplates, thereby providing more light and air to streets/open spaces below. (Maximum floorplate area below shoulder height is not specified.)



ENCOURAGED

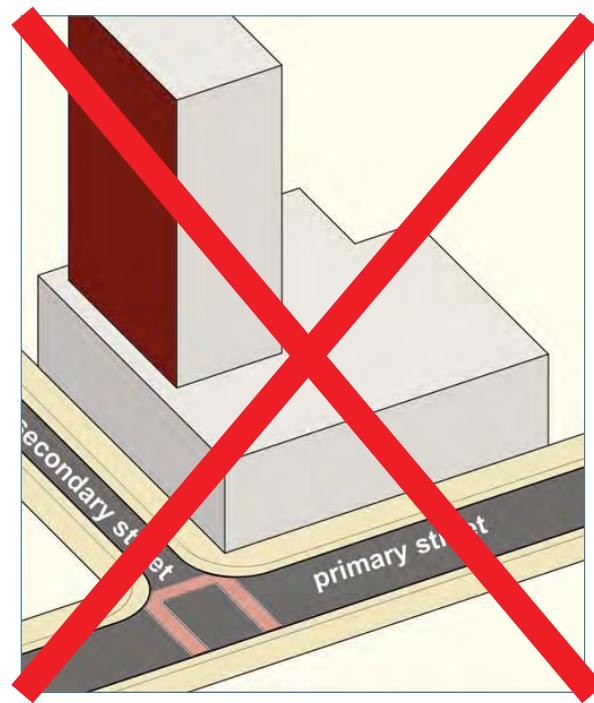
[Figure 4.90]

PRINCIPLES OF BUILDING DESIGN

B-6

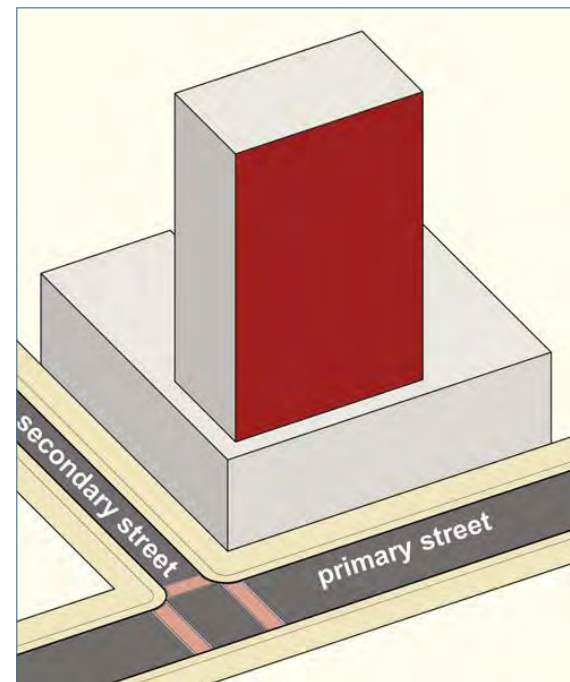
Where buildings with towers are located with frontages on multiple streets, the towers are encouraged to orient towards the “Primary Street”.

If a tower building has only one frontage, then this frontage is considered the Primary Street. If a Primary Street has a right-of-way < or = to 60 feet, then Building Design Principle B-7 applies.



DISCOURAGED

[Figure 4.91]



ENCOURAGED

[Figure 4.92]

DEFINITION
Tower: Any floor above defined ‘streetwall’ height used for framing the street, varies by Character Area

DEFINITION
Primary & Secondary Streets: Where buildings have one frontage, this frontage is considered the Primary Street. Where buildings have two or more frontages, one is Primary and at least one is Secondary. The Primary Street is the one with the most significant pedestrian activity or overall urban importance. The Primary Street is usually, but not always, the street with the greatest right-of-way dimension. Las Olas Blvd is an example of a Primary Street that is sometimes a smaller right-of-way than the Secondary ones that cross it. Interpretation of Primary & Secondary designations vary depending on the specific site, and should be confirmed with City staff.



[Figure 4.93] Locate towers on primary streets (> 60 ft. wide)
 .‘Room to breathe’
 .Maintain street character

PRINCIPLES OF BUILDING DESIGN

B-7

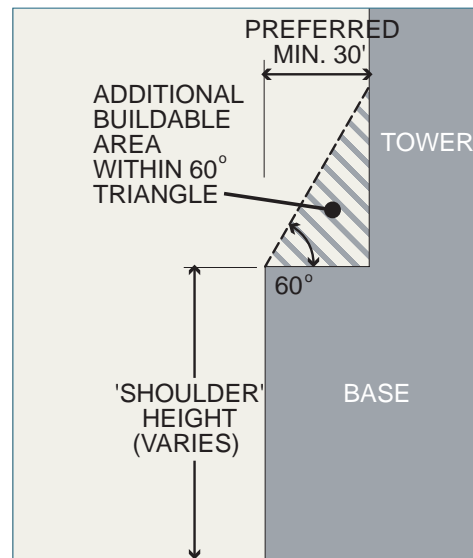
If towers are located on streets with a right-of-way < or = to 60 feet, increased stepbacks from the 'shoulder' are encouraged to reduce the impact on the street (for Character Areas other than Downtown Core).

The preferred minimum stepback in these cases is 30 feet, and additional buildable area is allowed within a 60 degree triangle above the 'shoulder'. If the tower is located on a corner site, where both streets are < or = to 60 feet, increased stepbacks from the 'shoulders' are encouraged along both streets, provided that the stepbacks do not preclude a tower with the preferred maximum gsf.

DEFINITION
Tower: Any floor above defined 'streetwall' height used for framing the street, varies by Character Area

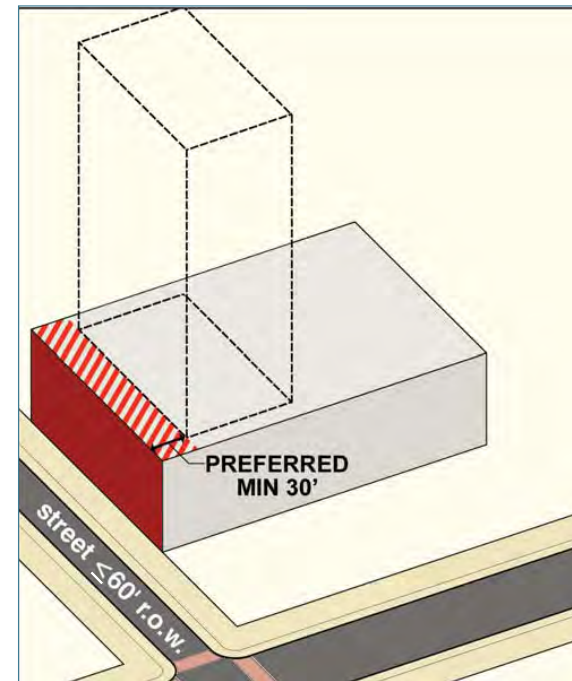


[Figure 4.94] Example of a non-tower building on a narrow street. When towers do occur on narrow streets, they are encouraged to have additional shoulder stepbacks (< or = 60 ft.wide) to reduce:
 .Impacts on light and air
 .Loss of neighborhood character



[Figure 4.95]

Where atypical lot dimensions (such as unusually narrow blocks) occur, the principle of minimizing the impact of higher buildings on smaller streets and lower scale building fabric still applies, but site-specific solutions need to be found for placement of higher elements. One way of achieving this guideline could be through the development of a Precinct plan.



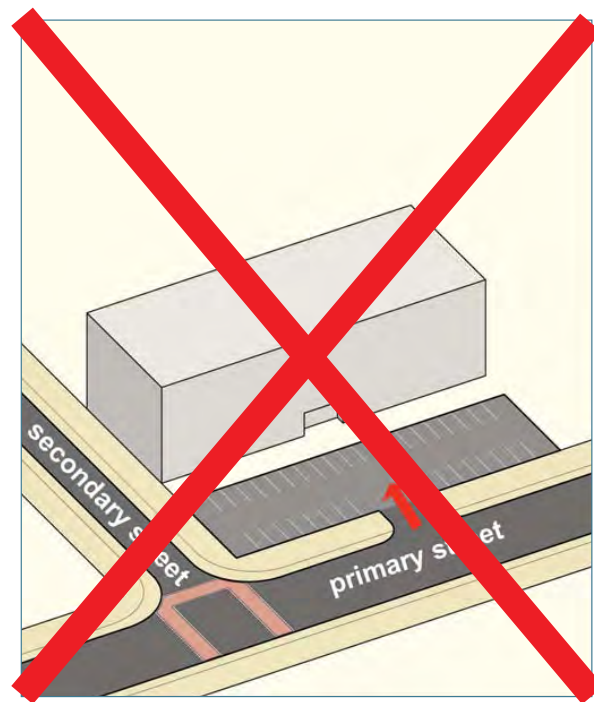
[Figure 4.96]

PRINCIPLES OF BUILDING DESIGN

B-8

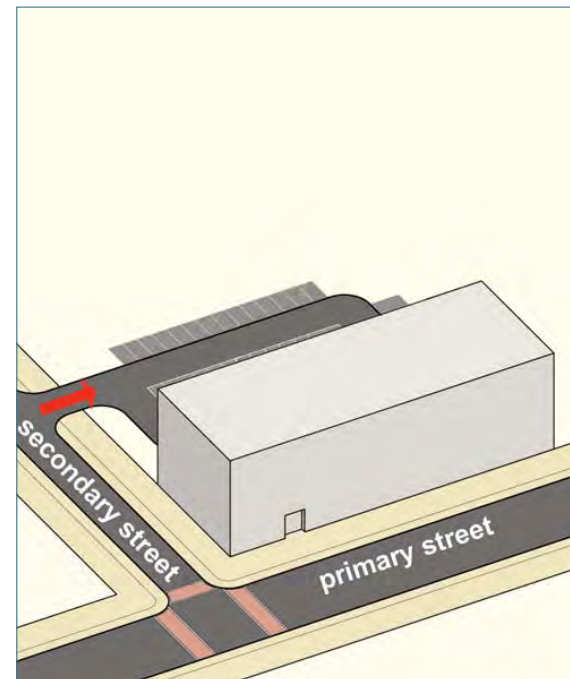
Surface parking: discourage parking and access along the Primary Street frontage.

In general, surface parking along street frontages should be avoided. However, when it is unavoidable, access and frontage should be limited to Secondary Streets. Parking lots create 'dead' spaces along pedestrian-oriented streets, where street-life and street-space definition are lost. Parking within the interior of a block with discrete access is a preferred alternative.



DISCOURAGED

[Figure 4.97]



ENCOURAGED

[Figure 4.98]

DEFINITION

Primary & Secondary Streets: Where buildings have one frontage, this frontage is considered the Primary Street. Where buildings have two or more frontages, one is Primary and at least one is Secondary. The Primary Street is the one with the most significant pedestrian activity or overall urban importance. The Primary Street is usually, but not always, the street with the greatest right-of-way dimension. Las Olas Blvd is an example of a Primary Street that is sometimes a smaller right-of-way than the Secondary ones that cross it. Interpretation of Primary & Secondary designations vary depending on the specific site, and should be confirmed with City staff.

PRINCIPLES OF BUILDING DESIGN

B-9

REVISED MAY 2007

Parking garages:

- Encourage access from secondary streets and alleys.
- Encourage street level activities and minimize visual exposure of parking with active space on the ground floor of a parking garage.
- The upper floors of a parking garage should not be visible along primary streets, waterways, and parks (see Q5). Active spaces on these upper floors along primary streets, waterways, and parks are encouraged as a preferred design.

Parking garage design should be well integrated with the overall building design.

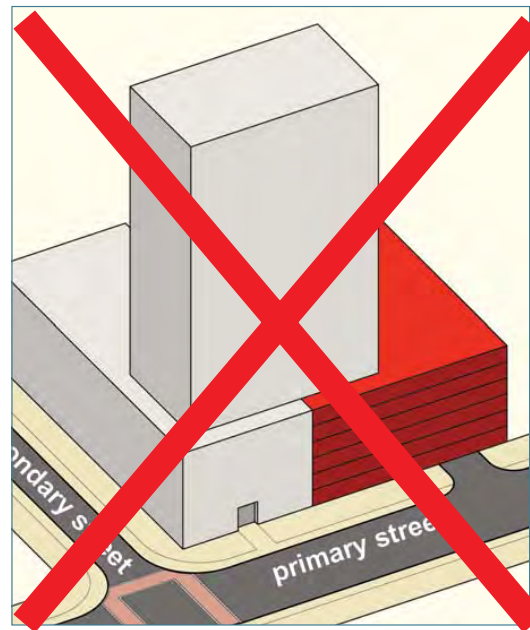
In order to create vibrant streetscapes, structured parkings encouraged to be shielded from streets with a 'liner' of active uses (residential/ commercial/ office).



[Figure 4.99] Parking at grade level on SE 6th Street
 _Lost future potential for street life
 _Increases isolation of residential units from public realm

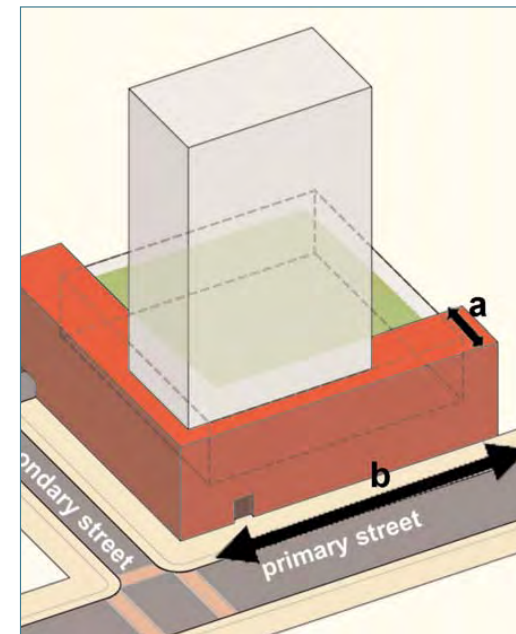


[Figure 4.100] Exposed parking garage on Broward Boulevard
 _Blank, monotonous appearance
 _Car-dominated environment



DISCOURAGED

[Figure 4.101]

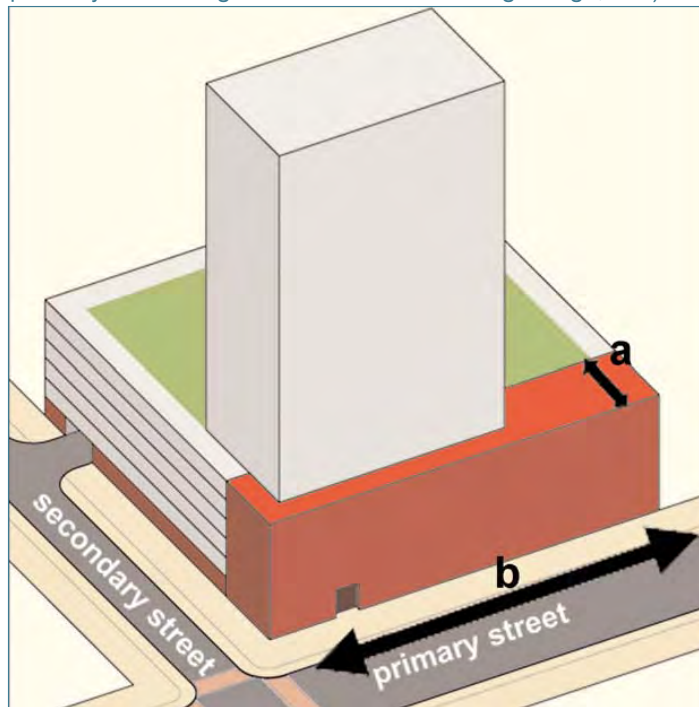


PREFERRED ALTERNATIVE

[Figure 4.102]

PRINCIPLES OF BUILDING DESIGN

Where shielding by active uses cannot be achieved, beyond the first floor, exposed parking garages should be limited to secondary streets, starting as far back from the Primary Street intersection as possible. Where exposed to street, parking garages should be disguised through a variety of architectural screening solutions (such as windows, landscape elements, architectural panel systems integrated with overall building design, etc.).



LESS PREFERRED ALTERNATIVE

[Figure 4.103]

REVISED MAY 2007

Liner uses are encouraged to provide active, occupied space (residential, commercial, cultural, etc) at the street level and upper floors along primary streets, parks, and waterway.

Landscaping, plazas, or active uses are encouraged to conceal or enhance rooftop parking areas.

Active building uses are encouraged to cover entire street frontage 'b'

Minimum criteria for liner depth 'a':

LOT DEPTH <150'	ground	2 nd & up	LOT DEPTH 150' or >	ground	2 nd & up
Office	40' min	30' min	Office	40' min	30' min
Retail/cultural	40' min	30' min	Retail/cultural	60' min	40' min
Residential/ live-work	25' min	25' min	Residential/ live-work	25' min	25' min

Where retail is not feasible:

- townhouses w/ individual entry
- office/ conference room space
- other active/ transparent use



[Figure 4.104] Parking integrated with building design – does not impact pedestrian activity on-street, and does not dominate view

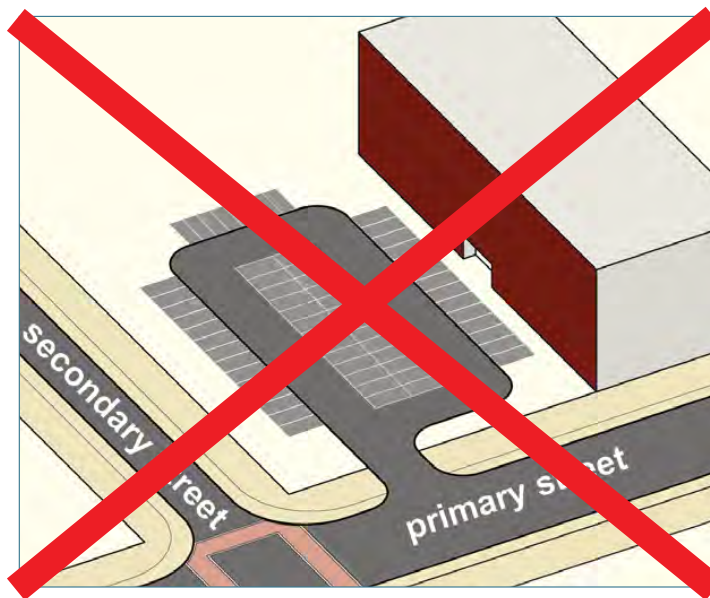
PRINCIPLES OF BUILDING DESIGN

B-10

Encourage main pedestrian entrance to face street.

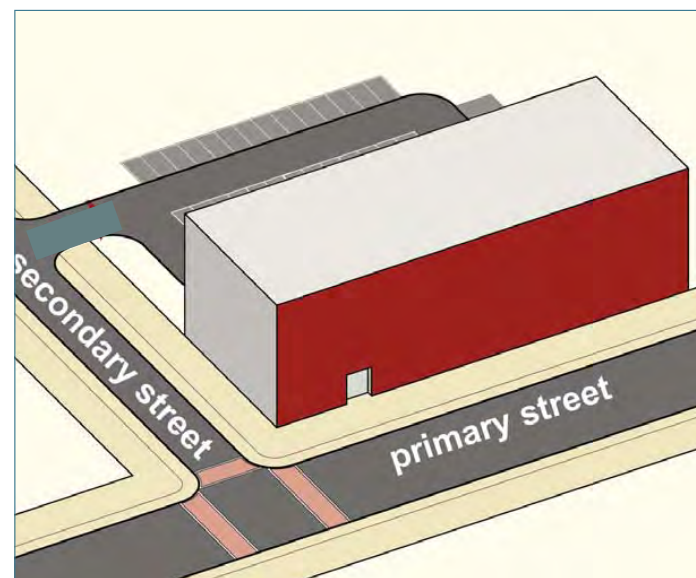
The main entrance to a building is encouraged to face the street and not a parking lot. In general, the more pedestrian entrances along a street, the more active and interesting the street becomes. Entrances along the street encourage pedestrian activity, accommodating building-users arriving by foot, from on-street parking,

and from transit. If interior-block parking exists, there may also be secondary entrances from the parking area, or mid-block pedestrian passages from parking areas to the street. Buildings set back from the street behind surface parking lots are discouraged, since they draw pedestrian life away from the streets, and create unpleasant approaches to their entrances for people arriving at the building on foot.



DISCOURAGED

[Figure 4.105]

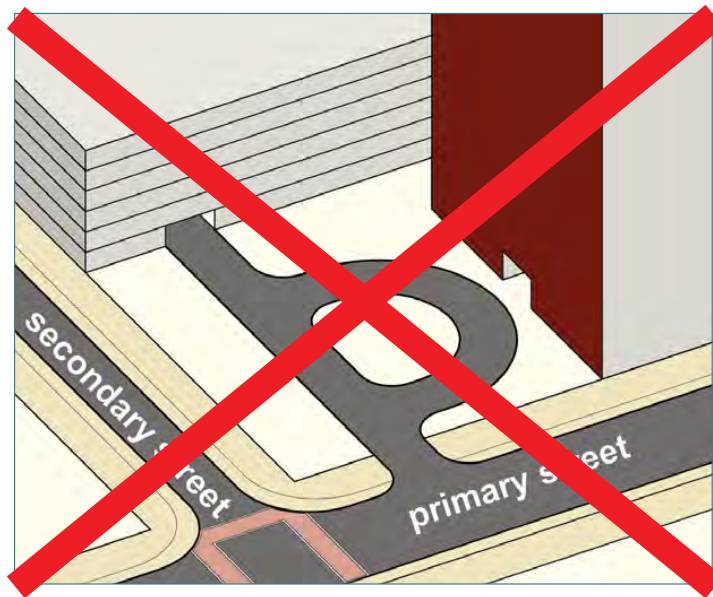


ENCOURAGED

[Figure 4.106]

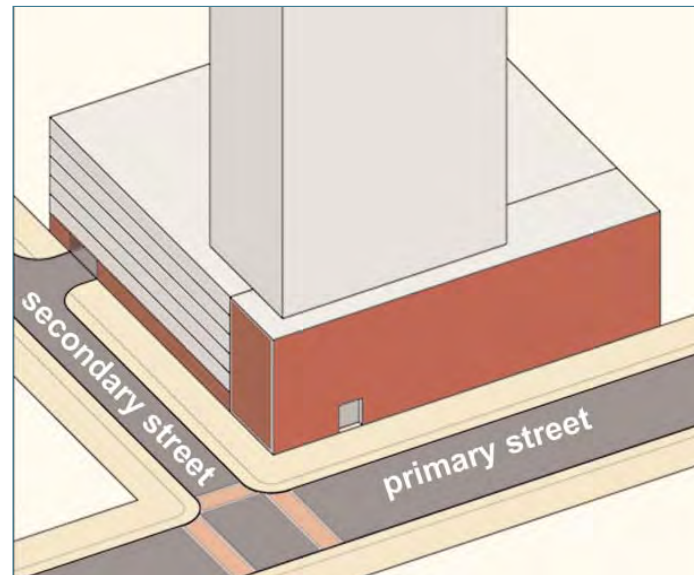
PRINCIPLES OF BUILDING DESIGN

Building entrances set back behind large 'motor court' drop-offs can also compromise the continuity of pedestrian street-life. Modest drop-off areas, without curb-cuts, are easily accommodated along streets (often through the removal of on-street parking at the building entrance location), or within an adjacent ground floor parking structure.



DISCOURAGED

[Figure 4.107]



ENCOURAGED

[Figure 4.108]

PRINCIPLES OF BUILDING DESIGN

B-1.1

Maximize active uses & 'extroverted' ground floors with retail in strategic locations.

Using the Retail Diagram of the Framework Plan (Figure 3.81) as a starting point, the City should undertake an in-depth retail analysis to determine the most effective and realistic retail opportunities throughout Downtown. Active ground-floor retail should be focused along strong pedestrian-oriented corridors and scattered in strategic neighborhood locations, such as along the edge of a neighborhood 'square'. Ground floor retail should not be required for all new development; rather, it should

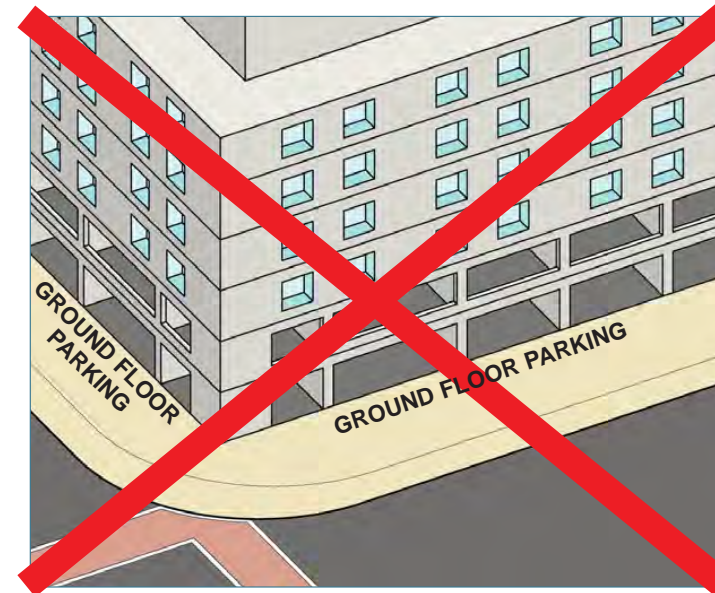
be encouraged in market-supported areas that contribute to a well-planned, interconnected, active streetscape.

Where ground floor retail is not appropriate, other 'extroverted' program elements should be located on the ground floor or wherever possible such as residential common areas. These uses should have transparent and open facades and avoid blank walls wherever possible.



DISCOURAGED

[Figure 4.109]



DISCOURAGED

[Figure 4.110]

PRINCIPLES OF BUILDING DESIGN

B - 1 2

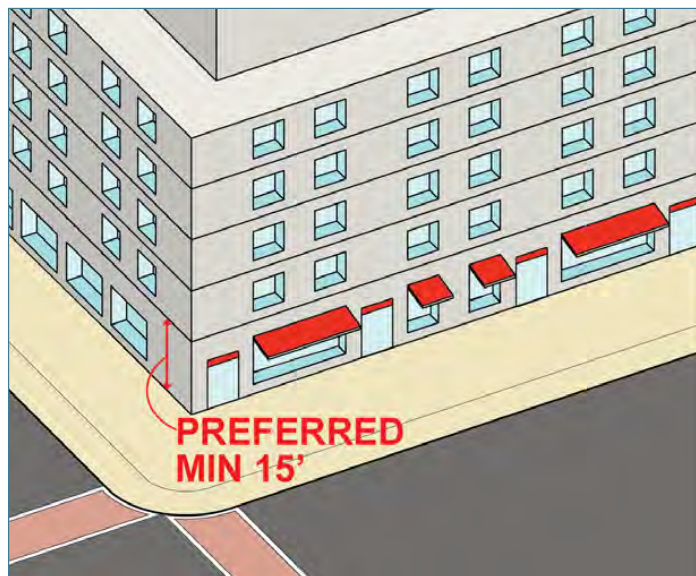
Encourage pedestrian shading devices of various types.

Pedestrian comfort and visual interest can be achieved through the consistent use of a variety of shading devices. These elements may project beyond building setback lines. Some options include:

- Awnings
- Arcades
- “Eyebrow” overhangs
- Miscellaneous shade structures

(Shading devices should be used in conjunction with street trees.)

NOTE:
 Figure 4.82 below illustrates the concepts encouraged by Principles B-11 & B-12:
 1) Active ground floor uses
 2) Transparency (windows/ storefronts)
 3) Multiple street level entrances
 4) Shading devices
 5) High ground-level floor height (preferred 15' floor to floor minimum)



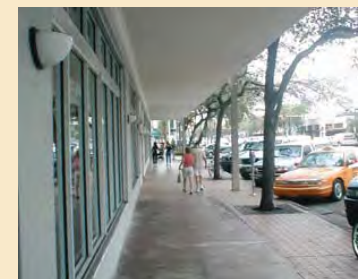
ENCOURAGED (B-11 & B-12) [Figure 4.111]



[Figure 4.112] Fixed awnings



[Figure 4.113] Movable awnings



[Figure 4.114] 'Eyebrow' overhang

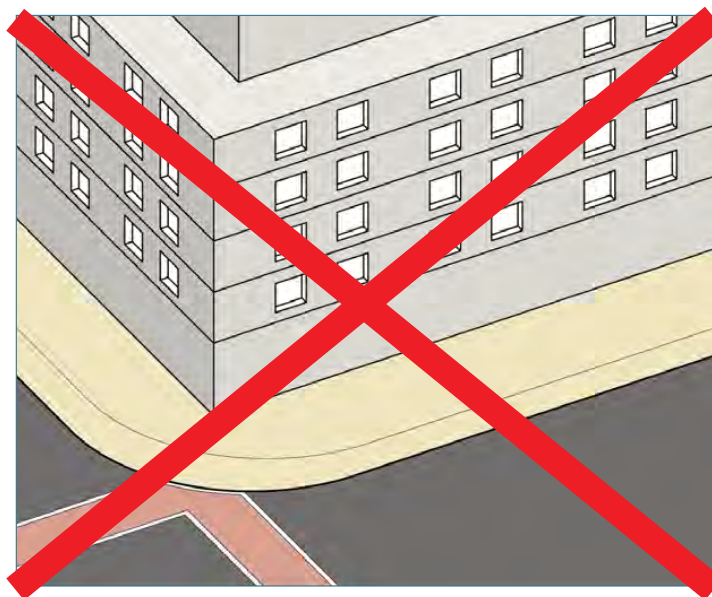
PRINCIPLES OF BUILDING DESIGN

B-13

Encourage balconies and bay windows to animate residential building facades.

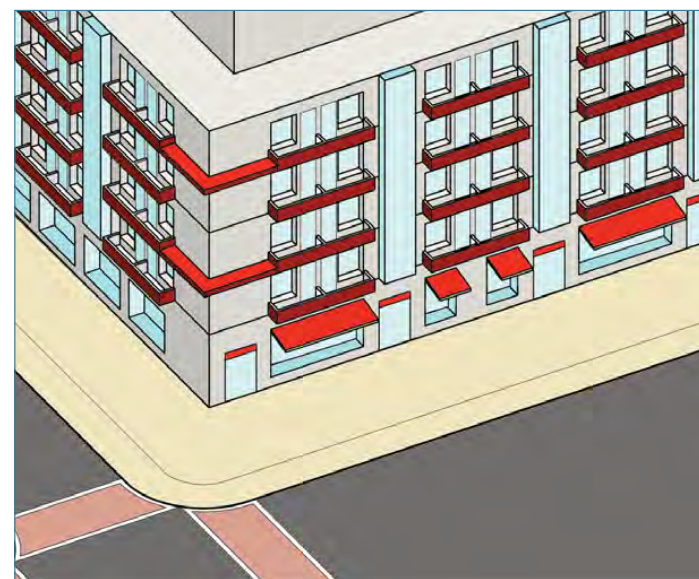
While balconies and bay windows add to the quality of residential units, they also contribute to the visual variety of the streetscape. Highly articulated building facades can break up the potential monotony of large-scale buildings. Balconies, in particular, take advantage of Fort Lauderdale's year-round climate by lining the streetwalls with people and living spaces.

Balconies and bay windows may project beyond building setback lines (to be coordinated with City Staff on a case by case basis, and subject to potential conflicts.) When possible, depth of balconies should provide outdoor space that is usable and accessible by apartments. "False" balconies are discouraged.



DISCOURAGED

[Figure 4.115]



ENCOURAGED

[Figure 4.116]

PRINCIPLES OF BUILDING DESIGN

B-14

In residential buildings, encourage individual entrances to ground-floor units (particularly in the Urban Neighborhood Character Area).

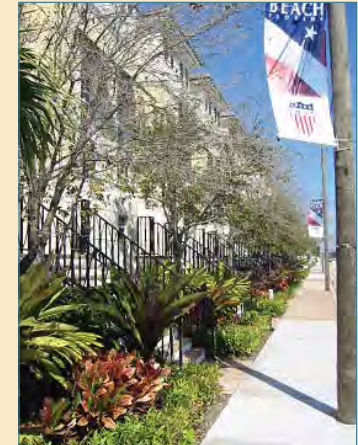
Multiple residential entrances create increased and well-distributed pedestrian activity, and increased security (actual and perceived) on the street by adding activity and “eyes on the street”, especially in residential areas with little or no retail. Multiple entrances also create a more human-scaled, regular rhythm along the street.



[Figure 4.118] Vancouver, BC, Canada
- Townhouses at base of apartment building
- Increased activity, safety at street level



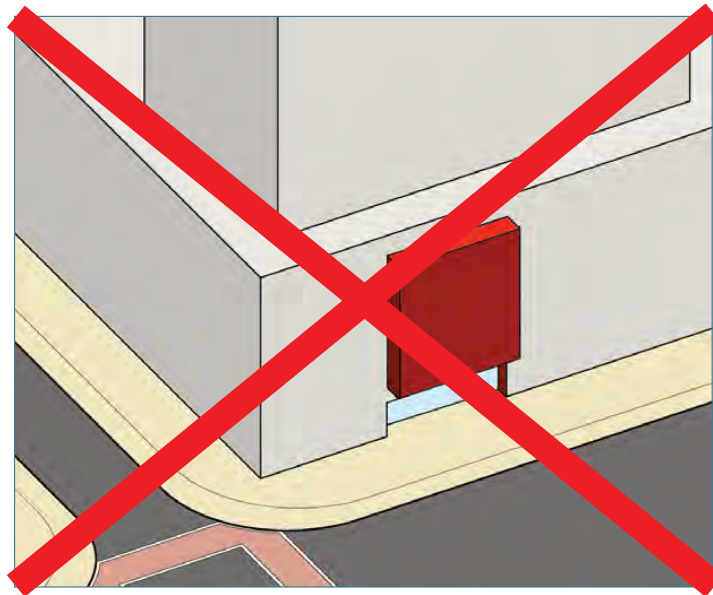
[Figure 4.119]



[Figure 4.121]

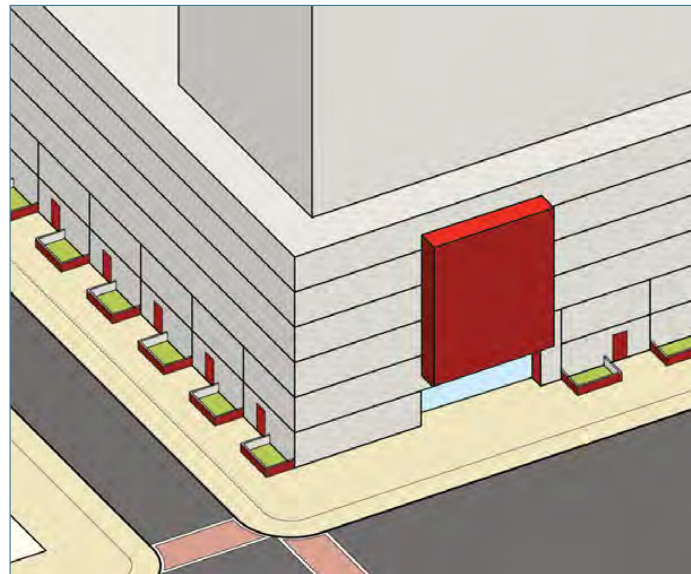


[Figure 4.122] Delray Beach
- Each unit has separate entrance
- Garden areas and steps enhance privacy



DISCOURAGED

[Figure 4.117]



ENCOURAGED

[Figure 4.120]

PRINCIPLES OF BUILDING DESIGN

B-15

High rises to maximize active lower floor uses and pedestrian-oriented design at ground floor.

Larger building types, such as high-rises, often fail to address the importance of active ground floor uses and pedestrian-oriented design. This can be the result of an inappropriate prioritization of car access over pedestrian access, and other factors. Therefore,

extra effort must be made to integrate these larger buildings into the fabric of a continuous pedestrian-oriented urban environment by utilizing various strategies described in this chapter. Key among these is the addition of lower scale active uses, such as retail or additional residential, at the perimeter of the site.



[Figure 4.123] High-rise with ground-floor retail
_Example of pedestrian-oriented base
with active use
_Example of concealed parking with side street entry

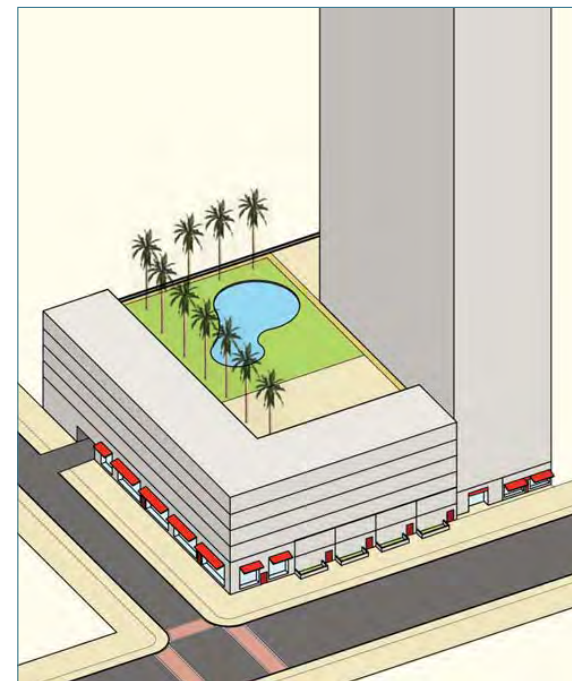


[Figure 4.124] High-rise with townhouse base
_Example of small-floorplate tower
_Example of townhouses that address street and conceal internal parking
_Multiple street-level residential entries



DISCOURAGED

[Figure 4.125]



ENCOURAGED

[Figure 4.126]

PRINCIPLES OF BUILDING DESIGN**B-16**

Building Design guidelines do not apply to Civic Buildings and Cultural Facilities.



Civic or government buildings, cultural facilities, and other special monuments should have particular prominence within the Downtown. In the tradition of great examples from many cities around the world, these buildings should have greater freedom in form and architectural expression. These signature landmarks of city-wide importance will stand out by being the “exception to the rule”, and have a greater impact when surrounded by strong and well-defined streetscapes which are encouraged elsewhere in this chapter.



[Figure 4.128]

Guggenheim Museum in Bilbao, Spain.

PRINCIPLES OF BUILDING DESIGN

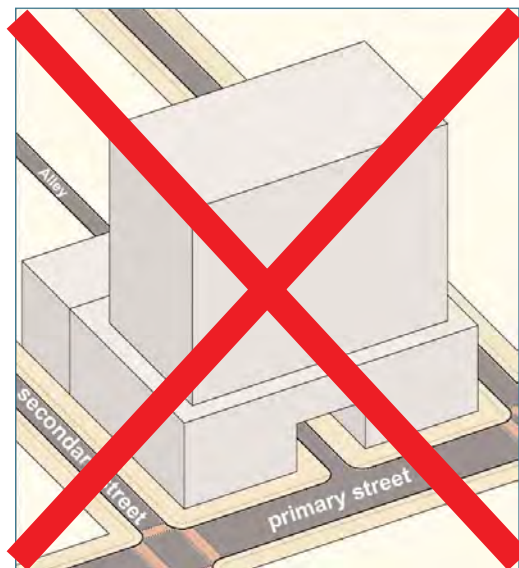
B-17

ADDED MAY 2007

Discourage development above rights-of-way(air rights)

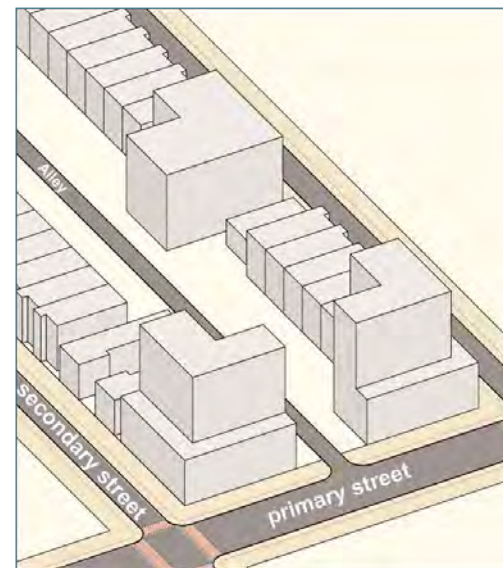
(Encourage building types appropriate to lot size and block structure)

Pedestrian and vehicular bridges over alley rights-of-way may be acceptable with an integrated design.



DISCOURAGED

[Figure 4.129]



ENCOURAGED

[Figure 4.130]

PRINCIPLES OF BUILDING DESIGN

B-18

ADDED MAY 2007

Mitigate light pollution:

Minimize 'light trespass' (light shining in windows) by precluding unshielded floodlights, high wattage pedestrian lights, wall packs, and other unshielded light sources that are improperly located and poorly aimed

Minimize light pollution (uncontrolled light traveling into atmosphere) that contributes to "sky glow" by avoiding unshielded light sources and excessively high lighting levels that are improperly located and aimed

Minimize glare

Utilize lighting to maintain the perception of safety without contributing to excessive light pollution

Light "temperature" (color): yellow light (low pressure sodium) discouraged; white light (metal halide and others) encouraged

B-19

ADDED MAY 2007

Mitigate noise pollution:

Mechanical equipment, exhaust fans, generators and other similar noise-producing equipment should be muffled and directed away from streets, public spaces, and adjacent properties

**DISCOURAGED**

[Figure 4.131]

PRINCIPLES OF BUILDING DESIGN

B-20

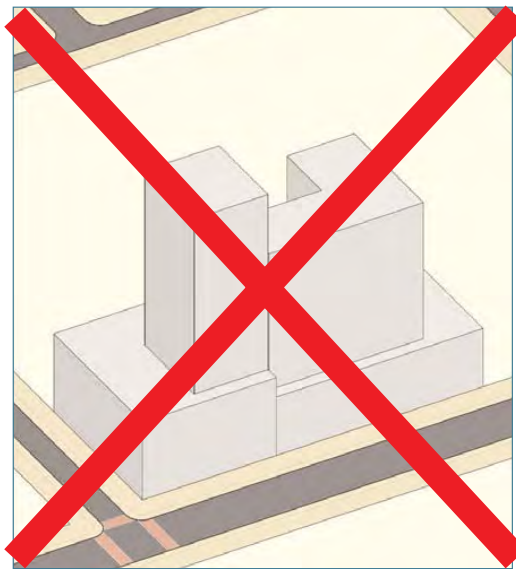
ADDED MAY 2007

Vertical open space between towers on adjacent lots: Towers are encouraged to maintain vertical open space along side and rear lot lines: minimum horizontal distance 'a' = 30 feet*

Applies above shoulder height (see Character Area Guidelines in Chapter 4)

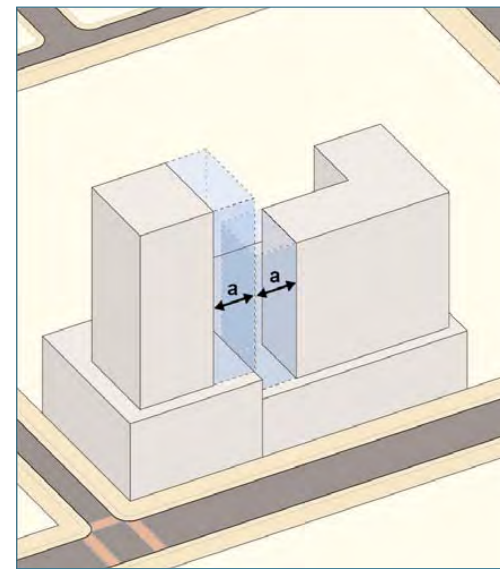
Abutting property owners can coordinate tower placement (and deviate from 30' requirement) as long as they maintain 60' clearance

*** with special review for non-parallel building facades and special architectural features**



DISCOURAGED

[Figure 4.132]



ENCOURAGED

[Figure 4.133]

PRINCIPLES OF BUILDING DESIGN

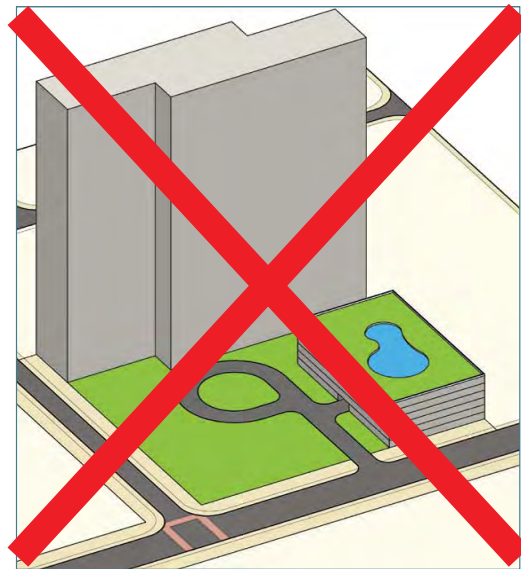
B-21

ADDED MAY 2007

Vertical Open space between multiple towers on a single large development site:

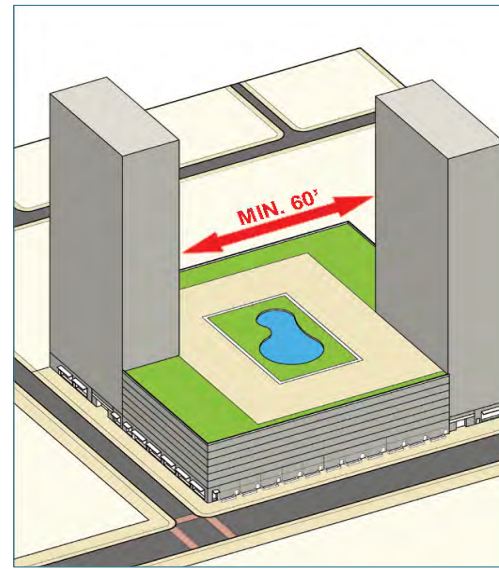
Maximum floorplate areas apply

Multiple towers no less than 60' apart



DISCOURAGED

[Figure 4.134]



ENCOURAGED

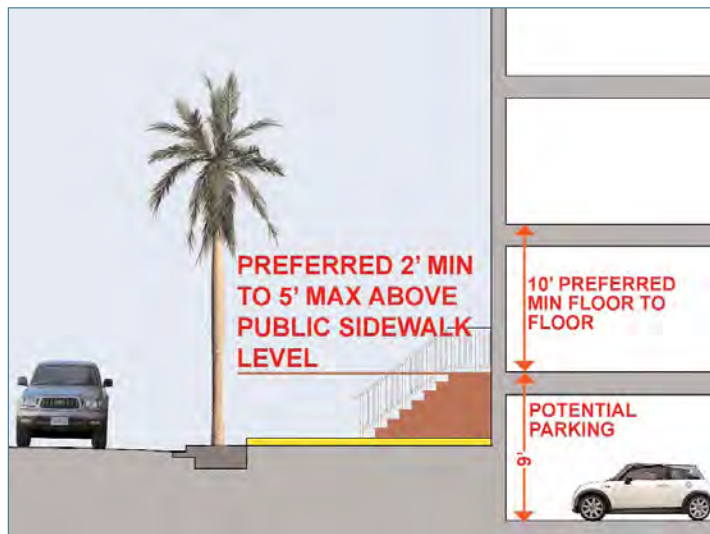
[Figure 4.135]

PRINCIPLES OF BUILDING DESIGN

B-22

ADDED MAY 2007

Residential: Encourage minimum ground floor elevation of 2' above public sidewalk level for individual ground floor entrances to private units



[Figure 4.136]



[Figure 4.137]

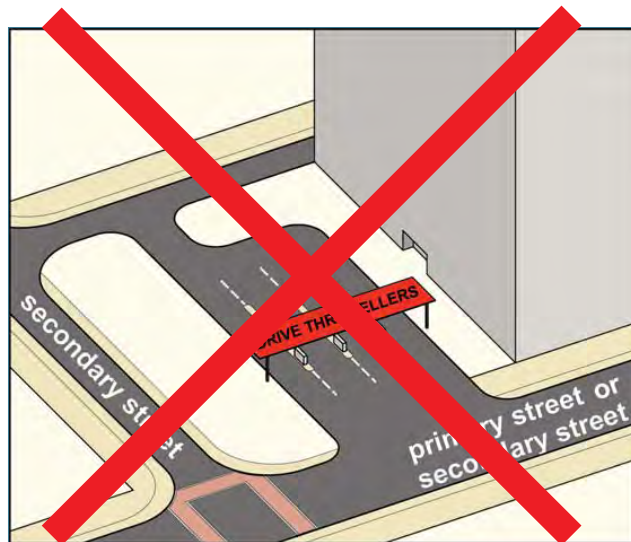
PRINCIPLES OF BUILDING DESIGN

B-23

ADDED MAY 2007

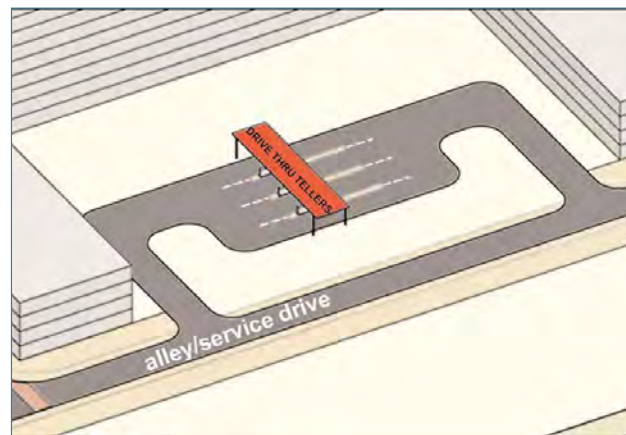
Avoid drive thrus in the wrong places

Discourage drive-thru configurations that detract from streets' spatial definition, are visible from public rights-of-way, or that add curb cuts to primary or secondary streets



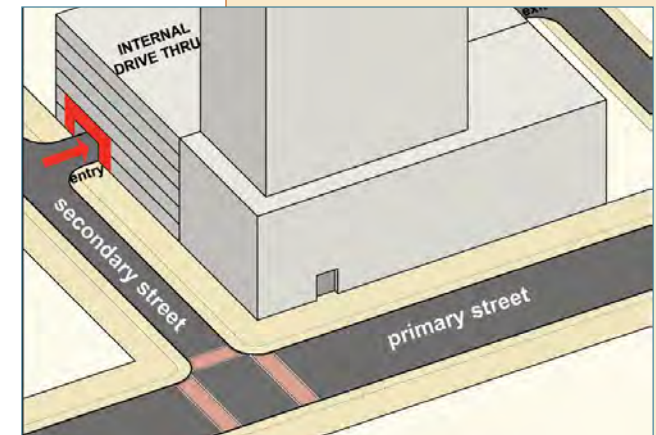
DISCOURAGED

[Figure 4.138]



ENCOURAGED

[Figure 4.139]



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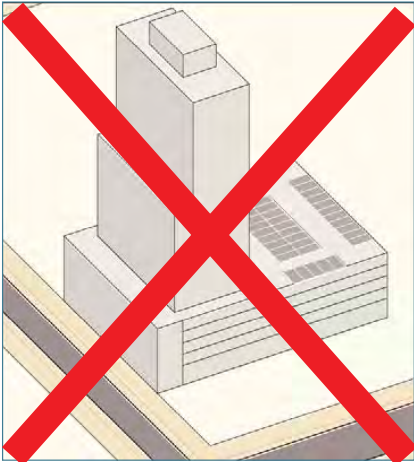
[Figure 4.140]

B-24

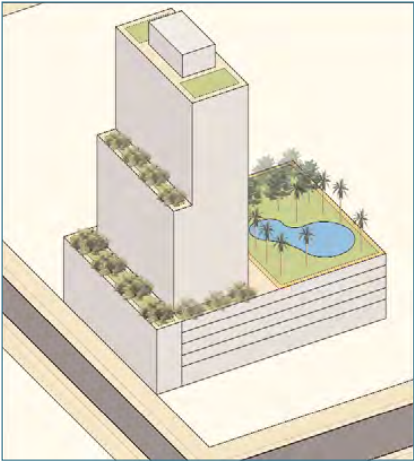
ADDED MAY 2007

THE “FIFTH FACADE”

Encourage green roofs as visual amenities that provide a combination of usable, landscaped spaces (recreation & open space benefits) and sustainable roof treatments (environmental benefits).



[Figure 4.141]



[Figure 4.142]



[Figure 4.143]

QUALITY OF ARCHITECTURE

Q-1

ADDED MAY 2007

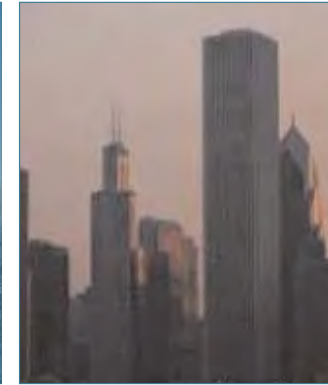
SKYLINE DRAMA

Encourage towers to contribute to the overall skyline composition

Buildings with tower elements should be designed to contribute to the overall skyline composition of Fort Lauderdale. Views of the skyline from various angles and locations should be studied in skyline renderings. Buildings with special prominence in key locations should have architectural/sculptural elements designed to be seen from the appropriate distances. Towers that would block key view corridors, or create awkward juxtapositions, should be sited to minimize any potential negative impacts.



[Figure 4.144]
Tokyo



[Figure 4.145]
Chicago



[Figure 4.146]
San Francisco



[Figure 4.147]
London



[Figure 4.148]
Vancouver



[Figure 4.149]
Pittsburgh

QUALITY OF ARCHITECTURE

Q-2

ADDED MAY 2007

EXPRESSIVE 'TOPS'

Encourage expressive tops for tall buildings above 37 stories in Near Downtown & Downtown Core

Encourage towers to contribute to the skyline through architecturally expressive 'tops'. Examples of design approaches include but are not limited to:

- Sculpted roof forms
- Terracing of uppermost levels
- Vertically expressive roof forms
- Unusually shaped roof forms
- Innovative 'green' elements
- Special Materials and Lighting
- Integrated with the architecture of the building
- Public uses and viewing decks at upper levels



[Figure 4.150]



[Figure 4.151]



[Figure 4.152]



[Figure 4.153]



[Figure 4.154]

QUALITY OF ARCHITECTURE

Q-3 **DURABILITY & QUALITY OF MATERIALS**

ADDED MAY 2007

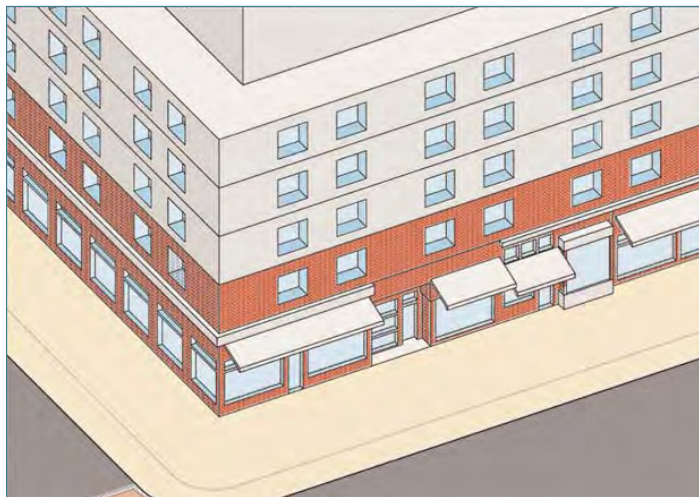
Encourage high quality materials for the entire building, with a special emphasis on detailing and durability for the first 2 floors

Encourage richer materials, more intensive details and lighting to enhance pedestrian views at first 2 floors

Encourage durable exterior materials such as: stone, masonry, metal paneling, precast concrete panels and details and glass

Avoid less durable materials, such as EIFS, at first 2 floors

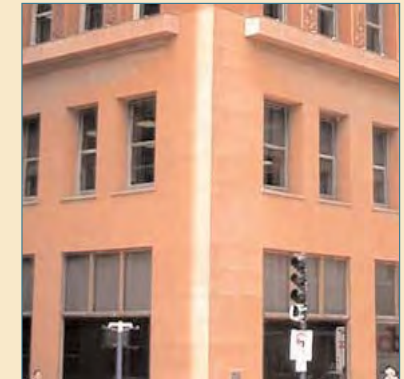
Avoid less durable materials, such as vinyl or aluminum siding, molded plastic or fiberglass details and moldings



[Figure 4.155]



[Figure 4.156]



[Figure 4.157]



[Figure 4.158]

QUALITY OF ARCHITECTURE

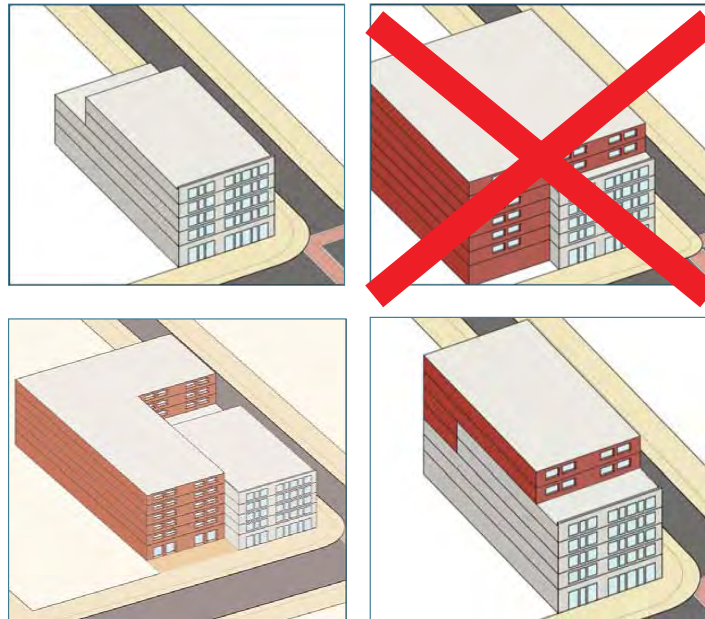
Q - 4

ADDED MAY 2007

RESPECT FOR HISTORIC BUILDINGS

In preservation and adaptive re-use of buildings with historic value:

- Entire structure should be maintained;
- Historic fabric should be restored;
- Significant interior spaces maintained;
- Existing scale and massing should be respected;
- Sensitive, respectful rooftop & adjacent additions are permitted



[Figure 4.159]



[Figure 4.160]

QUALITY OF ARCHITECTURE

Q-5

ADDED MAY 2007

PARKING PODIUM FACADES

Where structured parking must be exposed to the street, exceptionally creative solutions should be explored:

The City should implement special architectural review techniques to include:

Dramatic and/or elegant building form with a compelling street presence

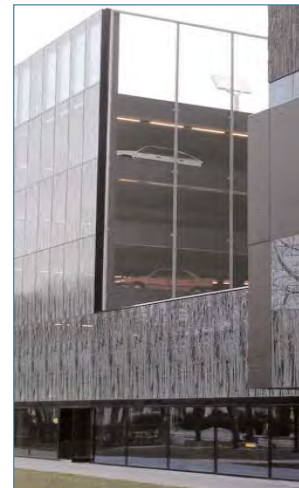
Consistent and integrated architectural details

High quality, durable exterior materials

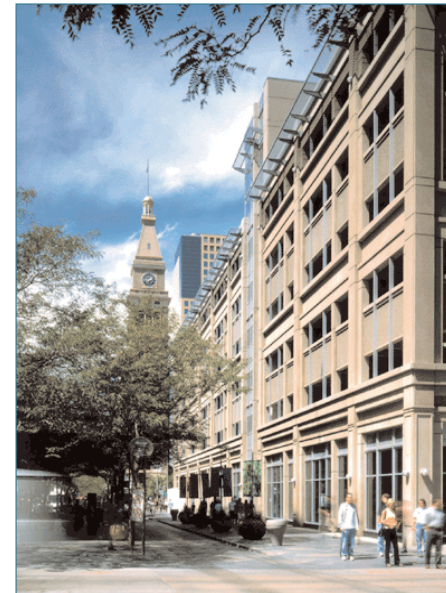
Richer material palette, more intensive details and lighting encouraged for the street level.



[Figure 4.161]



[Figure 4.162]



[Figure 4.163]

QUALITY OF ARCHITECTURE

Q-6

ADDED MAY 2007

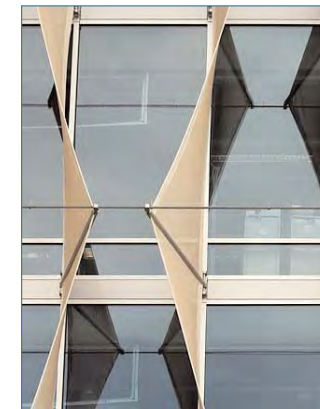
RESPONSE TO NATURAL ENVIRONMENT

Encourage architecture to respond to the unique nature of the south Florida environment.

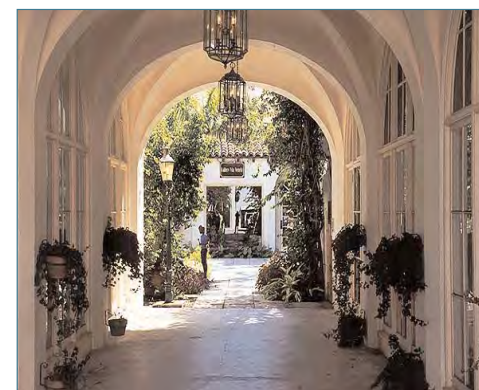
- . Solar orientation
- . Wind direction
- . Rain



[Figure 4.164]



[Figure 4.165]



[Figure 4.166]

QUALITY OF ARCHITECTURE

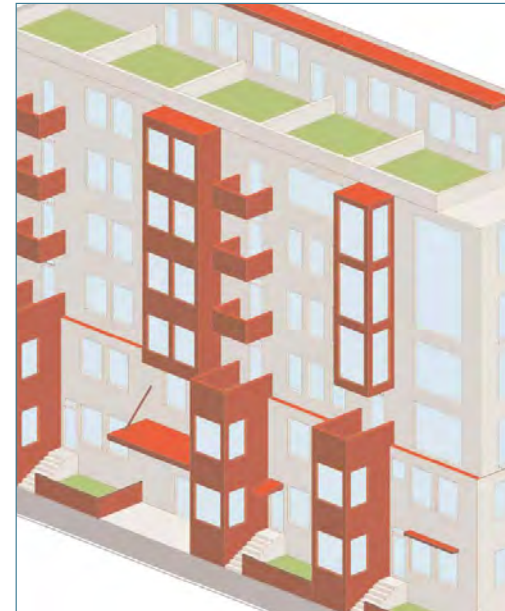
Q-7

ADDED MAY 2007

CREATIVE FACADE COMPOSITION

Encourage a rich layering of architectural elements throughout the building, with special attention to facades below the 'shoulder' level. Examples of facade composition include, but not limited to:

- Variety of window types and scale
- Changes in material
- Recess lines
- Roof gardens
- Expression of building openings
- Bay windows
- Balconies
- Overhangs
- Sunscreens
- Low garden walls



[Figure 4.167]



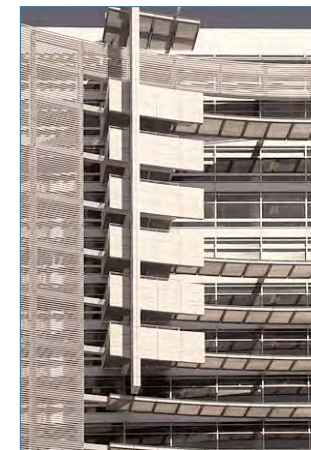
[Figure 4.168]



[Figure 4.169]



[Figure 4.170]



[Figure 4.171]

QUALITY OF ARCHITECTURE

Q-8

ADDED MAY 2007

ORIGINAL/ SELF-CONFIDENT DESIGN

Encourage a range of architectural styles that each create a strong identity, strive for the highest quality expression of its chosen architectural vocabulary

Avoid design of a single building that is meant to imitate the look of multiple older buildings or mimic older buildings in a 'fake historic' style.



[Figure 4.172]



[Figure 4.173]



[Figure 4.174]



[Figure 4.175]

STORE FRONTS

SF-1

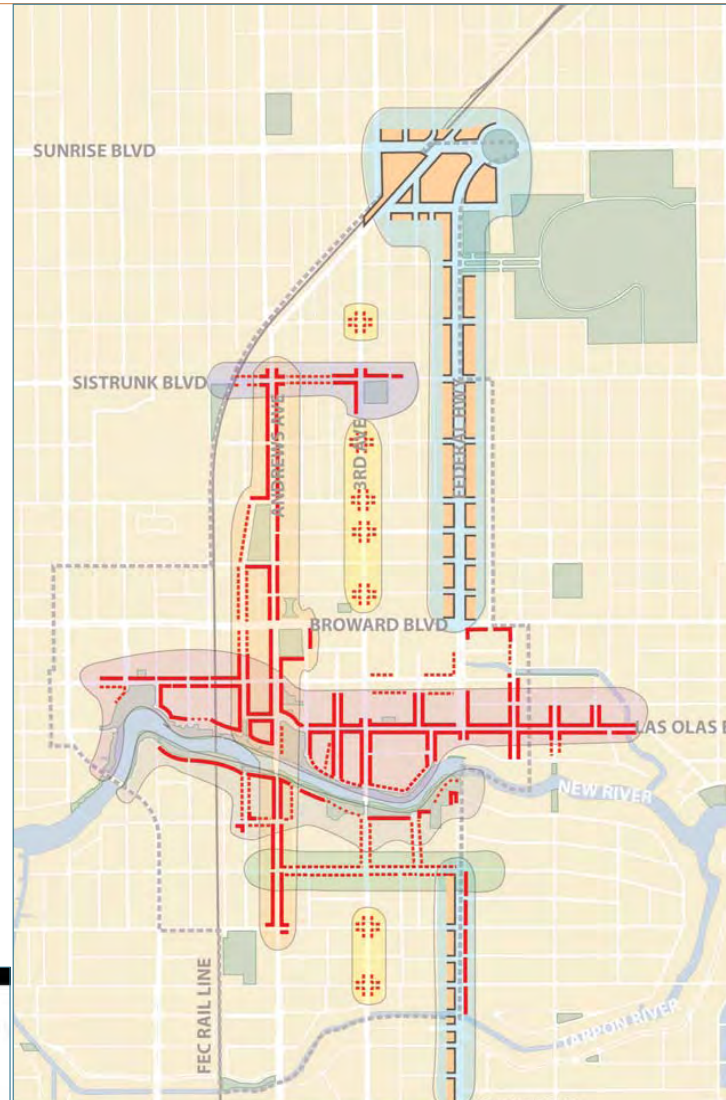
ADDED MAY 2007

Refinement of Retail Location Strategy

Undertake a detailed Retail Study for Downtown

Create a diversity of preferred retail location located 'where it counts'

Encourage ground floor retail in "preferred locations" shown at right



[Figure 4.176]



[Figure 4.177]

STORE FRONTS

S F - 2

ADDED MAY 2007

Encourage a combination of storefront styles & types in adjacent buildings, or within single buildings, to create variety and visual interest at the street level



[Figure 4.179]



[Figure 4.178]



[Figure 4.180]

STORE FRONTS

SF-3

ADDED MAY 2007

Encourage durable materials for ground floor retail & cultural uses

Encourage metal, stone, glass, concrete, plaster

Discourage plywood sheathing, vinyl / aluminum siding, EIFS



DISCOURAGED [Figure 4.181]



ENCOURAGED

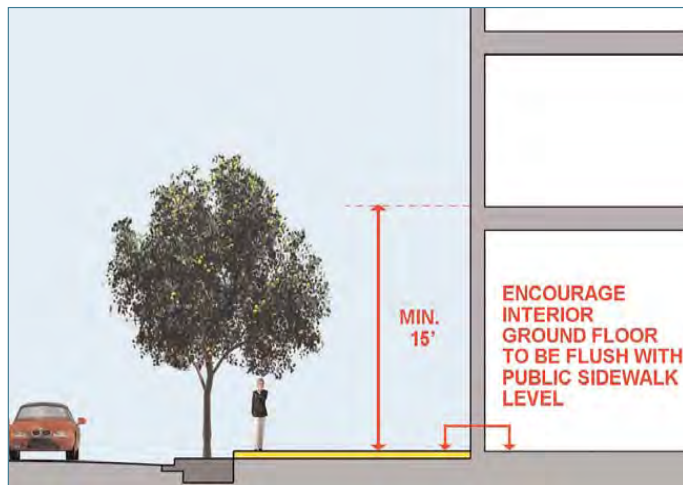
[Figure 4.182]

STORE FRONTS

SF-4

ADDED MAY 2007

Encourage 15' minimum floor to floor height and, encourage interior ground floor flush with adjacent public sidewalk



[Figure 4.183]

STORE FRONTS

SF-5

ADDED MAY 2007

Encourage significant glass coverage for transparency & views

Discourage tinted glass

Opaque, smoked, or decorative glass for accents only

It is preferred that the overall storefront dimensions are primarily transparent glass

Ground floor window tops no lower than 9' above sidewalk

Encourage restaurants to provide clear visual and physical connections to outdoor seating



[Figure 4.186]

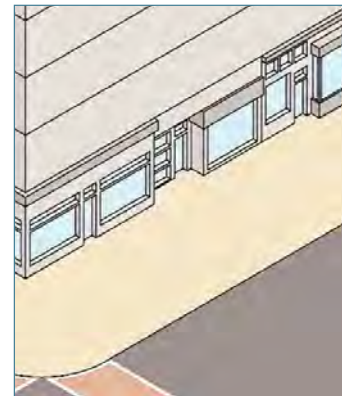


[Figure 4.187]



DISCOURAGED

[Figure 4.184]



ENCOURAGED

[Figure 4.185]



DISCOURAGED

[Figure 4.188]



ENCOURAGED

[Figure 4.189]

STORE FRONTS

SF-6

ADDED MAY 2007

Encourage pedestrian shading devices of various types
(min. 5' depth)



[Figure 4.190]



[Figure 4.191]



[Figure 4.192]

STORE FRONTS

SF-7

ADDED MAY 2007

Encourage multi-level storefront displays to disguise unfriendly uses or blank walls



[Figure 4.193]



[Figure 4.194]

SF-8

ADDED MAY 2007

Encourage well-designed night-lighting solutions to:

Animate the street after business hours

Spotlight tenant's merchandise without distracting reflections or light spillage onto adjacent properties



[Figure 4.195]



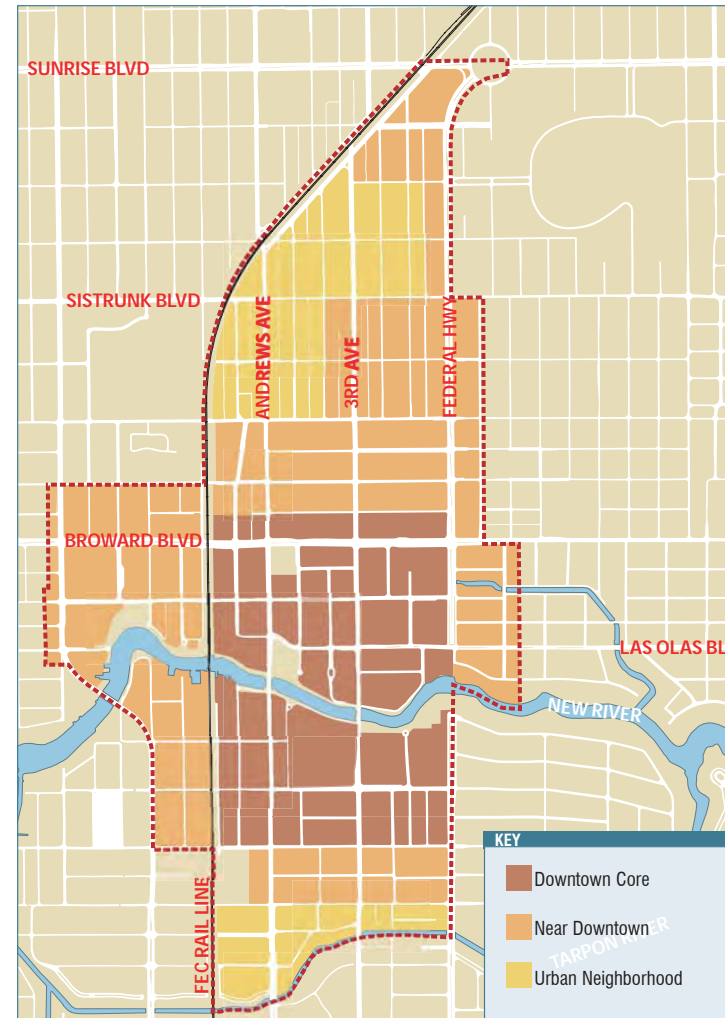
[Figure 4.196]

CHARACTER AREA GUIDELINES

3 DISTINCT CHARACTER AREAS

CHARACTER AREAS

'Character Areas' of distinct quality will create a variety of urban experiences throughout the RAC. Creating a pedestrian 'sense of place' in an area as large as the Downtown RAC depends on the development of areas with distinctive character and special qualities. These 'Character Areas' are based on the existing street grid, development patterns, edges, walking distances, and other factors; they reinforce and strengthen existing and emerging development patterns. The Framework diagram illustrates three different character areas. Each exhibits unique urban form and public space characteristics while sharing common themes relating to pedestrian-oriented design. While all three are essentially mixed-use, they are distinguished by varying building forms and ratio of residential to commercial uses.

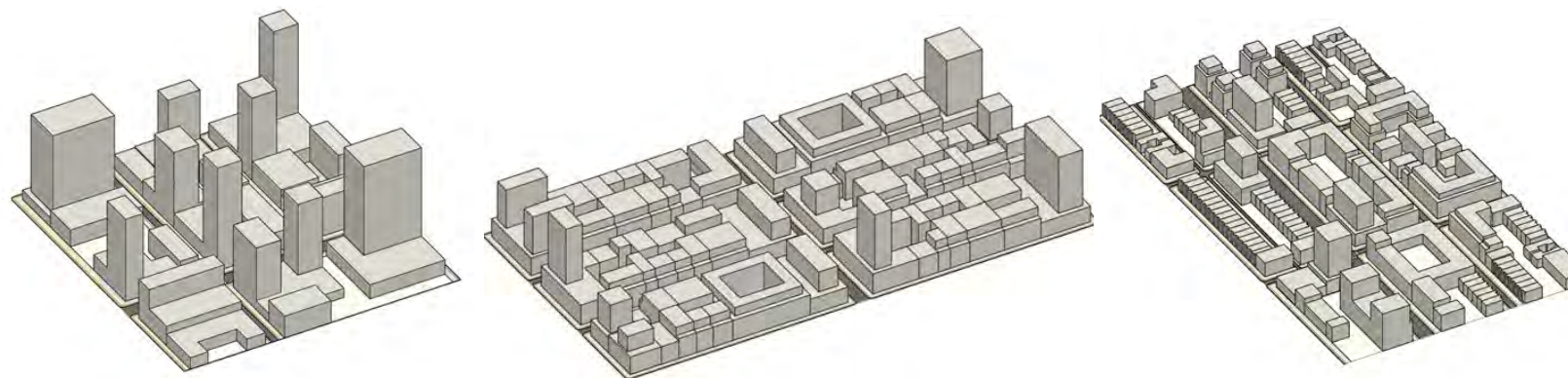


[Figure 4.197] The Downtown RAC with Character Area designations

CHARACTER AREA GUIDELINES

DOWNTOWN CORE	NEAR DOWNTOWN	URBAN NEIGHBORHOOD
<p>Use: Mixed use “center” More commercial/civic High density housing</p> <p>Form: Verticality and density characterized by slender towers with minimal step-backs among mixed lower buildings. A ‘central-business-district’ feeling is created by the ‘forest-like’ arrangement of vertical towers and a strong skyline image.</p>	<p>Use: Institutional, retail, and office More housing variety</p> <p>Form: Strong framing of the street defined by emphasis on 6-8 story building ‘shoulders’ with towers stepped back above.</p>	<p>Use: Primarily residential Community retail & employment</p> <p>Form: A varied neighborhood scale including a mix of housing types such as townhouses and apartment buildings. Buildings step back above defined bases, and vertical elements emphasize primary streets.</p>

Character Areas do not replace existing RAC Zoning. Character Areas & Zoning are complementary, serving different purposes. Character Areas apply new and updated ‘Urban Design’ guidelines. RAC Zoning height and density limits apply in all Character Areas.

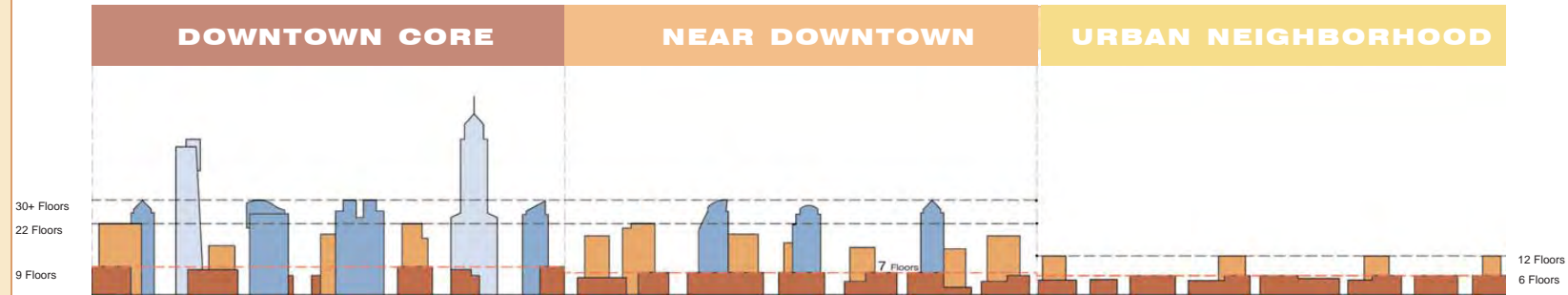


[Figure 4.198]

CHARACTER AREA GUIDELINES

ADDED MAY 2007

These guidelines are intended as a road map by which buildings are designed and built in the Downtown such that they contribute to the creation of a livable and active urban center with strong and dynamic neighborhoods: an urban fabric of walkable, tree-lined streets; an integrated multi-modal circulation system and distinct public spaces; high quality buildings designed and oriented to provide light and air at the street level, creating an exceptional urban environment. Although following this road map will lead to buildings that meet the vision, principles and goals of the Master Plan, creative designs that vary from these guidelines, while clearly meeting their intent, will also be considered.



[Figure 4.199]

Max. Height: no height limit

Max. Height: 30 floors (Preferred)

Max. Height: 6 floors (Preferred)
12 floors by "conditional use process" per ULDR (where allowances for additional height are permitted for specific locations pursuant to the ULDR, then the ULDR shall control)

Building Type: building shoulders, stage 1, stage 2, and stage 3 towers.

Building Type: Building Shoulders, Stage 1 and stage 2 towers.

Building Type: Building shoulders and stage 1 towers.

Special Review for projects above 37 floors

Preferred Max. Floorplate Size:

Office: 32,000 SF
no max to 9 floors

Preferred Max. Floorplate Size:

Office: 32,000 SF
no max to 7 floors

Preferred Max. Floorplate Size:

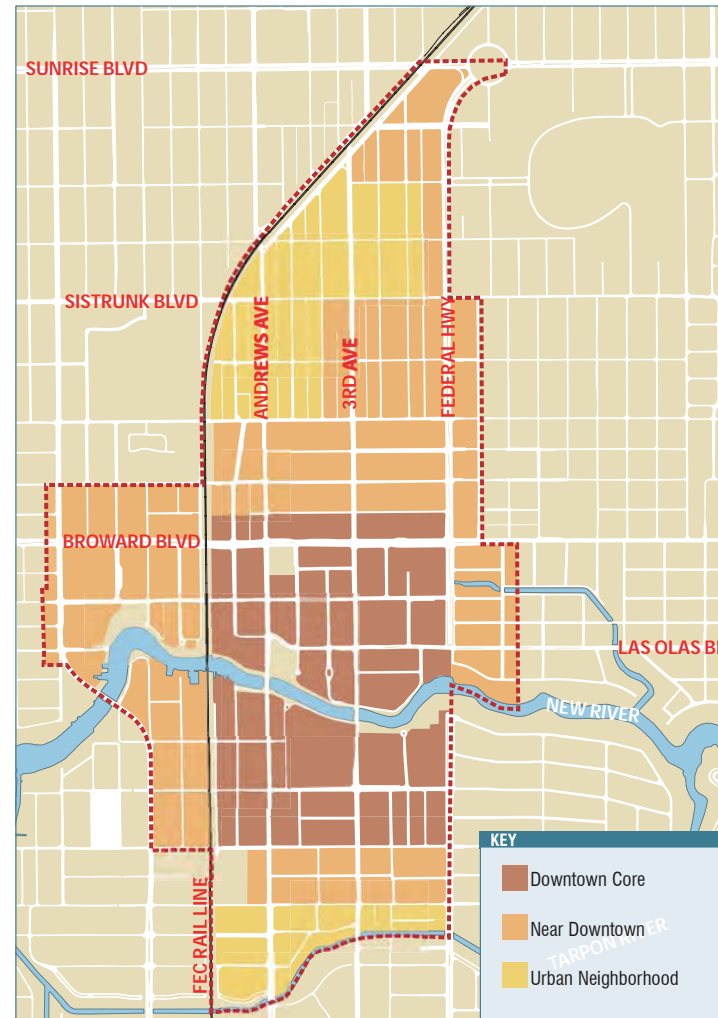
Office: 16,000 SF
no max to 5 floors

Residential: 12,500 – 18,000 SF
no max to 9 floors

Residential: 12,500 – 18,000 SF
no max to 7 floors

Residential: 10,000 SF
no max to 5 floors

CHARACTER AREA GUIDELINES



[Figure 4.200] The Downtown RAC with Character Area designations

DEFINITION

FLOOR:

Habitable levels of space including parking levels, however not including ground floor mezzanines that are less than 50% of the ground floor area.

CHARACTER AREA GUIDELINES

REVISED MAY 2007

AREA 1: DOWNTOWN CORE

1-A

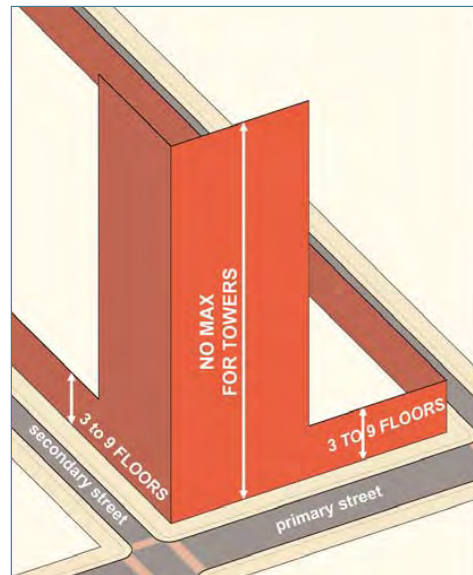
Frame the street with appropriate street-wall heights.

1-B

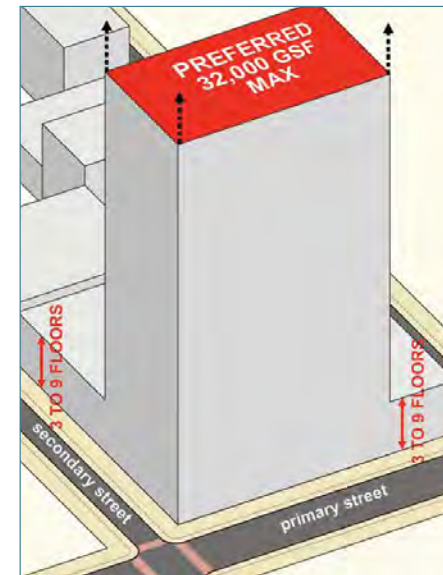
Special architectural design encouraged for buildings over 37 floors (Signature Tower).



[Figure 4.201] Key Plan for Character Area 1: Downtown Core



[Figure 4.202]



[Figure 4.203]

NON-RESIDENTIAL

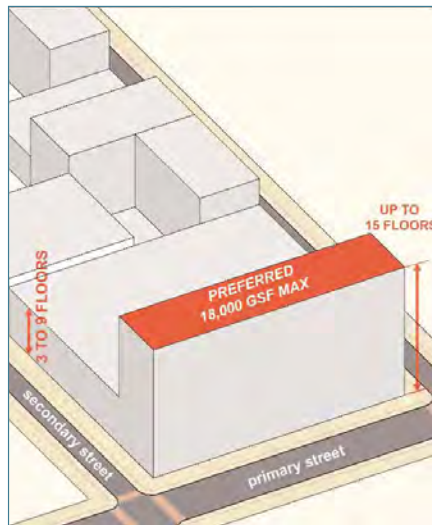
REVISED MAY 2007

CHARACTER AREA GUIDELINES
AREA 1: DOWNTOWN CORE

1-C

Encourage slender towers to complement the skyline and provide more light & air to streets/ open spaces below

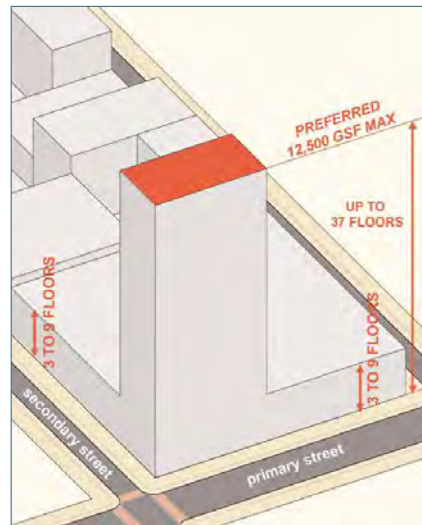
18,000 sf max.(Preferred)



BUILDINGS UP TO 15 FLOORS [Figure 4.204]

RESIDENTIAL

12,500 sf max.(Preferred)



BUILDINGS ABOVE SHOULDER (WHEN OVER 15 FLOORS) [Figure 4.205]

* Special design and development encouraged for buildings above 37 floors(Signature Tower)

***SPECIAL DESIGN & DEVELOPMENT CONSIDERATIONS:**

Requirements for representation of skyline views from various viewpoints.

Participation in public initiatives: i.e. upper level public amenities, street level uses, and additional public improvements, that will benefit the development project and its environs.

Dramatic and/or elegant building form with both a compelling street and skyline presence.

Consistent and integrated architectural details.

High quality materials.

DEFINITION

FLOOR:

Habitable levels of space including parking levels, however not including ground floor mezzanines that are less than 50% of the ground floor area.

CHARACTER AREA GUIDELINES

REVISED MAY 2007

AREA 2: NEAR DOWNTOWN

2-A

Frame the street with appropriate streetwall height

Building 'Shoulder' guidelines:

Encourage more human-scaled "framing" of the street.

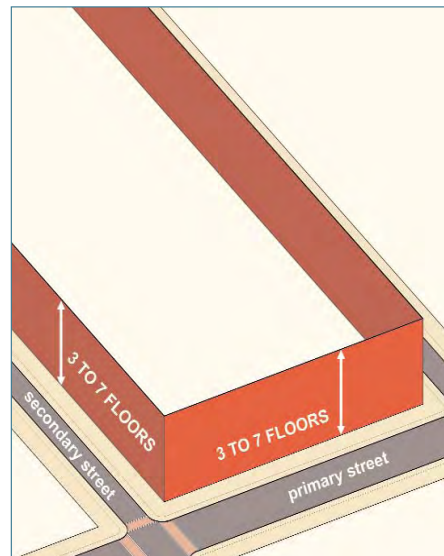
Note: Area above 7 floors allows for additional bulk in non-tower building

2-B

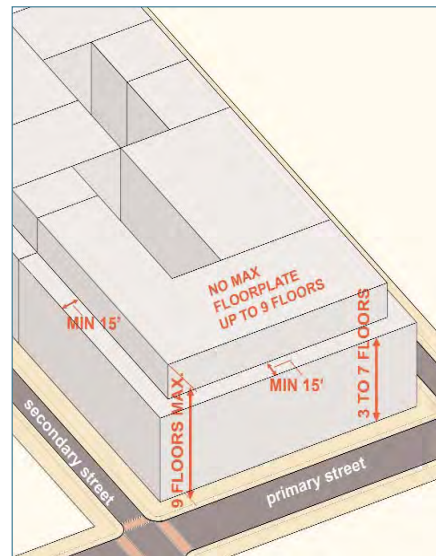
Encourage maximum building height of 30 floors



[Figure 4.206] Key Plan for Character Area 2: Near Downtown

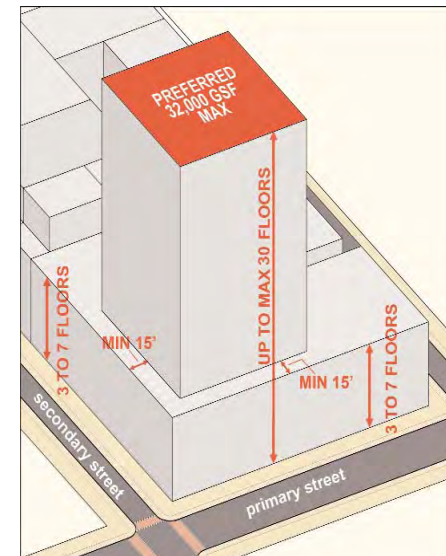


[Figure 4.207]



[Figure 4.208]

NON-TOWER OPTION



[Figure 4.209]

NON-RESIDENTIAL

REVISED MAY 2007

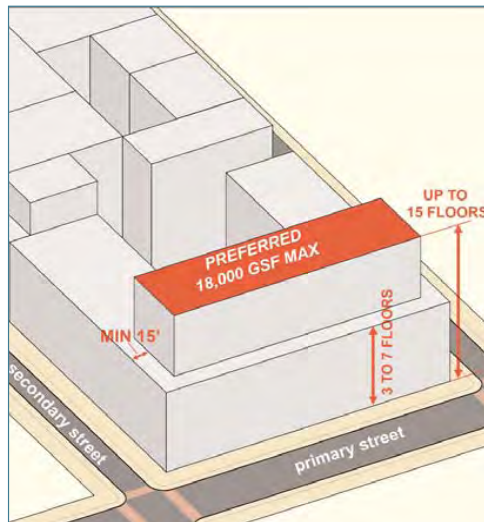
CHARACTER AREA GUIDELINES
AREA 2: NEAR DOWNTOWN

2-C

Encourage more slender towers to complement the skyline and provide more light & air to streets /open spaces below.

Note: Tower Guidelines on this page are alternatives and should not be combined in a single tower.

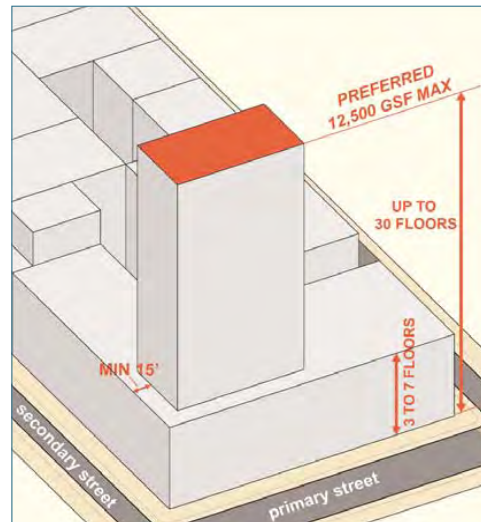
18,000 sf max.



BUILDINGS UP TO 15 FLOORS [Figure 4.210]

RESIDENTIAL

12,500 sf max.



BUILDINGS UP TO 30 FLOORS [Figure 4.211]

DEFINITION

FLOOR:

Habitable levels of space including parking levels, however not including ground floor mezzanines that are less than 50% of the ground floor area.

CHARACTER AREA GUIDELINES
AREA 3: URBAN NEIGHBORHOOD

REVISED MAY 2007

3-A

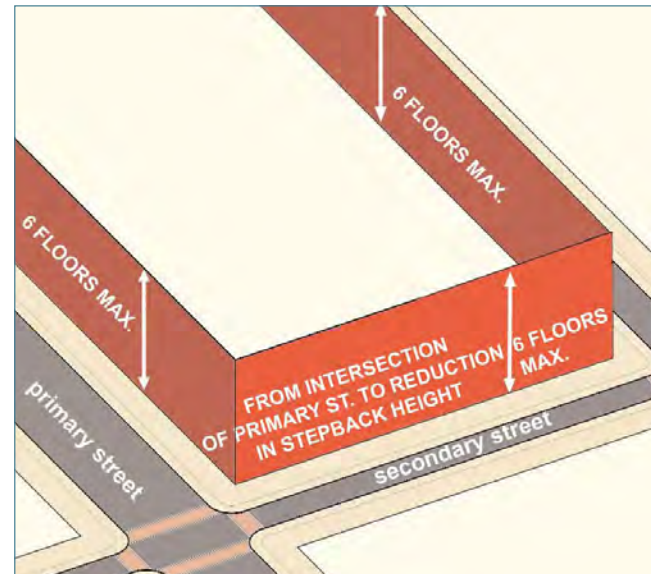
Frame the street with appropriate streetwall height.

3-B

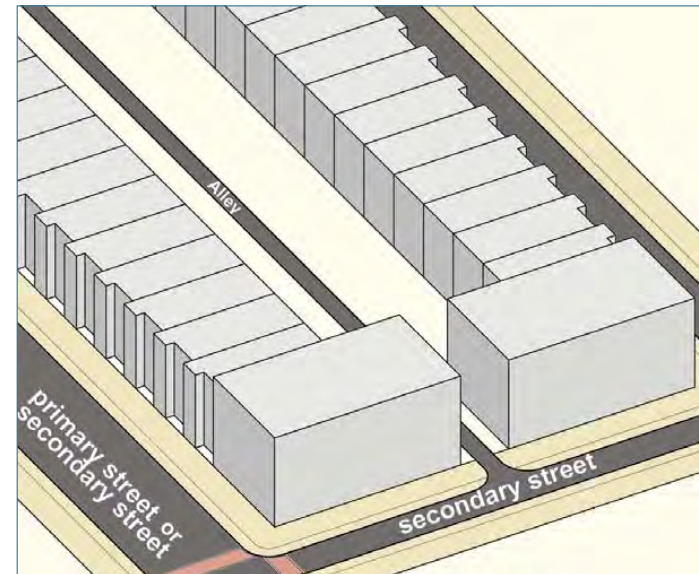
Townhouses are a suitable option, especially on alley blocks.



[Figure 4.212] Key Plan for Character Area 3: Urban Neighborhood



[Figure 4.213]



[Figure 4.214]

REVISED MAY 2007

CHARACTER AREA GUIDELINES

AREA 3: URBAN NEIGHBORHOOD

3-C

Encourage neighborhood-scaled streetscapes

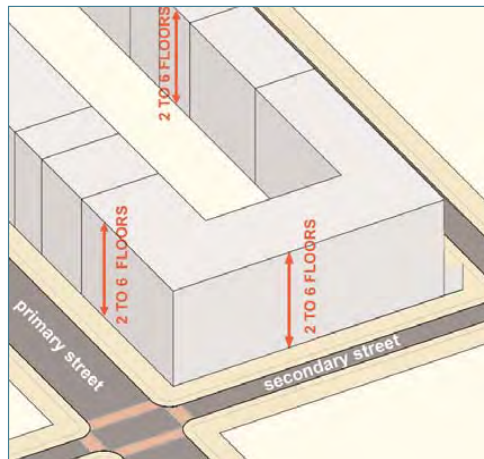
Building “Shoulder” and Tower guidelines:

Shoulders:

Encourage height limit of 6 floors.

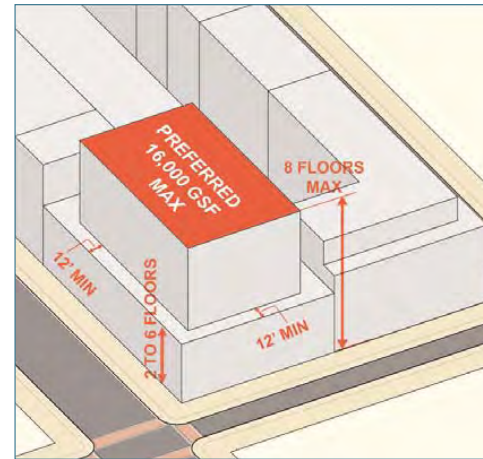
Tower:

Encourage maximum of 12 floors, consistent with the conditional use process outlined in the City’s ULDR.



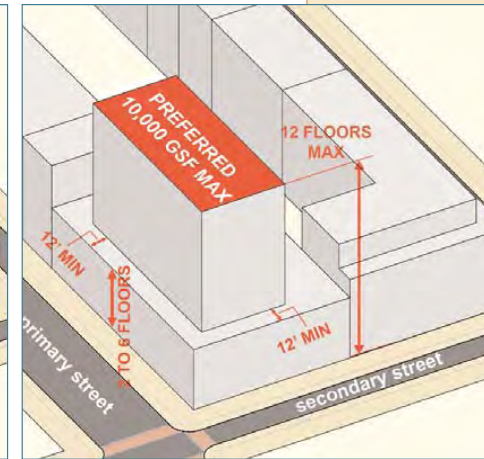
[Figure 4.215]

BUILDING SHOULDER



[Figure 4.216]

NON-RESIDENTIAL



[Figure 4.217]

RESIDENTIAL

NEIGHBORHOOD TRANSITIONS

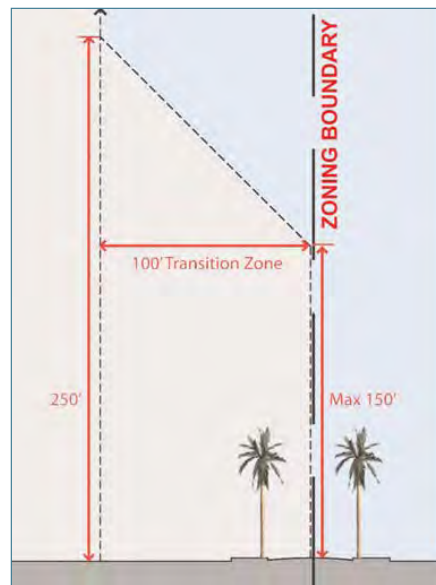
ADDED MAY 2007

TRANSITION TYPE I

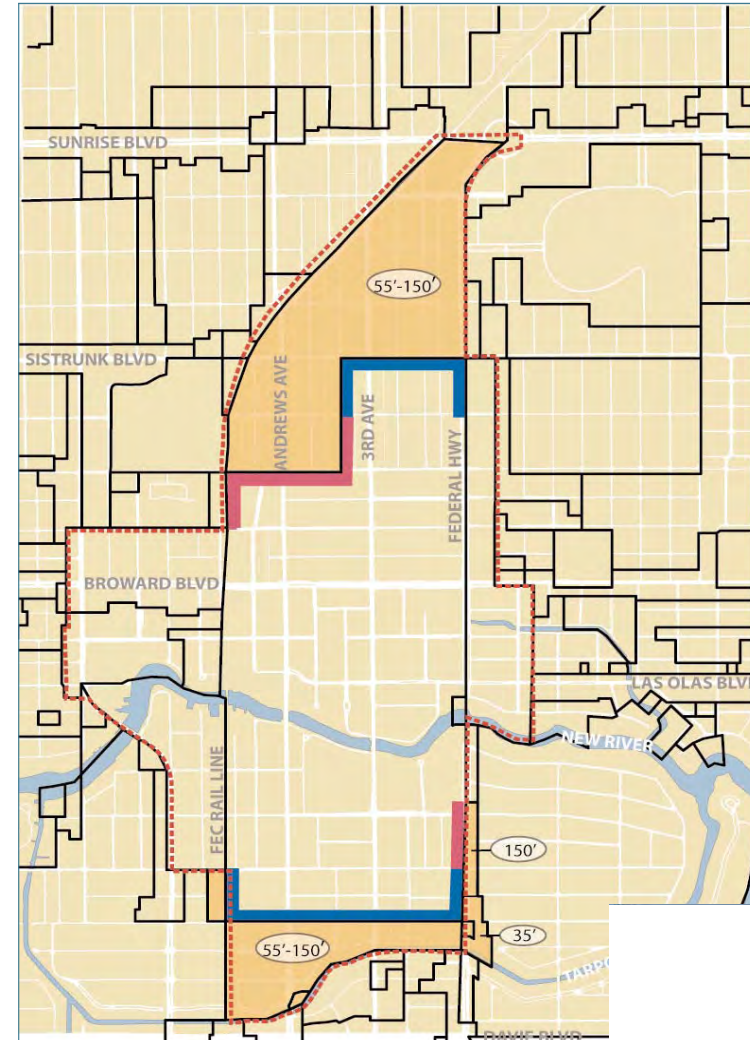
TRANSITION AREA TYPE I

Enforce existing RAC-CC height transition areas (blue areas on diagram): 150' max. height at boundary, increased 1' for every 1' of setback from district boundary for distance of 100'

Expand existing RAC-CC height transition areas (to include pink areas): where RAC-CC zone abuts zones with height limit = 150' or less (pink areas are expansion)



[Figure 4.218]



[Figure 4.219]

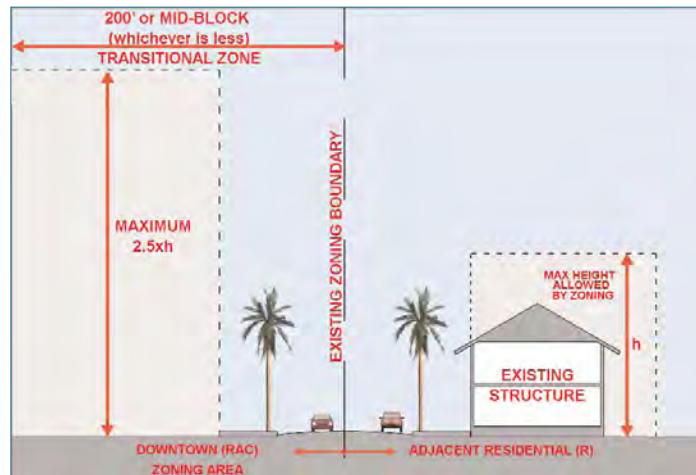
NEIGHBORHOOD TRANSITIONS
TRANSITION TYPE II

ADDED MAY 2007

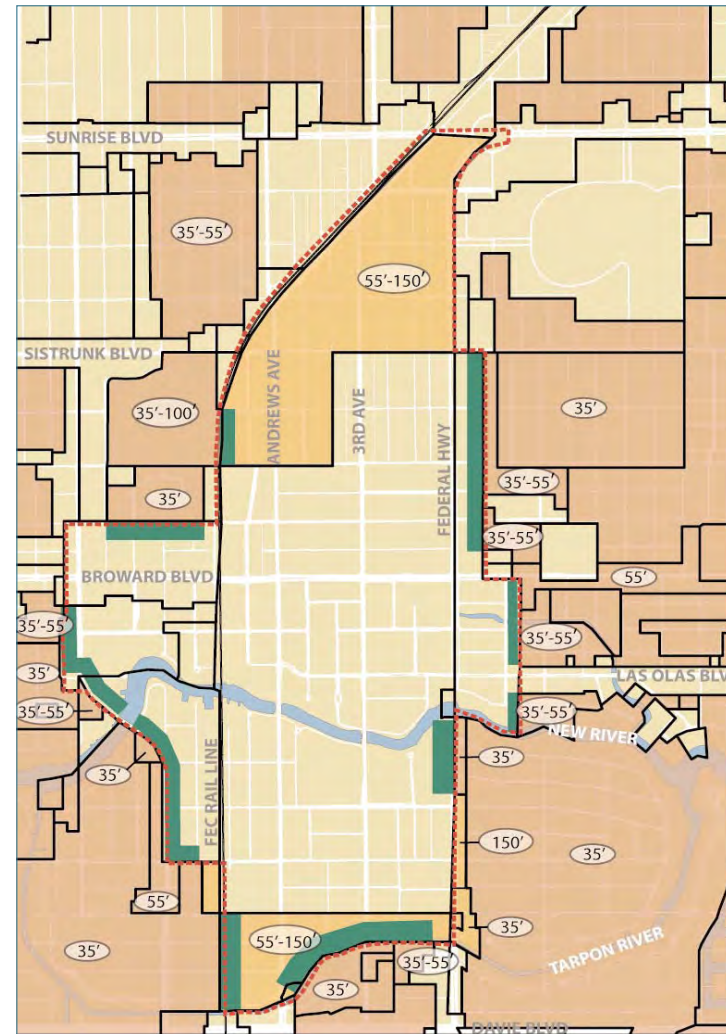
TRANSITION AREA TYPE II

Where RAC zones abut Residential Zoning Districts (max height 35'-55'), encourage a mid-block or 200' wide, whichever is less, "height transition zone" (green areas on diagram): see section for height limit.

No transition zones needed where RAC zones abut zoning districts with equal or greater height limits.



[Figure 4.220]



[Figure 4.221]

KEY

- Proposed Transitional Zone
- Residential Zoning District

THEMATIC PLANNING DISTRICTS

ADDED MAY 2007

SPECIAL / THEMATIC DISTRICTS

Strengthen Definition/ Concepts for Special Districts:

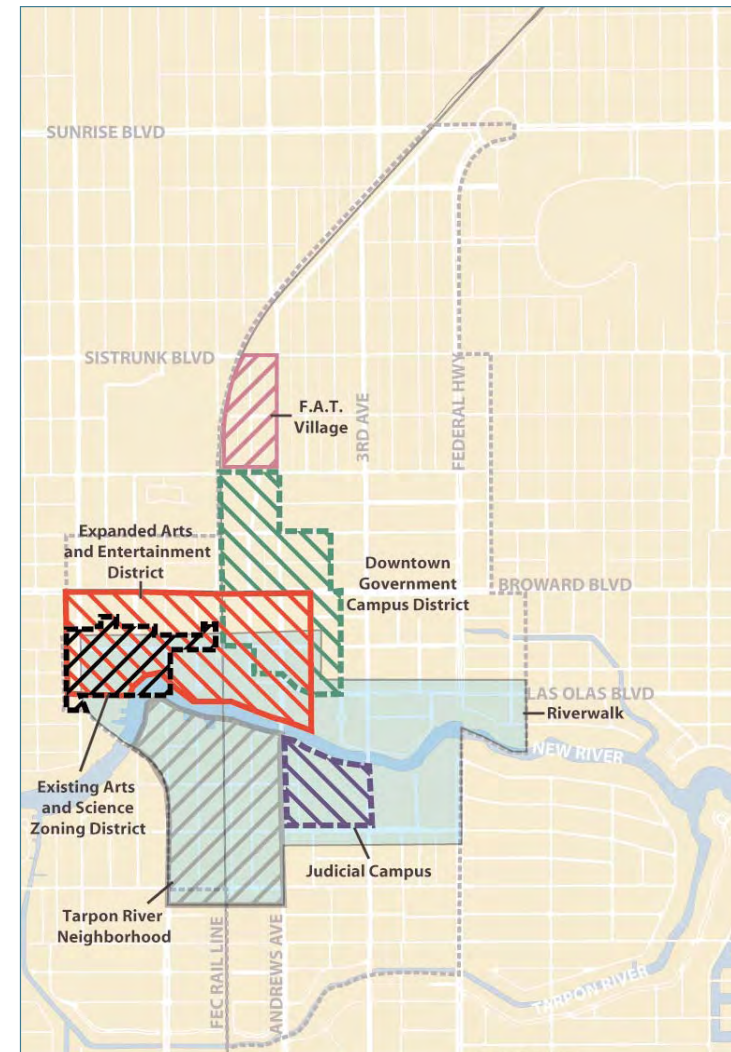
Arts & Entertainment/ Cultural District

Government Campus

F.A.T. Village

Judicial Campus

River Plan



[Figure 4.222]

ARTS & ENTERTAINMENT/CULTURAL DISTRICT

- Expand existing Arts & Entertainment District
- Require cultural component as part of large development projects
- Potential artist live/work units
- Potential new theaters, museums, galleries
- Strong public art focus in streetscape design

FLAGLER ARTS & TECHNOLOGY VILLAGE (F.A.T.)

- Vibrant, mixed-use with a significant arts & technology focus
- Maintain distinctive architectural character of low-rise warehouse architecture
- Active street-life

GOVERNMENT CAMPUS

- Combined City/ County government campus
- Mixed-use residential, office and retail
- Pedestrian-friendly streetscapes
- Links to multi-modal transit
- Public open space
- High quality civic architecture

JUDICIAL CAMPUS

- Strengthen existing courts-district south of the River
- Revitalize underutilized sites
- Create new active relationship to Riverwalk area
- Minimize negative urban design impacts of perimeter security requirements

RIVERFRONT GUIDELINES

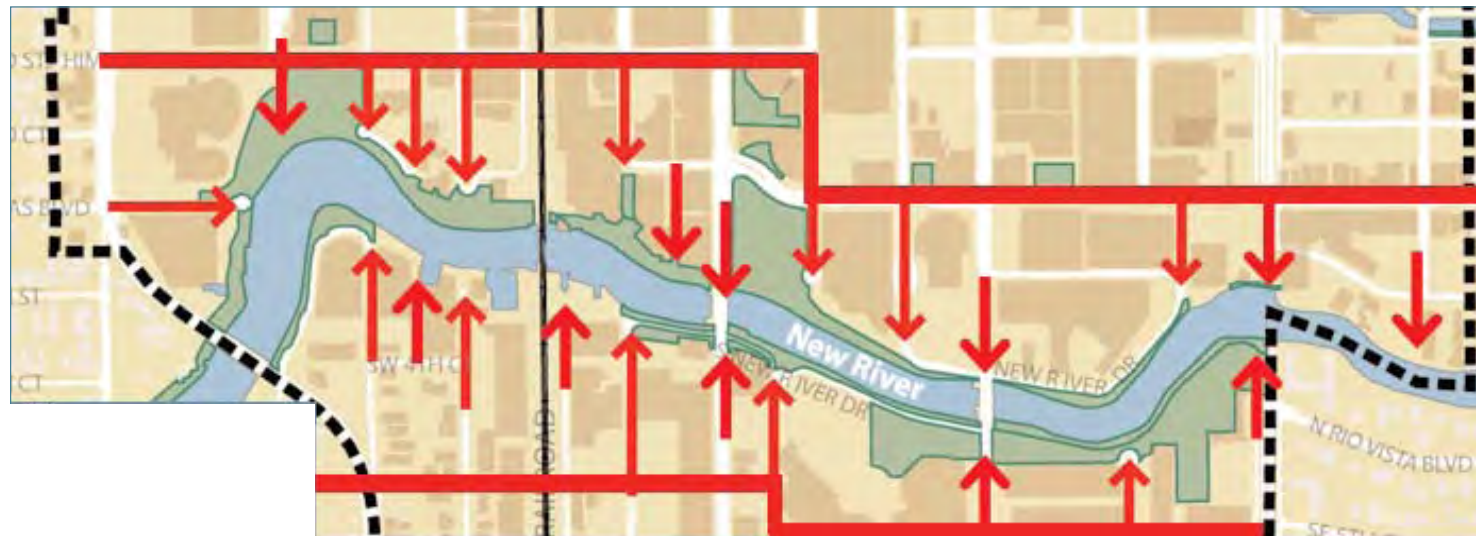
R-1

ADDED MAY 2007

Create and maintain waterfront street and pedestrian connections to the River, to enhance the visual presence of the river and increase physical public access



[Figure 4.223]



[Figure 4.224]

RIVERFRONT GUIDELINES

R-2

ADDED MAY 2007

Create and maintain continuous public access along both sides of the river



[Figure 4.225]



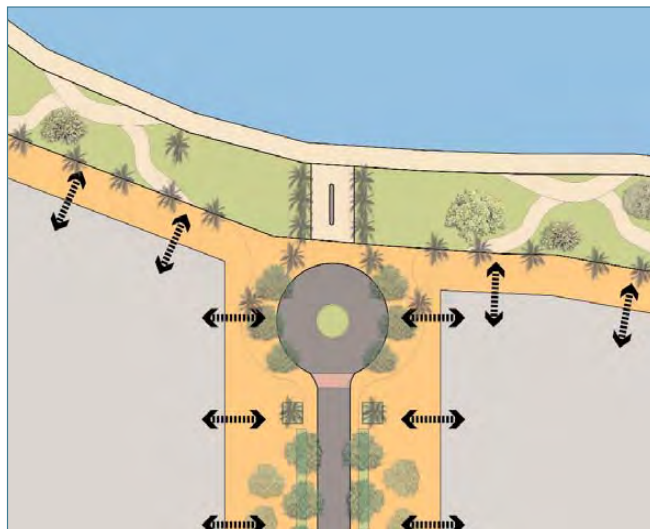
[Figure 4.226]

RIVERFRONT GUIDELINES

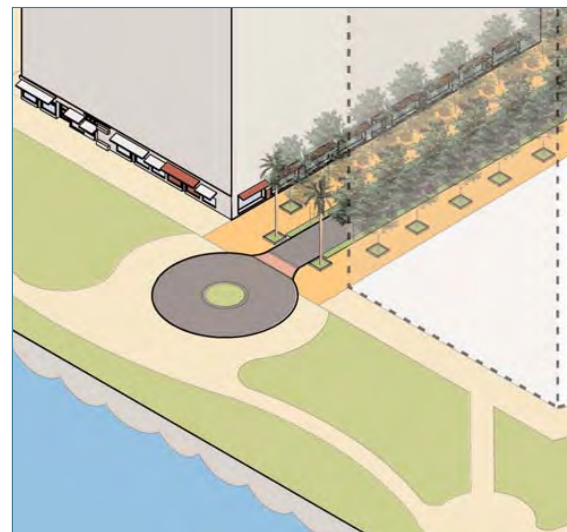
R-3

ADDED MAY 2007

Maintain and create strong pedestrian connections to the riverfront with wider sidewalks, double row of trees, increased building setbacks and active ground floor uses



[Figure 4.227]



[Figure 4.228]

RIVERFRONT GUIDELINES

R-4

ADDED MAY 2007

Create at least one key pedestrian gateway from each riverfront development to public riverwalk



[Figure 4.229]

RIVERFRONT GUIDELINES

R-5

ADDED MAY 2007

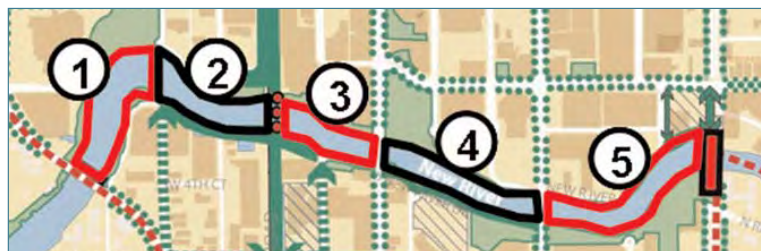
Develop a comprehensive Riverwalk Master Plan (Small Area Plan):

Divide the Downtown Riverwalk into separate character areas

5 different Riverwalk character areas, with unique setback, setback, hardscape/ softscape ratios, and palette variations

Character areas range from more-urban/active to less-urban/passive

In order to further activate the Riverwalk, small scale open cafes and dining venues can be introduced along the river's edge adjacent to restaurants in a principal building. These open air structures should be periodic and limited so as to not inhibit views and access along the Riverwalk.



[Figure 4.230]

RIVERFRONT GUIDELINES

R-6

ADDED MAY 2007

Encourage riverfront towers to orient the narrowest dimension parallel to the river's edge

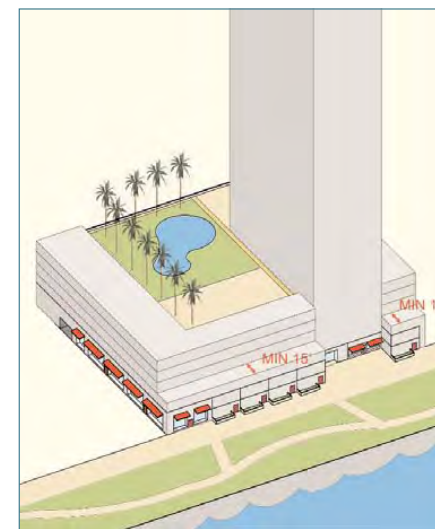
Provide a building setback above the 3rd floor for buildings facing directly onto (or across the street from) the Riverwalk



[Figure 4.231]



[Figure 4.232]



[Figure 4.233]

IMPLEMENTATION

I-1

ADDED MAY 2007

Develop an evolving catalogue of high-quality precedents for multiple building types, for reference by developers



[Figure 4.234]





DOWNTOWN MASTER PLAN CODE AMENDMENTS - PUBLIC COMMENTS SUMMARY


A community open house was held on June 5, 2019 at City Hall to present the proposed codifications and obtain public input, where **one hundred and twenty-three attendees participated**. In addition, public comments received throughout this process beyond the open house comments are also included, starting on page 7 of this document. Please refer to Table 2 of the Staff Report for a comprehensive summary of public participation meetings.

Community Open House Public Comments – June 5, 2019

Stations covering codification elements were set up around the room and participants engaged with staff at each station and left their comments. Sticker dots were provided to participants who wished to use them for placement by any comments that were already stated, and if they agreed with a comment. The public comments and dots were compiled and are summarized below. The number of other participants who agreed with a comment is noted next to each comment.

Station 1. BUILDING FLOORPLATE & TOWER SEPARATION




DOWNTOWN MASTER PLAN CODIFICATIONS




Building Floorplate Sizes

Codify Building Floorplate Sizes based on Character Area.

Intent: Dimension that calculates how “bulky” a tower is and helps address building mass and scale; Building towers remain slender in appearance and provide light and air between buildings and at street level.

DOWNTOWN CORE	NEAR DOWNTOWN	URBAN NEIGHBORHOOD
Max. Height: no height limit	Max. Height: 30 floors	Max. Height: 8 floors 12 floors by “conditional use process” per ULDR (where allowances for additional height are permitted for specific locations pursuant to the ULDR, then the ULDR shall control)
Max. Floorplate Size: Office: 32,000 SF no max to 8 floors Residential: 12,500 – 18,000 SF no max to 8 floors	Max. Floorplate Size: Office: 32,000 SF no max to 7 floors Residential: 12,500 – 18,000 SF no max to 7 floors	Max. Floorplate Size: Office: 18,000 SF no max to 5 floors Residential: 10,000 SF no max to 5 floors




PUBLIC COMMENTS:

- Allow for average floorplate for towers, when projects have varying floorplates or building is uniquely designed. [7]
- Maintain existing character area boundaries, floorplates and shoulder height limits. [2]
- There should be flexibility for projects that propose unique design, sustainable design, or allow for deviation. [8]
- Creative ground level design should allow for larger floorplates in exchange. [5]

DOWNTOWN MASTER PLAN CODE AMENDMENTS - PUBLIC COMMENTS SUMMARY

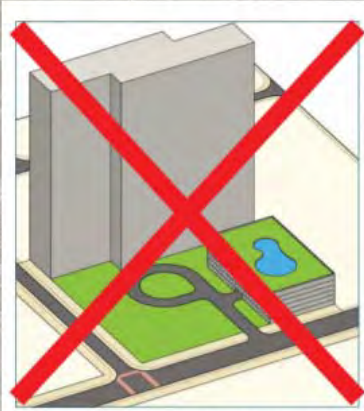
Station 1. BUILDING FLOORPLATE & TOWER SEPARATION

DOWNTOWN MASTER PLAN CODIFICATIONS



Tower Separation Requirement

- *Intent:* Addresses open space between buildings; **maintains minimum 60 feet between towers** to limit impact of building massing and to provide light and air between buildings and at street level.
- **Individual development parcels maintain 30-foot tower separation** from each property line.



PUBLIC COMMENTS:

- For smaller parcels and irregular shaped, it will be difficult to provide tower separation; Need flexibility for approving deviations or exemptions. [3]
- If tower separation cannot be met. What is process for deviation? Need a process. [8]
- Codify orientation of building along river to be perpendicular to river. Set back from river (more setback from river). [7]
- High quality material and design should be required. [8]
- Provide draft of code language for public review & comment. [3]
- Ok with proposed code. [4]

DOWNTOWN MASTER PLAN CODE AMENDMENTS - PUBLIC COMMENTS SUMMARY

Station 2. BUILDING STREETWALL LENGTH

DOWNTOWN MASTER PLAN CODIFICATIONS



Building Length Maximum

- **300-foot building streetwall length maximum at ground level in the Near Downtown and Urban Neighborhood.**

- **Intent:** Provides for improved pedestrian connectivity. In combination with active ground level uses and quality architectural treatments, breaks/articulation of building façade or division into multiple buildings, these aspects contribute to how comfortable, engaging and walkable blocks feel.

B-4 REVISED MAY 2007

Framing the street: encourage maximum building 'streetwall' length of 300'.

The 300 foot dimension, while encouraging streetscape variety, does not create varied building configurations along narrow-block frontages, which typically measure less than 300 feet. The principle of minimizing the impact of very long building frontages is desirable. Site-specific solutions need to ensure that the treatment and articulation along elevations provides attractive and pedestrian-friendly walking environments.

Building streetwalls in the Near Downtown and Urban Neighborhood that exceed 300' in length should be encouraged to create variation in the physical design and articulation of the street-wall through the following examples:

- division into multiple buildings/ but without superficial facade parapets

LESS PREFERRED

- a break/ articulation of the façade; OR,
- significant change of massing/ façade design

Public plaza/ open space lined with active ground floor uses

NOTE

Line internal pedestrian, public "vias" with active ground floor uses; OR no "vias" with separate buildings abutting one another

PREFERRED **PREFERRED**

PUBLIC COMMENTS:

- Allow flexibility for good and unique design for buildings that exceed 300'; Elevation changes, changes in UFC, changes in material, windows, etc. [6]
- Break up building for air & light and CPTED principles. [1]
- Flexibility in context should be written in the code. [1]
- Alternate designs to go City Commission (global).
- Clarify ambiguity in images. [1]

DOWNTOWN MASTER PLAN CODE AMENDMENTS - PUBLIC COMMENTS SUMMARY

Station 3. PODIUM HEIGHT & STEPBACKS

DOWNTOWN MASTER PLAN CODIFICATIONS



Building Podium Heights and Stepbacks

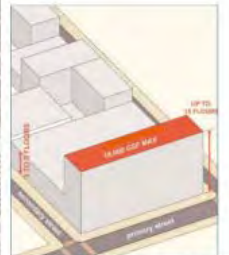
Codify Podium Heights and Stepbacks based on Character Area.

- Intent:** Helps address building scale; Encourages a more "human framing" of the street, provides more light and air at the pedestrian level.

DOWNTOWN CORE

Use:
Mixed use "center"
More commercial/office
High density housing

Form:
Vertically and density characterized by slender towers with minimal step-backs among mixed base buildings. A "vertical business-district" feeling is created by the "forest-like" arrangement of vertical elements.



BUILDINGS UP TO 15 FLOORS [Figure 4.204]




BUILDINGS ABOVE SHOULDER (WHEN OVER 15 FLOORS) [Figure 4.205]

RESIDENTIAL

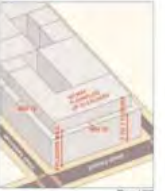
NEAR DOWNTOWN

Use:
Institutional, retail, and office
More housing variety

Form:
Strong framing of the street defined by emphasis on 6-8 story building "shoulders" with towers stepped back above.



[Figure 4.206]



NON-TOWER OPTION [Figure 4.207]


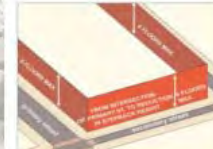



NON-RESIDENTIAL [Figure 4.208]

URBAN NEIGHBORHOOD

Use:
Primarily residential
Community retail & employment

Form:
A varied neighborhood scale including a mix of housing types such as townhouses and apartment buildings. Buildings step back above defined bases, and vertical elements emphasize primary streets.







PUBLIC COMMENTS:

- RAC-RPO - moving to RAC-SMU; Character area from SW 9th to 20th Street - Shift character areas.
- Straighten random turns in character areas, Ex. NE from downtown at Sistrunk; Continue near Downtown from US 1 and track along Sistrunk; Makes for a smoother transition. [3]
- Can a developer get points for being next to a park?
- Character areas - is that a consideration?
- 30 stories is too high in transitional areas; Need to drop when on line with neighborhood. [8]
- There is no details on the graphics regarding total height, what is it? How high is a floor? ULDR plan needs to have clarity.
- What about architectural excellence? Requirement skyline drama, design. How is that reviewed and required? Prescriptive? [7]
- Is there an opportunity to require reasonable/affordable housing? Fee simple vs. rental. [3]
- Alternate design on podium heights on step backs should be permitted.

DOWNTOWN MASTER PLAN CODE AMENDMENTS - PUBLIC COMMENTS SUMMARY

Station 4. TRANSITION ZONES



DOWNTOWN MASTER PLAN CODIFICATIONS

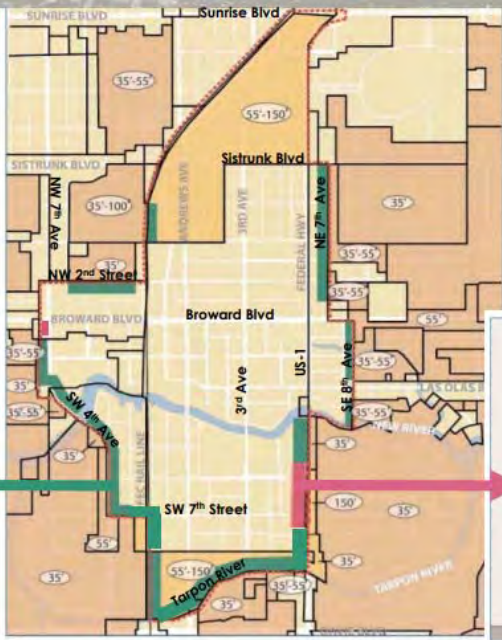
Transition Zones

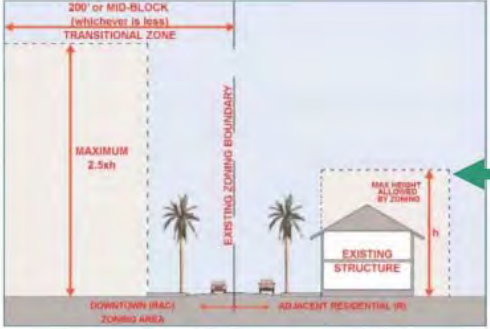
Codify Height Transition Zones

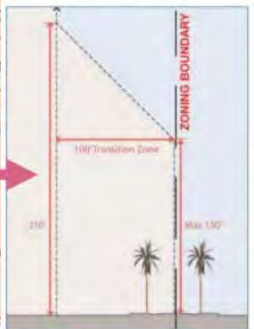
- Intent:** Ensures buildings on the periphery of the Downtown Regional Activity Center (D-RAC) have appropriate mass, and scale to respect the character of adjacent lower density neighborhoods.

Where D-RAC zones abut any zoning districts with height limit of up to 60 feet, the Master Plan encourages a mid-block or 200-foot wide height transition zone, where the height of proposed buildings would be a maximum of two and a half times the maximum height of the adjacent residential zoning district. (Green areas on diagram)

Where D-RAC zones abut Commercial districts with height limit 150 feet or less: the transition zone includes a one-to-one foot stepped back height transition for a hundred feet. (Pink areas on diagram)








PUBLIC COMMENTS:

- Consider grant relief for property owners w/less than an acre that are on the edge of transition zones. [3]
- Why is there an ROC zone in Tarpon River (residential)? 55' too high - too high along 4th Avenue - no transition. [2]
- High boxes along 4th Avenue will be ugly.
- Transition zone along 4th Avenue not low enough from 5th Street south should be 3 stories - behind that – 9. [2]
- All for codifying transition zones - they just need to be a transition.
- Transition zones only appropriate where there is an abutting property of lower zoning classification.
- Zoning implications need to be quantified.

DOWNTOWN MASTER PLAN CODE AMENDMENTS - PUBLIC COMMENTS SUMMARY

Station 5. OPEN SPACE & STREETScape DESIGN

DOWNTOWN MASTER PLAN CODIFICATIONS



Open Space

- **Update existing code language to address open space based on development program**
- *Intent:* Ensure dense urban areas offer a balance / access to open space;
- Provide Social, economic, and environmental benefits to the project and general public;
- Help support a continuous network of public and private spaces that collectively contribute to exceptional public realm.

Residential except Regional Activity Center – City Center (RAC-CC):


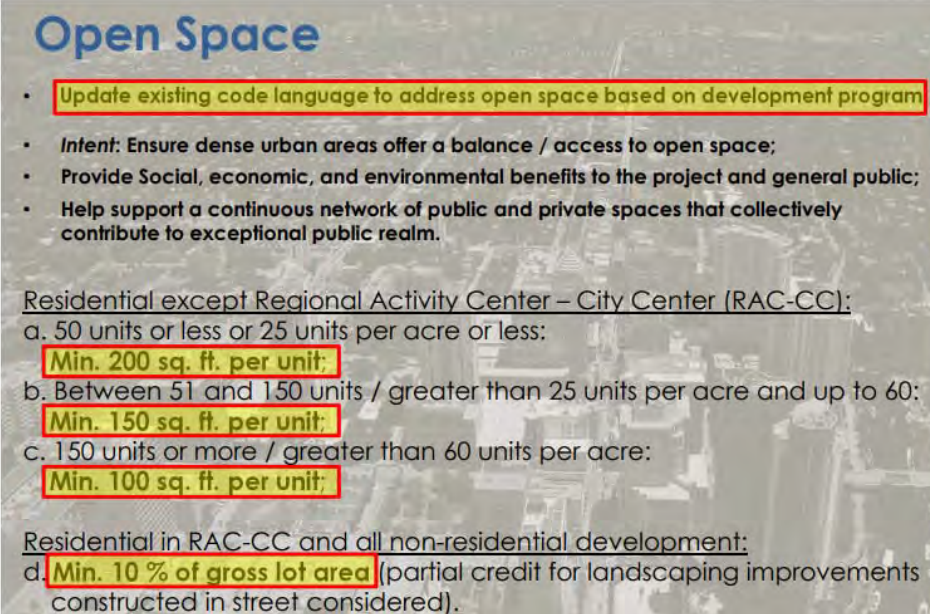
a. 50 units or less or 25 units per acre or less:
Min. 200 sq. ft. per unit;

b. Between 51 and 150 units / greater than 25 units per acre and up to 60:
Min. 150 sq. ft. per unit;

c. 150 units or more / greater than 60 units per acre:
Min. 100 sq. ft. per unit;

Residential in RAC-CC and all non-residential development:

d. **Min. 10 % of gross lot area** (partial credit for landscaping improvements constructed in street considered).



PUBLIC COMMENTS:

- City should provide open space to urban core; How would street trees be counted in landscape requirements? [4]
- Allow flexibility for tree lines not buildings. [1]
- Consistent sidewalk section/prioritize from block to block.
- Create off-site mitigation credit.
- Looks like a concrete jungle is being built along US1 north of tunnel. [4]
- Each street should be treated individually. [3]
- Landscape regulation not realistic. [1]
- Higher density should imply higher (not lower) landscape requirement. [8]
- Allow for flexibility and review of conditions on a case by case basis. [1]
- Downtown core needs one-way street pairs. [2]
- Can a developer use/get points for being next to a park? Is it considered?
- Need to take special care of tower radius on all downtown coverage for "typical" trucks to turn; Either wider turns or limited size of the trucks by ordinance or special permit. [3]
- Lack of green landscaping between buildings & street.
- Demand building built further from sidewalk. [2]
- Consider created "superblocks" (e.g. Barcelona) - lower traffic & increase walkability and consolidate open/green space. [1]
- Wider sidewalks. [2]
- Get rid of on street parking and provide bike lanes. [2]
- More regulations to make downtown more walkable (TOD).
- Open space for non-resident development should be more than 10%.

DOWNTOWN MASTER PLAN CODE AMENDMENTS - PUBLIC COMMENTS SUMMARY

Downtown Fort Lauderdale Civic Association Comments

RE: Feedback/input from the April 25 session on the Master and Comprehensive Plan updates

From: Stan Eichelbaum

Date: June 5, 2019 12:50 PM

With appreciation for your excellent outreach session on the Master and Comprehensive Plan updates underway, we reached out to all attendees from our April 25 meeting for any additional suggestions or comments. As I am sure you noted, interest was high and the attendees were primarily concerned about a city of very high potential aspiring to its livability greatness possible. Additionally there was great enthusiasm that updates and further codifications can create more certainty for all. We have attached the comments received which again were from attendees. This is not meant to represent the position of the Downtown Fort Lauderdale Civic Association or its board on any issues inclusive. Those comments will be forthcoming as the process continues. We look forward to again reviewing all as you progress on this important process. I believe all were impressed with the scale of the undertaking, your diligence on all and its importance to our community.

A work session was held by the Downtown Fort Lauderdale Civic Association hosting City Sustainable Development staff on Thursday, April 25, 2019 at the FAU MetroLab, located at 111 E. Las Olas Boulevard. The purpose of the work session was to provide information on the status of the update of the City's Downtown Master and Comprehensive Plans and to solicit input from attendees. The session's recurring orientation was resident investors need for confidence and certainty in dependability of practices (e.g., codification of building and livability issues) and for assurance of aspiration toward the City achieving its greatest potential. There was also strong sentiment about the need for the City to be ahead of development with requisite infrastructure for the area. Exemplary is the lack of EMS facilitation prior to the building of the current density. There was inarguably no or minimal anti-growth commenting, but rather urging of commitment to smart growth!

Tower Separation and Spacing

The majority of current downtown towers have a 100-foot separation. Given the mixed use of towers in downtown, it was asked that at a minimum this standard continue. The 60-foot separation being proposed by the City equates to a 40% reduction. There was an opinion expressed that spacing between towers should actually increase dramatically as proposed height increases above 8 stories. 60 feet of separation feels much too close together when you are actually in a high-rise building and looking out your windows. *"I live in the Las Olas Grand and it truly seems as though I could hand a cup of sugar to my neighbors in the Icon - that's how close it feels. I don't know what the distance is between our two buildings, but it is not how I wanted to live when I decided to move to downtown Fort Lauderdale. Also, the closeness of the buildings has created a wind tunnel that makes my balcony furniture take flight on a 'regular windy day' and has seriously hindered my enjoyment of my property. I don't care what other cities do... the buildings need to be farther apart for a good quality of life for our residents!"* 60 feet sounds like a lot but it is only 20 yards. (Even the Dolphins can get 2 first downs!!) 60 feet is not nearly enough for residents' privacy and wind venturi affects. Absolutely increase the spacing between towers greater than 8 stories. Bear in mind that the 2003 Master Plan was developed on the basis of 20th-century data, when the 16-story Venezia condo (SE 8th Ave., just north of Amaray) was years from being built. As mentioned by a resident, 100 feet should be the minimum separation distance. See note, below, in Wind Venturi. Based on procedures in the Florida Building Code, any spacing proposed without thorough engineering analysis of wind loads is purely arbitrary. Given current wind patterns within downtown, it is possible that recommended spacing between towers will exceed 160 feet! The effects of shadows that are cast by high rise buildings have not been sufficiently studied. Shadows of new proposed high rise development should take into account impacts on solar access, native vegetation, and human health.

DOWNTOWN MASTER PLAN CODE AMENDMENTS - PUBLIC COMMENTS SUMMARY

EMS

There continues to be a strong need for a fire and EMS substation in downtown or in the "near downtown" areas. The RAC should include the permitted use and should provide an intention of siting such a facility. The city has approved an assisted living facility along the New River. Has anyone considered how often the EMS will be called for this, and for other elderly people who will live in the area? We need to be prepared and timing is critical. *"If we keep those dangerous scooters buzzing around town, we will need even more medics available to treat people involved in accidents!"*

A fire rescue station is desperately needed north of the New River and east of the FEC railroad tracks. Population will grow exponentially over the next number of years which will make horrible traffic conditions even worse. Also the tall buildings add a new challenge to reaching a patient or victim timely. *"I have seen proposed station locations south of the New River. 3rd and Andrews Avenues are planned to be one-way adding to the difficulty of having a station south of the river. I was told by a commissioner that the tunnel will be used, but the tunnel gets very backed up with traffic and adds extra transportation time. The increased density demands a station north of the New River."*

Downtown is already built out. "Near downtown" implies residential. An EMS facility south of New River may be feasible if residents agree and if sufficient ROW exists for maneuverability.

Climate Change

The International Panel on Climate Change (IPCC) was created by the United Nations to provide policymakers with regular scientific assessments on climate change, its implications and potential future risks. Given the downtown's vulnerability to rising sea levels, these assessments of the IPCC should be studied and guidelines should be referenced accordingly.

This is a critical measurement that needs to be part of the code. Not having enough open space will lead to more flooding as well as impact the infrastructure.

Start by determining the maximum non-disastrous storm surge the Downtown area could take.

Building Setbacks

Current building setbacks in the RAC should be re-evaluated to determine effective and efficient privacy, public safety, visual clearance, EMS access, and environmental protection. There are a number of new-build towers that have minimal or zero setbacks.

In order to be a great city we need adequate setbacks from property lines. We are not New York City! Nor do we want to be!

Public Input and Building Height

While the proposed strategic framework of the master plan and the refined ULDRs imply a rigorous quantitative measurement process for development approvals, there will always be occasions where certain projects should be subject to City commission review and formal public input via an earlier public notification hearing process. Triggers and/or thresholds, e.g. above a certain building height, should be included in the ULDRs that ensure an automatic review at these higher levels. This would be to effectively determine impacts to infrastructure (water, sewer, traffic), wind venturi, EMS access, shadow disperse, environmental preservation, neighborhood compatibility. At a minimum, we recommend the following triggers be adopted for downtown. These triggers would warrant formal public review via a public hearing process:

- any development project that exceeds 160 feet in height
- any development project that encompasses 80,000 square feet of gross floor area

For areas designated as "Near Downtown", i.e., outside the boundaries of the downtown core, building heights should be restricted to 5 stories or less. Triggers for public input would be different accordingly. City staff mentioned the City of Vancouver downtown master plan as a model for City of Fort Lauderdale. Vancouver's downtown master plan is very robust and transparent.

Increasing public input will help to ensure high standards for accountability and responsibility for economic growth, smart growth, and environmental preservation. Public input is critical to having a vibrant successful downtown. Developments over a certain height need to be approved by

DOWNTOWN MASTER PLAN CODE AMENDMENTS - PUBLIC COMMENTS SUMMARY

city commissioners at a regular meeting in order for there to be transparency. Commissioners should hear public opinion on infrastructure, wind, EMS and traffic concerns. We won't have a great city unless these concerns are listened to. The Fort Lauderdale Beach has a limit on the number of vehicles allowed and so should the RAC.

Affordable Housing

An affordable housing policy needs to be included in the master plan.

Out of the 5,000 + units developed in the city over the past 15 years, only some 475 have been in the dedicated "affordable" category. In the interim, rents in new buildings have risen above \$3.00/SF/month of apartment area. Based on an affordable standard of 30% of income for rent, this requires an income of \$10/SF/Month or \$5,000/month to afford a relatively small 500 square-foot apartment. This has pushed up rents in older buildings thus eliminating a vital source of previously de-facto affordable units and exacerbating the affordability crisis in the city.

Wind Venturi

Venturi Wind, sometimes referred to as wind tunnel/channel, was not discussed at this April 25th work session, but is of high concern among downtown residents given the effects which have been witnessed to date in the shadow of high buildings created over the past 15 years. Wind venturi is considered a common side effect resulting from close spacing of high rise towers. As a note, the American Society of Civil Engineers (ASCE) addresses wind load procedures and guidelines in their Minimum Design Loads for Buildings and Other Structures[1]. These procedures have also been included in the Florida Building Code (FBC). In accordance with the FBC, proposed high rise development projects in downtown can no longer be reviewed as stand-alone projects. There is wind interaction among the various buildings and wind load procedures of the ASCE should be followed.

A wind assessment/analysis should be included in development approval reviews for proposed buildings that exceed certain building heights. The Cities of San Francisco and Toronto, to name a few, require such assessments prior to the issuance of development approvals. Regulation needs to be added to the ULDR. Developer studies have to be terminated and replaced by independent experts preparing studies for the City, but paid for by the developer.

Smart Growth and Sustainability

The carrying capacities of local streets is not particularly high and is reaching a saturation point based on all the new development occurring, which in context of a plan, is nowhere near the potential allowed in the plan. This raises serious questions of vehicular movement sustainability particularly since there have been publicly noted episodes of gridlock in the RAC area. *"I have concerns for the sewage infrastructure in our area and the TRAFFIC! Along with the traffic, which is already getting out of hand, the streets will need better care. Las Olas Blvd itself is a roller-coaster ride thanks to numerous pot-holes. We currently need to have many streets smoothed out and paved, and that need will only increase in correlation with the amount of vehicles."* We need to revisit the lack of height restrictions in the RAC. There are also not a parking requirements. Residents will not be walking in 90-degree heat with high humidity carrying shopping bags for example. People need cars to visit family, doctors and friends. Not having a parking requirement will not equate to fewer cars but will add to traffic congestion with residents searching for parking spaces. Hurricane evacuation has to be considered in the RAC.

Vision of New Blueprint

What will the downtown look like in 5, 10 and 20 years once the new final proposed ULDRs are adopted? Given the observed trends, this raises questions about whether the footprint of the RAC area should be either reduced to avoid livability and sustainability issues related to oversaturation of the road network and the water/sewer infrastructure. *"I am in favor of the step-down approach to building sizes a/k/a transition zones."* Height limits on buildings in the RAC are needed, as well as increased setbacks, and increased tower spacing. We need a limitation on number of vehicles permitted in RAC. Wind venturi and traffic studies are needed, prepared by independent party

DOWNTOWN MASTER PLAN CODE AMENDMENTS - PUBLIC COMMENTS SUMMARY

ordered by City and reimbursed by developer. We want wind requirements for new developments. Buildings over a certain height need to be voted on at Commission meeting. We need specific requirements in ULDR for transition zones; and requirements for parking for new developments because cars aren't going away anytime soon.

Tarpon River Civic Association Comments:

RE: Codification of transition zones

From: Tarpon River Civic Association Board of Directors

Date: August 15, 2019.

"After a thoughtful discussion with staff from the Department of Sustainable Development, the Tarpon River Civic Association (TRCA) asks that you consider a critical addition to the Transition Zone language regarding the codification for the City of Fort Lauderdale Master Plan. The Civic Association asks that you add "the right of way width will not be counted as part of the transition zone", that the zone depth begin at the property line.

We believe this is a critical addition to the transition zone codification verbiage because the width of roadways vary and it allows for consistency for the neighborhoods within and adjacent to the Downtown RAC. The additional transitional area from the higher height areas to those with lower height will better protect the character of the adjacent residential neighborhoods. Additionally, we ask that you add a mandated notification to the Civic Associations 300 feet surrounding any development project prior to a developer presenting to the DRC.

Thank you for your consideration."

Victoria Park Civic Association Comments:

RE: Downtown Master Plan Character Areas

From: Catherine Maus, President, Victoria Park Civic Association

Date: October 3, 2019

"Victoria Park Civic Association objects to the Downtown Master Plan's characterization of NE 7th Avenue (from NE 6 Street south) as a 'Near Downtown' character area. We are requesting that 7th Avenue be designated 'Urban Neighborhood', which is more fitting for the area and existing pattern of development. The DMP was created in 2003 which is a lifetime ago in terms of Fort Lauderdale development. Flagler Village did not exist. Because of that, and because there has been no recent study to confirm that the character areas are appropriate for existing development patterns, the character areas surrounding the DMP do not make any sense. For instance, a good chunk of Flagler Village is designated Urban Village (lowest intensity), while NE 7th Avenue is designated Near Downtown (medium density). Neither of those designations actually fit with the development in those areas. It is critical that the DMP be updated before it is codified. This request is made pursuant to unanimous votes by VPCA's Planning Committee, and the membership at the September 4 [2019] general meeting. Thank you."

Email Comments:

Date: June 12, 2019

From: Patricia Roth: "One of my major concerns is that new construction (residential, commercial, multi family) is being built right up to the edge of the sidewalk, sometimes with little or no landscaping or canopy trees, creating a feeling of claustrophobia. We residents feel like we are trapped in a cement jungle. 1. Every block is different. This makes it appear that landscaping beyond the lot line is totally up to the developers and is not regulated or codified by the City. 2. Most of the buildings go right up to the edge of the sidewalk. (Both on Federal Highway and side streets, such as 3rd Street west side and 3rd Avenue) 3. Where there are nice canopy trees and grass in the swale, nearly all the buildings still go right to the edge of the sidewalk. 4. Some buildings have nothing in the way of landscaping or trees. (Black glass bldg. on Federal and 2nd

DOWNTOWN MASTER PLAN CODE AMENDMENTS - PUBLIC COMMENTS SUMMARY

Street) 5. The Manor apartment complex across from Fresh Market has extensive landscaping and setbacks, but most buildings do not. On the street behind it they have built right up to the sidewalk. 6. Some buildings, such as Sheraton Four Points and Fairfield Inn on Federal, are examples of the very worst of everything that is wrong with new construction. 7. Bulb outs on the side streets, like behind the Manor complex, have beautiful landscaping and trees, but the land is taken from the City's streets and not from the developers. These bulb outs primarily serve to make it harder to parallel park, there is no place for a delivery truck, and they make the streets permanently narrower. (Traffic calming is rarely needed, as we spend most of our time in gridlock). 8. New construction such as Whole Foods on 17th Street, and the new building on Las Olas and 3rd Avenue, simply take your breath away, they are so overwhelmingly massive. My recommendations are as follows 1. Require a 10-foot setback from the inside edge of sidewalks on all four sides of all new buildings a. Note: If projects are already approved, demand the set back and give them an extra floor in height. 2. Require a shale with grass and canopy trees on ALL streets, on all four sides of the development. a. Charge the developers a landscaping tax if necessary to achieve this. 3. For podium inserts, like at Wells Fargo on Las Olas, require that at least 65% be grass, trees and landscaping, NOT concrete. Benefits: 1. Alleviates the feeling of claustrophobia which we residents now have 2. Alleviates some of the worst of the street flooding by allowing areas where the water can soak into the ground (storm drains alone cannot handle heavy rains). Right now we are in danger of creating a cement lake bed in Ft. Lauderdale, just like Brickell Avenue in Miami. 3. Creates a City which is beautiful and green with shade trees, where people want to live and walk, similar to what Coral Gables has done through strict zoning and enforcement of same. 4. Creates "cool" zones and cleaner air."

Date: June 3, 2019

From: Robert Eisenberg: "Way too much development, too much traffic, people are selling their homes collapse is coming".

Date: July 2019

From Charlie Ladd: "Easily accessible retail is important to Downtown's success and placement of landscaping directly in front of storefront areas is counterproductive to creating high quality attractive retail space. The nature of retail space is that one should have a sidewalk directly adjacent to the building storefront. This is different from other uses that work well with landscaping between the building and the sidewalk. The Downtown Master Plan codifications should acknowledge best practices for different development types in the downtown. We want to be building what is best for the city rather than what meets a narrow guideline that may not fully reflect the nuance between different types of uses that we will see in our Downtown for many years. Spacious sidewalks that can accommodate outside dining and roomy sidewalk widths for pedestrians with landscape planter areas around canopy trees can provide shade. Sufficiently wide sidewalks allowing fully lined canopy trees at a reasonable distance from storefronts. Fountain features can be a focal point for certain projects and should be credited in the overall landscape requirements (cost of such features is much higher than cost of landscaping). Our downtown should have features such as fountains and eating around them and these elements should count for two or three times the area as these amenities are attractive and also provide a cooling feature. A multiple credit would provide an incentive to see more of these elements introduced into the City's public realm. In arcade areas of buildings, large pots with plantings can achieve similar goals as would be achieved with exterior planters. These types of treatments should be recognized as another means to achieve the proposed minimum landscape area.

DOWNTOWN MASTER PLAN CODE AMENDMENTS - PUBLIC COMMENTS SUMMARY

Trellises can also be used to achieve a more intensive landscape effect (i.e. Paradise Bank on Federal Highway) or to softly treat a wall area without storefront, such as the breezeway between Tommy Bahama and Blue Mercury on Las Olas. The trellis treatment can be more powerful than a simple planter area and should be acknowledged as an alternative in the requirements."

Date: September 27, 2019

From: Fred Stresau: "The City can ill afford to provide all of the projected open space required by the Parks Element and must look to new and inovative ways for private developers to contribute to that cause. The city cannot expect any private cotributions in terms of Open Space- plazas, wider sidewalk or fountains we admire in many urban citys and the 10% suggested by staff is simply a beginning but not sufficient to produce what I would consider great design possibilities. The DSD suggested 10% area for a city block site can be wasted away in small strips and isolated areas with little or no visulal impact. Any new ordinance must require a larger percentage must also include verbiage that would require the DSD to evaluate the contribution as providing quality design.

CITY OF FORT LAUDERDALE
PLANNING AND ZONING BOARD ACTING AS THE LOCAL PLANNING AGENCY
(LPA)
NOTICE OF PUBLIC HEARING
AMENDMENTS TO THE UNIFIED LAND DEVELOPMENT REGULATIONS (ULDR)

NOTICE IS HEREBY GIVEN that the Planning and Zoning Board acting as the Local Planning Agency (LPA) of the City of Fort Lauderdale, as well as the Planning and Zoning Board, shall hold a public hearing on WEDNESDAY, OCTOBER 16, 2019 at 6:00 PM or as soon thereafter as the same may be heard in the City Commission Chambers, City Hall, 1st floor, 100 North Andrews Avenue, Fort Lauderdale, Florida to amend the City of Fort Lauderdale Unified Land Development Regulations, (ULDR) as follows:

Case T19013 are amendments to the ULDR to incorporate the design guidelines of the Consolidated Downtown Master Plan and modifying the list of permitted and conditional uses within the RAC Districts.

Specifically:

AMENDING SECTIONS 47-1.6 AND 47-13.20 TO ESTABLISH AND DEFINE THE BOUNDARIES OF DOWNTOWN CHARACTER AREAS; AMENDING SECTION 47-13.10 LIST OF PERMITTED AND CONDITIONAL USES; AMENDING SECTION 47-13.20, INCORPORATING BY REFERENCE CHAPTER 4 OF THE CONSOLIDATED DOWNTOWN MASTER PLAN;. AMENDING OPEN SPACE REGULATIONS. ESTABLISHING TRANSITION ZONES; AMENDING DOWNTOWN LANDSCAPE AND STREET TREE REQUIREMENTS; AMENDING SECTION 47-13.21, TABLE OF DIMENSIONAL REQUIREMENTS FOR THE RAC DISTRICT TO PROVIDE FOR DIMENSIONAL REQUIREMENTS FOR THE RAC CHARACTER AREAS; AMENDING SECTION 47-24, TABLE 1 DEVELOPMENT PERMITS AND PROCEDURES; AMENDING SECTION 47-25.3, NEIGHBORHOOD COMPATIBILITY REQUIREMENTS; AND REMOVING CONFLICTING REQUIREMENTS.

All interested persons may appear at said meeting and be heard with respect to the proposed amendments. Information on this amendment may be obtained from the Department of Sustainable Development, Urban Design & Planning Division, 700 N.W. 19 Avenue, Fort Lauderdale, Florida, during normal business hours.

Jeff Modarelli, City Clerk
City of Fort Lauderdale

If any person decides to appeal any decision made with respect to any matter considered at this public meeting or hearing, he/she will need a record of the proceedings, and for such purpose, he/she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

If you desire auxiliary services to assist in viewing or hearing the meetings or reading agendas and minutes for the meetings, please contact the City Clerk at 954-828-5002, and arrangements will be made to provide these services for you. A turnkey video system is also available for your use during this meeting.

Publish on **October 3, 2019** as a legal classified ad.

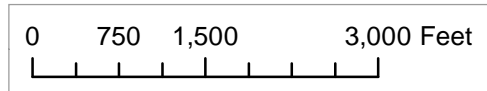
Please provide proof to nmartin@fortlauderdale.gov
And Affidavit of Publication to: City of Ft. Lauderdale
100 N. Andrews Ave.
Fort Lauderdale, FL 33301

cc: City Clerk
Finance AIP
Planner
Case File



T19013

Path: J:\DSD\DRCLocationMaps_16_RMArcMap\New\IPZ20191016\T19013LocMap.mxd



Graphic Scale