KITTELSON & ASSOCIATES

Development Regulations / Modules

Addressing components of the City 's Land Development Code through Form-Based modules that aim to improve implementation mechanisms that foster placemaking and livability within the planning area.

MULTIMODAL COMMUNITY PLANNING STUDY

NEXT STOP FORT LAUDERDALE

Advancing the Vision

December 2019

DEVELOPMENT REGULATIONS / MODULES

PLUSURBIA

PlanActive Studio
collaborate.innovate.engage.reform

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INTRODUCTION

The purpose of the Next Stop Fort Lauderdale planning study is to advance the City's vision. The Fast Forward Fort Lauderdale Vision Plan 2035 states that neighbors want a multi-modal community where people have the choice to get around by car, transit, bicycle or walking. Creating a safe and walkable city was identified as a top-ranked priority in the plan. This project is exploring mechanisms that the City can use to foster a walkable, connected and livable environment to enhance the quality of life in our community. During the identification of barriers phase, the project team identified the City's regulatory framework and development process as one of the top challenges faced by the City in relation to fulfilling its vision as a connected and livable place. One significant step to overcome this challenge is to address certain regulatory elements in the land development code in order to improve outcomes by adding predictability and by minimizing details left to staff to negotiate on a project-by-project basis through the design review and approval process.

The Next Stop Fort Lauderdale Planning Study is advancing the City's vision to enhance quality of life in the community by addressing the various elements related to livability. The concept of livability is rooted in the way people experience communities and is typically linked to a range of qualities people search for in a place to call home. These factors include having supportive community features and services to feel safe and secure, offering economic opportunity, supplying accessible and affordable housing, and providing adequate mobility options. Together, these conditions facilitate personal independence and foster social interactions. Livable communities help residents thrive, and when residents thrive, communities prosper.

In terms of livability, the following elements are critical for consideration in order to achieve the City's vision:

- Physical Environment is to be inviting, attractive and comfortable
- Human-scale/comfort
- Connections between land uses and public rights of way/public-private interface
- Neighborhood Character (preservation)
- Economic Competitiveness/Sustainability
- Housing and Jobs Proximity (employment access)
- Access to Daily Needs (convenience)
- Access to Places to Play (parks and open space/entertainment)
- Access to Learning Opportunities (education)

PURPOSE OF THE RECOMMENDED STANDARDS

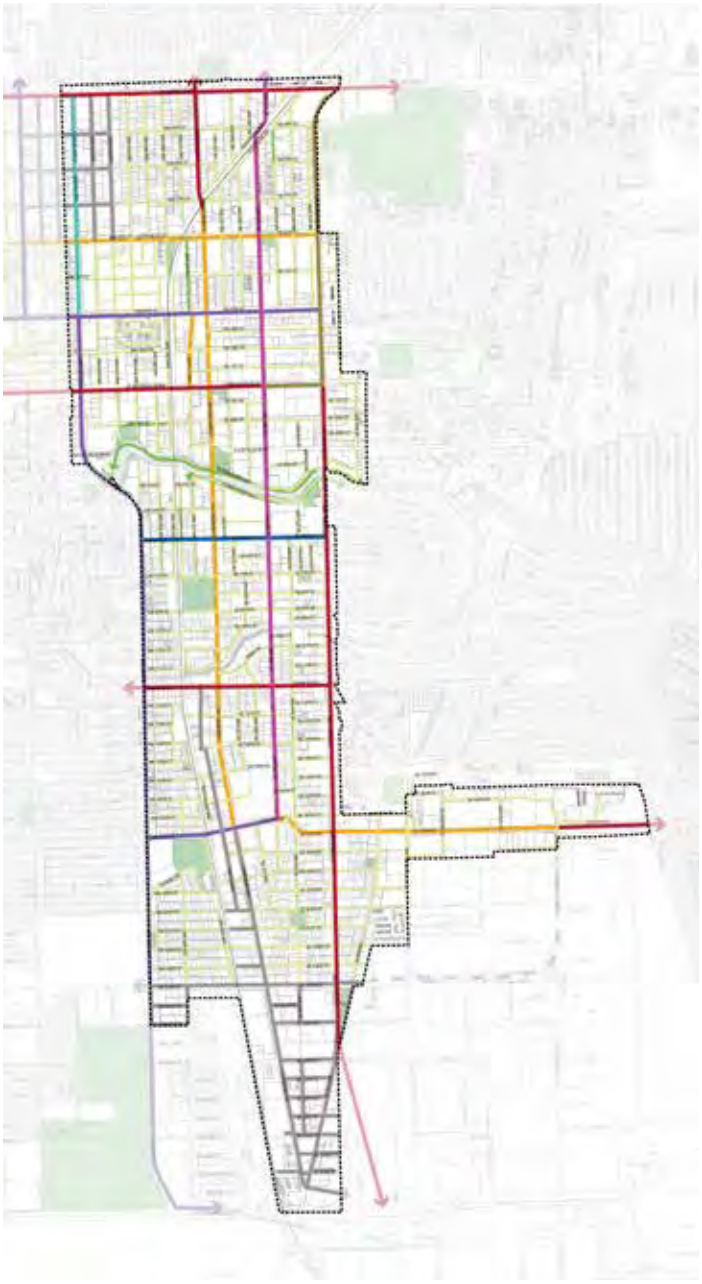
The development recommended standards that are provided will support a long-term development process that creates a set of standards for the development community that support the City's vision of creating a multi-modal environment within the planning area as provided.

APPROACH TO THE RECOMMENDED STANDARDS

Each of the sections, provided in the recommended standards, are drafted to easily codify, and enforce the recommended standards that complement the Downtown Regional Activity Center, Northwest Regional Activity Center, and the Southeast Regional Center. There are additional areas within the boundaries of the planning area that do not have Regional Activity Center land use designations, yet the area should be part of the overall development recommended standards as identified, by Character Zone in order to successfully implementing a walkable, livable area.

Three distinct maps regulate the overall planning study area and will be further explained in the following pages.

1. **Modal Priority Map,** was developed as part of the overall Planning initiative and identifies identified streets by user priority such as pedestrian priority, bike priority, transit priority and auto priority. The recommended standards will outline the frontage zone recommended standards that support the identified mode.
2. **A, B, C Street Map,** was developed to a more fine grain level of detail, identifying area(s) that are ripe for being main streets that require active uses and provide a higher quality of walkability. The map provides direction as to how a building fronts a particular street type and provides building frontage recommended standards, parking location requirements and vehicular access requirements.
3. **Framework Map,** is a map with distinct character zones within the planning area that identify the recommended building types for the character of the zone that supports the overall purpose of the zone and context. It is recommended the City further refine the zones, by parcel, prior to adopting the overall character zone.



MODAL PRIORITY MAP

The modal priority map further defined the primary mode of transportation (bike ,pedestrian, auto) and provided quantitative and qualitative measures, by street type. The development recommended standards relied on the modal priority and Fast Forward Fort Lauderdale design and construction manual. The pedestrian area is defined typically from the curb to the face of a building for the planning area.

There are four modal priority categories used in the development recommended standards: Pedestrian, Bike, Transit and Automobile.

Each of the priority street types provides policy direction for a public frontage standard. Public frontage recommended standards are generally referred to in an urban setting as the curb to building face area.

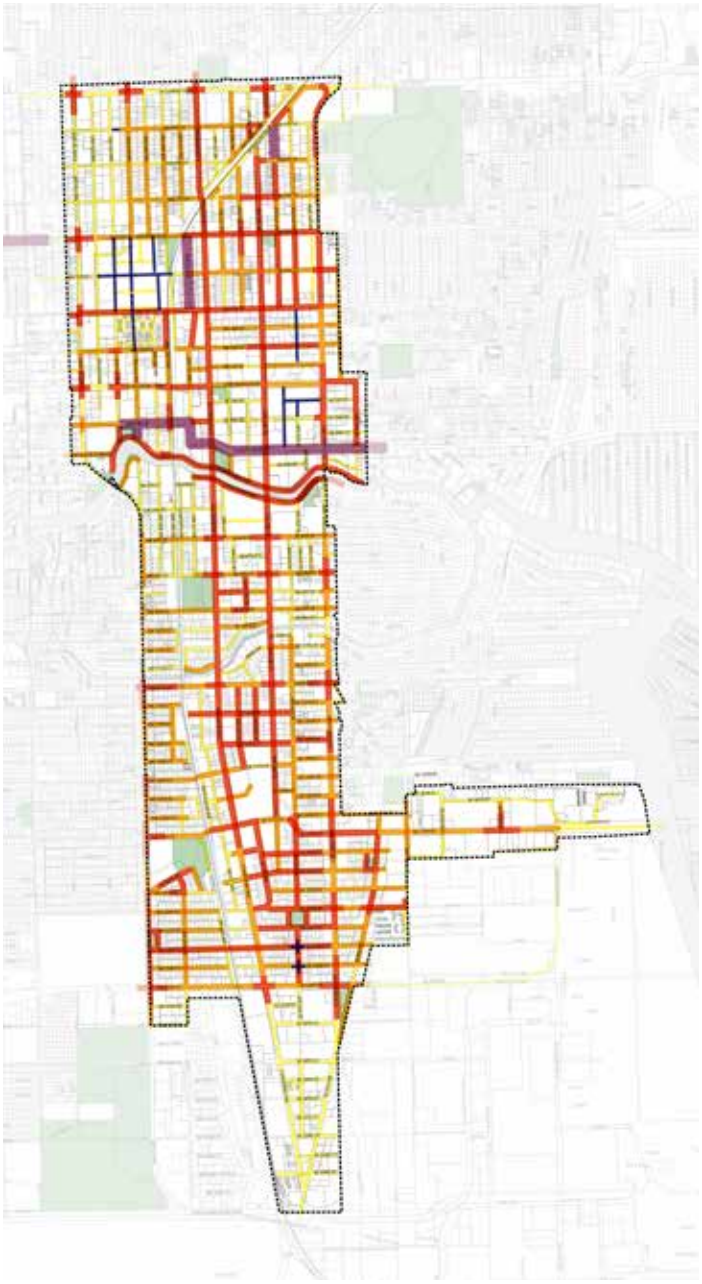
How to use this map:

One should consult the map, to determine which modal priority is assigned to a street. To determine the detailing of the public realm and the public frontage for a development, consult the public frontage recommended standards.

LEGEND

- Pedestrian Priority + Auto
- Pedestrian Priority + Bike
- Pedestrian Priority + Transit
- Bike Priority + Auto
- Bike Priority + Pedestrian
- Transit Priority + Bike
- Transit Priority + Pedestrian
- Auto Priority + Transit
- Auto Priority + Pedestrian
- Auto Priority + Freight

N 0 500 1000 2000 3000 4000 Feet



LEGEND

- A+ street
- A street
- B street
- C street
- Proposed connections

N 0 500 1000 2000 3000 4000 Feet

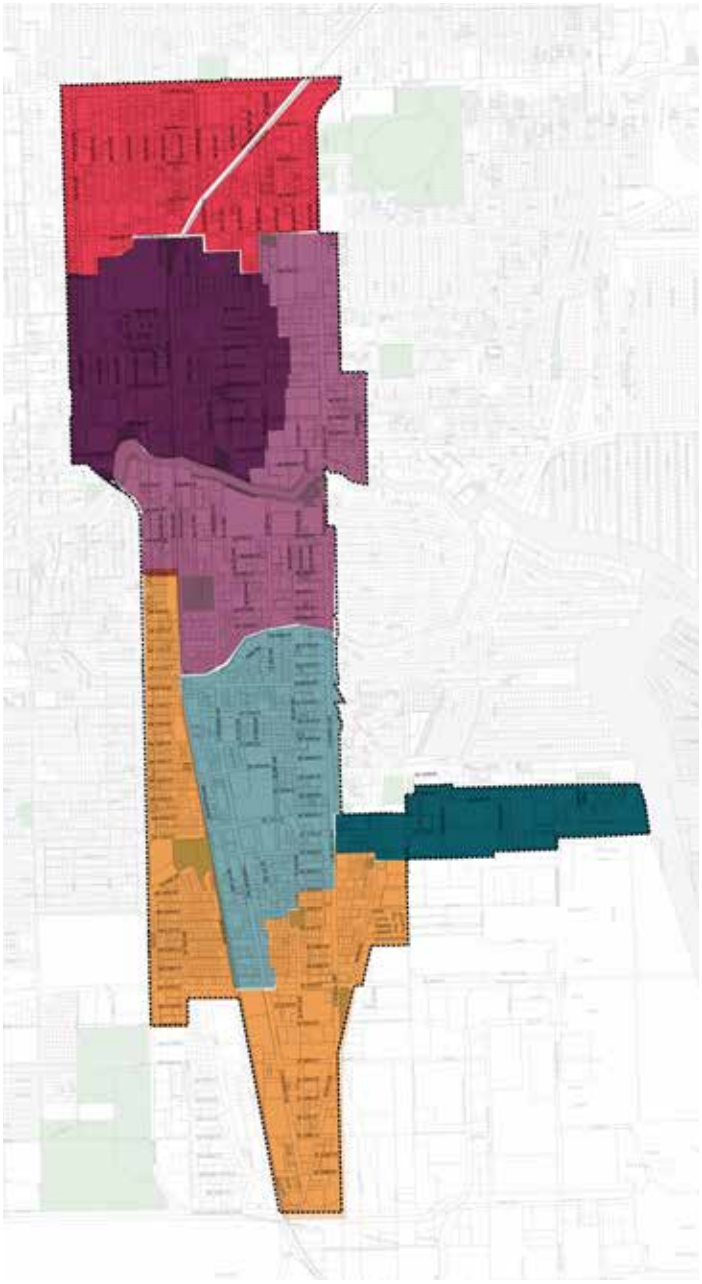
ABC STREETS MAP

The development of a Street Map creates a more context based approach to how a street type interacts with a building, vehicular access and active use requirements.

Streets that are more comfortable for pedestrians tend to share a set of characteristics: an unbroken or nearly continuous street wall, engaging facades and human-scaled street design. Streets that are less oriented to the needs of the pedestrian may have gaps in the street wall, greater setbacks, automotive uses, or less engaging facades.

How to use this map:

One should consult the map, and then consult the explanation of the A+, A, B, C, street designation. These, in turn, assist the user in knowing which of the Building Typology Recommended Standards apply. When the recommended standards differ depending on whether the development faces A+, A, B, or C streets, this is stated under the recommended standards for each building type.



LEGEND

- Transit Village
- Urban Core
- Urban Village
- Health Village
- Mixed-Use Corridor
- Urban General

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FRAMEWORK MAP

The overall framework map serves as the foundation to develop character zones rather then conventional zoning categories that do not typically include the context of the area that is being regulated. There are six character zones within the planning area:

CHARACTER ZONES

- Transit Village
- Urban Core
- Urban Village
- Health Village
- Mixed-Use Corridor
- Urban General

The character zone identifies the permitted building types. The building types provide a range of low, medium and high scale typology types. The purpose for building types is to provide a range of typologies that are helpful in managing size and scale, by character area. These typologies will also aid in addressing neighborhood compatibility.

HOW THIS MAP WAS PRODUCED

The Regional Activity Center (RAC) areas for the Downtown , North West and South RAC's were used as the starting point and have been outlined consistent with the exception of the Downtown Master Plan and portions of the North West RAC. The Transit Village includes both the North West RAC and the Downtown RAC because a walkshed analysis was done to locate a potential transit hub and using this methodology, informed the boundaries of the Transit Village. The Urban Core is within the Downtown RAC. The Health Village is the South RAC. Lastly, The Urban General and Mixed- Use Corridor Character Zones are outside of any RAC designation or previous study. The naming of the character zones was to provide a cohesive approach the overall planning area study and is not intending to remove the identify of any of the approved RAC plans.

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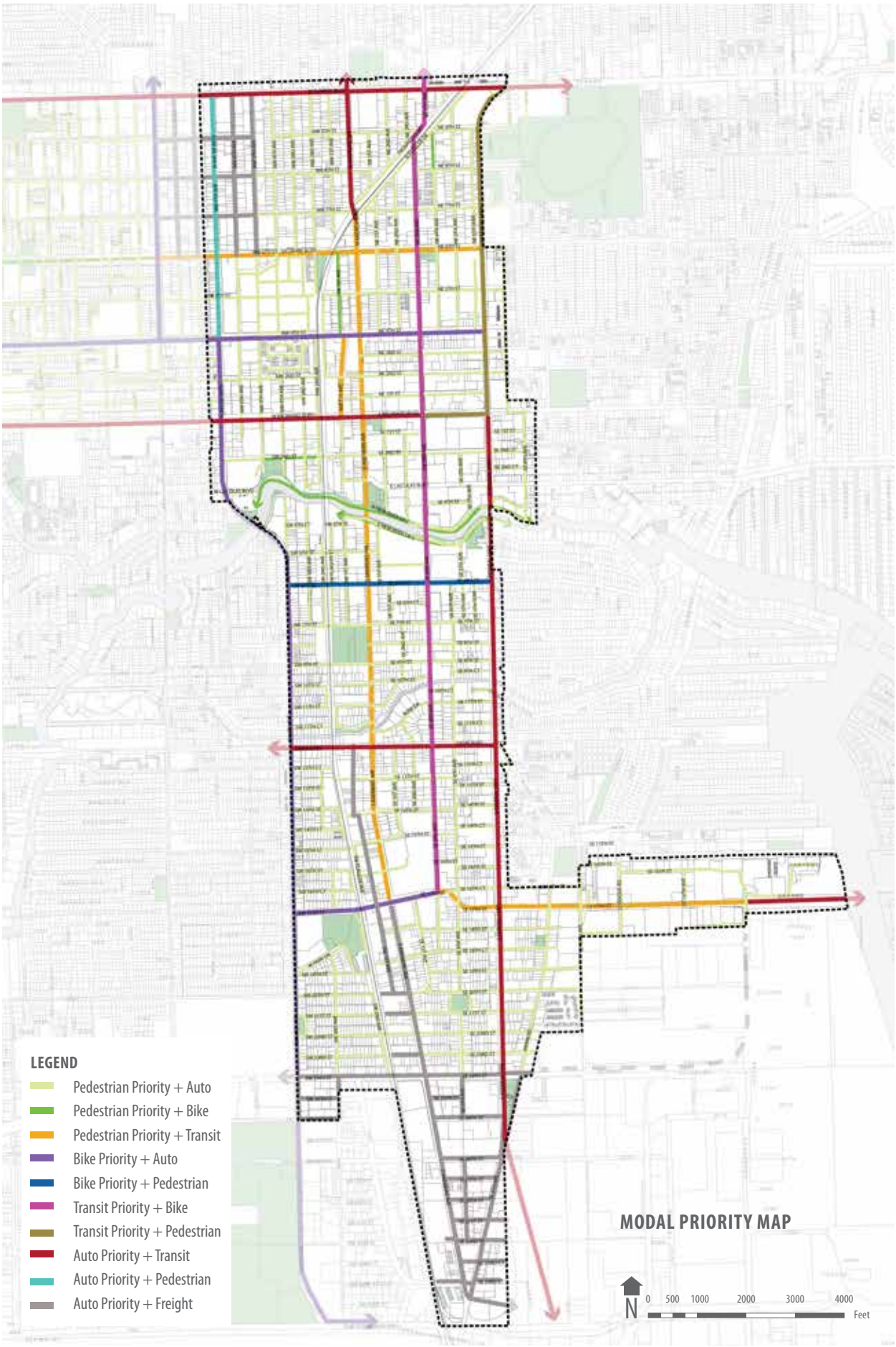

LEGEND
Pedestrian Priority + Auto
Pedestrian Priority + Bike
Pedestrian Priority + Transit
Bike Priority + Auto
Bike Priority + Pedestrian
Transit Priority + Bike
Transit Priority + Pedestrian
Auto Priority + Transit
Auto Priority + Pedestrian
Auto Priority + Freight
MODAL PRIORITY MAP
N
0 500 1000 2000 3000 4000
Feet

PUBLIC FRONTAGE RECOMMENDED STANDARDS

There are four modal priority categories used in the development recommended standards: Pedestrian, Bike, Transit and Automobile

Each of the priority street types provides policy direction for a public frontage standard. Public frontage recommended standards are generally referred to in an urban setting as the curb to building face area. The following pages provide public frontage recommended standards by the primary and secondary categories as identified in the ***Multimodal Community Planning Study's Street Cross Sections Package*** dated July 2019. In addition to this document, the Public Frontage Recommended Standards, in this manual, relied on ***Fast forward Fort Lauderdale's Design and Construction (DC) Manual*** dated 05/17/2019. If any updates occur to either package, it is recommended to update this manual to reflect the most current standards.

Each Priority Street will provide the following information to meet the Public Frontage Requirements. Streetscape Recommended Standards ensure a harmonious relationship between buildings and the public realm, which includes travel lanes, sidewalks and paths, transit, and bicycle facilities. These recommended standards promote a cohesive and multi-modal design of the transportation network in order to activate the public realm, create a pedestrian friendly environment, and expand opportunities for active transportation throughout the City. All private and public streets shall meet the requirements of this Section.

A **Edge Zone,** is the transition area between the pedestrian travel way and the furnishing zone and provides space for the door swing from vehicles in the parking lane, for parking meters and for the overhang of diagonally parked vehicles.

B **Furnishing Zone**, is a multi-purpose area that serves as a buffer between the pedestrian travel way and the vehicular area of the thoroughfare within the curbs, and it provides space for street trees, planting strips, street furniture, utility poles, a-frame signs, signal and electrical cabinets, fire hydrants, bicycle racks/ storage and transit shelters.

C **Pedestrian Zone,** the area in which a pedestrian travels. This zone must provide a minimum horizontal and vertical clear area in compliance with ADA requirements.

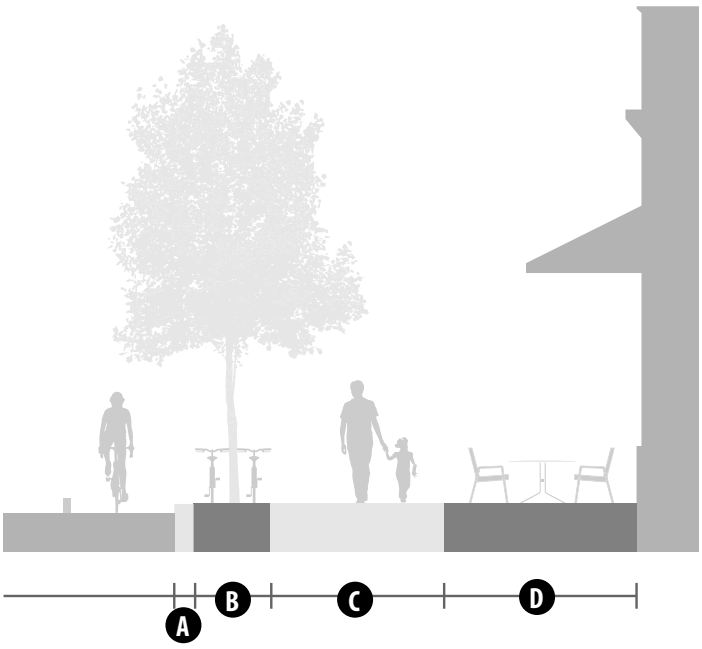
D **Frontage Zone**, the space between the pedestrian travel way and the building faces. At a minimum it provides a buffer distance from buildings, walls and allows people to window shop or enter/exit building without inferring with moving pedestrians. The public frontage zone also provides width for overhanging elements such as awnings, signage, bay windows, etc. If appropriate width it can also include outdoor seating, urban parks, plaza's or merchant displays.

CONSTRAINED SITES

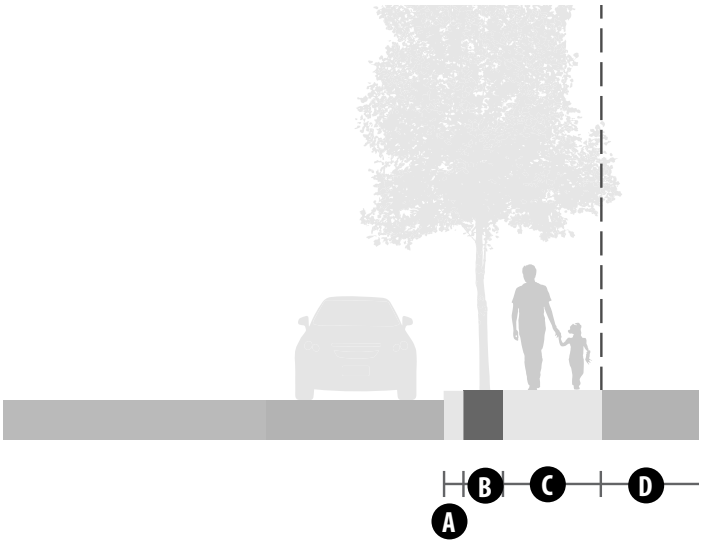
1. Developments that involves the construction of a new building shall install the required pedestrian zone and furnishing zone as indicated in this section.
2. The following constrained space recommended standards may be used where there is less than 16 feet between the face of the building and the existing curb, and the curb line is not required to be moved:
   a. The sidewalk (pedestrian zone) shall be a minimum of six feet in width.
   b. If there is at least six feet in width remaining after the sidewalk (pedestrian zone) is deducted, a furnishing zone with trees is required if on-street parking is not provided, or trees shall be planted in grates if on-street parking is provided that are consistent with the DC Manual that provides for smaller tree species.
   c. If there is less than six feet remaining after the sidewalk is deducted and if on-street parking is provided, a sidewalk shall be provided across the full width.
   d. If there is less than six feet remaining after the sidewalk is deducted and on- street parking in not provided, either the sidewalk may extend across full width or the remainder of the area and the Planning Director or designee may adjust consistent with the DC Manual.

ADDITIONAL RIGHT-OF-WAY FOR EXISTING STREETS

Any land lying within a proposed development which is necessary to widen or extend local streets or thoroughfares as required to meet City standards or as designated in the Major Thoroughfare Plan shall be dedicated .

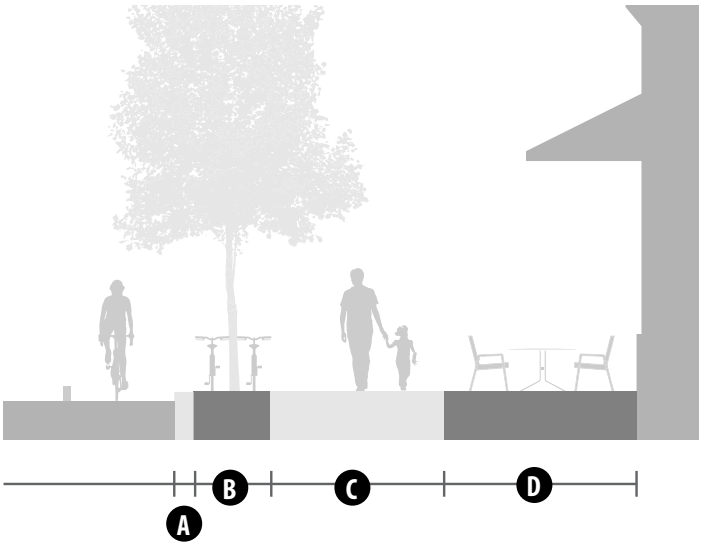


PEDESTRIAN PRIORITY



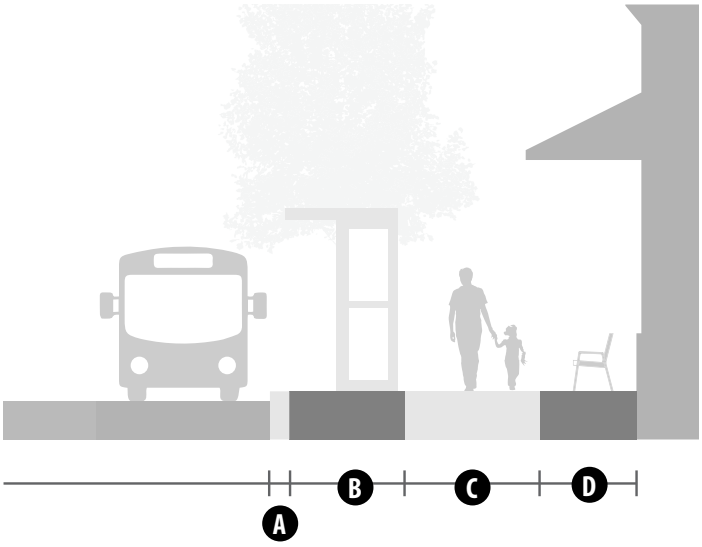
PEDESTRIAN + AUTO

ZONE		MINIMUM (FT)
Edge	A	2
Furnishing	B	7
Pedestrian	C	7
Frontage	D	0



PEDESTRIAN+ BIKE

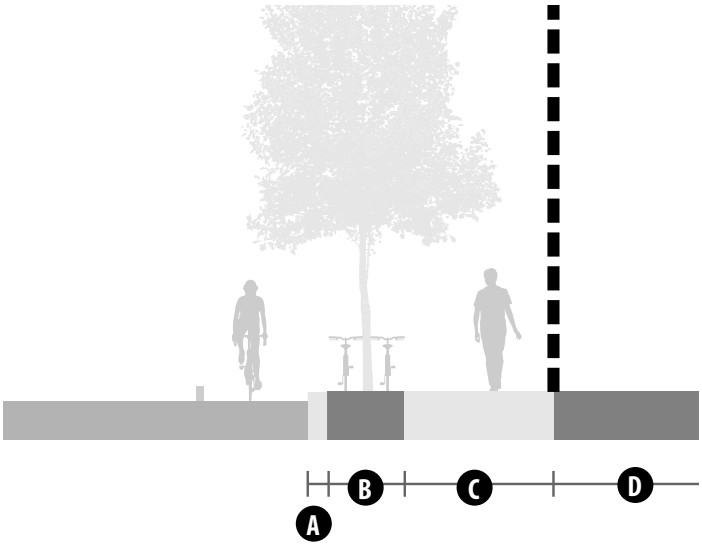
ZONE		MINIMUM (FT)
Edge	A	2
Furnishing	B	6
Pedestrian	C	11
Frontage	D	2



PED + TRANSIT

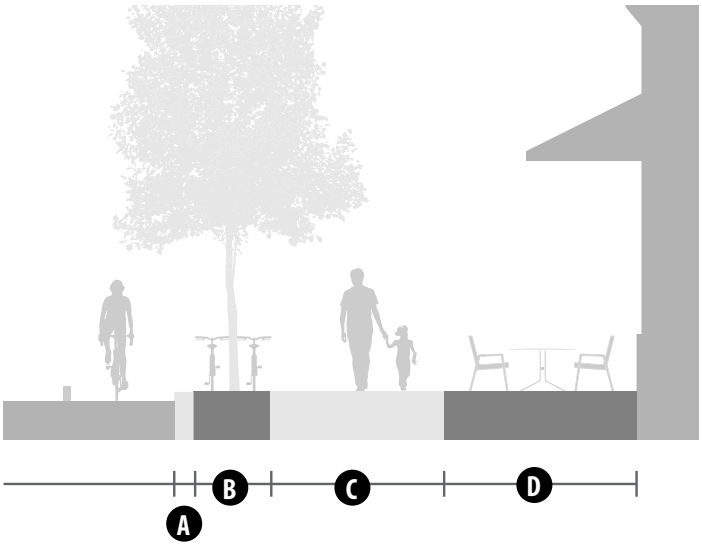
ZONE		MINIMUM (FT)
Curb	A	2
Furnishing	B	10
Pedestrian	C	10
Edge	D	2

BICYCLE PRIORITY



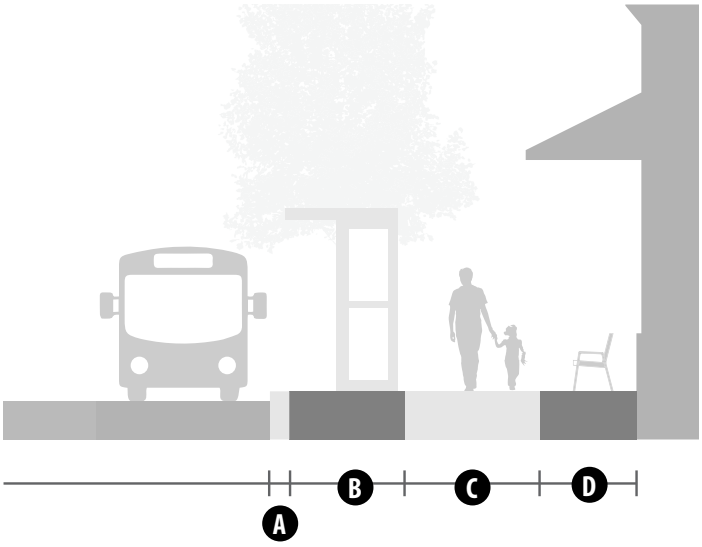
BIKE + AUTO

ZONE		MINIMUM (FT)
Edge	A	2
Furnishing	B	5
Pedestrian	C	5
Frontage	D	0



BIKE + PEDESTRIAN

ZONE		MINIMUM (FT)
Edge	A	1
Furnishing	B	5
Pedestrian	C	5
Frontage	D	2

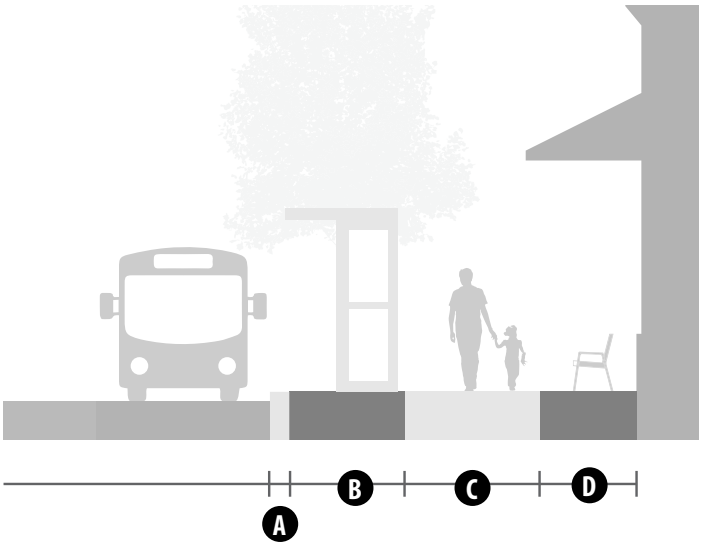


PEDESTRIAN + TRANSIT

ZONE		MINIMUM (FT)
Curb	A	2
Furnishing	B	10
Pedestrian	C	10 (1)
Edge	D	2

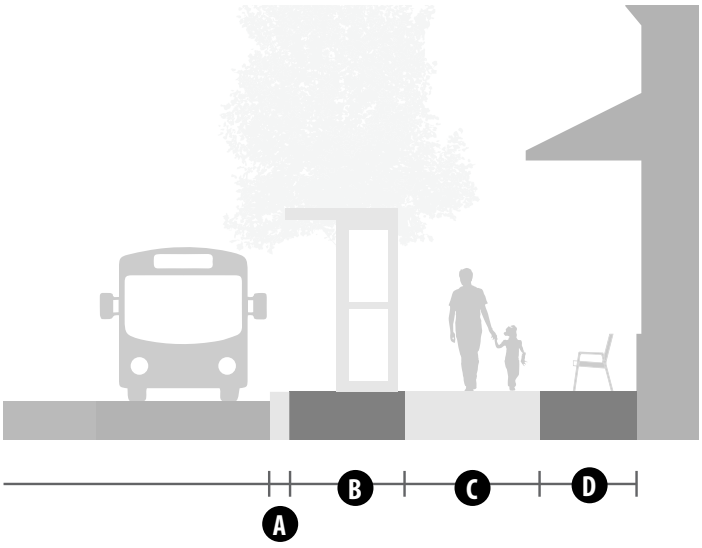
1-When a transit shelter is not provided, furnishing zone may be reduced to 6 ft minimum.

TRANSIT PRIORITY



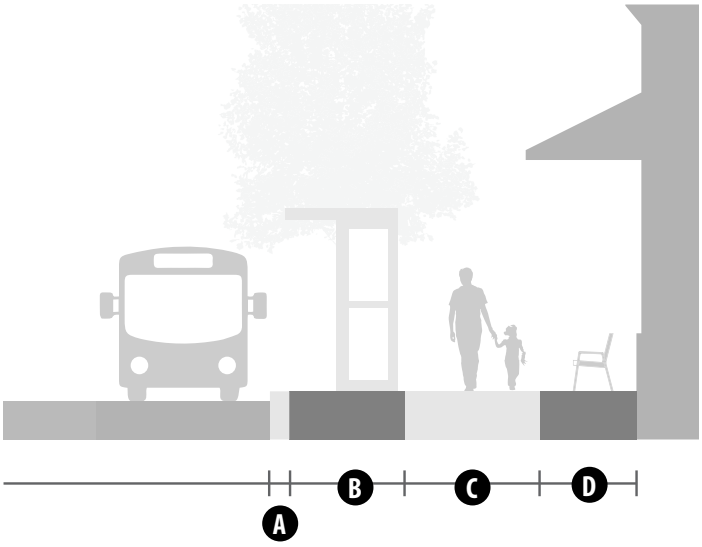
TRANSIT + PEDESTRIAN

ZONE		MINIMUM (FT)
Edge	A	2
Furnishing	B	10 (1)
Pedestrian	C	12
Frontage	D	2



TRANSIT + BIKE

ZONE		MINIMUM (FT)
Edge	A	2
Furnishing	B	10 (1)
Pedestrian	C	10
Frontage	D	2

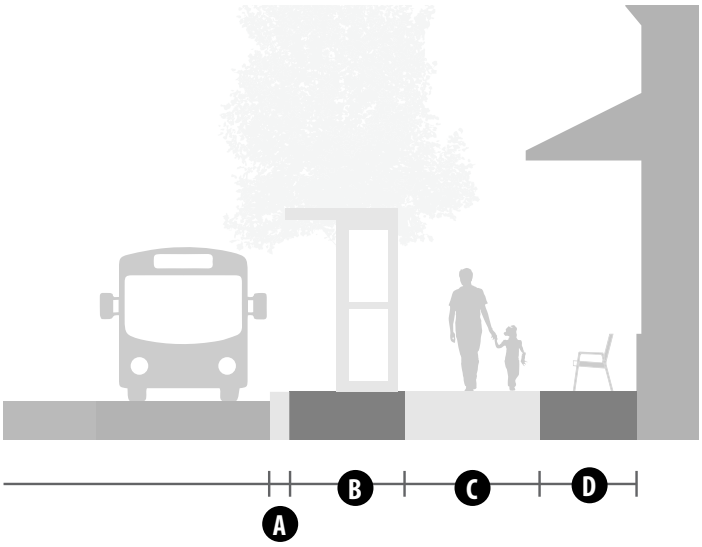


TRANSIT +AUTO

ZONE		MINIMUM (FT)
Edge	A	2
Furnishing	B	10 (1)
Pedestrian	C	10
Frontage	D	0

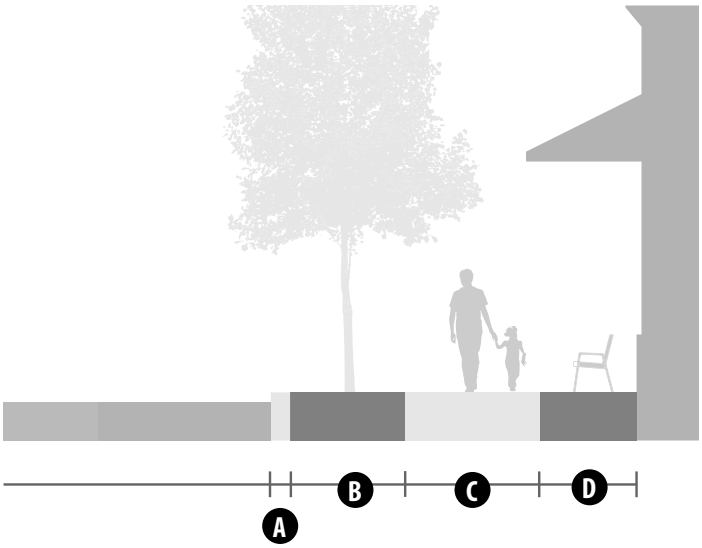
1-When a transit shelter is not provided, furnishing zone may be reduced to 6 ft minimum.

AUTO PRIORITY

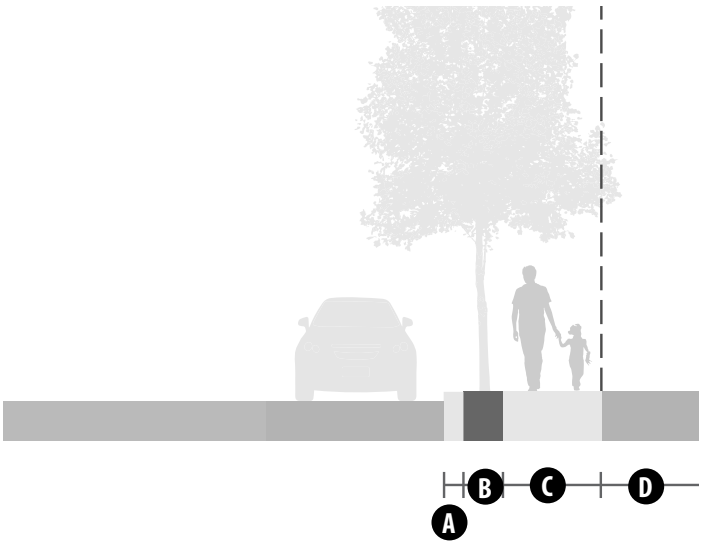


AUTO + TRANSIT		
ZONE		MINIMUM (FT)
Edge	A	2
Furnishing	B	10(1)
Pedestrian	C	10
Frontage	D	2

1-When a transit shelter is not provided, furnishing zone may be reduced to 6 ft minimum.



AUTO + PEDESTRIAN		
ZONE		MINIMUM (FT)
Edge	A	2
Furnishing	B	6
Pedestrian	C	8
Frontage	D	2



AUTO + FREIGHT		
ZONE		MINIMUM (FT)
Edge	A	1
Furnishing	B	4
Pedestrian	C	5
Frontage	D	0

STREET TREE RECOMMENDED STANDARDS

STREET TREES

Street trees provide both environmental and urban benefits. Selecting the appropriate tree for the appropriate location can ensure healthy growth and longevity while enhancing the streetscape and achieving the City's goals. Not all trees are appropriate for planting along streets since their roots may be destructive, their canopies may impede on utilities or roadway clearance, or they may not thrive in that type of environment. Selecting the appropriate tree may require additional review with City staff based on context and available space where site constraints exist.

TREE SPACING

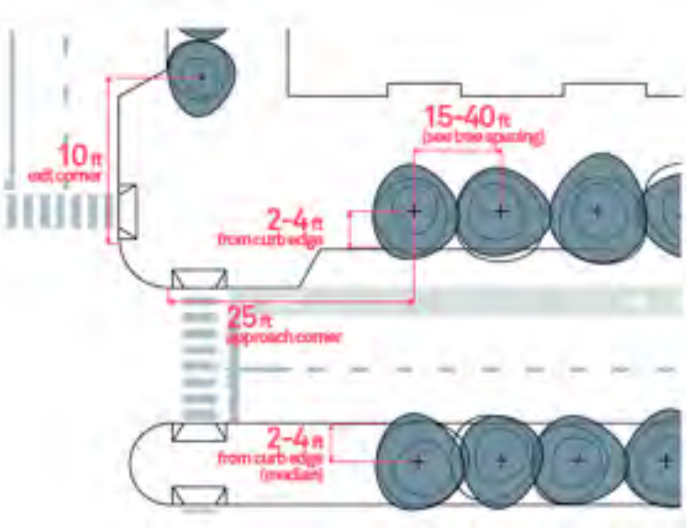
The following tree spacing recommended standards are provided by the CD Manual. Any updates to the manual should be also updated in this Section.

A and A + Streets shall use Medium to Large Trees to meet the Public Frontage Requirements for the furnishing zone. In the event of a constrained site, an applicant may submit a request for a smaller tree and the Planning Director will review and make a recommendation that meets the intent of the recommended standards.

TREE SPACING RECOMMENDED STANDARDS FOR ALL CHARACTER ZONES	
TREE SIZE	SPACING
Small Trees (less than 20 feet mature crown)	15 to 20 feet on center between trees
Medium sized tree (less than 45 feet mature crown)	20 to 30 feet on center between trees
Large tree (more than 45 feet mature crown)	25 to 40 feet on center between trees

TREE PLACEMENT DISTANCES AS DEPICTED ON THE GRAPHIC TO THE RIGHT	
	DISTANCE
Distance from curb to edge to tree	2-4 ft
Distance from light pole to tree	5 ft
Distance from intersection to tree (exit)	10 ft
Distance from intersection to tree (approach)	25 ft
Distance from Transit Stop to Tree	6 ft

PERMITTED STREET TREES	
Gumbo Limbo	Cabbage Palm
Pigeon Plum	Royal Palm
Silver Button Wood	Queen Palm
Red Maple	Red Mullberry
Everglades Palm	



ROOT ENVIRONMENT

Open Tree Trenches

An open tree trench is an area of soil connecting a row of trees covered with either mulch, groundcover, or turf grass. The sidewalk should be pitched towards the open tree trench to aide in stormwater management. Open tree trenches are suited for local and collector streets with a typical size of 4' wide and 3' deep. In constrained areas it may be as wide as 2'-6".

Covered Tree Trenches

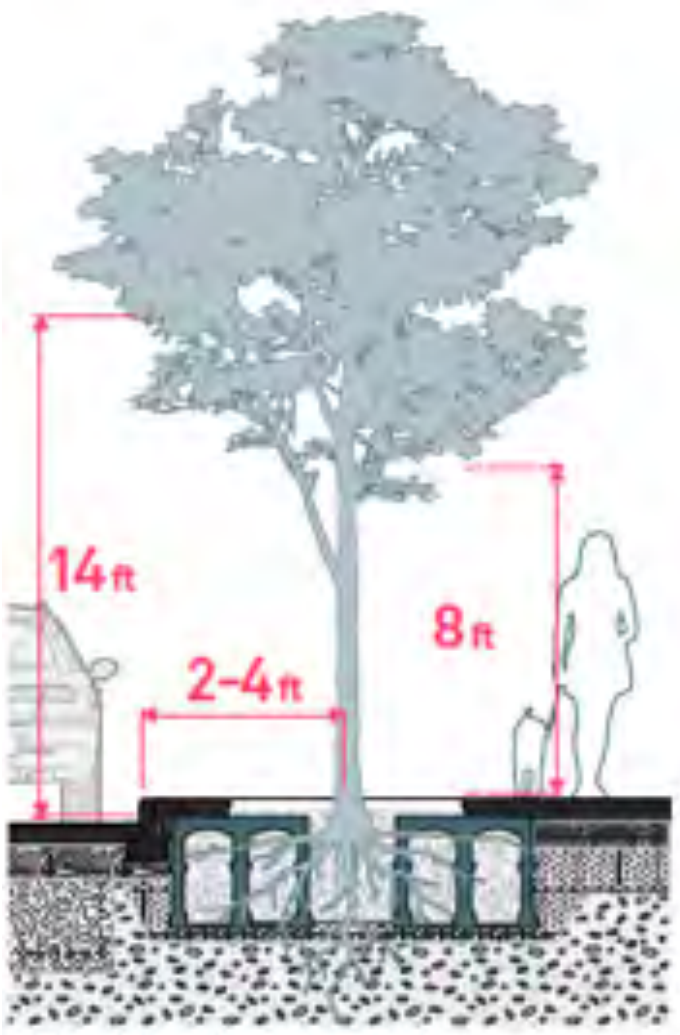
A covered tree trench is a linear channel covered by pavement. It is designed to providing structural support for sidewalks while accommodating root growth. Covered trenches should permit passive irrigation to reach the soil. Alternative coverings may include pervious pavement or flexible, perforated pipes beneath the pavement. Covered tree trenches are appropriate for areas with heavy pedestrian traffic and high turnover parking. The trench should be at least 5' wide and 3' deep. A 2' by 2' opening needs to be provided around the tree trunk.

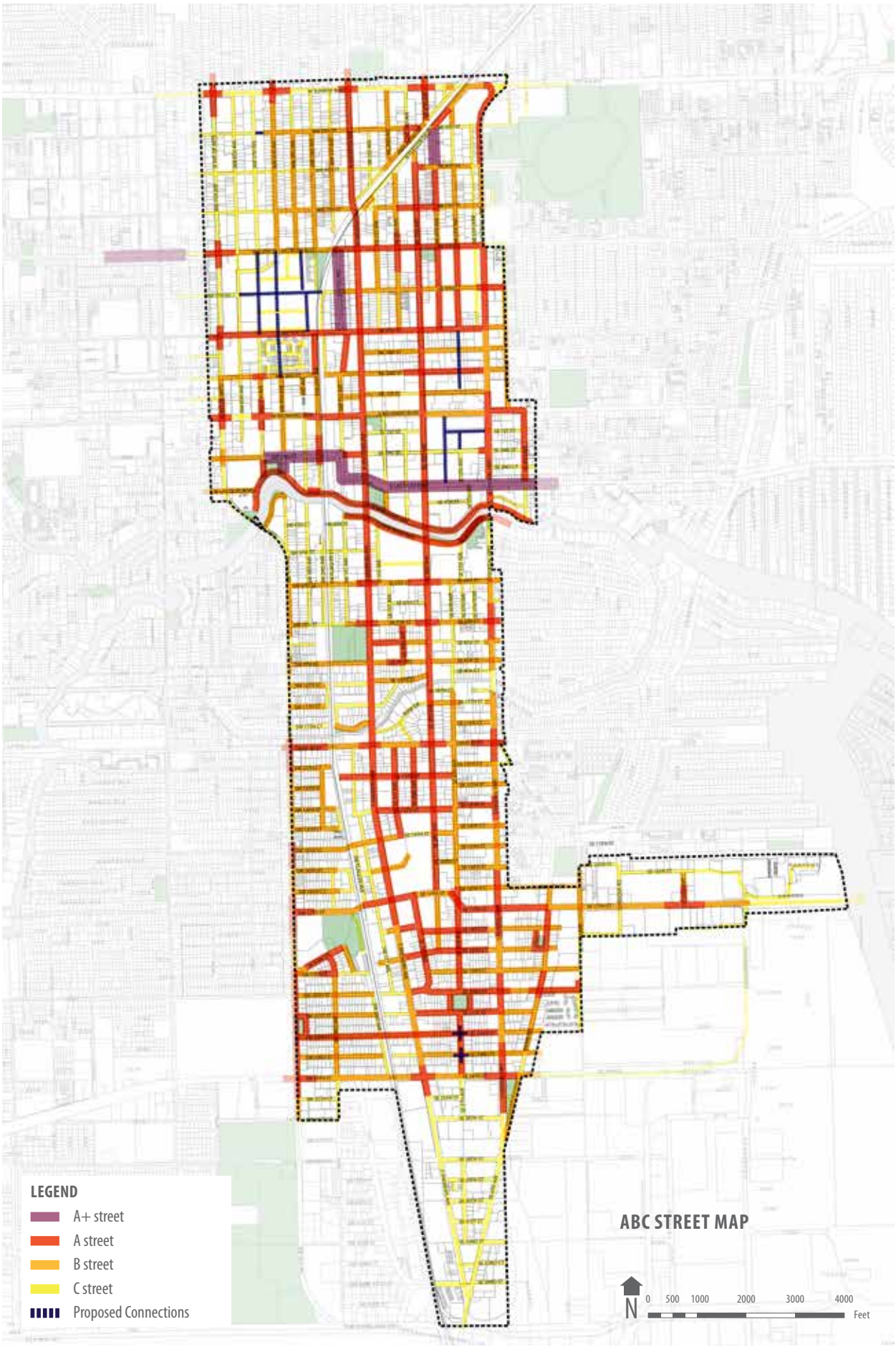
Tree Well

Tree wells or tree pits are inground box housing for a single tree. Tree wells can have walled sides, modular suspended pavement system (e.g. Silva Cell) or structural soil systems to protect soil from compaction and retain stormwater. Tree wells should be used where space or resources do not permit the use of open or covered tree trenches. The tree well should be made as large as possible to provide maximum rooting volume without impeding the Pedestrian Zone or setback from curb edge. An ideal tree well size is at least 4' by 10' and 3' deep with an opening around the trunk of 2' by 2'. Smaller tree wells can be as narrow as 2'-6".

Raised Tree Beds

Raised tree beds contain much of the soil volume in structures above grade to accommodate trees in areas where subsurface conditions might prohibit other methods (e.g. saltwater intrusion). The tree growth is limited by the size of the raised bed and is appropriate for smaller trees. Heights of the tree bed may vary between 1' and 2' but is preferred at 18" if seating is a consideration. Tree beds should be sized as large as needed to provide enough rooting volume while maintaining appropriate sidewalk clearances. If subsurface space is available for root growth a shallow layer of structural soil should be added below the adjacent pavement.




LEGEND
A+ street
A street
B street
C street
Proposed Connections
ABC STREET MAP
N
0 500 1000 2000 3000 4000
Feet

ABC STREET BUILDING FRONTAGE RECOMMENDED STANDARDS

The development of a Street Map creates a more context based approach to how a street type interacts with a building, vehicular access and active use requirements.

Streets that are more comfortable for pedestrians tend to share a set of characteristics: an unbroken or nearly continuous street wall, engaging facades and human-scaled street design. Streets that are less oriented to the needs of the pedestrian may have gaps in the street wall, greater setbacks, automotive uses, or less engaging facades.

How this map was produced

The maps found in the multi-modal community planning study were the starting point for the ABC map. In order to refine the map so that reflected as-built conditions, community aspirations and the grain of the existing parcel plat the design team examined each street frontage in the study area in order to inform the ABC map.

A+ Streets: This is the highest quality frontage found in the study area. These include existing mixed-use main streets and those which received significant community investment in order to transform into main streets. Examples are: Las Olas Boulevard and Himarshee Village. A+ streets have a nearly continuous retail ground floor, a high degree of transparency and architectural interest and pedestrian comfort provided by awnings, street trees, wide sidewalks and on-street parking. Surface parking lots, curb cuts, garage entrances are not permitted along a A+ street. The City may also consider requiring a active floor use along this street type.

A Streets: A streets also have a continuous streetwall of buildings and are not required to provide retail ground floor uses. Surface parking lots, curb cuts and garage entrance locations and access are regulated to reduce the pedestrian conflicts and need for vehicular access.

B Streets: B streets do not have a requirement for continuous streetwall of buildings as A and A+ streets. Allowing for side parking lots, greater front setbacks and automotive street design differentiate B streets from A and A+ streets.

C Streets: C streets have the lowest percentage requirement for building frontage. There will be significant design criteria that affect on the streetwall, permit larger front setbacks and visible surface parking lots.

Alleys: alleys and rear service lanes are meant to accommodate trash, pick up and dumpster service, access to rear parking lots and drive-through and other messy activities. This enables the streets to be free of such activities and therefore more comfortable to the pedestrian. The presence of the alley network should be defended and expanded wherever possible for the benefits that they provide to the rest of the City grid. Alleys are the lowest and most utilitarian rank of all the street types but are not indicated on the street map.

Proposed Connections: the street network has been compromised in several key locations in the study area. Healing the grid involves creating or restoring connections in order to make the grid more functional. An inter-connected network of streets with frequent intersections and small blocks is also friendlier for pedestrians and cyclists and is better at dispersing vehicular traffic than a network with fewer connections. The map has identified priority areas for healing the grid: street closures and barricades that should be undone, super-blocks that should be made more fined grained and gated sites that should be opened up in the future.

CHARACTER ZONES

TRANSIT VILLAGE

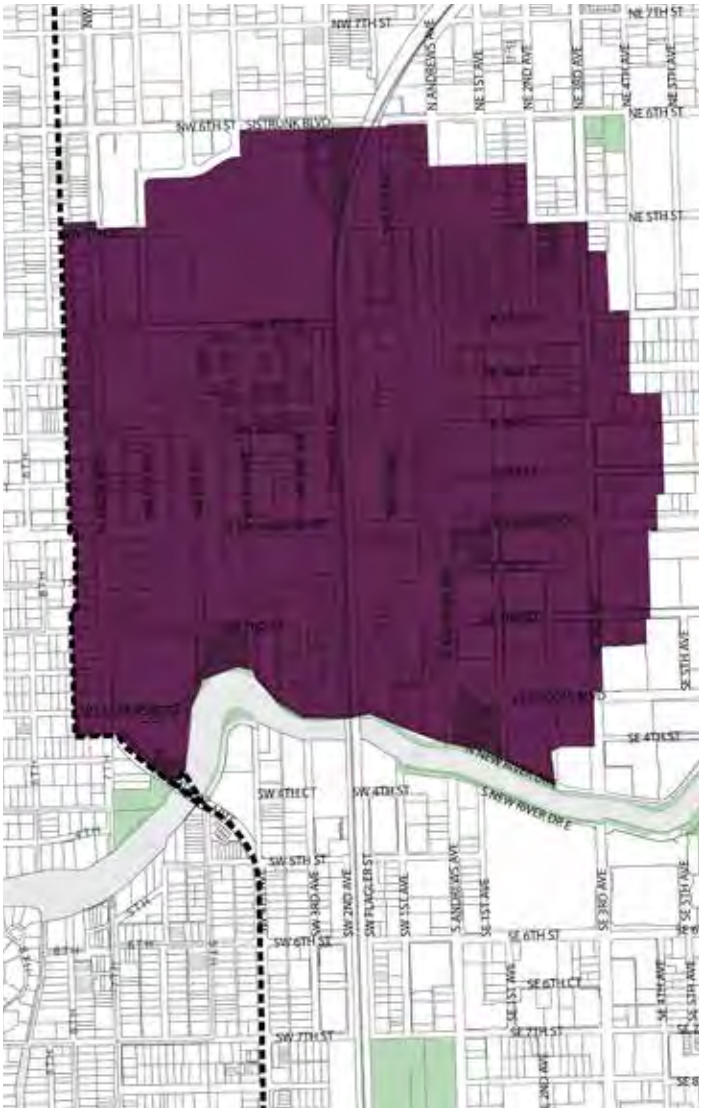
INTENT

The intent of the Transit Village is to provide a zone that permits high density development, with a focus on mixed-use development that supports a variety of transit options. This character zone shall be highly walkable and connected and will have a future multi-modal transit stop that provides for the entire character zone.

DENSITY & HEIGHT

There is no maximum density or height requirements. Both measures will use neighborhood compatibility recommended standards and building type recommended standards to outline the maximums for each along with application to flex units. In addition, this character zone permits micro unit development as outlined in this manual.

CHARACTER ZONE



LEGEND

- Transit Village
- Urban Core
- Urban Village
- Health Village
- Mixed-Use Corridor
- Urban General

N

NOTE- The Transit Village character zone was mapped using a 1/4 mile walk-shed radius to determine the size and location of the zone, using the Central Terminal location. If and when a multi-modal hub is confirmed, the city should refine the boundary of this area. The two zones adjacent (Urban Village and Urban Core) can also be extended into the character zone, if desired.

ABC STREETS

N

LEGEND

- A+ street
- A street
- B street
- C street
- Proposed connections

MODAL PRIORITY STREETS

N

LEGEND

- Pedestrian Priority + Auto
- Pedestrian Priority + Bike
- Pedestrian Priority + Transit
- Bike Priority + Auto
- Bike Priority + Pedestrian
- Transit Priority + Bike
- Transit Priority + Pedestrian
- Auto Priority + Transit
- Auto Priority + Pedestrian
- Auto Priority + Freight

CHARACTER ZONES
URBAN CORE

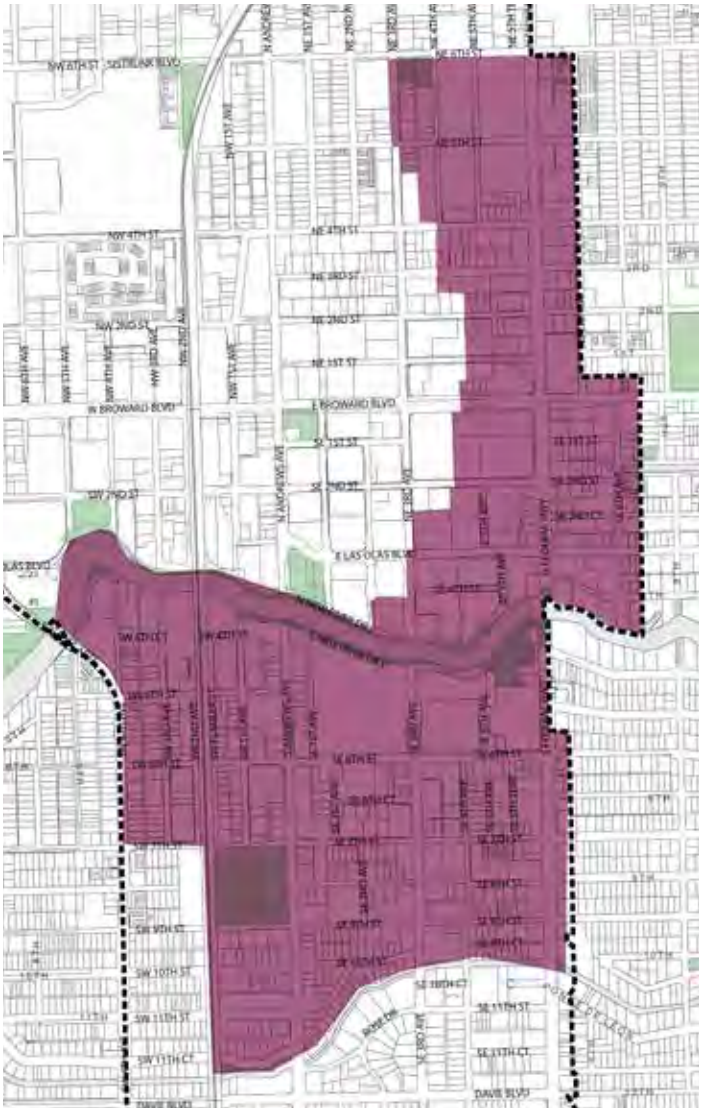
INTENT

Urban Core is the character zone that has the highest density ranges within the Study Area. This core is well established and should continue to be the center of the downtown.

DENSITY & HEIGHT

There is no maximum density or height requirements. Both measures will use neighborhood compatibility recommended standards and building type recommended standards to outline the maximums for each along with application to flex units. In addition, this character zone permits micro unit development as outlined in this manual. Any units that exceed the underlying permitted units may be required to provide community benefits on the site. Such benefits can be community open space/plaza's, public parking, and additional public frontage zone recommended standards that exceed the minimum frontage requirements for the pedestrian zone and/or furnishing zone if a transit shelter is provided. Building typologies provide maximum height and shall not be exceeded. The height standard that is the most restrictive, prevails.

CHARACTER ZONE



N

LEGEND

- Transit Village
- Urban Core
- Urban Village
- Health Village
- Mixed-Use Corridor
- Urban General

ABC STREETS

N

LEGEND

- A+ street
- A street
- B street
- C street
- Proposed connections

MODAL PRIORITY STREETS

N

LEGEND

- Pedestrian Priority + Auto
- Pedestrian Priority + Bike
- Pedestrian Priority + Transit
- Bike Priority + Auto
- Bike Priority + Pedestrian
- Transit Priority + Bike
- Transit Priority + Pedestrian
- Auto Priority + Transit
- Auto Priority + Pedestrian
- Auto Priority + Freight

CHARACTER ZONES
URBAN VILLAGE

INTENT

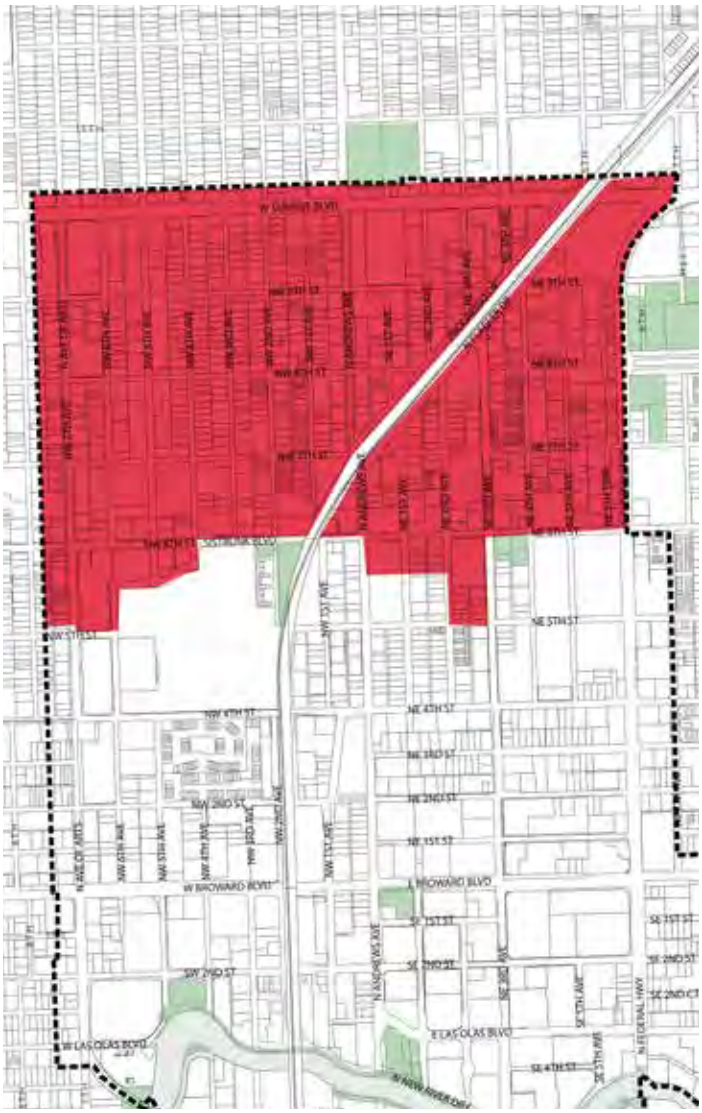
The intent of the Urban Village is to encourage the existing mix of professional office, retail and residential uses with the area to remain and provide opportunities for growth that support the North West Regional Activity Center designation.

HEIGHT

Permitted Height: NWRAC-MUne - 120 ft, NWRAC-MUe 65 ft NWRAC-MUw 45ft. Structures exceeding the permitted height threshold of the NWRAC-MUe, and NWRAC-MUw shall be reviewed subject to the process for a Site Plan Level II permit, with City Commission review and approval in accordance with the performance standards in the Unified and Land Development Regulations (ULDR), Section 47-13.52.B. Building typologies provide maximum height and shall not be exceeded. The height standard that is the most restrictive, prevail.

Height Map for Urban Village will rely on the NWRAC boundaries as illustrated below.

CHARACTER ZONE



N

LEGEND

- Transit Village
- Urban Core
- Urban Village
- Health Village
- Mixed-Use Corridor
- Urban General

ABC STREETS

N

LEGEND

- A+ street
- A street
- B street
- C street
- Proposed connections

MODAL PRIORITY STREETS

N

LEGEND

- Pedestrian Priority + Auto
- Pedestrian Priority + Bike
- Pedestrian Priority + Transit
- Bike Priority + Auto
- Bike Priority + Pedestrian
- Transit Priority + Bike
- Transit Priority + Pedestrian
- Auto Priority + Transit
- Auto Priority + Pedestrian
- Auto Priority + Freight

CHARACTER ZONES
MIXED USE CORRIDOR

INTENT

The intent of the Mixed- Use Corridor is to provide a zone that is more linear in nature providing connections for people, commerce and infrastructure. The mixed-use corridor provides links to the center of downtown and has the opportunity to provide medium density residential and commercial that serves as connectors to the overall area. The primary focus is to encourage medium scale residential development to the north while allowing airport serving uses to the south.

DENSITY & HEIGHT

Dwelling Units Per Acre- 50

Maximum Height- Maximum Height- 60' (5 Stories) Subject to Site Plan Level II permit, with City Commission approval, for heights greater than 5 stories (60') feet, up to ninety feet (7 stories) feet. Building typologies provide maximum height and shall not be exceeded. The height standard that is the most restrictive, prevails.

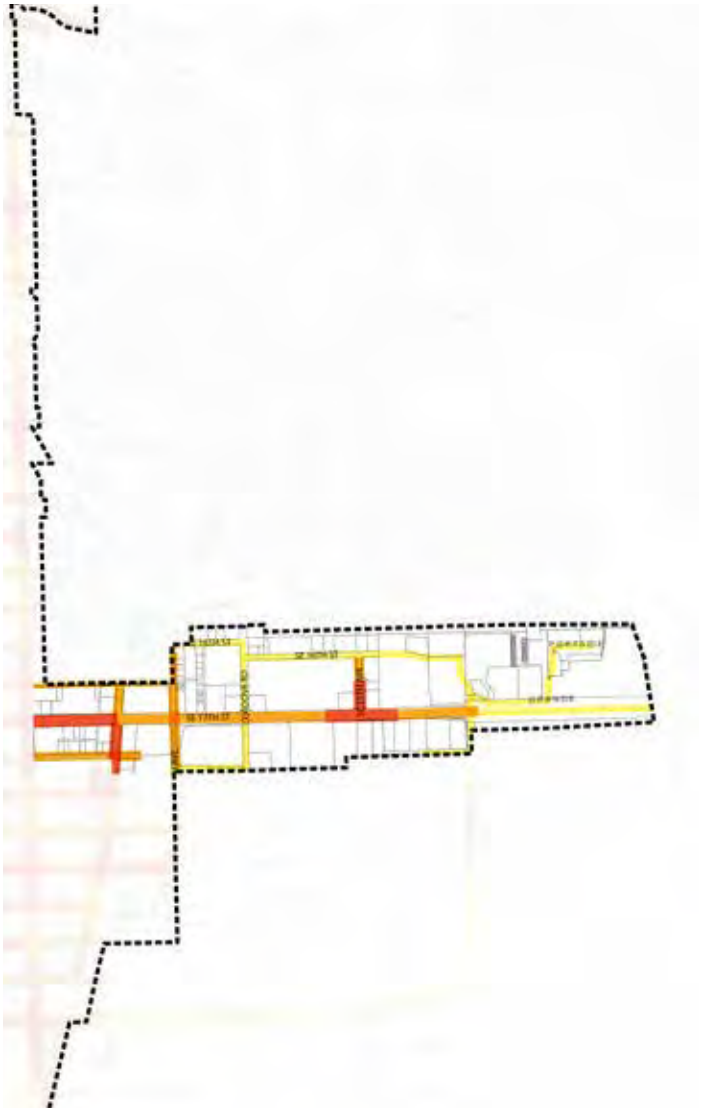
CHARACTER ZONE

N

LEGEND

- Transit Village
- Urban Core
- Urban Village
- Health Village
- Mixed-Use Corridor
- Urban General

ABC STREETS

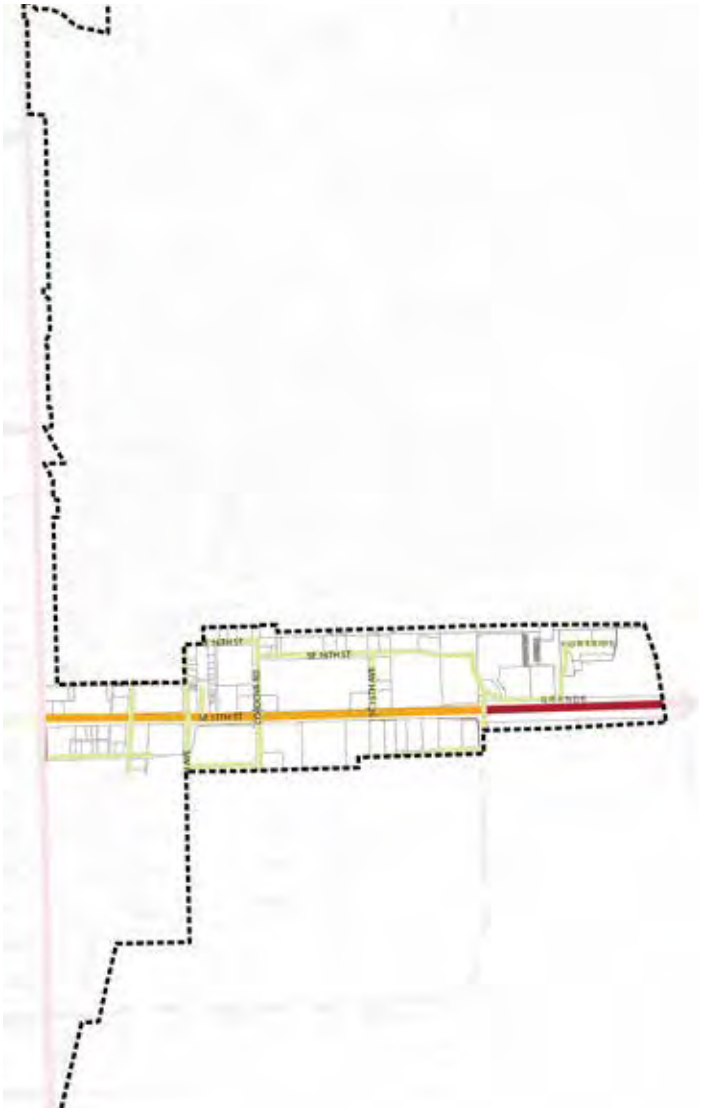


N

LEGEND

- A+ street
- A street
- B street
- C street
- Proposed connections

MODAL PRIORITY STREETS



N

LEGEND

- Pedestrian Priority + Auto
- Pedestrian Priority + Bike
- Pedestrian Priority + Transit
- Bike Priority + Auto
- Bike Priority + Pedestrian
- Transit Priority + Bike
- Transit Priority + Pedestrian
- Auto Priority + Transit
- Auto Priority + Pedestrian
- Auto Priority + Freight

CHARACTER ZONES
HEALTH VILLAGE

INTENT

The intent of the Health Village character zone is to transform the area from a relatively under-utilized resource to a pedestrian-friendly urban corridor that offers a mix of uses to serve nearby neighborhoods and the hospital district.

DENSITY & HEIGHT

Dwelling Units Per Acre- 50

Maximum Height- 110' (10 Stories) Subject to Site Plan Level II permit, with City Commission approval, for heights greater than one hundred ten (110) feet, up to one hundred fifty (150) feet. Building typologies provide maximum height and shall not be exceeded. The height standard that is the most restrictive, prevails.

CHARACTER ZONE

N

LEGEND

- Transit Village
- Urban Core
- Urban Village
- Health Village
- Mixed-Use Corridor
- Urban General

ABC STREETS

N

LEGEND

- A+ street
- A street
- B street
- C street
- Proposed connections

MODAL PRIORITY STREETS

N

LEGEND

- Pedestrian Priority + Auto
- Pedestrian Priority + Bike
- Pedestrian Priority + Transit
- Bike Priority + Auto
- Bike Priority + Pedestrian
- Transit Priority + Bike
- Transit Priority + Pedestrian
- Auto Priority + Transit
- Auto Priority + Pedestrian
- Auto Priority + Freight

CHARACTER ZONES
URBAN GENERAL

INTENT

This intent of the Urban General Character Zone is to promote residential development. Transitioning and compatibility needs to be managed within the character area permitting medium scale density that protects the adjacent neighborhoods while allowing urban residential development. Small scale neighborhood commercial uses are also provided in this character zone.

DENSITY & HEIGHT

Dwelling Units Per Acre- 30 , Additional density may be granted if a development provides a market rate housing development that includes affordable units.

Maximum Height- 80' (6 Stories) Subject to Site Plan Level II permit, with City Commission approval, for heights greater than eighty (80') feet, up to one hundred ten (110) feet. Building typologies provide maximum height and shall not be exceeded. The height standard that is the most restrictive, prevails.

CHARACTER ZONE

ABC STREETS

MODAL PRIORITY STREETS

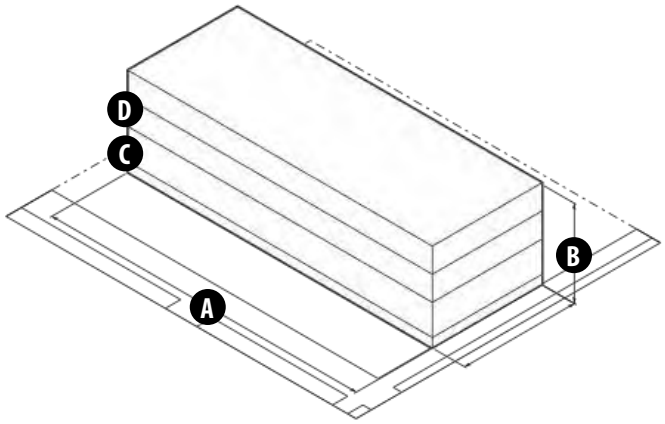
BUILDING TYPE RECOMMENDED STANDARDS

Primary Building Type

Building types are provided to ensure the mass and scale of development meets the context, vision and character of that character zone. The building types were developed to provide a range of intensity from low scale to high scale building typologies to ensure compatibility with adjacent zones and conventional zoning districts. District Recommended Standards Table provides the permitted building types, per district and recommended standards for setbacks and building frontages.

The illustration below provides the overall form recommended standards that are regulated, by building type.

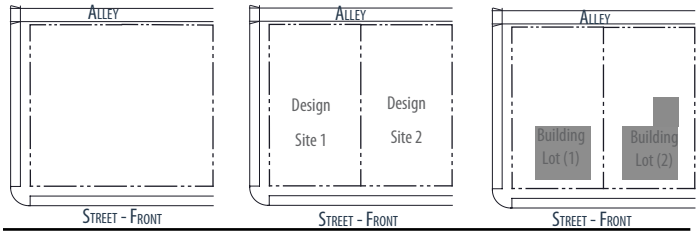
- **A** Building Width
- **B** Building Depth
- **C** First Floor Height
- **D** Upper Floor(s) Height



Assembling Building Types

Each lot shall have one primary building types, except as follows:

More than one building type is allowed on a parcel if the existing parcel includes a site plan with proposed design site lines that meet all the requirements of the character zone (building frontage requirements) and this section (min/max building width, access standards).



1 Existing Parcel is large enough to meet minimum building width standards (if applicable)

2 Existing Parcel identifies two sites, both meet standards for a building type permitted by the character zone.

3 Two design sites with separate building footprints that meet, min building width, and setbacks, per design site.

BUILDING TYPE TABLE

The names of the building types are representative of a desired form and are not intended to limit uses within a building type. For example, a detached house may have nonresidential uses within it, such as a restaurant of office, as allowed by the underlying zoning district. The table provides the permitted building types, by character zone. Building types should be selected so that buildings of compatible scale and arrangement will be placed on both sides of streets. Contrasting building types may be placed back-to-back, allowing alleys or lanes to serve as transitions. As an example, a contrasting lot type would be a Duplex Building Lot Type next to an Warehouse Building Lot type.

The table identified building typologies that are allowed, conditional and not permitted. The Conditions are outlined by the specific building types.

BUILDING TYPE	TRANSIT VILLAGE	URBAN CORE	URBAN VILLAGE	HEALTH VILLAGE	MIXED-USE CORRIDOR	URBAN GENERAL
Duplex	●		●			●
Row House	●		●		●	●
Apartment House	●		●	●	●	●
Live / Work	●		●	●	●	●
Main Street Building/ Small Retail	●	●	●	●	●	●
Courtyard Apartment Building	●	●	●	●	●	●
SMALL APARTMENT BUILDING	●	●	●	●	●	●
Self Storage Building		○	○	○	○	○
Gas Station		○	○		○	○
Warehouse / Manufacturing Bldg		○		○	●	○
Mixed-Use Building	●	●	●	●	●	●
Perimeter Block (Texas Doughnut)	●	●	●		●	
Apartment Building	●	●	●	●	●	
Large Format Retail	○	○	○	○	○	○
Podium	●	●	●			
Podium + Tower	●	●				

● Allowed

○ Conditional

(Blank) Not Permitted

LOW SCALE BUILDING TYPE RECOMMENDED STANDARDS

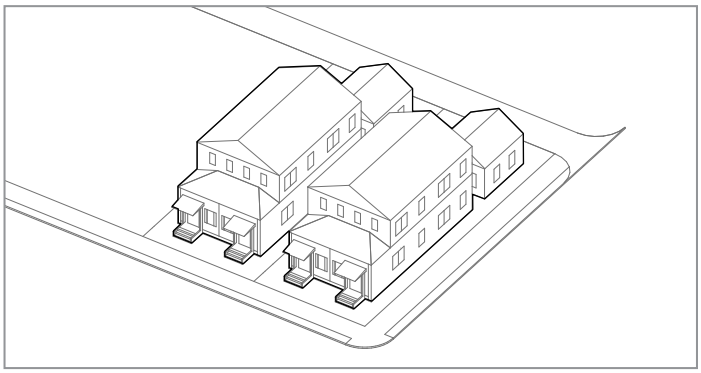
BUILDING TYPE	TRANSIT VILLAGE	URBAN CORE	URBAN VILLAGE	HEALTH VILLAGE	MIXED-USE CORRIDOR	URBAN GENERAL
Duplex	●		●			●
Row House	●		●		●	●
Apartment House	●		●	●	●	●
Live / Work	●		●	●	●	●
Main Street Building/ Small Retail	●	●	●	●	●	●

● Allowed

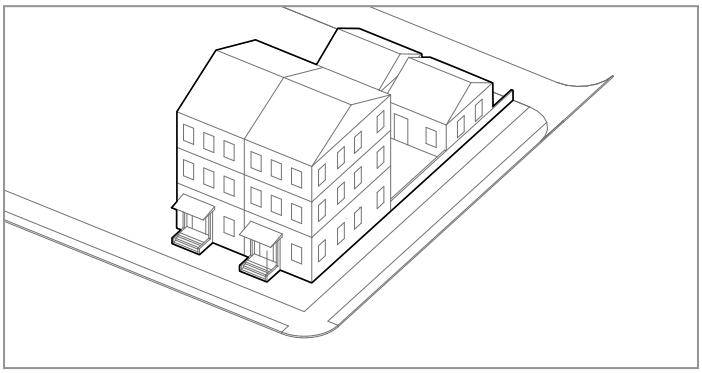
○ Conditional

(Blank) Not Permitted

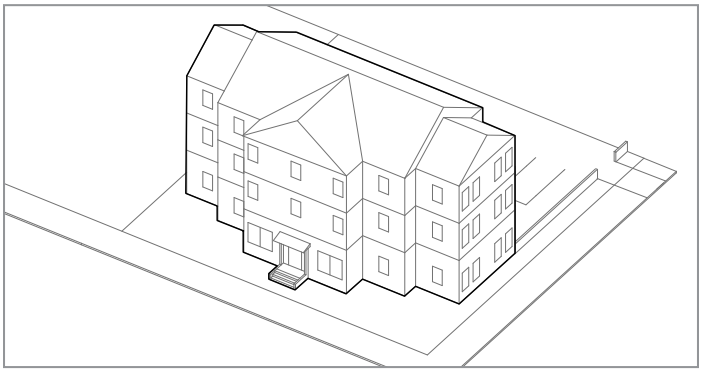
DUPLEX



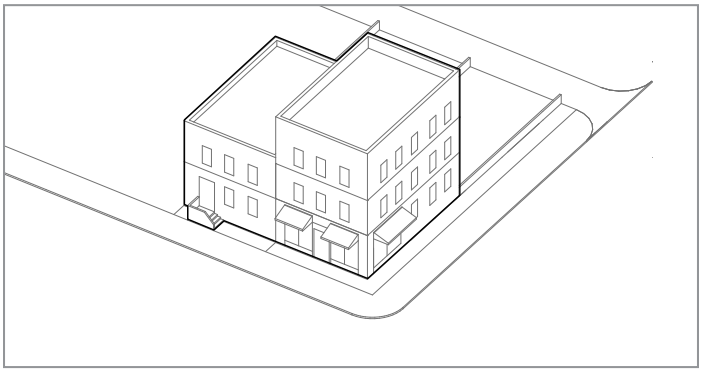
ROW HOUSE



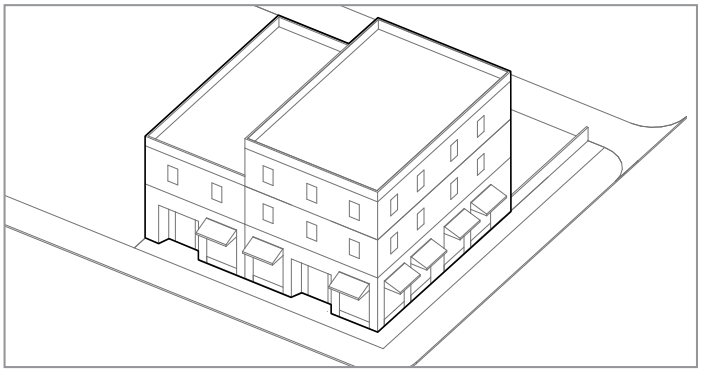
APARTMENT HOUSE



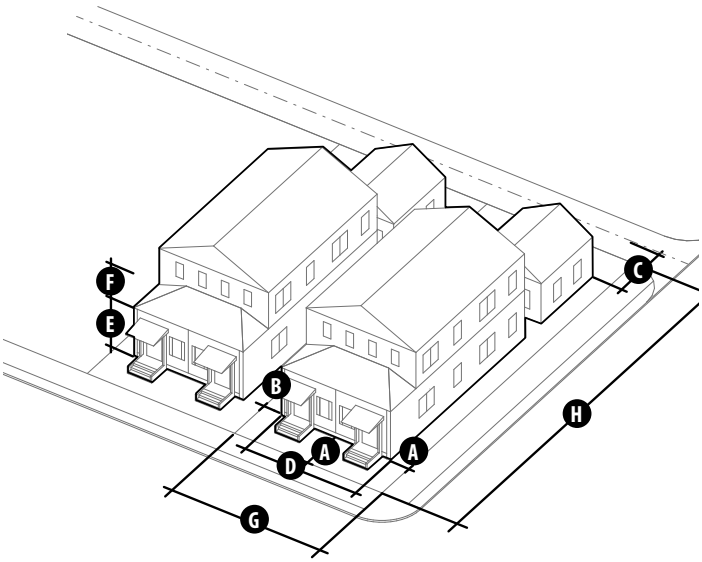
LIVE-WORK



MAIN STREET / SMALL RETAIL BUILDING



In the case there is ambiguity over how to classify a building type or overlap amongst the characteristics of two or more building types the planning director should decide which standards apply.



DUPLEX

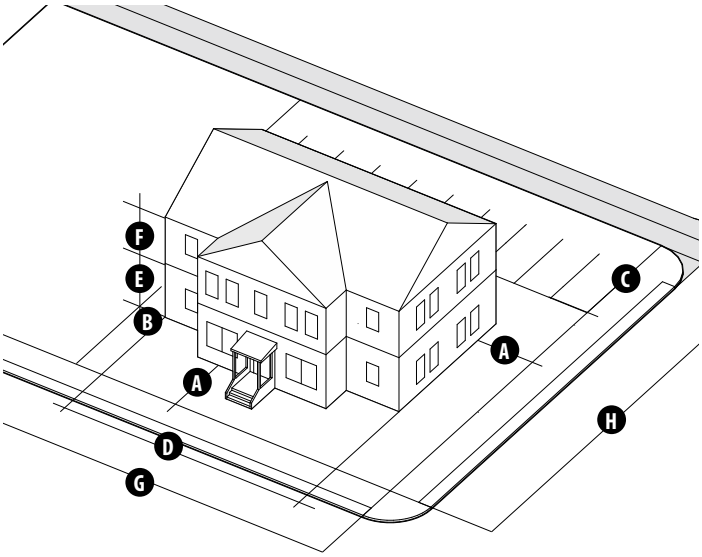
Two single-family attached dwelling units which occupy a single lot and usually have separate entrances.

BUILDING FORM RECOMMENDED STANDARDS		
Front Setback	A	**A+ Street:** Prohibited along A+ frontage **A Street:** 10 ft min - 20 ft max* **B Street:** 10 ft min - 20 ft max* **C Street:** 10 ft min - no max*
Side Setback	B	5 ft min
Rear Setback	C	alley: 15 ft min from centerline of alley no alley: 10 ft min
Building Width	D	60 ft max
Total Height (floors)		2 floors max
First Floor Height	E	12 ft min
Upper Floors Height	F	9 ft min
First Floor Elevation		2 ft min
Bonus Height (if applicable)		N/A
STEPBACKS		N/A
Additional Height requirements		N/A
Frontage Buildout		**A+ Street:** Discouraged along A+ frontage **A Street:** Discouraged along A frontage because this building type is purely residential **B Street:** 60 % min frontage buildout. **C Street:** 0 % min frontage buildout

LOT RECOMMENDED STANDARDS		
Residential Unit Sizes		No minimum
Lot size		3,500 SF min - 15,000 SF max
Lot Width	G	40 ft min, 100 ft max
Lot Depth	H	80 ft min, 150 ft max
Lot Coverage		60 % max

Notes:

*Encroachments into front setback such as porch and stoop are allowed.



APARTMENT HOUSE

A moderately scaled building type comprised of up to 5 units arranged side by side or stacked one above the other, yet occupying a single lot. Though the building is multi-family it is designed to look like a large house or mansion.

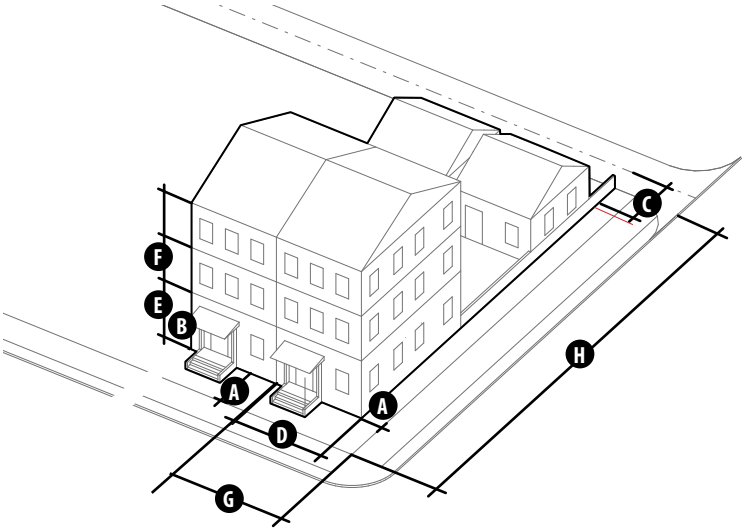
BUILDING FORM RECOMMENDED STANDARDS		
Front Setback	A	**A+ Street**: Discouraged along A+ frontage **A Street:** 5 ft min-10 ft max* **B Street:** 5 ft min-15 ft max* **C Street:** 5 ft min- no max*
Side Setback	B	5 ft
Rear Setback	C	alley: 15 ft min from centerline of alley no alley: 10 ft min
Building Width	D	120 ft max
Total Height (floors)		1-3 floors
First Floor Height	E	12 ft min
Upper Floors Height	F	9 ft min
First Floor Elevation		2 ft min
Bonus Height (if applicable)		N/A
STEPBACKS		N/A
Additional Height requirements		N/A
Frontage Buildout		**A+ Street:** Discouraged along A+ frontage because this building type is purely residential **A Street:** 80% min frontage buildout **B Street:** 40% min frontage buildout **C Street:** 0% min frontage buildout

LOT RECOMMENDED STANDARDS		
Residential Unit Sizes		No minimum
Lot size		4,500 SF min - 30,000 SF max
Lot Width	G	50 ft min, 150 ft max
Lot Depth	H	90 ft min, 200 ft max
Lot Coverage		75 % max

Notes:

2000 Square feet maximum.

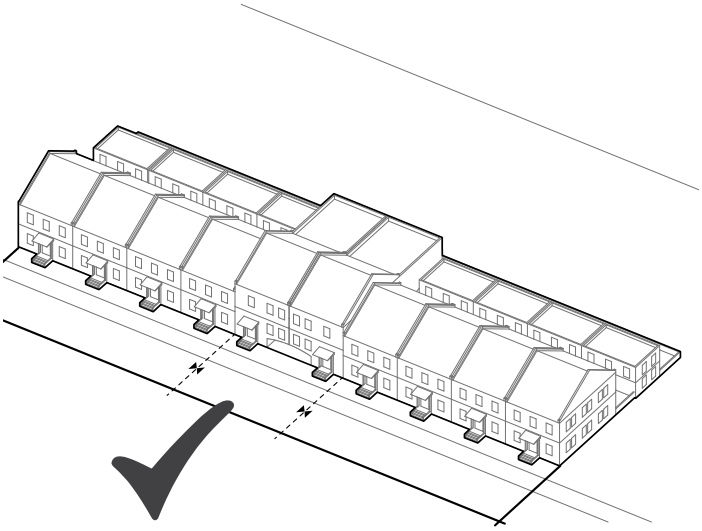
*Encroachments into front setback such as porch and stoop are allowed



ROW HOUSE

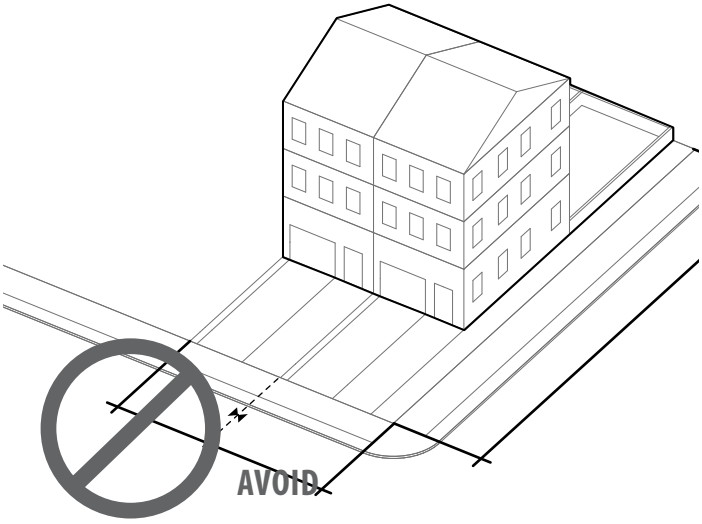
A small- to medium-sized attached building type of one unit with and potentially, an accessory dwelling unit above the garage (if there is one). Row houses are generally fee-simple and has a parti wall that touches the neighboring row house's parti wall. Each one has its own entrance that faces the street. Also called "single-family attached". If this configuration is used to place multiple attached houses on a single lot, then it is classified as a multi-family building (type of apartment building), rather than a row house.

BUILDING FORM RECOMMENDED STANDARDS		
Front Setback	A	**A+ Street:** Discouraged along A+ frontage. 0 ft - 5 ft max* **A Street:** 5 ft min - 10 ft max* **B Street:** 5 ft min - 15 ft max* **C Street:** 5 ft min - no max*
Side Setback	B	0 ft
Rear Setback	C	alley: 15 ft min from centerline of alley no alley: 10 ft
Building Width	D	16 ft min, 36 ft max
Total Height (floors)		2 floors min, 3 floors max
First Floor Height	E	12 ft min
Upper Floors Height	F	9 ft min
First Floor Elevation		2 ft min
Bonus Height (if applicable)		N/A
STEPBACKS		N/A
Frontage Buildout		**A+ Street:** Discouraged along A+ frontage because this building type is purely residential **A Street:** 80% min frontage buildout, requires creation of rear loading through alley **B Street:** 40% min frontage buildout, encourages creation of rear loading through alley **C Street:** 0% min frontage buildout (parking allowed in front, with building set back)



Whenever possible provide rear loading alleys. This is an example of how to create an alley in the middle of a block that does not have alley.

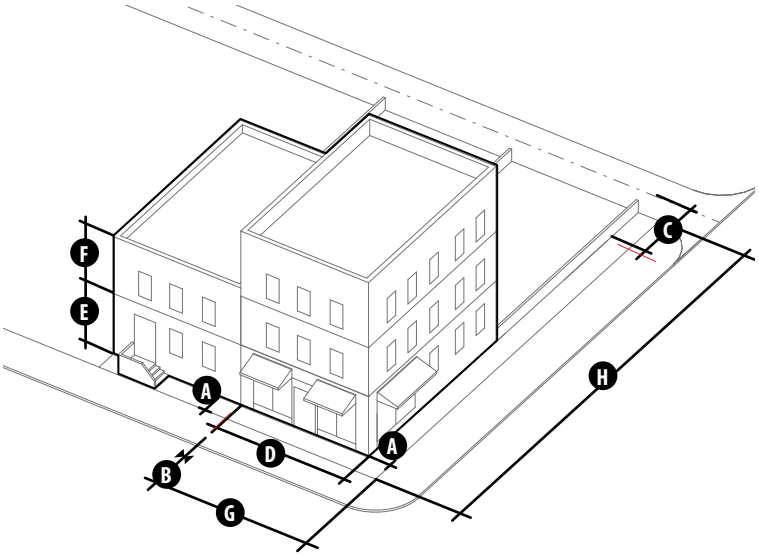
LOT RECOMMENDED STANDARDS		
Residential Unit Sizes		No minimum
Lot size		800 SF min - 6,000 SF max
Lot Width	G	16 ft min, 40 ft max
Lot Depth	H	40 ft min, 150 ft max
Lot Coverage		100 % max



Avoid row houses with front loading parking and parking garage in front.

Notes:

*Encroachments into front setback such as porch and stoop are allowed



LIVE/WORK

A narrow building type, often attached, which may include a workshop/office or a shopfront on the ground floor. Typically there are 1 to 3 residential units above the first floor.

BUILDING FORM RECOMMENDED STANDARDS		
Front Setback	A	**A+ Street:** 0 ft - 5 ft max* **A Street:** 0 ft - 5 ft max* **B Street:** 0 ft - 10 ft max* **C Street:** 5 ft - no max
Side Setback	B	0 ft
Rear Setback	C	alley: 15 ft min from centerline of alley no alley: 10 ft
Building Width	D	18 ft min, 36 ft max
Total Height (floors)		2 floors min, 3 floors max
First Floor Height	E	12 ft min
Upper Floors Height	F	9 ft min
First Floor Elevation		0 ft - 1 ft **
Bonus Height (if applicable)		N/A
STEPBACKS		N/A
Frontage Buildout		**A+ Street:** 90% min frontage buildout; requires creation of rear loading through alley **A Street:** 80% min frontage buildout; requires creation of rear loading through alley **B Street:** 60%; encourages creation of rear loading through alley **C Street**: 0% min frontage buildout frontage buildout (parking allowed in front, with building set back)

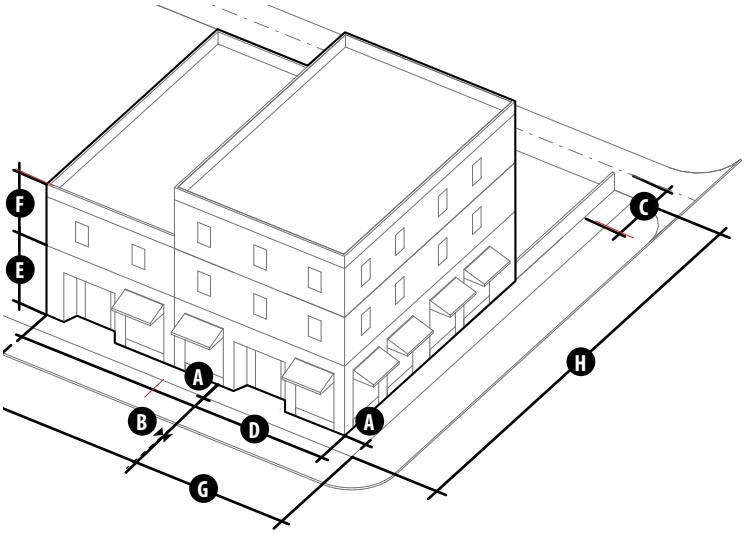
LOT RECOMMENDED STANDARDS		
Residential Unit Sizes		No minimum
Lot size		2,000 SF min - 9,000 SF max
Lot Width	G	18 ft min, 60 ft max
Lot Depth	H	90 ft min, 150 ft max
Lot Coverage		100 % max

Notes:

For every frontage that includes a shopfront a pedestrian shelter shall be provided in the form of awning, marquis, gallery, arcade or second floor balcony and /or recessed entrance.

*Where the property to be developed abuts an existing building, a waiver may be granted so that the proposed building matches the dominant setback of the block and its context. If the Right of Way is of insufficient width to meet the public frontage recommended standards, then a greater maximum setback may be considered in order to meet the recommended standards or augment the sidewalk width.

**Consult sea-level rise adaptation design recommendations. Higher floor-to-ceiling heights may be available for buildings following sea-level rise adaptation recommended standards.



MAIN STREET BUILDING / SMALL RETAIL BUILDING

A main street building is typically a mixed-use building type with a retail ground floor and either offices or residential units on the upper floors. Main street buildings may be one (1) story tall and have only retail uses at the ground floor. Generally they are narrow enough so that multiple buildings can fit on each block face. Ground floors have a high degree of transparency in order to display merchandise and provide diners a view of the sidewalk activity.

BUILDING FORM		
Front Setback	A	**A+ Street:** 0 ft min - 5 ft max* **A Street:** 0 ft min - 5 ft max* **B Street:** 0 ft - 10 ft max* **C Street:** 5 ft - no max
Side Setback	B	0 ft
Rear Setback	C	with alley: 15 ft from centerline of alley no alley: 10 ft
Building Width	D	120 ft max
Total Height (floors)		1 - 3 stories **
First Floor Height	E	15 ft min, no minimum for C Streets
Upper Floors Height	F	9 ft min
First Floor Elevation		0 ft - 1 ft ***
Bonus Height (if applicable)		N/A
STEPBACKS		N/A
Frontage Buildout		**A+ Street:** 90% min frontage buildout. Pedestrian shelter shall be provided in the form of awning, marquis, gallery, arcade or second floor balcony and /or recessed entrance. **A Street:** 80% min frontage buildout. Pedestrian shelter should be provided in the form of awning, marquis, gallery, arcade or second floor balcony and /or recessed entrance **B Street:** 50% min frontage buildout. Pedestrian shelter should be provided in the form of awning, marquis, gallery, arcade or second floor balcony and /or recessed entrance **C Street:** 0% min frontage buildout. Pedestrian shelter should be provided in the form of awning, marquis, gallery, arcade or second floor balcony no minimum ground floor height and /or recessed entrance.

LOT RECOMMENDED STANDARDS		
Residential Unit Sizes		N/A
Lot size		2,500 SF min - 30,000 SF max
Lot Width	G	25 ft min, 150 ft max
Lot Depth	H	90 ft min, 200 ft max
Lot Coverage		100 % max

Notes:

For every frontage that includes a shopfront a pedestrian shelter shall be provided in the form of awning, marquis, gallery, arcade or second floor balcony and /or recessed entrance.

*Where the property to be developed abuts an existing building, a Waiver may be granted so that the proposed Building matches the dominant setback of the block and its context. If the Right of Way is of insufficient width to meet the public frontage recommended standards, then a greater maximum setback may be considered in order to meet the recommended standards or augment the sidewalk width.

**One story buildings need to provide a minimum floor to ceiling height of 20 ft.

***Consult sea-level rise adaptation design recommendations. Higher floor-to-ceiling heights may be available for buildings following sea-level rise adaptation recommended standards.

MEDIUM SCALE BUILDING TYPE RECOMMENDED STANDARDS

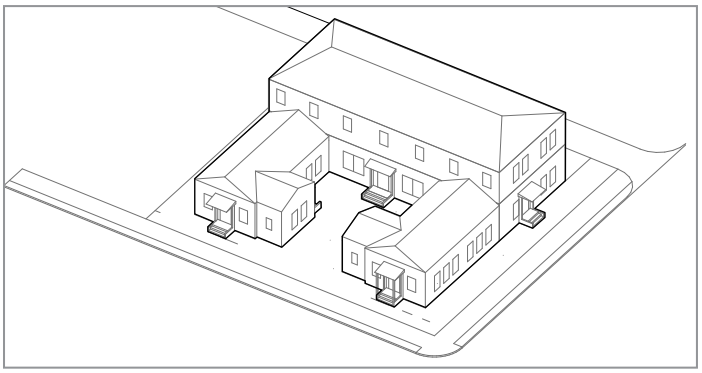
BUILDING TYPE	TRANSIT VILLAGE	URBAN CORE	URBAN VILLAGE	HEALTH VILLAGE	MIXED-USE CORRIDOR	URBAN GENERAL
Courtyard Apartment Building	●	●	●	●	●	●
SMALL APARTMENT BUILDING	●	●	●	●	●	●
Self Storage Building		○	○	○	●	○
Gas Station		○	○	●		○
Warehouse / Manufacturing Bldg		○			●	○

● Allowed

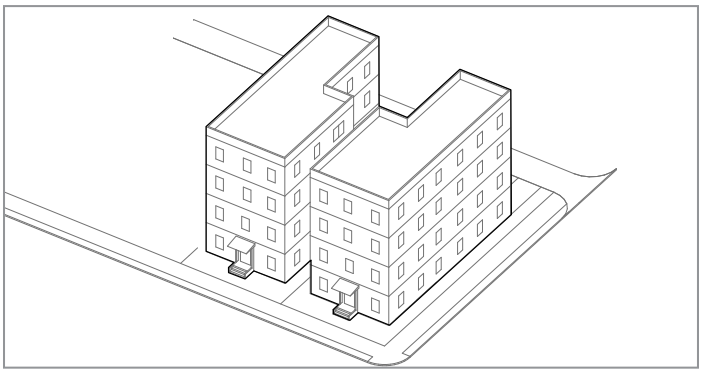
○ Conditional

(Blank) Not Permitted

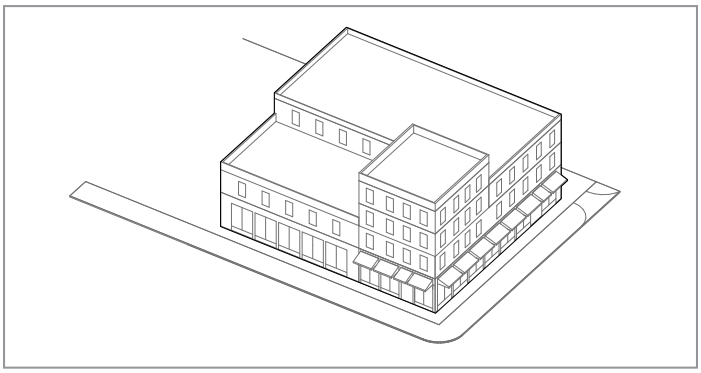
Courtyard Apartment Building



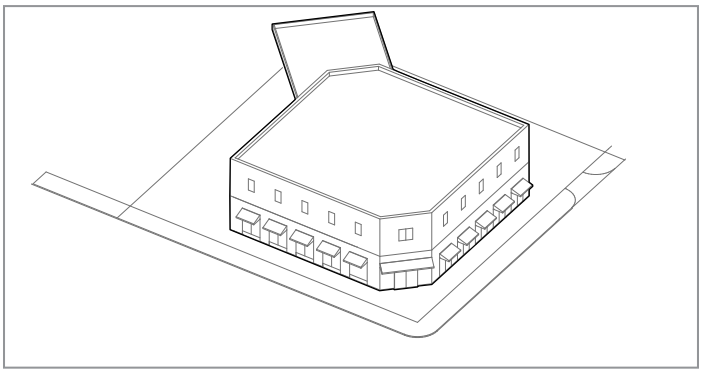
Small Apartment Building



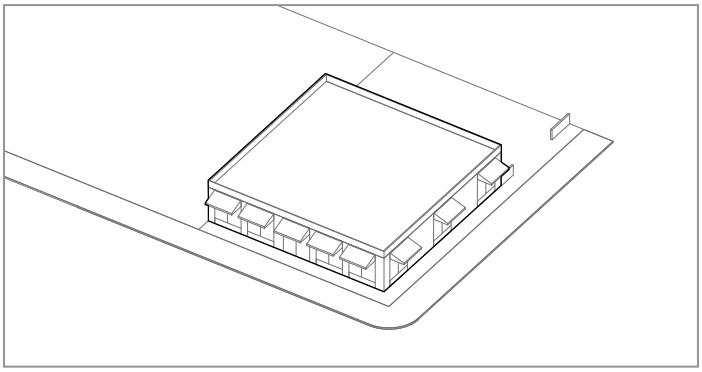
Self Storage Building



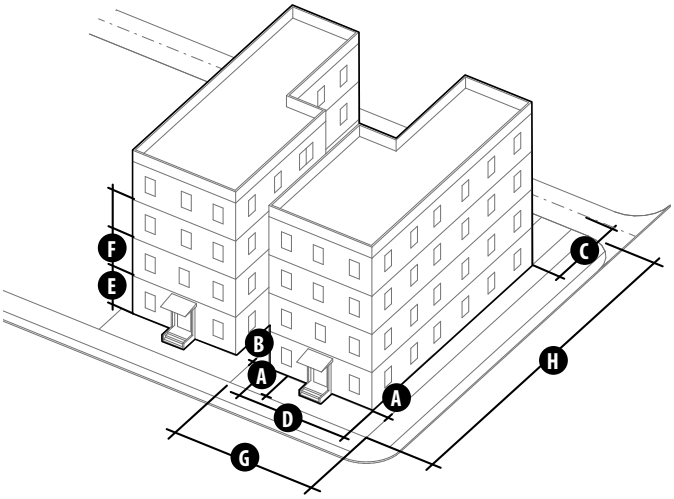
Gas Station



Warehouse / Manufacturing Building



In the case there is ambiguity over how to classify a building type or overlap amongst the characteristics of two or more building types the planning director should decide which standards apply.



SMALL APARTMENT BUILDING

A moderately scaled multi-family building type.

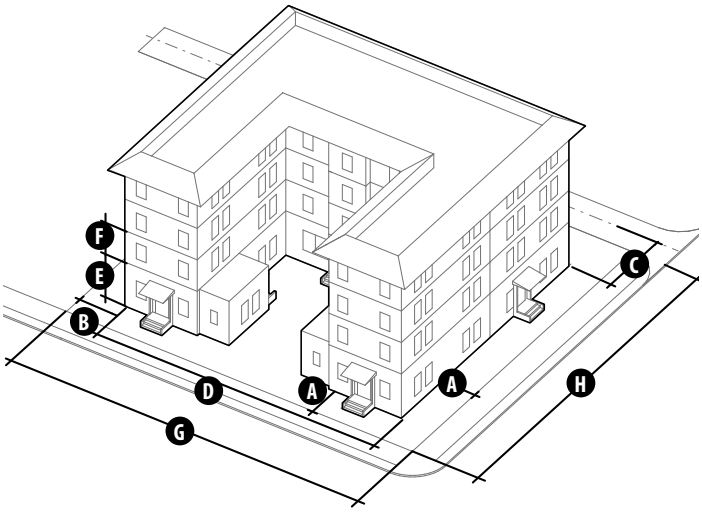
BUILDING FORM RECOMMENDED STANDARDS		
Front Setback	A	**A+ Street:** Discouraged along A+ frontage. 0 ft min - 5 ft max* **A Street:** 0 ft min - 5 ft max* **B Street:** 0 ft - 10 ft max* **C Street:** 5 ft - no max*
Side Setback	B	5 ft
Rear Setback	C	Alley: 15 ft min from centerline of alley No alley: 10 ft
Building Width	D	75 ft max
Total Height (floors)		1- 4 floors max
First Floor Height	E	15 ft min
Upper Floors Height	F	9 ft min
First Floor Elevation		2 ft
Bonus Height (if applicable)		N/A
STEPBACKS		N/A
Frontage Buildout		**A+ Street**: Discouraged along A+ frontage, unless configured as a main street building. In the case of configured as main street building, min frontage buildout of 80% apply. **A Street:** 80% min frontage buildout. **B Street:** 50% min frontage buildout. **C Street:** 0% min frontage buildout.

LOT RECOMMENDED STANDARDS		
Residential Unit Sizes		No minimum
Lot size		5,000 SF min - 22,000 SF max
Lot Width	G	50 ft min, 150 ft max
Lot Depth	H	90 ft min, 150 ft max
Lot Coverage		60 % max

Notes:

*If the Right of Way is of insufficient width to meet the public frontage recommended standards, then a greater maximum setback may be considered in order to meet the recommended standards or augment the sidewalk width.

*Encroachments into front setback such as porch and stoop are allowed



COURTYARD APARTMENT BUILDING

Courtyard apartment building is a multi-family building type that has a forecourt that opens to the street or a central courtyard which is usable by the building's residents.

BUILDING FORM RECOMMENDED STANDARDS

Front Setback	A	**A+ Street:** discouraged. 0 ft min - 5 ft max* **A Street:** 0 ft min - 5 ft max* **B Street:** 0 ft - 10 ft max* **C Street:** 5 ft - no max*
Side Setback	B	10 ft
Rear Setback	C	Alley: 15 ft min from centerline of alley No alley: 10 ft
Building Width	D	150 ft max
Total Height (floors)		1- 4 floors max
First Floor Height	E	12 ft min
Upper Floors Height	F	9 ft min
First Floor Elevation		2 ft
Bonus Height (if applicable)		N/A
STEPBACKS		N/A
Additional Height requirements		N/A
Frontage Buildout		**A+ Street:** Discouraged, unless it has a retail ground floor. Then, 90% min frontage buildout along ground floor retail (see main street building)* **A Street:** 65% min frontage buildout (to allow for street-facing forecourt or courtyard)* **B Street:** 50% min frontage buildout* **C Street:** 0% min frontage buildout

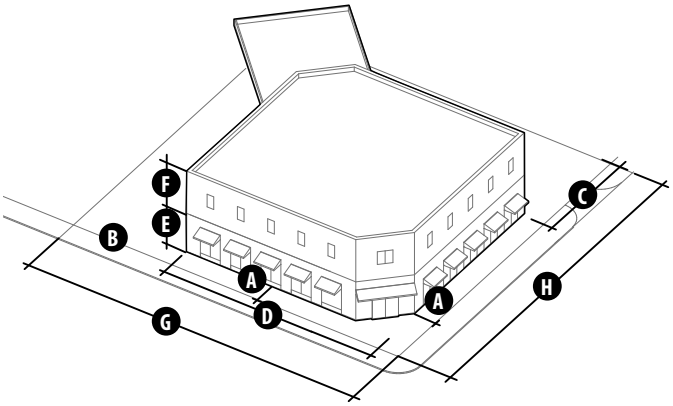
LOT RECOMMENDED STANDARDS		
Residential Unit Sizes		No minimum
Lot size		10,000 SF min - 30,000 SF max
Lot Width	G	100 ft min, 200 ft max
Lot Depth	H	100 ft min, 150 ft max
Lot Coverage		60 % max

Notes:

For every frontage that includes a shopfront a pedestrian shelter shall be provided in the form of awning, marquis, gallery, arcade or second floor balcony and /or recessed entrance.

*Where the property to be developed abuts an existing building, a Waiver may be granted so that the proposed Building matches the dominant setback of the block and its context. If the Right of Way is of insufficient width to meet the public frontage recommended standards, then a greater maximum setback may be considered in order to meet the recommended standards or augment the sidewalk width.

* Ground floor units must have direct street access with front door onto sidewalk and a stoop. Encroachments into front setback such as stoop are allowed.



GAS STATION

A building type in which gasoline and fuel is sold and which usually includes a convenience store. The typical suburban configuration diminishes walkability by placing fuel pumps in front of the convenience store. The walkable urban configuration places the convenience store along the sidewalk at the front of the lot. Gas pumps are located to the rear or to the side.

Street type conditions: See frontage buildout requirements

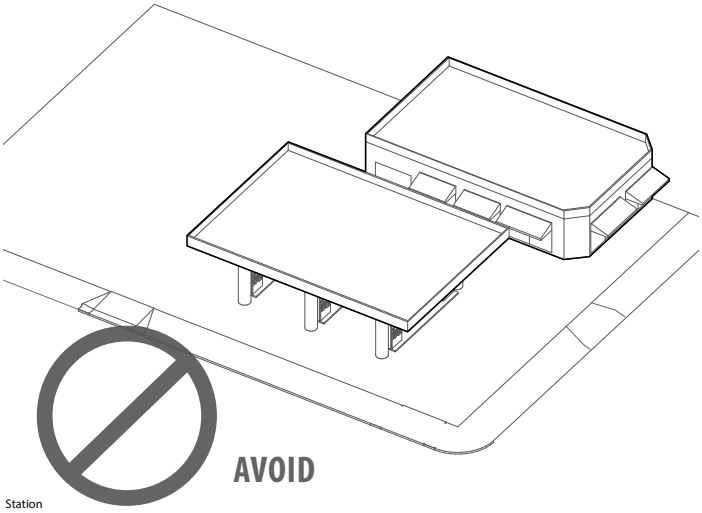
Character Zone Conditions:

Transit Village	Prohibited within a 600 ft radius that extends from the mid point of NW 2nd Ave between Broward Blvd and NW 2nd St (approximate location of the Brightline/Virgin train station main entrance). Prohibited within 500 ft from the bank of the New River.
Urban Core	Prohibited within 500 ft from the bank of the New River.
Urban Village	If the abutting lot is single-family residential, duplex or multifamily with 4 units or fewer then it is prohibited. If an alley separates the residential development from the potential gas station site, then the gas station type is allowed.
Health Village	If the abutting lot is single-family residential, duplex or multifamily with 4 units or fewer then it is prohibited. If an alley separates the residential development from the potential gas station site, then the gas station type is allowed.
Mixed-Use Corridor	Prohibited within 300 ft from the bank of a canal.
Urban General	If the abutting lot is single-family residential, duplex or multifamily with 4 units or fewer then it is prohibited. If an alley separates the residential development from the potential gas station site, then the gas station type is allowed.

BUILDING FORM RECOMMENDED STANDARDS

Front Setback	A	**A+ Street:** Prohibited along A+ street frontage **A Street:** 0 ft min - 5 ft max* **B Street:** 0 ft - 10 ft max* **C Street:** 5 ft - no max*
Side Setback	B	20 ft min
Rear Setback	C	20 ft min
Building Width	D	N/A
Total Height (floors)		3 floors max
First Floor Height	E	15 ft min
Upper Floors Height	F	9 ft min
First Floor Elevation		0 ft (see sea level rise adaptation recommended standards)**
Bonus Height (if applicable)		N/A
STEPBACKS		N/A
Additional Height requirements		N/A
Frontage Buildout		**A+ Street**: Prohibited along A+ street frontage **A Street**: Allowed along A street frontage if configured as gas backwards, 50% min frontage buildout, retail building must be placed at the corner, if the parcel has two frontages (corner lot), pumps toward the rear. **B Street**: Allowed if configured as gas backwards, 25% min frontage buildout. **C Street**: Allowed in any format if underlying zoning use chart allows it, 0% min frontage buildout

LOT RECOMMENDED STANDARDS		
Residential Unit Sizes		N/A
Lot size		90,000 SF max
Lot Width	G	300 ft max
Lot Depth	H	300 ft max
Lot Coverage		50 % max



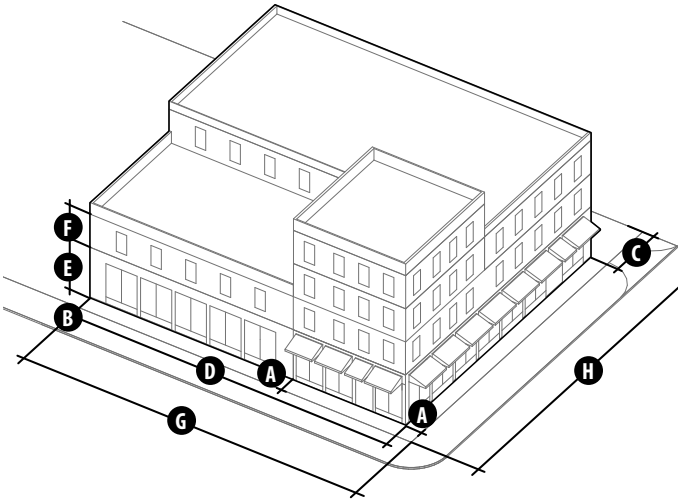
Station

Notes:

For every frontage that includes a shopfront a pedestrian shelter shall be provided in the form of awning, marquis, gallery, arcade or second floor balcony and /or recessed entrance.

*Where the property to be developed abuts an existing building, a waiver may be granted so that the proposed building matches the dominant setback of the block and its context. If the right-of-way is of insufficient width to meet the public frontage recommended standards, then a greater maximum setback may be considered in order to meet the recommended standards or augment the sidewalk width.

**Consult sea-level rise adaptation design recommended standards. Higher floor-to-ceiling heights may be available for buildings following sea-level rise adaptation recommended standards.



SELF STORAGE

An enclosed, indoor facility containing individual compartmentalized storage units for the storage of customers' belongings.

Street type conditions: See frontage buildout requirements

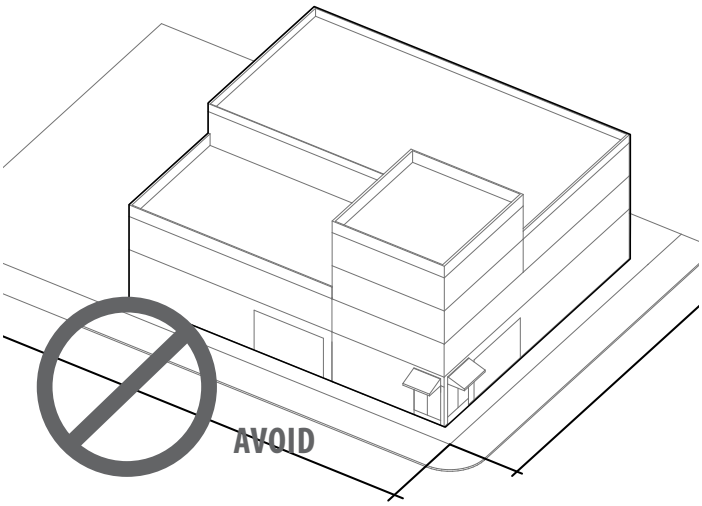
Character Zone Conditions:

Transit Village	Prohibited
Urban Core	If the abutting lot is single-family residential, duplex or multifamily with 4 units or fewer then it is prohibited. If an alley separates the residential development from the potential self storage site, then the self storage type is allowed. Prohibited within 800 ft from an existing self storage building.
Urban Village	If the abutting lot is single-family residential, duplex or multifamily with 4 units or fewer then it is prohibited. If an alley separates the residential development from the potential self storage site, then the self storage type is allowed. Prohibited within 800 ft from an existing self storage building.
Health Village	If the abutting lot is single-family residential, duplex or multifamily with 4 units or fewer then it is prohibited. If an alley separates the residential development from the potential self storage site, then the self storage type is allowed. Prohibited within 800 ft from an existing self storage building.
Mixed-Use Corridor	Prohibited within 800 ft from an existing self storage building.
Urban General	If the abutting lot is single-family residential, duplex or multifamily with 4 units or fewer then it is prohibited. If an alley separates the residential development from the potential self storage site, then the self storage type is allowed. Prohibited within 800 ft from an existing self storage building.

BUILDING FORM RECOMMENDED STANDARDS

Front Setback	A	**A+ Street:** Prohibited along A+ frontage **A Street:** 0 ft min - 5 ft max (for habitable space)* **B Street:** 0 ft - 10 ft max* **C Street:** 5 ft - no max
Side Setback	B	0 ft (See neighborhood compatibility recommended standards)
Rear Setback	C	with alley: 15 ft from centerline of alley no alley: 10 ft
Building Width	D	180 ft max
Total Height (floors)		2-6 floors max
First Floor Height	E	15 ft min**
Upper Floors Height	F	9 ft min
First Floor Elevation		0 ft***
Bonus Height (if applicable)		N/A
STEPBACKS		N/A
Additional Height requirements		N/A
Frontage Buildout		**A+ Street:** Prohibited along A+ frontage **A Street:** Prohibited along A frontage, unless lined by habitable space on all floors to a depth of 20 ft. **B Street:** allowed but must a minimum of 15% glazing toward street on upper stories, with fenestrated corridors along the street, minimum 30% glazing on the ground floor, 40% min frontage buildout **C Street:** any configuration allowed, fenestration and minimum 15% is encouraged, 0% minimum frontage buildout

LOT RECOMMENDED STANDARDS		
Residential Unit Sizes		N/A
Lot size		10,000 SF min - 80,000 SF max
Lot Width	G	100 ft min, 200 ft max
Lot Depth	H	100 ft min, 400 ft max
Lot Coverage		80 % max



Avoid storage buildings with blank walls and vehicular entrances on main facades.

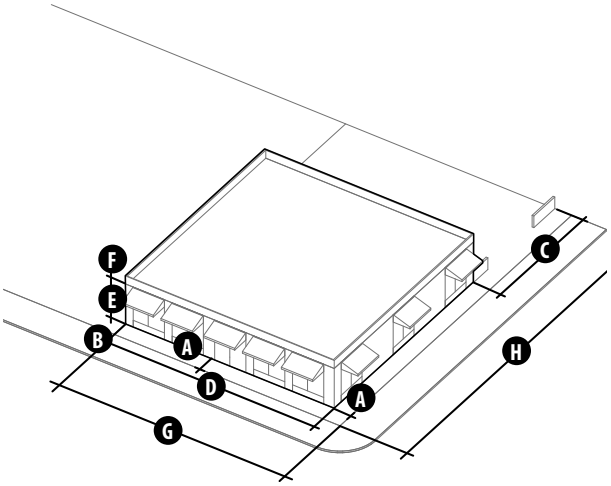
Notes:

For every frontage that includes a shopfront a pedestrian shelter shall be provided in the form of awning, marquis, gallery, arcade or second floor balcony and /or recessed entrance.

*Where the property to be developed abuts an existing building, a waiver may be granted so that the proposed building matches the dominant setback of the block and its context. If the right-of-way is of insufficient width to meet the public frontage recommended standards, then a greater maximum setback may be considered in order to meet the recommended standards or augment the sidewalk width.

**Ground floor floor-to-ceiling height may be up to 25 feet without being counted as a second story and may have a mezzanine floor as long as the mezzanine floor does not come closer than 25 feet to the interior of the front facade.

***Consult sea-level rise adaptation design recommended standards. Higher floor-to-ceiling heights may be available for buildings following sea-level rise adaptation recommended standards.



WAREHOUSE / MANUFACTURING BUILDING

A larger footprint building in which goods are produced, repaired, sorted or stored for later sale or distribution.

CONDITIONS

Street Type Conditions: See frontage buildout requirements

Character Zone Conditions:

Transit Village	Allowed north of NW 4th street and within a band that extends 250 ft from the right-of-way of the Florida East Coast Rail corridor.
Urban Core	Allowed within a band that extends 250 ft from the right-of-way of the Florida East Coast Rail corridor.
Urban Village	Allowed
Health Village	Allowed between the East Coast Rail corridor and S Andrews Ave
Mixed-Use Corridor	Allowed
Urban General	Prohibited between SW 7th St and SW 14th St. Between SW 14th St and SW 16th St allowed within a band that extends 300 ft from the right-of-way of the Florida East Coast Rail corridor. Between SW 16th St and SW 17th St allowed east of SW 3rd Ave. Between SW 17th St and SW 19th St allowed within a band that extends 300 ft from the right-of-way of the Florida East Coast Rail corridor. Between SW 19th St and SW 24th St allowed within a band that extends 200 ft from the right-of-way of the Florida East Coast Rail corridor. Allowed south of SE 24th St.

BUILDING FORM RECOMMENDED STANDARDS

Front Setback	A	**A+ Street:** Prohibited along A+ street, unless arts oriented and has retail. 0 ft min - 5 ft max* **A Street:** 0 ft min - 5 ft max* **B Street:** 0 ft - 10 ft max* **C Street:** 5 ft - no max*
Side Setback	B	0 ft (See neighborhood compatibility recommended standards)
Rear Setback	C	with alley: 15 ft from centerline of alley no alley: 10 ft
Building Width	D	400 ft max
Total Height (floors)	E	1 floor
First Floor Height	F	15 ft min**
Upper Floors Height		N/A
First Floor Elevation		0 ft***
Bonus Height (if applicable)		N/A
STEPBACKS		N/A
Additional Height requirements		N/A
Frontage Buildout		**A+ Street:** Prohibited along A+ street, unless arts oriented and has retail, 90% min frontage buildout **A Street:** Prohibited along A street, unless arts oriented and has retail, 80% min frontage buildout **B Street:** 40% min frontage buildout **C Street:** 0% min frontage buildout

LOT RECOMMENDED STANDARDS		
Residential Unit Sizes		N/A
Lot size		200,000 SF max
Lot Width	G	400 ft max
Lot Depth	H	500 ft max
Lot Coverage		90% max

Notes:

For every frontage that includes a shopfront a pedestrian shelter shall be provided in the form of awning, marquis, gallery, arcade or second floor balcony and /or recessed entrance.

*Where the property to be developed abuts an existing building, a waiver may be granted so that the proposed building matches the dominant setback of the block and its context. If the right-of-way is of insufficient width to meet the public frontage recommended standards, then a greater maximum setback may be considered in order to meet the recommended standards or augment the sidewalk width.

**Ground floor floor-to-ceiling height may be up to 25 feet without being counted as a second story and may have a mezzanine floor as long as the mezzanine floor does not come closer than 25 feet to the interior of the front facade.

***Consult sea-level rise adaptation design recommended standards. Higher floor-to-ceiling heights may be available for buildings following sea-level rise adaptation recommended standards.

LARGE SCALE BUILDING TYPE RECOMMENDED STANDARDS

BUILDING TYPE	TRANSIT VILLAGE	URBAN CORE	URBAN VILLAGE	HEALTH VILLAGE	MIXED-USE CORRIDOR	URBAN GENERAL
Mixed-Use Building	●	●	●	●	●	●
Perimeter Block (Texas Doughnut)	●	●	●	●	●	
Apartment Building	●	●	●	●	●	
Large Format Retail	○	○	○	●	○	○
Podium	●	●	●	●		
Podium + Tower	●	●				

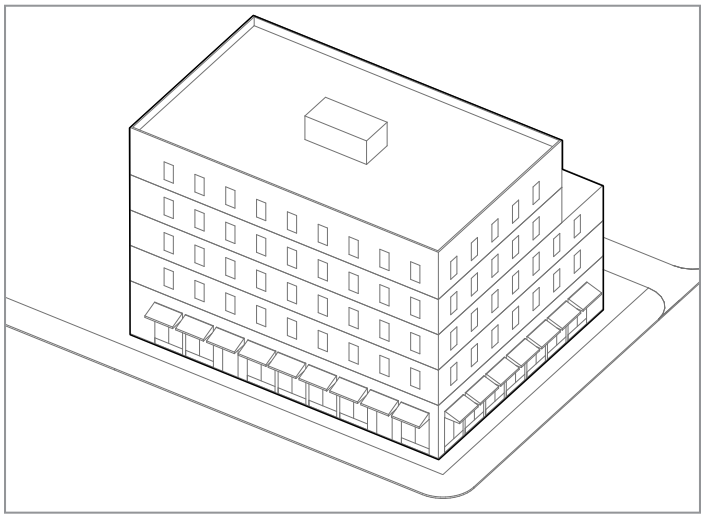
● Allowed

○ Conditional

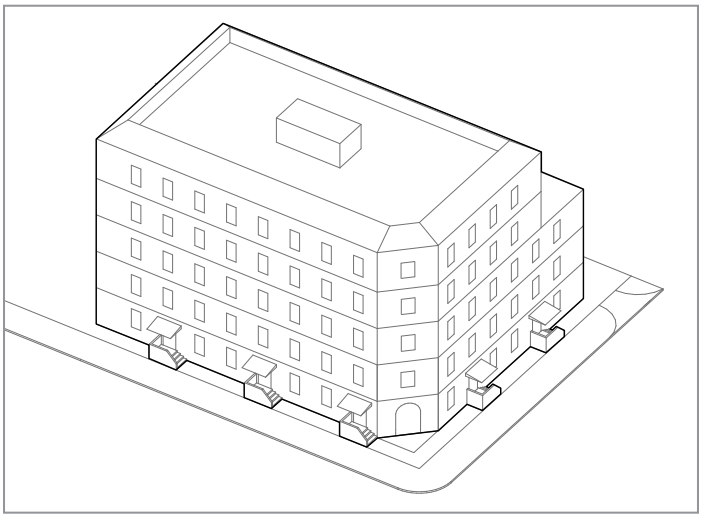
(Blank) Not Permitted

In the case there is ambiguity over how to classify a building type or overlap amongst the characteristics of two or more building types the planning director should decide which standards apply.

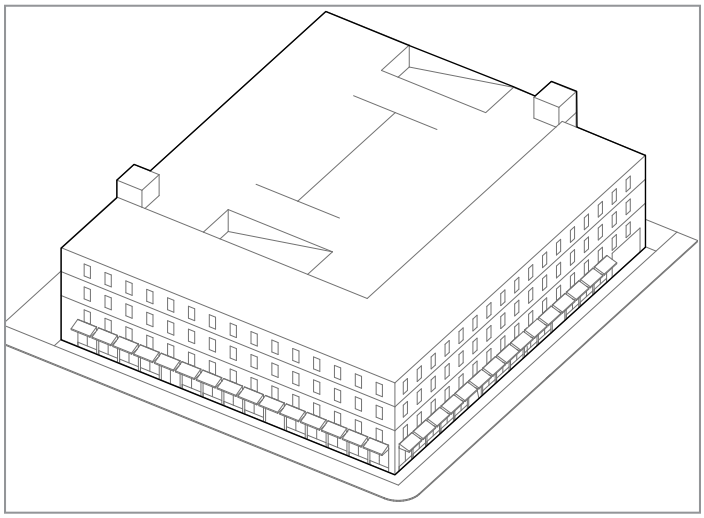
Mixed Use Building



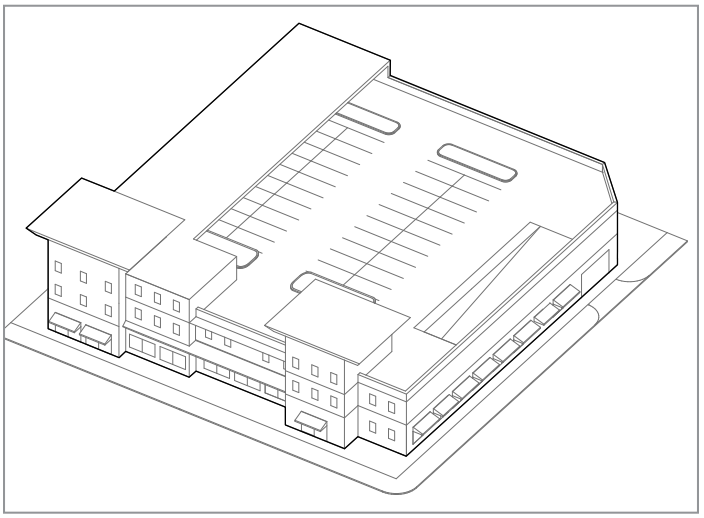
Apartment Building



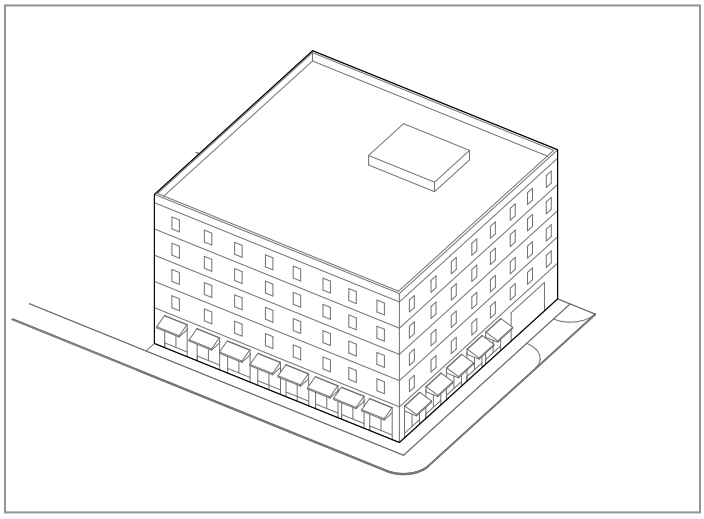
Perimeter Block (Texas Doughnut)



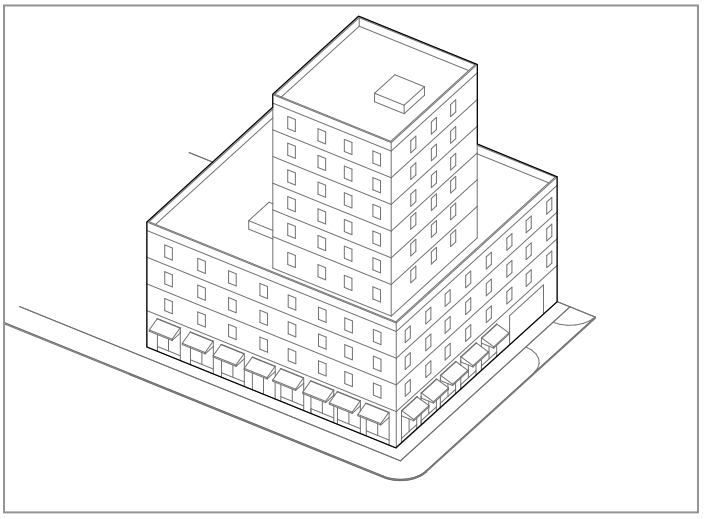
Large Format Retail

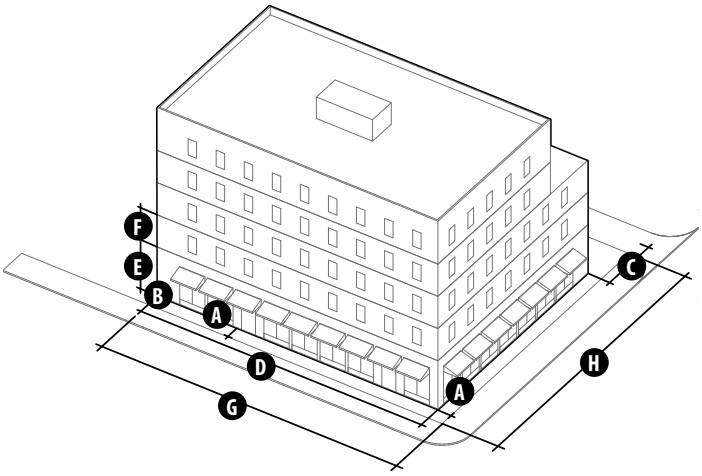


Podium



Podium + Tower





MIXED USE BUILDING

A variably-sized building type with a mixture of uses.

BUILDING FORM RECOMMENDED STANDARDS

Front Setback	A	**A+ Street:** 0 ft min - 5 ft max* **A Street:** 0 ft min - 5 ft max* **B Street:** 0 ft - 10 ft max* **C Street:** 5 ft - no max
Side Setback	B	0 ft
Rear Setback	C	alley: 15 ft min from centerline of alley no alley: see neighborhood compatibility recommended standards
Building Width	D	300 ft max
Total Height (floors)		see neighborhood compatibility recommended standards
First Floor Height	E	15 ft min **
Upper Floors Height	F	9 ft min
First Floor Elevation		0 FT ***
Bonus Height (if applicable)		see incentives
STEPBACKS		see neighborhood compatibility recommended standards
Additional Height requirements		see neighborhood compatibility recommended standards
Frontage Buildout		**A+ Street:** Must be configured as a main street building, in the case of configured as main street building, min frontage buildout of 90% for main street apply. **A Street:** 80% min frontage buildout **B Street:** 50% min frontage buildout **C Street:** 0% min frontage buildout

LOT RECOMMENDED STANDARDS		
Residential Unit Sizes		No minimum
Lot size		5,000 SF min - 60,000 SF max
Lot Width	G	50 ft min, 300 ft max
Lot Depth	H	100 ft min, 200 ft max
Lot Coverage		100 % max

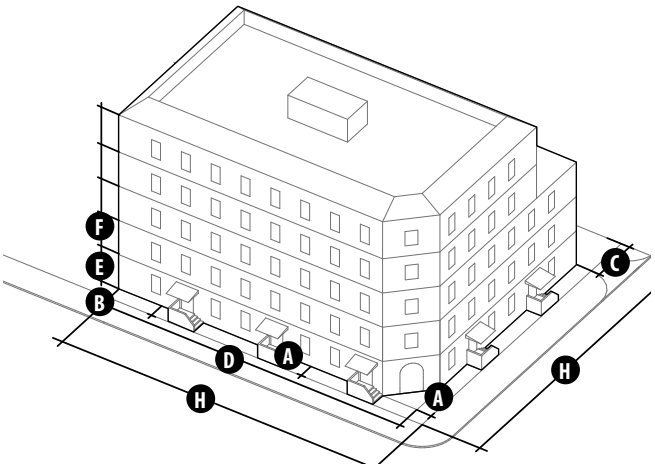
Notes:

For every frontage that includes a shopfront a pedestrian shelter shall be provided in the form of awning, marquis, gallery, arcade or second floor balcony and /or recessed entrance.

*Where the property to be developed abuts an existing building, a waiver may be granted so that the proposed building matches the dominant setback of the block and its context. If the right-of-way is of insufficient width to meet the public frontage recommended standards, then a greater maximum setback may be considered in order to meet the recommended standards or augment the sidewalk width.

**Ground floor floor-to-ceiling height may be up to 25 ft without being counted as a second story and may have a mezzanine floor as long as the mezzanine floor does not come closer than 25 ft to the interior of the front facade.

***Consult sea-level rise adaptation design recommended standards. Higher floor-to-ceiling heights may be available for buildings following sea-level rise adaptation recommended standards.



APARTMENT BUILDING

A large building type providing multiple dwelling units.

BUILDING FORM RECOMMENDED STANDARDS		
Front Setback	A	**A+ Street:** Discouraged along A+ frontage. 0 ft min - 5 ft max* **A Street:** 0 ft min - 5 ft max* **B Street:** 0 ft - 10 ft max* **C Street:** 5 ft - no max*
Side Setback	B	0 ft (see compatibility recommended standards)
Rear Setback	C	alley: 15 ft min from centerline of alley no alley: see neighborhood compatibility recommended standards
Building Width	D	300 ft max
Total Height (floors)		Refer to underlying zoning
First Floor Height	E	15 ft min
Upper Floors Height	F	9 ft min
First Floor Elevation		2 ft **
Bonus Height (if applicable)		See incentives
Stepbacks		See neighborhood compatibility recommended standards
Additional Height requirements		See neighborhood compatibility recommended standards
Frontage Buildout		**A+ Street:** Discouraged along A+ frontage, unless configured as a main street building, in the case of configured as main street building, min frontage buildout of 90% for main street apply. **A Street:** 80% min frontage buildout **B Street:** 50% min frontage buildout **C Street:** 0% min frontage buildout

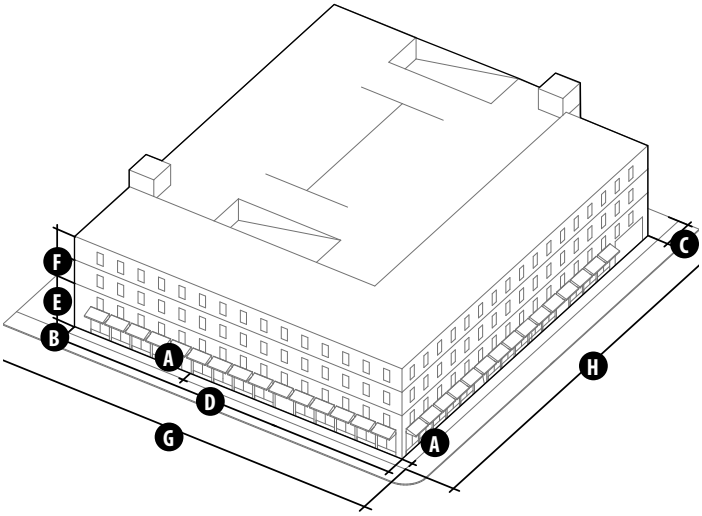
LOT RECOMMENDED STANDARDS		
Residential Unit Sizes		No minimum
Lot size		10,000 SF min - 90,000 SF max
Lot Width	G	100 ft min, 300 ft max
Lot Depth	H	100 ft min, 300 ft max
Lot Coverage		90 % max

Notes:

For every frontage that includes a shopfront a pedestrian shelter shall be provided in the form of awning, marquis, gallery, arcade or second floor balcony and /or recessed entrance.

*Where the property to be developed abuts an existing building, a waiver may be granted so that the proposed building matches the dominant setback of the block and its context. If the right-of-way is of insufficient width to meet the public frontage recommended standards, then a greater maximum setback may be considered in order to meet the recommended standards or augment the sidewalk width.

** Ground floor units must have direct street access with front door onto sidewalk and a stoop. Encroachments into front setback such as stoop are allowed.



PERIMETER BLOCK (TEXAS DOUGHNUT)

A building specifically designed to mask a parking structure or parking lot from the street, containing habitable space on all levels. The liner building may be mixed-use. Typically it occupies from a quarter to an entire city block.

BUILDING FORM RECOMMENDED STANDARDS		
Front Setback	A	**A+ Street:** 0 ft min - 5 ft max* **A Street:** 0 ft min - 5 ft max* **B Street:** 0 ft - 10 ft max* **C Street:** 5 ft - no max*
Side Setback	B	0 ft (see neighborhood compatibility recommended standards)
Rear Setback	C	alley: 15 ft min from centerline of alley. no alley: see neighborhood compatibility recommended standards
Building Width	D	N/A
Total Height (floors)		see neighborhood compatibility recommended standards
First Floor Height	E	15 ft min**
Upper Floors Height	F	9 ft min
First Floor Elevation		0 FT ***
Bonus Height (if applicable)		N/A
STEPBACKS		N/A
Frontage Buildout		**A+ Street:** 90 % min frontage buildout with ground floor retail (see main street building) **A Street:** 65% min frontage buildout (to allow for street-facing forecourt), ground floor units must have direct street access with front door onto sidewalk and a stoop. **B Street:** 50% min frontage buildout, ground floor units must have direct street access with front door onto sidewalk and a stoop. **C Street:** 0% min frontage buildout

LOT RECOMMENDED STANDARDS		
Residential Unit Sizes		No minimum
Lot size		150,000 SF max
Lot Width	G	Intended to occupy between 25 % and 100 % of an entire urban block, therefore lot width and depth min and max do not apply
Lot Depth	H	
Lot Coverage		90 % max

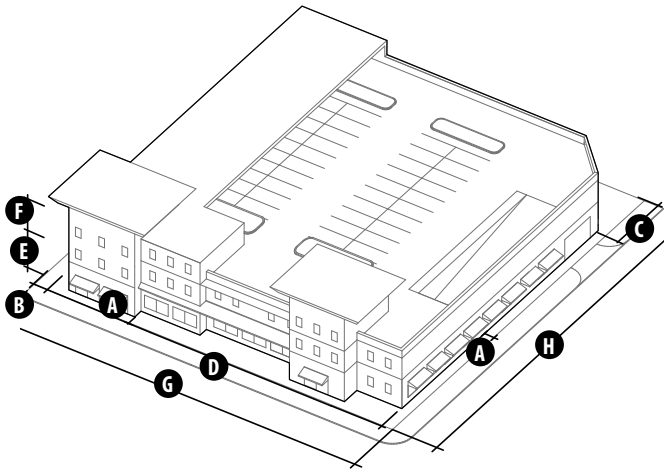
Notes:

For every frontage that includes a shopfront a pedestrian shelter shall be provided in the form of awning, marquis, gallery, arcade or second floor balcony and /or recessed entrance.

*Where the property to be developed abuts an existing building, a waiver may be granted so that the proposed building matches the dominant setback of the block and its context. If the right-of-way is of insufficient width to meet the public frontage recommended standards, then a greater maximum setback may be considered in order to meet the recommended standards or augment the sidewalk width.

**Ground floors floor-to-ceiling height may be up to 25 ft without being counted as a second story and may have a mezzanine floor as long as the mezzanine floor does not come closer than 25 ft to the interior of the front facade

***Consult sea-level rise adaptation design recommended standards. Higher floor-to-ceiling heights may be available for buildings following sea-level rise adaptation recommended standards.



LARGE FORMAT RETAIL

A building type that allows a large building envelope devoted to a single use, such as a market, and parking for patrons.

CONDITIONS

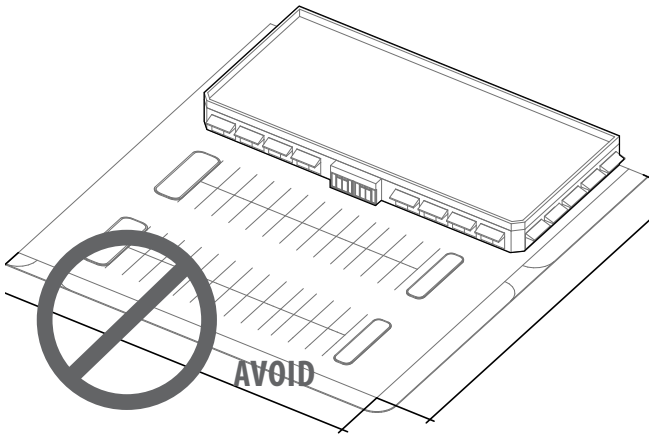
Street Type Conditions: See frontage buildout requirements

Character Zone Conditions:	Allowed
Transit Village	Allowed
Urban Core	Allowed
Urban Village	Allowed
Health Village	Allowed
Mixed-Use Corridor	Allowed
Urban General	Allowed

BUILDING FORM RECOMMENDED STANDARDS

Front Setback	A	**A+ Street:** 0 ft min - 5 ft max* **A Street:** 0 ft min - 5 ft max* **B Street:** 0 ft - 10 ft max* **C Street:** 5 ft - no max*
Side Setback	B	0 ft (see neighborhood compatibility recommended standards)
Rear Setback	C	see neighborhood compatibility recommended standards
Building Floor Area		100,000 SF max
Total Height (floors)		1-4 stories max
First Floor Height	E	15 ft min
Upper Floors Height	F	9 ft min
First Floor Elevation		0 ft **
Bonus Height (if applicable)		N/A
STEPBACKS		N/A
Frontage Buildout		**A+ Street:** 90% min frontage buildout*. no driveway, curbcuts or loading docks on A+ frontage, loading docks toward rear or concealed in parking structure/ service court; **A Street:** 80% min frontage buildout.* No driveway, curbcuts or loading docks on A frontage, loading docks toward rear or concealed in parking structure/service court; **B Street:** 50% min frontage buildout.* Limited driveway and curb cuts, loading docks toward rear or concealed in parking structure/service court. **C Street:** 0% min frontage buildout. (Implies that strip mall format is allowed, parking in front along entire frontage)* (implies that strip mall format is allowed, parking in front along entire frontage), no limit on driveway, curbcuts, loading docks toward the rear.

LOT RECOMMENDED STANDARDS	
Residential Unit Sizes	N/A
Lot size	150,000 SF max
Lot Width	N/A
Lot Depth	N/A
Lot Coverage	90 % max



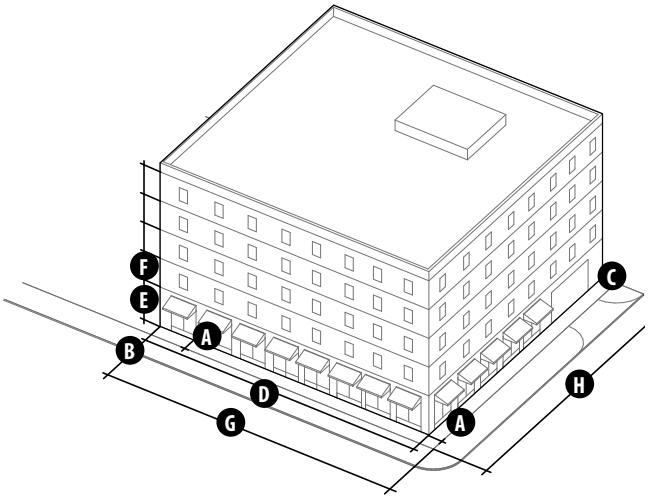
Notes:

For every frontage that includes a shopfront a pedestrian shelter shall be provided in the form of awning, marquis, gallery, arcade or second floor balcony and /or recessed entrance.

*Where the property to be developed abuts an existing building, a waiver may be granted so that the proposed building matches the dominant setback of the block and its context. If the right-of-way is of insufficient width to meet the public frontage recommended standards, then a greater maximum setback may be considered in order to meet the recommended standards or augment the sidewalk width.

**Consult sea-level rise adaptation design recommended standards. Higher floor-to-ceiling heights may be available for buildings following sea-level rise adaptation recommended standards.

***Pedestrian shelter should be provided in the form of awning, marquis, gallery, arcade or second floor balcony.



PODIUM BUILDING

Podium buildings are mid-rise buildings that consist of a large footprint base. This building type overlaps and may exhibit characteristics of the mixed-use building or apartment building. The podium building typically does not include a stepback requirement. If neighborhood compatbility is an issue, it is recommended to use the podium and tower building, with the tower portion located farthest away from shorter adjacent development.

BUILDING FORM RECOMMENDED STANDARDS		
Front Setback	A	**A+ Street:** 0 ft min - 5 ft max* **A Street:** 0 ft min - 5 ft max* **B Street:** 0 ft - 10 ft max* **C Street:** 5 ft - no max
Side Setback	B	0 ft (see neighborhood compatibility recommended standards)
Rear Setback	C	alley: 15 ft min from centerline of alley. no alley: see neighborhood compatibility recommended standards
Building Width	D	Equivalent to 100% of the face of the block
Total Height (floors)		see neighborhood compatibility recommended standards
First Floor Height	E	15 ft min **
Upper Floors Height	F	9 ft min
First Floor Elevation		0 FT ***
Bonus Height (if applicable)		see incentives
STEPBACKS		see neighborhood compatibility recommended standards
Frontage Buildout		**A+ Street:** 90% min frontage buildout. **A Street:** 80% min frontage buildout. **B Street:** 60% min frontage buildout **C Street**: 60% min frontage buildout

LOT RECOMMENDED STANDARDS		
Residential Unit Sizes		No minimum
Lot size		N/A
Lot Width	G	Equivalent to 100% of the face of the block
Lot Depth	H	Equivalent to 100% of the face of the block
Lot Coverage		100% max

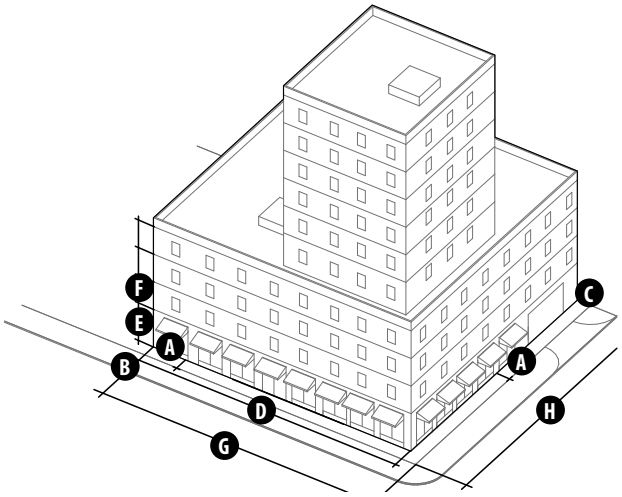
Notes:

For every frontage that includes a shopfront a pedestrian shelter shall be provided in the form of awning, marquis, gallery, arcade or second floor balcony and /or recessed entrance.

*Where the property to be developed abuts an existing building, a waiver may be granted so that the proposed building matches the dominant setback of the block and its context. If the right-of-way is of insufficient width to meet the public frontage recommended standards, then a greater maximum setback may be considered in order to meet the recommended standards or augment the sidewalk width.

**Ground floors floor-to-ceiling height may be up to 25 ft without being counted as a second story and may have a mezzanine floor as long as the mezzanine floor does not come closer than 25 ft to the interior of the front facade.

***Consult sea-level rise adaptation design recommended standards. Higher floor-to-ceiling heights may be available for buildings following sea-level rise adaptation recommended standards.



PODIUM + TOWER BUILDING

Tower & Podium buildings are buildings that consist of a large footprint base, and one or more towers that project upwards from a portion of this base.

BUILDING FORM RECOMMENDED STANDARDS		
Front Setback	A	**A+ Street:** 0 ft - 5 ft* **A Street:** 0 ft - 5 ft* **B Street:** 0 ft - 10 ft* **C Street:** 5 ft - no max*
Side Setback	B	0 ft (see neighborhood compatibility recommended standards)
Rear Setback	C	alley: 15 ft min from centerline of alley. no alley: see neighborhood compatibility recommended standards
Building Width	D	Equivalent to 100% of the face of the block
Total Height (floors)		See neighborhood compatibility recommended standards
First Floor Height	E	15 ft min **
Upper Floors Height	F	9 ft min
First Floor Elevation		0 ft ***
Bonus Height (if applicable)		See Incentives
Stepbacks		See neighborhood compatibility recommended standards
Frontage Buildout		**A+ Street:** 90 % min frontage buildout, parking must be lined by habitable space to a min depth of 20' on all stories **A Street:** 80% min frontage buildout, parking must be lined by habitable space to a min depth of 20' on all stories **B Street:** 60% min frontage buildout, parking must be lined by habitable space to a min depth of 20' on the ground floor and it is encouraged that parking be lined by habitable space to a min depth of 20' on upper stories, if not, then (see Streetscreen Recommended standards) **C Street:** 60% min frontage buildout

LOT RECOMMENDED STANDARDS		
Residential Unit Sizes		No minimum
Lot size		N/A
Lot Width	G	Equivalent to 100% of the face of the block
Lot Depth	H	Equivalent to 100% of the face of the block
Lot Coverage		100% max

TOWER RECOMMENDED STANDARDS	
8,000 SF - 9,999 SF Floorplate	40 ft min tower separation*****
10,000 SF - 11,999 SF Floorplate	60 ft min tower separation*****
12,000 SF - 13,999 SF Floorplate	80 ft min tower separation*****
14,000 SF -18,000 SF**** Floorplate	100 ft min tower separation*****
Design Guidance	The tower portion should taper; ie a tapered profile can be accomplished by reducing floorplate periodically on higher floors.

Notes:

For every frontage that includes a shopfront a pedestrian shelter shall be provided in the form of awning, marquis, gallery, arcade or second floor balcony and /or recessed entrance.

*Where the property to be developed abuts an existing building, a waiver may be granted so that the proposed building matches the dominant setback of the block and its context. If the right-of-way is of insufficient width to meet the public frontage recommended standards, then a greater maximum setback may be considered in order to meet the recommended standards or augment the sidewalk width.

**Ground floors floor-to-ceiling height may be up to 25 ft without being counted as a second story and may have a mezzanine floor as long as the mezzanine floor does not come closer than 25 ft to the interior of the front facade.

***Consult sea-level rise adaptation design recommended standards. Higher floor-to-ceiling heights may be available for buildings following sea-level rise adaptation recommended standards.

**** Above the podium the maximum floorplate of the tower portion is 18,000 SF.

*****Minimum tower separation applies to towers emerging from the same podium or development site as well as towers on adjacent development sites.

PRIVATE FRONTAGE RECOMMENDED STANDARDS

Every building type shall provide one facade standard. If only one facade type is listed, there is no additional facade type to choose from unless an applicant provides an alternative design concept and it has been approved. In the event that a building type has multiple permitted facade types, the applicant shall choose one of the permitted types for that building type.

The massing and architectural component requirements provides a flexible system for enabling the construction of new buildings and the expansion and modification of existing buildings. This section applies to all buildings, including primary buildings (comprised of a main building mass and components) and accessory buildings (comprised of a primary building, massing components and architectural components). No building or fire codes shall be violated to meet any of the following recommended standards.

GENERAL

1. At least one frontage is required per primary building except on the mixed-use building.
2. Frontage requirements are by Residential and Non-Residential as outlined below.
3. Any private frontage may attach to other frontages unless otherwise indicated.
4. All frontages are permitted to stack on top of one another, unless otherwise indicated.
5. Multiple frontages of the same type may be used more than once, unless otherwise indicated.
6. Multiple frontages of the same type may not attach to each other, unless specifically allowed, and must be separated horizontally by a distance of no less than 1 ft.
7. Two private frontages may not occupy the same space (overlap), unless specifically allowed.
8. Some of the private frontage recommended standards are designed to encroach into the public frontage area, specifically the pedestrian zone. If an easement or waiver is not satisfied for the encroachment, the building may setback to meet the applicable frontage standard. In no circumstance shall a private frontage requirement be removed because of right-of-way intrusion. Additional solutions may be proposed by the applicant or Planning Director.

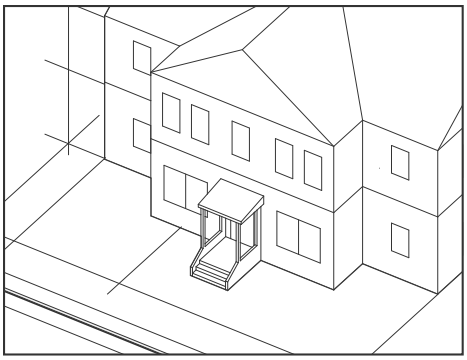
RESIDENTIAL PRIVATE FRONTAGES

The following frontages are permitted to meet the required private frontage recommended standards. Additional frontages are provided, an applicant may utilize those frontages, however, they will not count towards meeting the private frontage standard.

1. Porch
2. Gallery
3. Stoop
4. Forecourt

NON-RESIDENTIAL PRIVATE FRONTAGES

1. Terrace
2. Forecourt
3. Storefront
4. Awning and Marquis
5. Gallery
6. Arcade

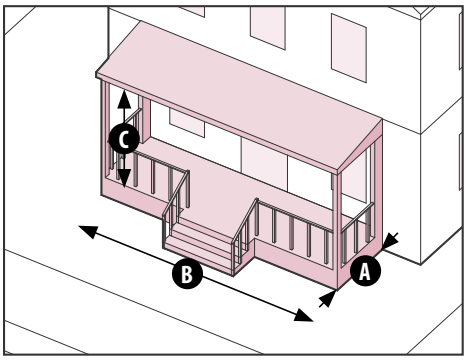


COMMON YARD

Frontage where the facade is set back from the property line. The front yard created remains unfenced and is visually continuous with adjacent yards, supporting a common landscape. The deep setback provides a buffer from high speed thoroughfares.

Depth		See Building Typology front setbacks

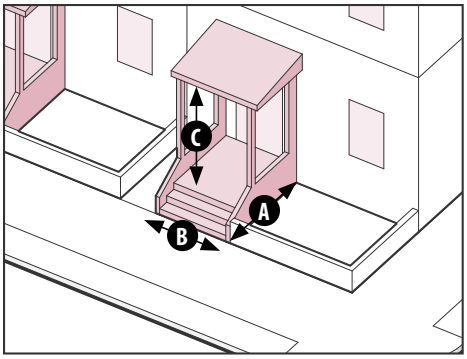
Common yard can be used in conjunction with porch and stoops.



PORCH

Where the facade is setback with a front yard. Porch may encroach into the front setback, pending approval by the city.

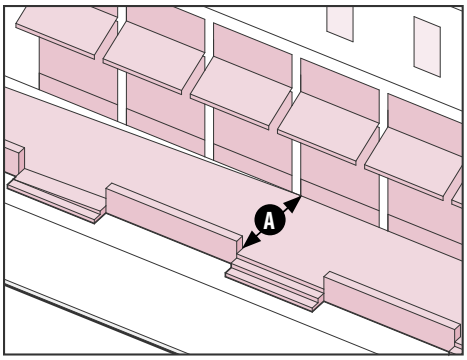
Depth	A	6 ft min
Width	B	6 ft min
Elevation from sidewalk level		2 ft min encouraged
Height	C	8 ft min clearance



STOOP

Stoops are elevated entry porches/stairs placed close to the property line with the ground story elevated from the sidewalk, providing privacy for the windows and front rooms. The stoop is suitable for ground-floor residential use at short setbacks. A roof may cover the stoop.

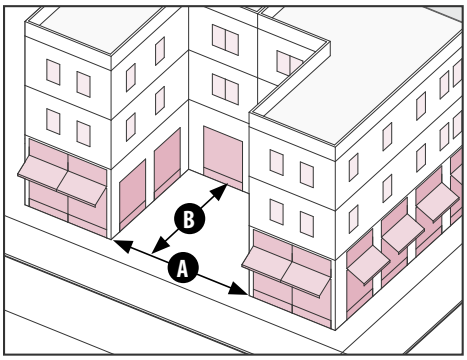
Depth	A	4 ft min
Width	B	4 ft min
Elevation from sidewalk level		2 ft min encouraged
Height	C	8 ft min clearance if a roof or balcony covers the stoop



TERRACE

Terraces are frontages in which the facade is set back from the property line behind a raised public platform. The platform or terrace is connected to the lower sidewalk by stairs or ramps. The terrace is suitable for outdoor cafe use.

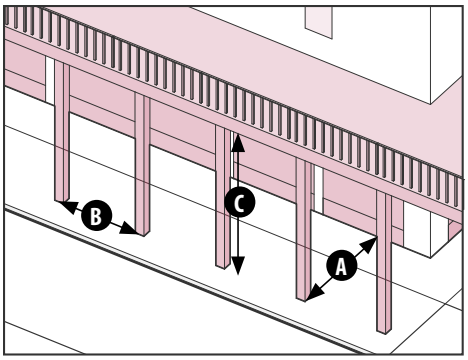
Depth	A	8 ft min
Elevation above sidewalk level		3 ft max



FORECOURT

Forecourts are uncovered courts within a building. They usually result in a u-shaped building footprint in which the forecourt is open toward the street. When a forecourt faces a similarly size one across the street it can define a larger open space that provides an occasional interruption of the street wall. A forecourt allows for increased natural light and ventilation.

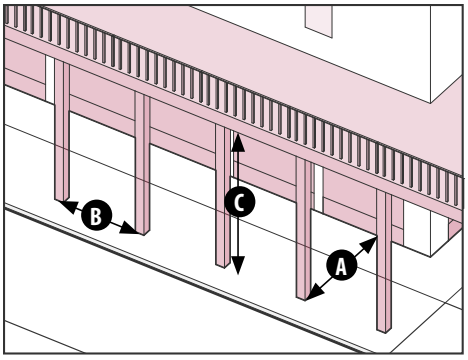
Width	A	40 ft min
Depth	B	40 ft min
Height to width ratio		Height should not exceed 2 times the width of the forecourt



GALLERY

Galleries provide for a roof or balcony that is supported on columns or posts, which are usually spaced regularly. The posts or columns which support the gallery and encroach into the public right-of-way. This frontage type is ideal for retail use when the sidewalk is fully designed within the gallery for complete pedestrian coverage. Easements may be needed, or a building will be permitted to setback from the right-of-way to provide this frontage.

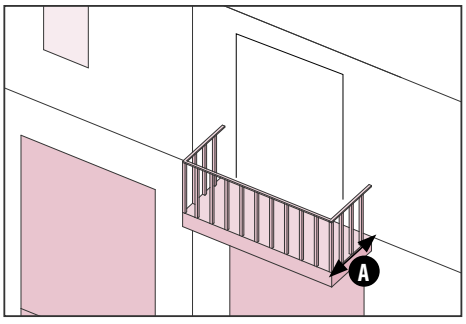
Depth	A	10 ft min
Encroachments into the right of way	B	Permitted, posts and columns may not exceed 2 ft depth and 2 ft width and may not be spaced any closer than 8 ft on center
Height	C	12 ft clear min



ARCADE

A colonnade supporting habitable space that overlaps the sidewalk, while the facade at sidewalk level remains at or behind the frontage line. This frontage type is ideal for retail use but only when the sidewalk is covered within the colonnade so that a pedestrian cannot bypass it.

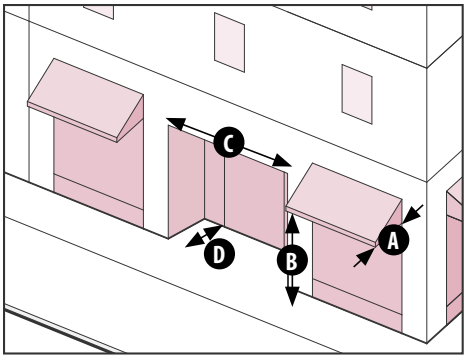
Depth	A	10 ft min
Encroachments into the right-of-way	B	4 floors of habitable space may encroach into the right-of-way above the ground floor . Posts and columns may not exceed 2 ft depth and 3 ft width and may not be spaced any closer than 8 ft on center
Height	C	12 ft clear min



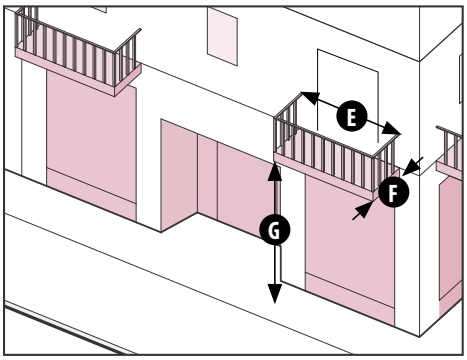
BALCONY

Balconies are an architectural feature that allow for private outdoor space. Balconies are used on upper floors, not ground floors. Balconies may be covered by a roof or balconies on upper floors or may be open to the sky. They may project from the facade of the building and/or may be carved out of the building's facade.

Depth	A	4 ft min
Encroachments into the right of way		prohibited
Encroachments into the front setback		2 ft max (if the setback is at least 2 ft)



SHOPFRONT		
Shopfronts are facades placed at or close to the property line, with the entrance at sidewalk grade. They are conventional for retail frontage. For every frontage that includes a shopfront a pedestrian shelter shall be provided in the form of awning, marquis, gallery, arcade or second floor balcony and /or recessed entrance. 50% of the shopfront facade shall be covered by awnings or marquis. If shelter is provided by a recessed entrance the minimum width of the recessed entrance is 25% of the shopfront facade.		
Sill Height		3 ft max
AWNING AND MARQUIS		
Depth	A	5 ft min - 8 ft max
Encroachments into the right of way		8 ft max
Height	B	8 ft min clearance
Distance from trees trunks		6 ft min distance from tree trunks
RECESSED ENTRANCE		
Width	C	6 ft min
Depth	D	4 ft min (if the recess is less than 4 ft in depth total shelter should be augmented by an awning)



SECOND FLOOR BALCONY*		
Pedestrian shelter such as awnings and marquis may be substituted by a second floor balcony that provides shelter for the retail entrance or shopfront, provided that the balcony conforms to the following recommended standards:		
Width	E	6 ft min
Depth	F	4 ft min
Encroachments into the right of way		5 ft max
Height	G	15 ft min height clearance or matching second floor level
*If the second floor balcony is not substituting and awning or marquis then the second floor balcony is not subject to these dimensional standards.		

SEA LEVEL RISE ADAPTATION RECOMMENDED STANDARDS

The City of Fort Lauderdale participates in the National Flood Insurance Program (NFIP) and regulates floodplain development through the adoption and enforcement of floodplain management regulations.

Flood hazard maps (Flood Insurance Rate Maps or FIRMs) show that about 50% of the study area in the City of Fort Lauderdale lies at a flood zone designated as Zone AH (moderate to high flood risk) and is described as the flood insurance rate zone that corresponds to the areas of 1-percent annual chance shallow flooding with a constant water-surface elevation where average depths are between 1 and 3 feet (5 and 8 feet in the City of Fort Lauderdale).

The City of Fort Lauderdale Code of Ordinances requires that all new buildings and substantial improvements of buildings shall have the lowest floor, including basement, elevated to or above the elevation required in the Florida Building Code or the base flood elevation plus one (1) foot, whichever is higher.

OBSTACLES TO A HEALTHY COMMERCIAL STREET

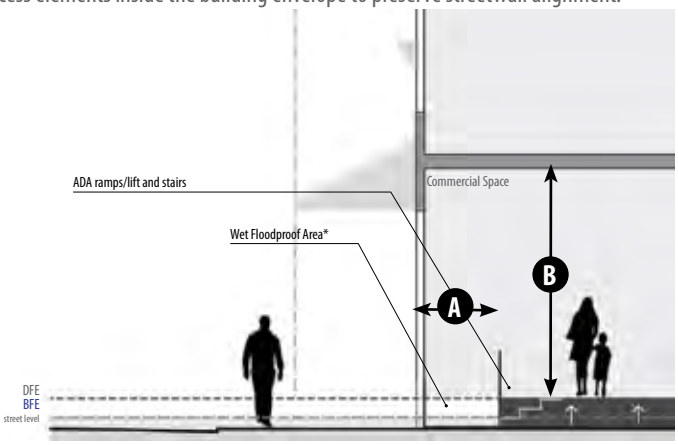
Active streetscapes along retail corridors are key to their economic vitality. Continuous streetscape with active frontages encourages "eyes on the street". Building elements such as windows and doors are proportional to the human scale, are recognizable to the passer-by and create a sense of security and comfort and make streets safe and comfortable for walking.

Floodplain regulations for commercial buildings in Fort Lauderdale require elevating the lowest occupied floor to a level above which base flood waters are expected to rise. This in result yields grade separated sidewalks that are not conducive to a good walkable urban environment. When buildings in flood zones are located close to the property line, the effects of elevating a building and disconnection of retail from the sidewalk are more severe. Buildings with elevated first floors can lose visual connection with the street.

In some cases where required setbacks allow for first floor access, it is easier to accommodate by setting back the building facade. First floors that are far from the sidewalk are problematic for commercial streets where foot traffic and immediate access and visibility is integral to economic viability.

While adhering to new flood regulations can present obstacles to maintaining active ground floors, there are a number of ways property owners can still provide transparency and activity at the ground level. Some alternatives are shown in the next pages.

Access elements inside the building envelope to preserve streetwall alignment.



BFE: Base Flood Elevation
DFE: Design Flood Elevation = BFE + Freeboard (1')

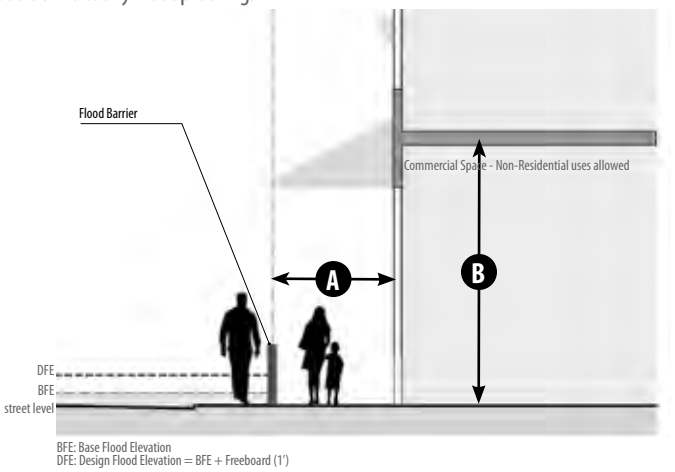
Where floor plan allows it, access could be solved inside the building envelope to preserve streetwall alignment ensuring a visual connection to the sidewalk.

Hybrid strategies are possible involving elevation of interior space with wet floodproofing of entrances and a shallow area near windows, which can serve as display space.

An incentive to provide access inside the building envelope could be to allow the access space necessary for ramps and stairs to be exempt from the total floor area.

RECOMMENDED STANDARDS		
Access area width	A	7 ft min
First Floor Height	B	15 ft min

Flood Barriers. Dry Floodproofing.



Dry flood proofing can help keep retail and other active uses closer to the sidewalk level, preserving a familiar streetscape and a stronger physical and visual connection to the public realm.

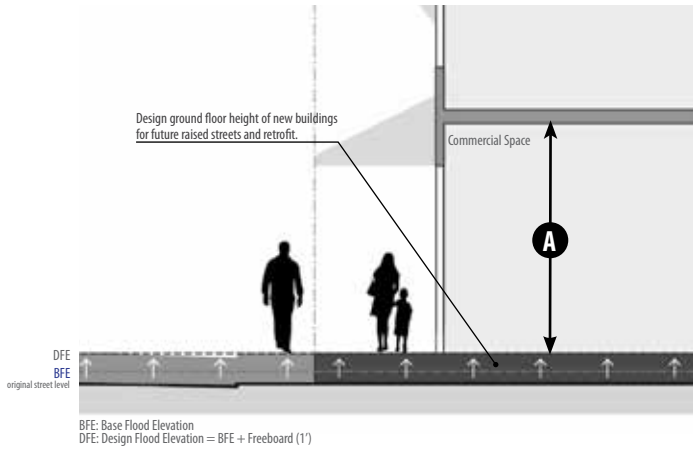
Dry floodproofing, where feasible, can bring entrances and retail floor space down to the pedestrian level. Some degree of dry floodproofing can also minimize the degree to which buildings must be elevated.

Dry flood proofing may be costly or impractical, especially at higher flood elevations, and is not allowed in purely residential buildings, where FEMA and building code allow only parking, building access or storage below the base flood elevation.

Allowing dry flood proofing in AH zones excluding residential uses could be an alternative solution.

RECOMMENDED STANDARDS		
Access area width	A	7 ft min
First Floor Height	B	15 ft min

Ground floor retrofit after street elevation.



Planning for future street elevations can help make it easier to retrofit commercial spaces for the moment when streets are elevated.

RECOMMENDED STANDARDS		
First Floor Height	A	15 ft min (After Design Flood Elevation (BFE + Freeboard (1'))

BUILDING DESIGN RECOMMENDED STANDARDS

GLAZING RECOMMENDED STANDARDS		
Ground Floors (along retail frontages, where present)	A	A+ Streets: 60% min A Streets: 50% min B Streets: 40% min C Streets: 25% min
Ground Floors (along non-Retail Frontages, where present)	A	A+ Streets: 30% minimum A Streets: 25% minimum B Streets: 20% minimum C Streets: 15% minimum
Upper floors (stories above the ground floor)	B	A+ Streets: 10% min - 50% max* A Streets: 10% min - 50% max* B Streets: 10% min - 50% max* C Streets: 10% min - 50% max*

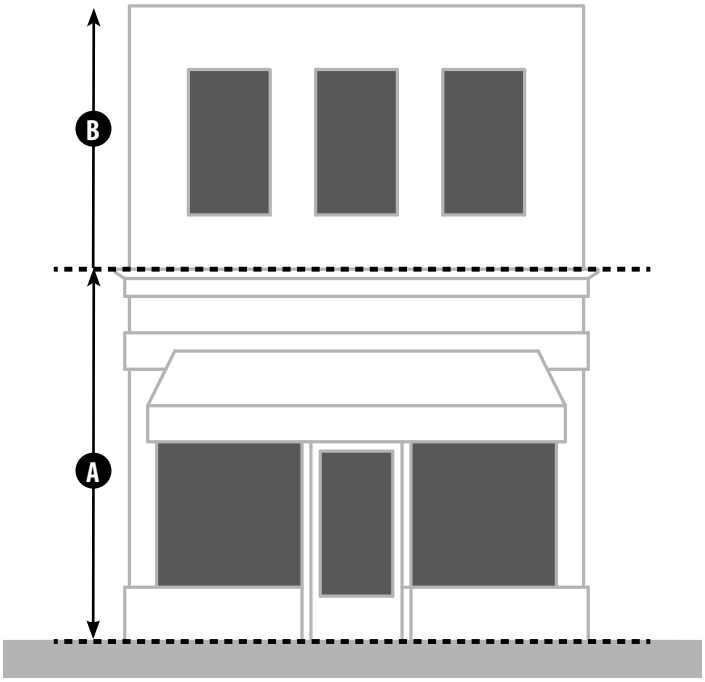
Notes:

Glazing shall have clear or lightly tinted glass with a visible light transmittance factor of 0.6 or higher (where R+A+T=1.0). Translucent, opaque, and mirrored glass may not be used. However glazing on required shopfronts or retail frontages shall be clear (non-tinted) and transparent to permit view of human activities and spaces within.

Minimum glazing percentages refer to the proportion (ratio) of glazing to opaque wall and are calculated between floors. Each street facing floor is required to comply with that percentage.

Avoid heavy tinting or mirroring of glass. Architectural elements (see list of shade devices) should be employed where needed, in order to shade glazed facades rather than using tinting and mirroring of glass to prevent overheating of spaces. Architectural elements may include: eyebrows, thick masonry walls with inset windows, operable shutters, brise-soleil, balconies and cantilevered elements that shade windows and doors on floors below, awnings, marquis, galleries, louvers, and vertical fins.

*In order to prevent glass-clad boxes, which are unresponsive to climate.



DURABILITY OF MATERIALS RECOMMENDED STANDARDS

Exterior finish materials on all facades (except windows) shall be limited to pre-cast concrete, decorative concrete block, stucco, quarried stone, cast stone, brick, terra cotta,metallic cladding and tile. Materials may be combined on one facade only horizontally, with heavier below lighter (i.e., visual weight such as brick below stucco). Generally order of visual lightness of material from lightest to heaviest is: Wood siding or slats, metal cladding or paneling (titanium alloy, stainless steel, chrome, copper, etc), stucco, brick, stone cladding. Metallic accent such as chrome can be mixed with masonry surfaces. The visually heavier and more durable materials should be concentrated on the first and second floors.

Window components such as glazing, vinyl and aluminum and other metallic frames are encouraged on all floors and are not subject to the regulation that places heavier materials below lighter materials.

Prohibited materials: EIFS or styrofoam, vinyl or aluminum siding, molded plastic or fiberglass details and moldings.

Wood window surrounds are permitted in addition to all the material permitted for the exterior. Wood and metal pergolas and trellises are permitted. Fabric awnings are permitted without back lighting.

Balconies, galleries and arcades shall be made of painted or simulated wood, metal or masonry. If allowed by the planning director, guardrails on balconies or elevated walkways may be made of glass.

GLAZING (SHADE DEVICES) TOOLBOX
Eyebrows
Thick masonry walls with inset windows
Operable shutters
Brise-soleil
Balconies and cantilevered elements
Awnings
Marquis
Galleries
Louvers
Vertical fins


Eyebrows

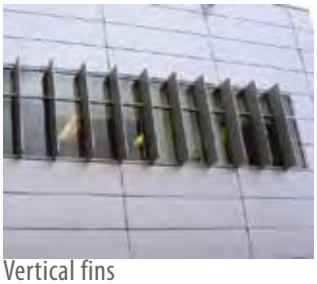

Thick masonry walls with insert windows

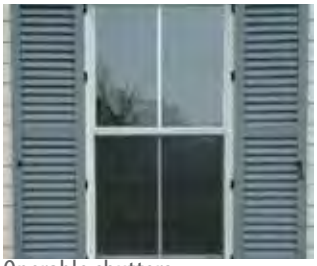

Brise-soleil


Balconies and cantilevered elements


Marquis


Galleries


Vertical fins


Operable shutters


Louvers


Awnings

NEIGHBORHOOD COMPATIBILITY RECOMMENDED STANDARDS

PURPOSE AND INTENT

The purpose of these neighborhood compatibility recommended standards is to provide a proper transition and ensure compatibility between single-family detached or two-family dwellings, vacant lands in the residential single-family zoning districts or residential two family zoning district and other more intense forms of development. More specifically, it is the intent of these recommended standards to:

1. Protect the character of existing neighborhoods consisting of primarily single-family detached or two-family (duplex) dwellings from potentially-adverse impacts resulting from more intense and incompatible adjacent forms of development;
2. Limit the excessive consumption of available land though the utilization of large vegetated buffers in favor of development form and design treatments; and
3. Establish and maintain vibrant pedestrian-oriented areas where differing uses can operate in close proximity to one another.

APPLICABILITY
GENERAL

1. Except as otherwise provided in Exemptions, these recommended standards apply to new multifamily and nonresidential development when located on land adjacent to, or across a street or alley from protected development.
2. Except as otherwise provided in Exemptions, these recommended standards apply to expansions and alterations to multifamily and nonresidential development when located on land adjacent to, or across a street or alley from protected development or parcels, if the expansion increases the building's floor area by 50 percent or more, or the alteration involves 50 percent or more of the building's floor area (including interior alterations).
3. For the purposes of this section, "protected development" shall mean existing single- family detached or two-family (duplex) dwellings, vacant lands in the residential single-family districts and vacant lands in the residential two-family zoning districts.
4. For the purposes of this section, "multifamily and nonresidential development" shall include the following:
   a. Mixed-use development;
   b. Live-work dwellings;
   c. Multifamily dwellings;
   d. Townhome dwellings;
   e. Uses in the Group Living uses category;
   f. Uses in the Public, Civic, and Institutional use classification;
   g. Uses in the Commercial use classification; and
   h. Uses in the Industrial use classification.

EXEMPTIONS

Uses exempt from these recommended standards include the following:

1. Multifamily and nonresidential development when the adjacent protected development is located on a lot within a nonresidential district;
2. Multifamily and nonresidential development when separated from the adjacent protected development or parcel by a street with four or more lanes or a right-of-way greater than 75 feet;
3. Uses in the Educational uses category; and
4. Places of worship.

CONFLICT

In the case of conflict between these recommended standards and other standards in this LDC, these recommended standards shall control unless expressly stated to the contrary.

OFF-STREET PARKING

1. When required, off-street parking shall be established in one or more of the following locations, listed in priority order:
   a. Adjacent to off-street parking lots serving nonresidential uses on abutting lots;
   b. Adjacent to lot lines abutting nonresidential development;
   c. Adjacent to lot lines abutting mixed-use development; or
   d. Adjacent to lot lines abutting protected development or parcels.
2. Parking structure facades adjacent to protected development or parcels shall be configured to appear as articulated or landscaped building walls, to soften their visual impact.
3. Off-street surface parking areas located adjacent to protected development shall be screened by a Type D buffer.
4. The total amount of off-street parking shall not exceed 1.1 times the required minimum Parking Spaces and may be reduced through an alternative parking plan it will not have an adverse impact on the adjacent protected development.

BUILDING TYPES

Low Scale and Medium Scale Building types are preferred Building Types directly adjacent to protected development. When these building types are used an applicant can move forward with a Site Plan 1 process. If Large Scale Building types are proposed, a Site Plan level 2 shall be used to ensure the compatability, stepbacks and heights are consistent with neighborhood compatibility.

BUILDING ORIENTATION

Multifamily and nonresidential development shall be oriented to face similar forms of development on adjacent or opposing lots rather than protected development, to the maximum extent practicable.

BUILDING MASSING

1. Building facades facing protected development shall be configured to appear as a series of distinct building modules, storefronts, wings, projections, or recesses that comply with the following recommended standards:
   a. Each individual module, storefront, wing, projection, or recess shall maintain a minimum width of at least 20 feet and a maximum width of 50 feet.
   b. Projections or recesses shall maintain a minimum offset of two feet from the primary building facade wall plane.
2. Exterior, open corridors facing a protected development are prohibited on multifamily and visitor accommodation building facades.

ARCHITECTURAL FEATURES

Buildings subject to these recommended standards shall use similarly-sized and patterned architectural features such as windows, doors, awnings, arcades, pilasters, cornices, and other building features found on adjacent protected development.

BUILDING ROOF FORM

1. Buildings subject to these recommended standards shall include roof forms that incorporate changes in roof plane or slope with at least a two-foot projection, recess, ridge or valley no less than every 40 feet, overhanging eaves at least five feet wide, or parapet walls with three-dimensional cornices.
2. Structures on lots abutting a protected development shall maintain a pitched roof within 150 feet of the lot line shared with such development (see Figure 0: Building Massing).
3. All roof-mounted equipment shall be configured so as to avoid or minimize its view from adjacent streets and protected developments and parcels, to the maximum extent practicable.

BUILDING MATERIALS

TRANSPARENCY

Building facades within 150 feet of a protected development or parcel shall comply with the recommended standards in the following Table:

TRANSPARENCY RECOMMENDED STANDARDS	
BUILDING STORY	MINIMUM FACADE AREA PERCENTAGE TO BE TRANSPARENT (PERCENT) (1)
1st Floor	50 (2)
2nd Floor	35
3rd Floor	25

Notes:

1. The facade area shall be measured from the grade to the underside of the eaves, or from story line to story line on upper building stories.
2. The first two feet of facade area closest to the grade are not required to be transparent and shall be excluded from the facade area calculation.

EXTERIOR MATERIALS

Facades facing a protected development or parcel shall comply with the following exterior materials recommended standards:

1. Materials and material configurations shall be consistent with those commonly used on single-family detached or two-family (duplex) dwellings.
2. Plywood, concrete block, and corrugated metal are prohibited as exterior materials.
3. Split-face masonry unit and vinyl siding shall not exceed 25 percent of a building facade.

SITE FEATURES

1. Loading, Service, and Refuse Collection Areas

   Loading, service, and refuse collection areas shall be:

   a. Screened from view of protected development, using materials that are the same as, or of equal quality to, the materials used for the principal building; or
   b. Incorporated into the overall design of the site so that the visual and acoustic impacts of these functions are fully contained within an enclosure or otherwise out of view from adjacent properties and public streets.
2. Drive-Through Service Facilities
   a. In no instance shall a drive-through or pick-up window be located on a building facade that faces a protected development.
   b. Order boxes associated with a drive-through or pick-up window shall be at least 200 feet from a lot containing a protected development or a protected parcel.

NEIGHBORHOOD COMPATIBILITY RECOMMENDED STANDARDS

HEIGHT AND COMPATIBILITY

As in most metropolitan cores the City of Fort Lauderdale has seams or corridors along which there may exist a rupture of scale of buildings. In other words very short buildings are adjacent or in the shadow of potentially very tall buildings. This creates discomfort for the inhabitants of the very short buildings witch often tend to be single family residences. Neighborhood compatibility recommended standards begin to address this by creating transitions in height that provide intermediate massing between the very short buildings and the very tall buildings. There are two conditions that occur throughout the study area; the first is in which two lots that have drastically different height allowances abut each other. The second condition is when a more intense development is proposed across the street of a lower density (existing or proposed) area. In the absence of neighborhood compatibility standards the second condition would lead to lopsided of asymmetrical street sections.

HOW THESE WERE CREATED: These neighborhood compatibility recommended standards were creating by studying the different RAC's design guidelines.

The design team noticed that there were two proposed regulating plans that identified the aforementioned seams between drastically different allowed zoning heights. These seams were designated by stripes of various colors. Because such ruptures were so common at the edges of the Downtown RAC and NW RAC the design team proposed that the regulating plans could be eliminated if the applicant is aware of abutting and "across the street" zoning. The design team examined the guidelines on the Downtown RAC Design Guidelines on p. 8-87 and building design recommended standards in the NW RAC design guidelines and used the general dimensions proposed in the design guidelines modifying them only when necessary to provide a gentler transition or to increase ease of use of the recommended standards.

APPLICABILITY: Each applicant must first determine the allowable zoning height upon the proposed development and upon abutting lots and lots across the street. If the difference between the development site and the abutting lots and those across the street is more than three (3) stories or 40 ft then these standards apply.

HOW TO USE THESE RECOMMENDED STANDARDS:

Once the applicant has determined whether these recommended standards apply and if the massing transition is needed due to abutting zoning or across the street zoning consult either across the street neighborhood compatibility standards or abutting neighborhood compatibility standards.

If across the street

1. Determine the shoulder height **A** based upon the urban context. Shoulder height refers to the portion of the taller development that has a shorter height and which relates to shorter buildings in the vicinity.
2. Once shoulder height has been determined, determine how far into the site the transition zone extends **D**.
3. Determine the front setback **C**.
4. Extend a 45 degree angle upward and away from the fronting street that originates from the parapet of the building located at shoulder height.
5. Design a stepped back building mass that fits underneath the 45 degree plain that represents the upper height limit of the transition massing zone **D**.
6. Beyond the transition massing zone **D** the taller portion of the development site is not subject to height restrictions in these neighborhood compatibility standard.

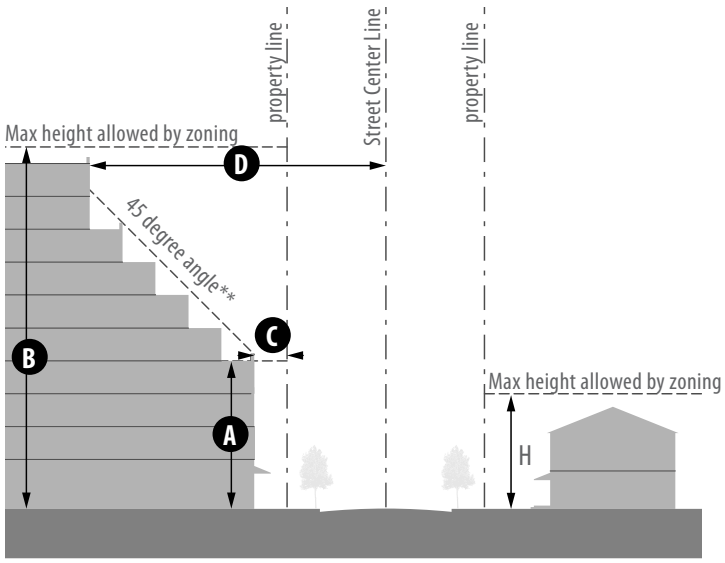
If abutting

1. Determine the shoulder height **A** based upon the urban context. Shoulder height refers to the portion of the taller development that has a shorter height and which relates to shorter buildings in the vicinity.
2. Once shoulder height has been determined, determine how far into the site the transition massing zone extends **F**.
3. Determine the side and/or setbacks **D**.
4. Above the shoulder height **A** provide a stepback of 15 ft min **E**.
5. Note that if abutting single family residential zoning then **C** , equivalent to 2.5 times the abutting single family residential zoning maximum allowed height, is the maximum height for the transition massing zone **F**.
6. Beyond the transition massing zone **F** the taller portion of the development site is not subject to height restrictions in these neighborhood compatibility standard.

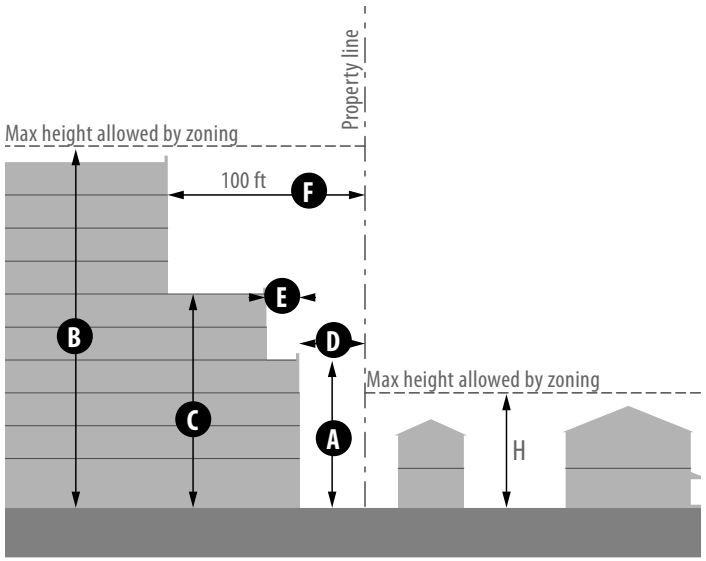
ACROSS THE STREET NEIGHBORHOOD COMPATIBILITY RECOMMENDED STANDARDS		
Shoulder Height	A	H (fronting property max height allowed by zoning) + 1 story max*
Total Height	B	Max height allowed by zoning/ RAC / building typology
Front Setback	C	See building typology recommended standards. 10 ft min if fronting detached single family residential properties.
Transition Massing Zone / Front Stepback zone	D	From shoulder height a 45 degree angle extends upward to a depth of 100 ft D from the centerline of the street. No portion of the building may protrude above this 45 degree angle for a depth of D. **

* The shoulder in any area should not be more than H+1 stories or 8 stories, whichever is less. Structures located along Andrews Avenue in SRAC-SA are exempt from front and corner stepback regulations only when not fronting detached single family residential properties.

** Buildings are not required to stepback on every floor in order to fit within the 45 degree angle.

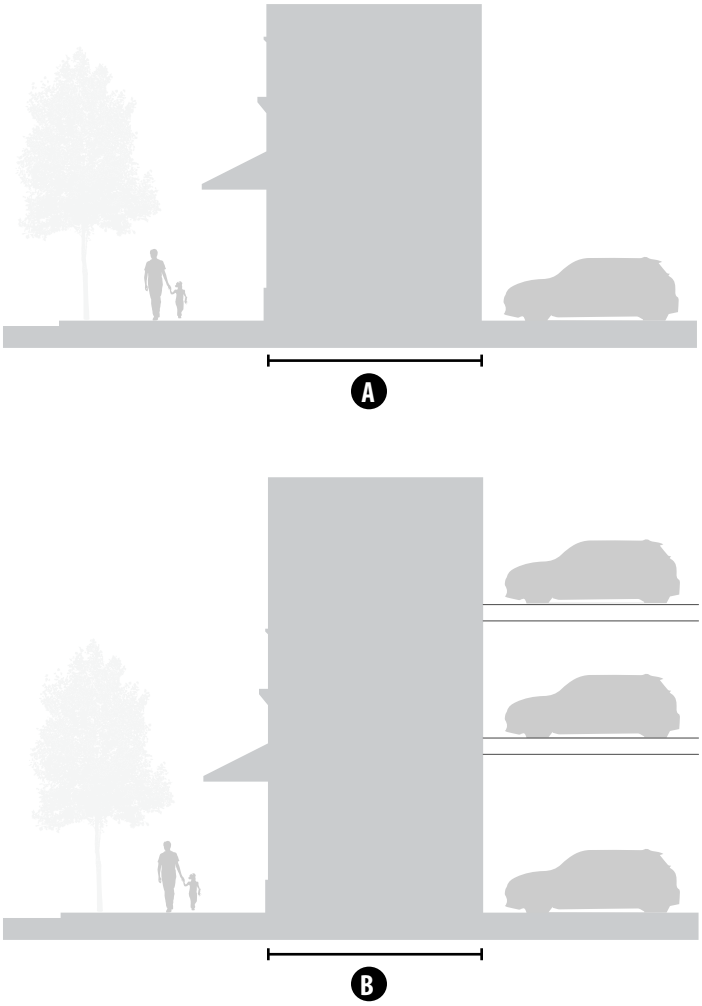


ABUTTING NEIGHBORHOOD COMPATIBILITY RECOMMENDED STANDARDS		
Shoulder Height	A	H (abutting property max height allowed by zoning) + 1 story max
Total Height	B	Max height allowed by zoning/ RAC / building typology
Total Height if abutting detached single family residential zoning	C	The maximum height is two and a half (2.5) times the abutting single family residential zoning maximum height (H) for a depth of 100 ft along the abutting properties parcel boundary, provided that the stepback illustrated by E exists if required.
Side and Rear Setbacks	D	See building typology recommended standards. 15 ft min if abutting detached single family residential properties
Side and Rear Stepback	E	15 ft min
Transition Massing Zone/Second Stepback	F	100 ft



GENERAL RECOMMENDED STANDARDS

PARKING DESIGN RECOMMENDED STANDARDS		
Surface Parking	A	**A+ Street:** Parking must not be visible from this street. **A Street:** Parking must not be visible from this street. (relief is allowed for sites with two A street frontages) **B Street:** Parking should be lined by a minimum habitable space of 20 ft deep but may be unlined provided that any length provided that the minimum frontage buildout stipulated in the building typology recommended standards has been satisfied. For unlined portions, a streetscreen must be provided. (See streetscreen recommended standards) **C Street:** Parking may be located to the front, rear and/or side of the building.
Structured Parking	B	**A+ Street:** Parking must be lined 20 ft min habitable space on all floors. **A Street:** Parking must be lined by a minimum habitable space of 20 ft on the ground floor. Exception: For parcels that are 135 ft deep or less, 40% of the upper floors may be unlined provided that fenestration to parking garage are detailed and proportioned similar to the habitable floors. **B Street:** Parking should provide design elements that compliment the building. **C Street:** Parking may be located to the front, rear and/or side of the building.
Garage Openings		**A+ Street:** Prohibited along A+ street frontages **A Street:** Prohibited along A street frontage if an alley is present. If there is only one frontage (without an alley) then a garage entrance and exit may be provided along the street frontage. Each opening must have a maximum width of 12 ft separated by a minimum of 2 ft column or wall. Garage entrances should be located on the lowest ranking street frontage.* **B Street:** Prohibited if an alley is present. If there is only one frontage (without an alley) then a garage entrance and exit may be provided along the street frontage. Each opening has a maximum width of 26 ft (two car widths). Garage entrances should be located on the lowest ranking street frontage.* ** **C Street:** Allowed in any configuration.



*For properties that have equivalent frontage ranking, the planning director shall determine where to locate loading docks, curb cuts and garage entrances.

**Where curb cuts are present the curb cut should be detailed as a continuation of the sidewalk (material to match the sidewalk).0

LOADING DOCKS AND CURB CUT RECOMMENDED STANDARDS

Loading Docks

For properties with one frontage: if an alley is present loading dock should be located along the alley. If an alley is not present see Loading Dock Recommended Standards below.

For properties with two or more frontages such as corner lots or development sites that occupy the entire block: if an alley is present locate loading dock on alley. If an alley is not present or if an alley/service court cannot be created due to dimensional constraints of the development site, locate loading dock on lowest ranking street frontage.*

Loading Docks Recommended Standards	**A+ Street:** Prohibited along the A+ frontage **A Street:** Prohibited along the A frontage **B Street:** Rear (preferred) or side **C Street :** Rear (preferred) or side

Curb Cuts

For properties with one frontage: See table below.

For properties with two or more frontages such as corner lots or development sites that occupy the entire block: Curb cuts should be located on the lowest ranking street frontage.*

Curb Cut Recommended standards**	**A+ Street:** Prohibited along the A+ frontage **A Street:** Prohibited along the A frontage **B Street:** If alley is present: prohibited. If alley is not present: rear (preferred) or side. Limited to 24 ft wide and the distance between vehicular entrances no less than 60 ft. **C Street :** Allowed

*For properties that have equivalent frontage ranking, the planning director chooses where to locate loading docks, curb cuts and garage entrances.

**Where curb cuts are present the curb cut should be detailed as a continuation of the sidewalk (material to match the sidewalk)

DRIVE THROUGH RECOMMENDED STANDARDS

Drive Through	**A+Street:** Prohibited along the A+ frontage **A Street:** Prohibited along the A frontage **B Street:** If curb cut standards have been followed as well as minimum frontage buildout for the building typology then drive through is allowed. **C Street :** allowed

PARKING GARAGE DESIGN FOR FUTURE RETROFIT RECOMMENDED STANDARDS

Design parking garages so that they can be reused in the future:

- Floor to ceiling heights should be designed to accommodate future uses such as residential or office: 11 ft min floor to the ceiling height. 9 ft min height to the girders.
- Park on ramps or any ramps should be located a minimum of 60 ft from the street frontage. Non sloped floors should be located along the street frontage.
- Design garages with higher live load factors of up to 100 lbs per square foot.
- Use fenestration, albeit without glazing, that facilitates the retrofit to habitable uses.

STREETSCREEN RECOMMENDED STANDARDS

Streetscreens are intended to increase the continuity of the street wall where parking lots create gaps.* No chain link fences allowed.

Masonry Wall Height	A	4 ft maximum (if located in frontyard) 6 ft maximum side/rear yard
Wrought Iron or Metallic Height	A	4 ft maximum (if located in frontyard) 6 ft maximum side/rear yard

Streetscreen landscape recommended standards

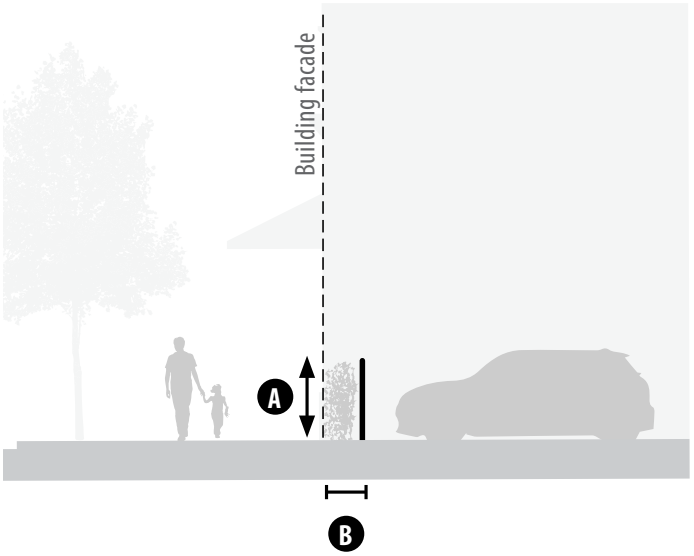
For masonry wall vegetation softens the appearance. For iron or metallic fences landscape increases the opacity

In order to provide a planting area in front of the streetscreen provide the following setback:

Landscape Setback	B	2 ft min - 4 ft max behind the front facade of the building*

* Streetscreens may be interrupted by parking lot drive aisles if such are allowed by the land development code.

** If the front facade of the building is set back enough to allow for vegetation to be planted in front of the streetscreen, then the streetscreen may be aligned with the front facade of the building.



GENERAL RECOMMENDED STANDARDS

TRANSIT SHELTER

Broward County Transit shelters may be constructed and maintained in any district. Non- Broward County Transit shelters must meet the recommended standards listed below in addition to the Broward County Transit Design Standards and Guidelines Manual:

1. Transit shelters may be located within any street right-of-way or within the required setback of property which abuts a street, but may not be located so that they obstruct the vision of drivers on the street or impede the minimum pedestrian zone width by priority street type.
2. A schematic plan must be submitted and approved by the Broward County Transit and Planning Department for the construction of a bus shelter. The plan must include the following information:
   a. The location of the proposed shelter relative to street, property, and setback lines.
   b. The size and design of the shelter, including all four elevations, building materials, and any public convenience or safety features such as a telephone, lighting, heating or trash containers.
3. A building permit will be issued for a Transit shelter only after all of the following conditions are met:
   a. The plan has been approved by the Broward County Transit regarding the design, location, construction, and transit service used for the shelter.
   b. The plan has been approved by the Planning Department regarding the integration of the shelter with the surrounding properties and its impact on nearby residential areas.
4. A transit stop shelter may be removed if the Broward County Transit determines that it no longer serves the best interest of the public.

BICYCLE STORAGE

Bicycle storage facilities such as bike racks, may be provided at bus stops for the convenience of bicyclists using transit. Designated storage facilities discourage bicycle riders from locking bikes to bus facilities or adjacent properties. Proper storage of bikes can help reduce the visual clutter at bus stops as well as prevents bikes from obstructing accessible routes.

Bicycle storage facilities can be broken into two types of facilities:

1. Class I (long-term facilities) refers to storage units that protect the entire bicycle from theft, vandalism and weather.

2. Class II racks (short-term facilities) provide a secure place in which to lock a bicycle but do not provide any direct protection from vandalism or weather. Class II racks are typically used at BCT stops.

The following factor should be considered when determining which type of bicycle storage, if any, should be included at a bus stop:

a. Existing and potential demand of bike riders who use transit.
b. Presence of bicycle lanes or paths.
c. Existing bicycle activity / evidence of bicycle use at stop.
d. Boarding data and number of routes.
e. Type of stop (Tri-Rail, transfers stops, Park-and-Rides).
f. Surrounding land uses.

Bicycle lockers are the most common type of Class I bicycle storage facility. They are completely enclosed containers, typically used where long-term bicycle parking is predominant. These types of facilities are large, require additional space, and usually look awkward next to bus shelters.

Class II, or bike racks, are usually used for short-term bicycle parking, which is defined as two hours or less. Bike racks are recommended to provide the following features:

a. Support the bike in two locations.
b. Prevent the wheel from tipping.
c. Supports all bike types.
d. Allow both the frame and one wheel to be secured using standard U-shaped lock.
e. Allows front-in parking and back-in parking..
f. One rack element supports two bikes.

Bicycle storage facilities with access to transit shall have:

a. Paved access between the bicycle lane/sidewalk, bicycle parking area and the transit stop.
b. Waiting area constructed of non-slip concrete or asphalt and properly cleaned.
c. Racks securely mounted to a reinforced concrete slab, minimum thickness of 6", extending at least 4" beyond all vertical rails.
d. Rack height shall not exceed 48 inches.
e. Locate the bike parking / storage area away from other pedestrian activities
f. Locate in areas that are well lit or provide pedestrian lighting at and/ or near the storage facility.

PEDESTRIAN NETWORK RECOMMENDED STANDARDS

Pedestrian recommended standards include two components, circulation and design, in order to provide access to transit and provide pedestrian connections to surrounding properties.

1. The circulation and framework for the pedestrian recommended standards are:
   a. Continuous sidewalks, a minimum of eight feet in width, along roadways, alleys less than or equal to 500ft in length, pass-throughs located at mid-block locations or at cul-de-sac heads, boardwalks, and multi-use trails.
2. The design of the pedestrian recommended standards shall include:
   a. Pedestrian pathways and sidewalks shall be well lit with pedestrian lighting and spacing that meets public frontage recommended standards for furnishing zone areas;
   b. Internal pedestrian network systems shall be physically separated from driveways and parking spaces by landscaping, berms, barriers, grade separations, or other means to protect pedestrians from vehicular traffic;
   c. A minimum width of six feet shall be constructed for the pedestrian zone and provide at least two of the following based on the context and location of the connection:
      i. Six inch vertical curb; or
      ii. Textured paving, including across vehicular lanes (were requred); or
      iii. A continuous furnshings area (minimum of three feet wide that will include ground cover and trees as provided and outlined in the public frontage recommended standards.
   d. A crosswalk shall be required when a sidewalk crosses a public driveway or a paved area accessible to vehicles;
   e. Whenever walkways are provided, raised crosswalks or other traffic-calming measures shall be used to slow traffic at points where sidewalks cross a lane of vehicle travel shall be located at all points where a walkway crosses the lane of vehicle travel.
   f. The pedestrian network shall provide direct pedestrian and bicycle pathways to surrounding buildings, adjacent parcels, all neighborhoods, public and private schools, and parks and recreational spaces.
   g. The pedestrian network shall be in a connected block pattern throughout the developed area. Pedestrian connections to other facilities shall occur every 500 feet at a minimum.
   h. The on-site pedestrian circulation system shall be well-lit to ensure safe use of the system at night. All lighting shall be shielded with full cut-off or semi cut-off fixtures.
   i. The use of a pedestrian promenade between a transit stop and development provides protection from the elements. Landscape pedestrian promenade or continuous canopy for weather protection shall be required when adjacent or part of a existing or planned transit hub or high volume transit stop. This determination will be provided by the Planning Director in concert with Broward County Transit.

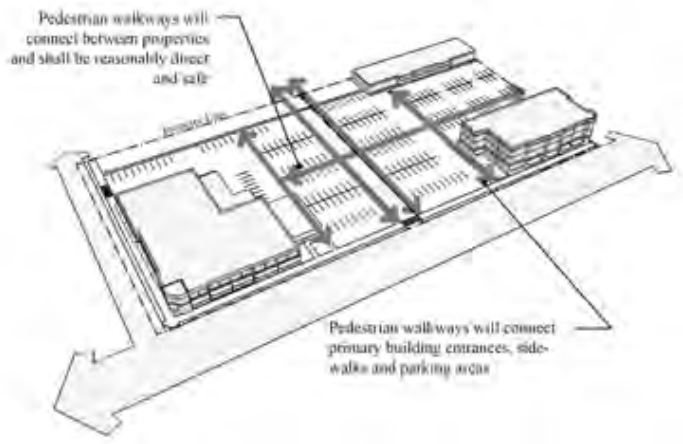
VALET PARKING RECOMMENDED STANDARDS

If provided, a valet parking service (including drop-off areas, servicing areas, and the parking areas) must meet the following requirements:

1. On private property, the valet parking and maneuvering area shall be located to the side or rear of the principle building. No maneuvering area shall be located between the building and the curb.
2. A valet parking service may be located at the face of the existing curb on a public or private street. The existing curb line cannot be modified to provide an inset for the valet parking service. When located on a public or private street, such service may only be located on the vehicle way and cannot be located on the amenity zone, planting strip, or pedestrian way.
3. Where valet parking services are located on a public street and/or where the public right-of-way is utilized by the service, a valet parking permit shall be obtained from the permitting agency, FDOT, Broward County or City of Ft Lauderdale.
4. The valet parking service and associated structures cannot disrupt the flow of pedestrian and vehicular traffic.

PARKING MAXIMUM RECOMMENDED STANDARDS

The parking maximum may be exceeded by 50% if a portion of the lot provides public parking, whether compensation is required or not. 20% or more of all spaces provided must be open to the public 24 hours per day, seven days per week. Such spaces must be marked as reserved for public parking only.



Pedestrian Network Connections

GENERAL RECOMMENDED STANDARDS

BICYCLE PARKING

The table below provides for minimum bicycle parking requirements for the Transit Village, Urban Core and Urban Village. The Planning Director will determine other character zone's that are required to provide these recommended standards. If a development is a mixed-use product, these recommended standards shall apply planning area wide.

LAND USE (1)	MINIMUM BICYCLE PARKING (2)
Single Use Residential (excludes a mixed use building)	0.5 per each unit if the residential is an apartment or condominium
Retail and Service Commercial	0.25
Medical/Dental/Veterinary Clinics, Medical Office Buildings	0.25
Office and Similar Uses (3)	0.125
Eating or Drinking Establishments:	
Fast Food	2.0 (4)
Casual /Fine Dining	0.25
Theaters, Conference Centers and Assembly Halls	1 space per 20 seats
Health Spa, Gym, Indoor Sport Club	1.5
Bowling Center	0.5 spaces per lane
Social club, amusement or recreation facility	0.125
Library or Reading Room	1.5
Hotel (5)	0.125
Hospital	1.0
College, University, Technical School , or High School	5% of FTE, day students
Places of Worship, Mortuaries and similar peak-loading facilities	1 space per 80 seats
Mixed-Use Residential	0.2 per residential unit plus 75% of spaces required for other uses
Manufacturing, Processing, Compounding, Light Industrial, Predominantly Industrial Flex Space, Campus Industrial And Accessory Industrial Uses	0.20
Laboratories and Research Facilities	0.20

(1) Where a particular use is not listed, substitute the parking rate of the most similar use shown in the table.

(2) Except in the case of schools, the first 2 spaces of any required bicycle parking and 10% of those thereafter must be covered or within lockers. Except for schools, at the option of the applicant, required bicycle parking ratios may be reduced by 75% after the first fifty (50) spaces.

(3) Includes office buildings, flex space and mixed use buildings that are predominantly in office use, governmental uses, and child care facilities.

(4)Bicycle parking for all restaurant uses shall be calculated using the dining area space only.

(5) May add additional spaces to accommodate restaurants open to non-guests, at the applicable casual dining ratio.

LANDSCAPE FOR VEHICULAR LANDSCAPE AREAS

Landscaping is required for all parking lots shall be designed using Low Impact Development (LID) Parking Area Designs. LID Landscaping Plans shall denote a drainage design where [75% or more] of the [first half inch] of stormwater runoff from impervious surfaces is treated for water quality by a combination of LID techniques in accordance with the most recent version of the Florida Development Manual: A Guide to Sound, Land and Water Management.

Acceptable LID techniques shall include vegetated swales, rain gardens or bioretention facilities, permeable pavers, infiltration facilities and constructed wetlands. Cisterns and grey water systems that recycle stormwater runoff may also be included in these calculations.

LID PARKING AREA RECOMMENDED STANDARDS

The purpose of these recommended standards is to provide the Planning Director or designee with Site Plan Review the opportunity to review plans for a lower impact approach to managing stormwater in parking areas. The following information is therefore required of an applicant choosing to treat any portion of a parking lot with LID stormwater management techniques. This information shall be prepared by a registered Professional Engineer and shall comply with the design and implementation guidelines provided in the latest version of the Florida Development Manual: A Guide to Sound, Land and Water Management.

1. Delineation of all drainage areas inclusive of areas outside of the parking envelope that will contribute stormwater runoff to the parking area;
2. Proposed topography at two-foot contour intervals;
3. Site Plan showing drainage pathways and locations of proposed BMPs;
4. Typical profiles of BMPs;
5. Sizing calculations for BMPs that demonstrate adequate conveyance and/or water quality treatment of the [first half inch of stormwater runoff from impervious surfaces];
6. Sizing calculations for BMPs that illustrating proposed management of runoff resulting from 2-year, 10-year, and 100- year event;
7. List of plantings associated with vegetated BMPs; and
8. Schematic diagrams of any gray water or cistern systems proposed for the parking area.

Overall landscape requirements in Sec. 47-21.12- Landscape requirements for vehicular use area shall have the following modifications

Vehicular use areas. On the site of a building or structure or on an open lot providing a VUA, landscaping shall be provided in a square footage area equal to a minimum of ten percent (10%) of the gross VUA. This square footage shall abut and extend no further than ten (10) feet away from a VUA. The landscape area required from a VUA shall consist of interior landscape areas.

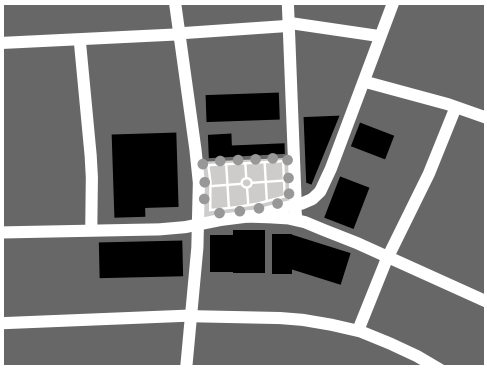
OPEN SPACE

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 and any of the following open space types may also meet the open space requirements.

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

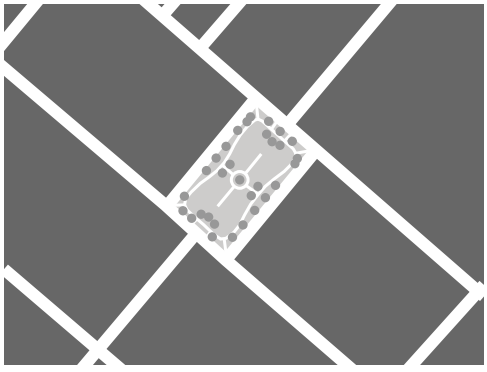
1. For developments of 50 residential units or less, or developments of 25 dwelling units per acre or less density: A minimum of 200 square feet of open space per unit;
2. For developments of between fifty-one (51) and one hundred fifty (150) residential units, or developments of greater than 25 dwelling 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;
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.

PLAZA



GENERAL DESCRIPTION		
	Hardscape area used for civic purposes, public gathering, and/or commercial activities.	
SIZE CRITERIA	MIN	MAX
	0.05	2
LOCATION CRITERIA		
	No defined service area, should be at intersection of important streets	
EXAMPLE FACILITIES		
	Cultural/arts centers, fountains, special events facilities, markets	

SQUARE

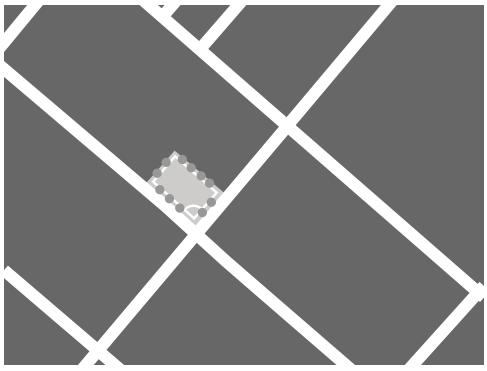


GENERAL DESCRIPTION		
	Area of formal landscape and hardscape used for unstructured recreation and/or civic purposes	
SIZE CRITERIA	MIN	MAX
	1	3
LOCATION CRITERIA		
	No defined service area, should be at intersection of important streets	
EXAMPLE FACILITIES		
	Cultural/arts centers, fountains, seating areas, special events facilities, markets	

GREEN

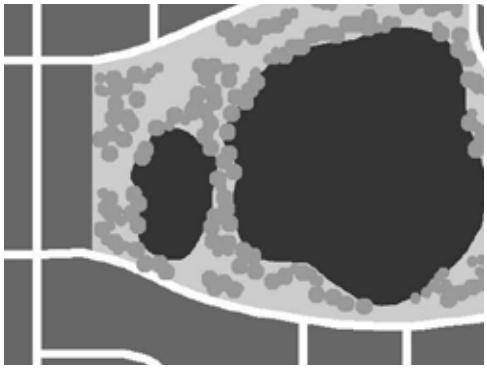
GENERAL DESCRIPTION		
	Area of formal or informal landscape used for unstructured recreation	
SIZE CRITERIA	MIN	MAX
	2	5
LOCATION CRITERIA		
	Serves an area up to 1/4 mile radius (125 acres), may be located internal to neighborhood	
EXAMPLE FACILITIES		
	Nature areas, boat ramps, canoe/kayak launches, picnic areas, fishing piers, horse trails, camping, bicycling, jogging, hiking trails	

MINI PARK



GENERAL DESCRIPTION		
	Used to address small scale or limited, isolated, or unique recreational needs	
SIZE CRITERIA	MIN	MAX
	0.05	1
LOCATION CRITERIA		
	Serves an area up to 1/4 mile radius (125 acres), may be located internal to neighborhood	
EXAMPLE FACILITIES		
	Playgrounds, picnic areas, boat ramps, canoe/kayak launches, community gardens	

NATURAL RESOURCE



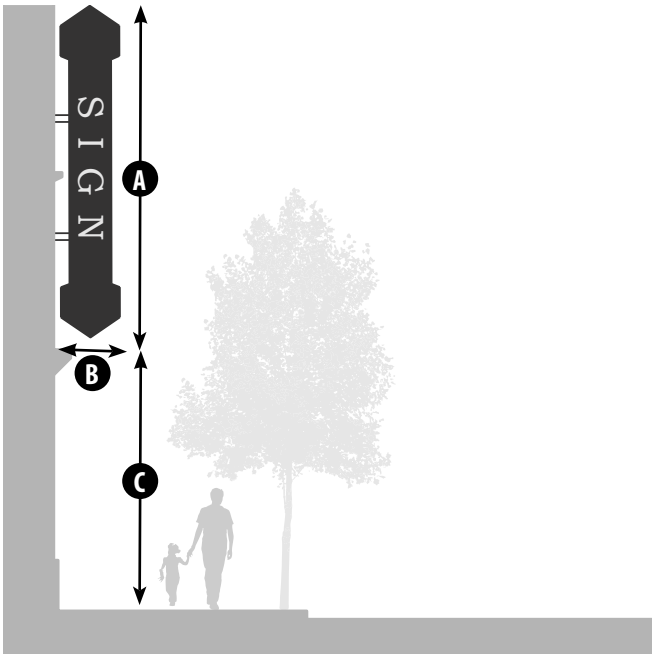
GENERAL DESCRIPTION		
	Lands set aside for preservation of significant natural resources, remnant landscapes, open space, and visual aesthetics/buffering. Development must maintain public access in order to have a natural resource count towards open space standards. The size and amount of access will determine the percentage provided.	
SIZE CRITERIA	MIN	MAX
	--	--
LOCATION CRITERIA		
	Dependent upon resource availability and opportunity	
EXAMPLE FACILITIES		
	Nature areas, lakes, canals	

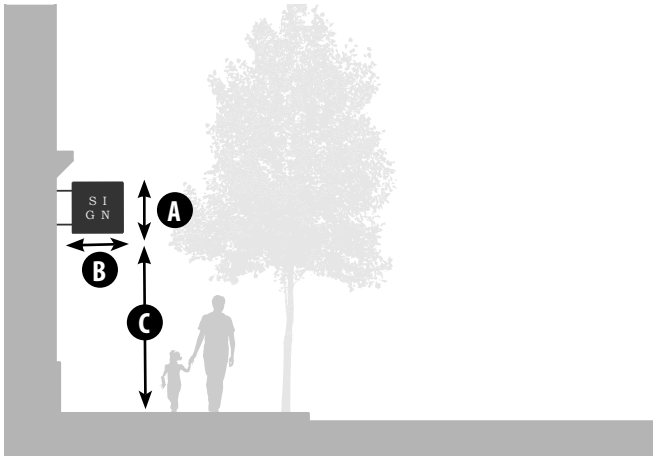
SIGN RECOMMENDED STANDARDS

GENERAL

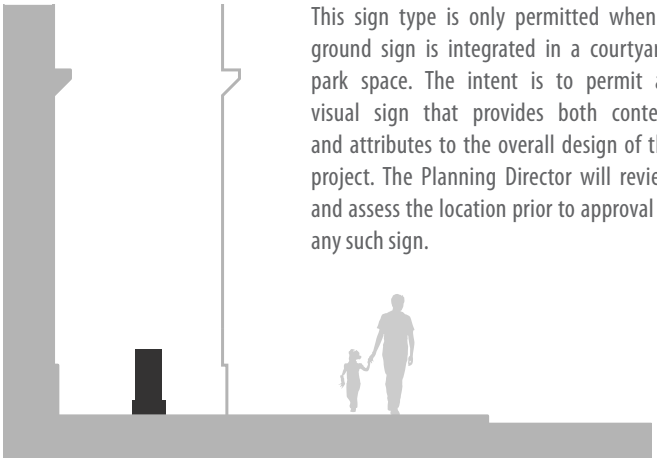
Overall total sign copy area and allowance shall be governed by Section 47-22 Sign Requirements. The following sign recommended standards are added to provide pedestrian focused sign types. In no circumstance can an applicant increase the allowable copy area as provided in the City Sign Requirements section of the Code.

It is necessary for each business that displays more than one exterior sign to implement an exterior sign program. Sign programs serve to create a coordinated project theme of uniform design elements including color, lettering style, material, and placement. Each business shall have a consistent palette of signs that are designed in a similar character and style.





GROUND MOUNT SIGN



This sign type is only permitted when a ground sign is integrated in a courtyard, park space. The intent is to permit an visual sign that provides both content and attributes to the overall design of the project. The Planning Director will review and assess the location prior to approval of any such sign.

GRAND PROJECTING SIGN

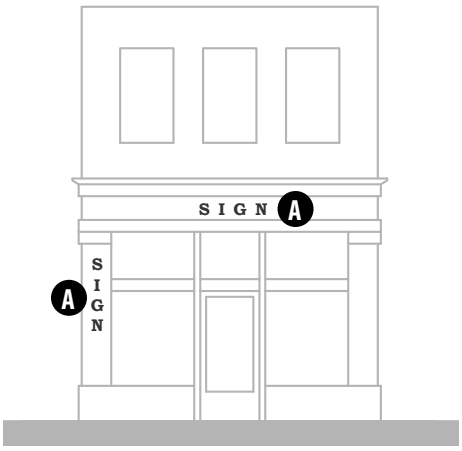
Grand Projecting Signs are tall, large, vertically oriented signs which project from the building perpendicular to the façade and which are structurally integrated into the building.

SIGN RECOMMENDED STANDARDS		
Horizontal orientation; perpendicular to facade		Perpendicular to facade
Sign Height	A	30 ft max
Sign Projection	B	6 ft max (projected from facade of building)
Distance from Sidewalk	C	12 ft min
Note: No portion of a Grand Projecting Sign shall extend more than ten (10) feet above the roofline.		

PROJECTING SIGN

Projecting Signs are cantilevered signs which are structurally affixed to the building and oriented perpendicularly to the building façade.

SIGN RECOMMENDED STANDARDS		
Horizontal orientation; perpendicular to facade		Perpendicular to facade
Sign Height	A	
Sign Projection	B	4 ft max
Distance from Sidewalk	C	9 ft min
Note: Projecting Signs shall only be mounted on wall area below the second floor level. No Projecting Sign shall exceed sixteen (16) square feet in size.		



WALL SIGN

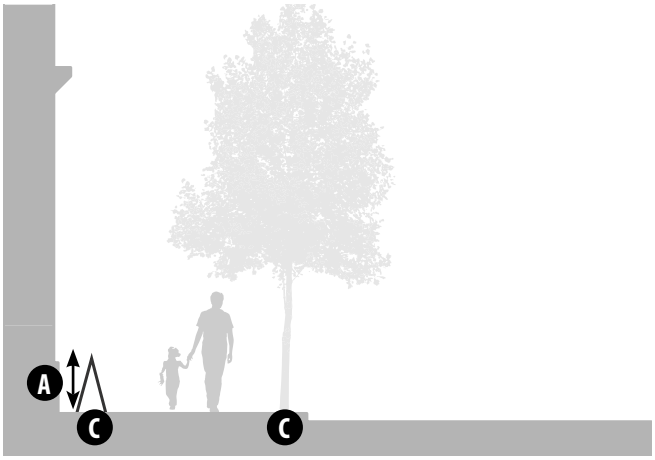
SIGN RECOMMENDED STANDARDS		
Horizontal orientation; perpendicular to facade		
Sign Placement	A	Integrated in the building design and may not obstruct windows or doors.
Sign Projection		No more than 12 inches from the face of the building wall.

AWNING PLACEMENT

SIGN RECOMMENDED STANDARDS	
Horizontal orientation; perpendicular to facade	
Location	A

MENU BOARD/STREET ART SIGN

SIGN RECOMMENDED STANDARDS		
Horizontal orientation; perpendicular to facade		
Sign Height	A	5 ft height/ 3 ft width
Sign Lettering		2-4 inches in height
Location	C	Frontage zone or Furnishing zone
Note: Sign shall be present during store hours only, and must be removed during non store hours.		



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ADMINISTERING THE RECOMMENDED STANDARDS

APPLYING THE RECOMMENDED STANDARDS

The development recommended standards are meant to support a multi-modal approach to development within the planning area as outlined in the Introduction. A density range was outlined, by character zone, to provide policy guidance on the type of intensity that is suited for that particular character zone.

APPLICABILITY

An area that is within the planning area should be subject to the recommended standards. Criteria not provided in these recommended standards does assume the City's Overall Land Development Code will prevail.

THE DEVELOPMENT AGREEMENT

If additional right-of-way is needed to meet additional infrastructure improvements, it is recommended that the City review and consider development agreements. The agreement can sets the recommended standards and conditions that govern the development of the property. It will provide certainty to the developer that his or her project will be isolated from changes in the jurisdiction's zoning laws over the course of development, but it also contracts the developer to provide benefits to the city, such as infrastructure improvements, the public frontage recommended standards, waterfront, increased open space access in exchange for that certainty.

MICRO UNITS

Micro units may be considered as part of an overall mixed use product or as of right in the Transit Village, Urban Core and Urban Village. Determination and need shall be reviewed an assessed by the Planning Director. If permitted, at a minimum, these units must include:

1. Diversity of units per floorplate
2. Distributed community space
3. Communal Living rooms to receive best natural light and air within the building and a minimum of 120 square ft.
4. Community spaces shall be located by primary circulation paths.
5. Combined Kitchen-Living-Dining space to be a minimum of 250 sq ft
6. A kitchen should be designed for a maximum of 10 people.
7. Community Space shall be provided for every 20 micro units, studio's and small one bedroom units (500 sq.ft. or less). Common community space should be dispersed throughout the building with dedicated rooms on each residential floor. Where possible, it is preferred that these be located directly opposite lift access points. The podium floor plates are much larger than the tower floor plates, therefore, the community space should be scaled accordingly.

VARYING THE FORM: ADMINISTRATIVE WAIVERS

A. The District Recommended Standards, by Character Zone, are intended to result in by-right development where development is in conformance with the form of the applicable Character Zone. In some instances, it may be practical to vary the prescribed form in one of these zones. In instances of certain minor variations, an applicant may apply for administrative review and approval. Those allowable instances are set forth in the Table (Allowable Administrative Waivers).

ALTERNATIVE COMPLIANCE REVIEW RECOMMENDED STANDARDS

The City's recognizes the constraints of meeting all the recommended standards within an infill development project and may, as determined by the city, consider alternative compliance as provided in this section. If the application of development cannot be modified within the administrative waiver section, an applicant may seek an alternative compliance standard and will be required to submit through the Site plan Level II Permit and be subject to the requirements of the process, in addition to the following recommended standards.

Applications for a development to be given approvals for Alternative Compliance shall be evaluated for consistency with the following recommended standards and shall consider the extent to which the proposed development, taken as a whole:

1. Advances the stated vision and principles of any of the Regional Activity Master Plans as applicable to the Character Zone as assigned, and specifically, the extent to which the proposed development:
   a. Promotes modes of transportation other than the automobile, including walking and transit;
   b. Creates a built environment that is in scale with pedestrian-oriented activities and provides visual interest and orientation for pedestrians; and
   c. Contributes to a mix of uses in the area that are compatible with each other and work together to support the stated vision;
2. Is consistent with the intent of the recommended standards applicable to the Regional Activity Centers Master Plan and Context Zone in which it is located, as set forth in these development standards;
3. Is physically and functionally integrated with the built environment in which it is located; and
4. The City Commission shall also consider the potential impacts of the proposed deviation on surrounding properties and the extent to which any adverse impacts from such deviation can be mitigated.

ALLOWABLE WAIVER TABLE

The Allowable Administrative Waivers table sets forth all variations that are permitted in all sub-districts. No other variations to the prescribed form shall be permitted without an Alternative Compliance Application. Failure to conform to the prescribed form shall result in the denial of a building permit. Administrative Waivers shall run with the land and be binding on the property owner and its/their successor and assigns.

The Administrative Relief table provides some flexibility for the Planning Director to make minor adjustments to an application. These minor adjustments should permit an applicant to go through a Site Plan Level One process. Any request to add a Building Type that is not consistent or permitted in the specific Context Zone should result in a variance.

ADMINISTRATIVE RELIEF TYPE	REQUIRED FINDINGS	ALLOWED ADMINISTRATIVE RELIEF
Public Frontage Recommended Standards	Existing Development is constrained and cannot meet the overall frontage recommended standards.	Determine the minimum pedestrian zone, by priority street designation prior to reducing the overall standard
	Decrease in furnishing zone will not result in the removal of providing a street tree.	Provide for a smaller street tree that will still provide shade and buffering from a street.
Front, Side street, Side or Rear. An increase or decrease of the minimum required setback areas (e.g. front, side street, side and rear) for a primary structure.	Existing development on adjacent parcels on the same block face is greater or less than the required setback; and	5' maximum
	The variation will allow the proposed development to blend in with the adjacent development that is consistent with the overall vision and principles for the Character Zone	
	Proposes a similar mass and scale of building type that meets the overall context of the area	Building width may be increased by 10%
Front or Side. A relaxation of the specified build-to-line.	Existing development on adjacent parcels on the same blocks' face is setback greater than the required build-to-line; and	2' maximum
	The variation will allow the proposed development to blend in with the adjacent development that is consistent with the overall vision and principles for the Character Area	
Building Frontage (Front or Side). Reduce the maximum building frontage.	The variation will allow the proposed development some flexibility to blend in with the adjacent development	5-10% maximum
Additions to Non-Conforming Structure. Allow an addition to an existing structure to be located up to the furthest point of setback encroachment, subject to Building Code requirements.	New addition does not adversely impact surrounding parcels and addition is not within 15' of a public right-of-way	Reduce the setbacks to 5' still required to meet private frontage recommended standards as applicable.

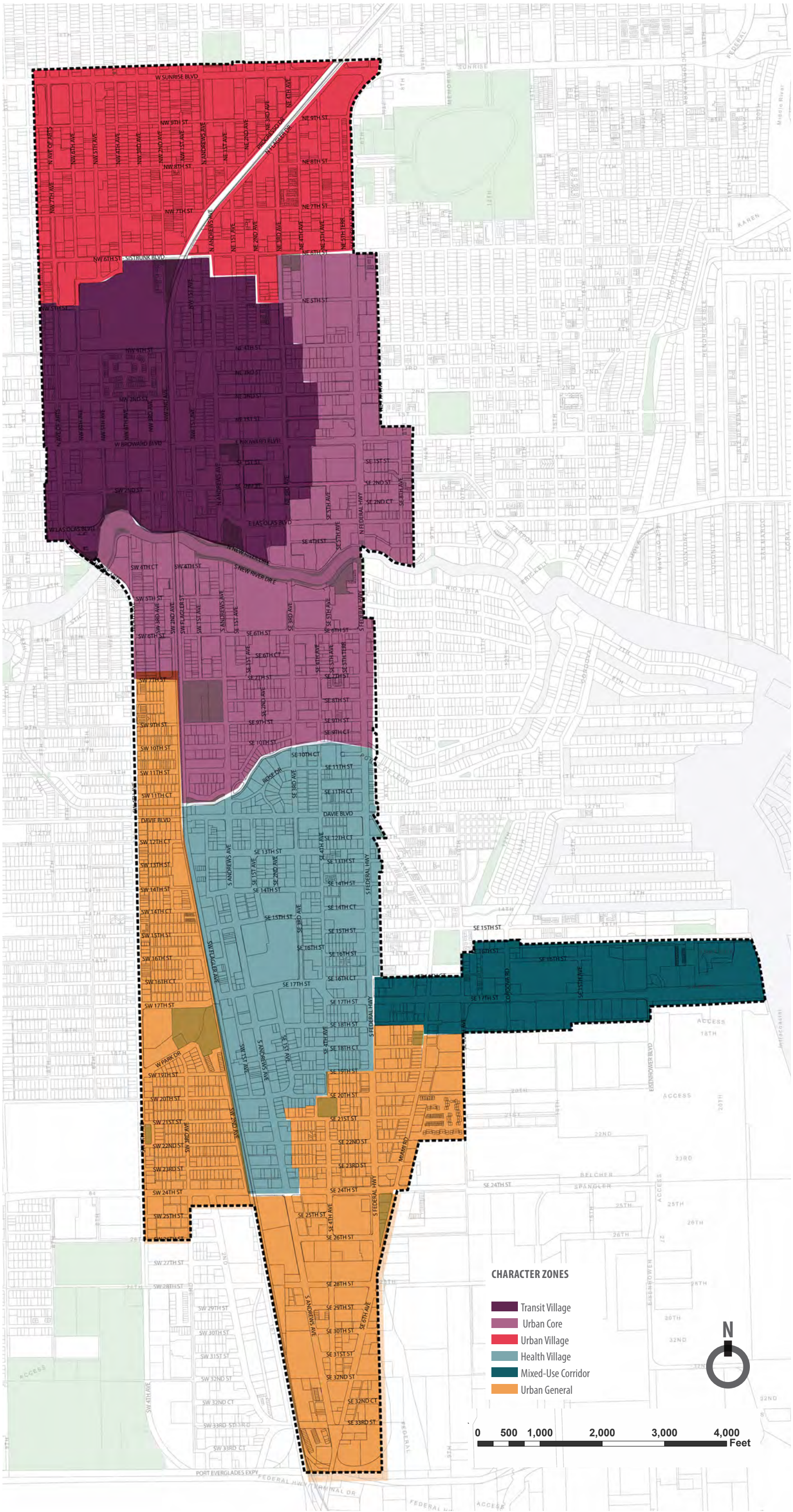
ADMINISTRATIVE RELIEF TYPE	REQUIRED FINDINGS	ALLOWED ADMINISTRATIVE RELIEF
Lot Dimensions. A decrease or increased in the minimum building width requirements	Increasing and/or decreasing the size of the building lot will provide some modifications for site constraints, parking garage dimensions, that do not change and/or alter the overall block perimeter requirements or building relief requirements as set forth in the recommended standards.	15% maximum
Dwelling Unit Size. A decrease in the minimum dwelling unit size.	Decreasing the unit size requirement will provide for flexibility of market availabilities and need within the area.	20% maximum
Mix of Uses. An adjustment of the target mix of uses by sub-district.	Permitting a range of a mix within a sub district to allow for some flexibility without creating a single use development is permitted	5-10% mix adjustments, per land use
Parks. An adjustment of percentage of park space required by developed area.	Reducing the percentage of park space required because of proximity to existing parks, site constraints, etc.	1-2% maximum
Parking Zones. Where parking areas cannot be located in the rear of the parcel because of site constraints.	If parking has to be located adjacent to a street, because of site constraints, a street wall edge may be considered when designed with landscape and hardscape materials that provide 100% visual coverage up to 36" in height	Parking Zone location modifications only where site constraints exist and restrict the minimum parking ratios to maximum parking recommended standards
Maximum Block Perimeter. An increase in the maximum block perimeter may be considered if site constraints exist.	Increasing the block perimeter would not adversely affect the walkability of the area as denoted in that Character Zone. May require additional pedestrian pathways.	10% maximum
Landscape spacing and percentage may be adjusted.	Provides flexibility if an applicant exceeds the minimum size requirement by tree and/or shrub species or preserves existing trees and shrubs on site.	Reduction of percentage of coverage by 5%.
Landscape Palette selection flexibility.	An applicant may propose a similar species of tree for consideration.	Species change is permitted if considered Florida Friendly.

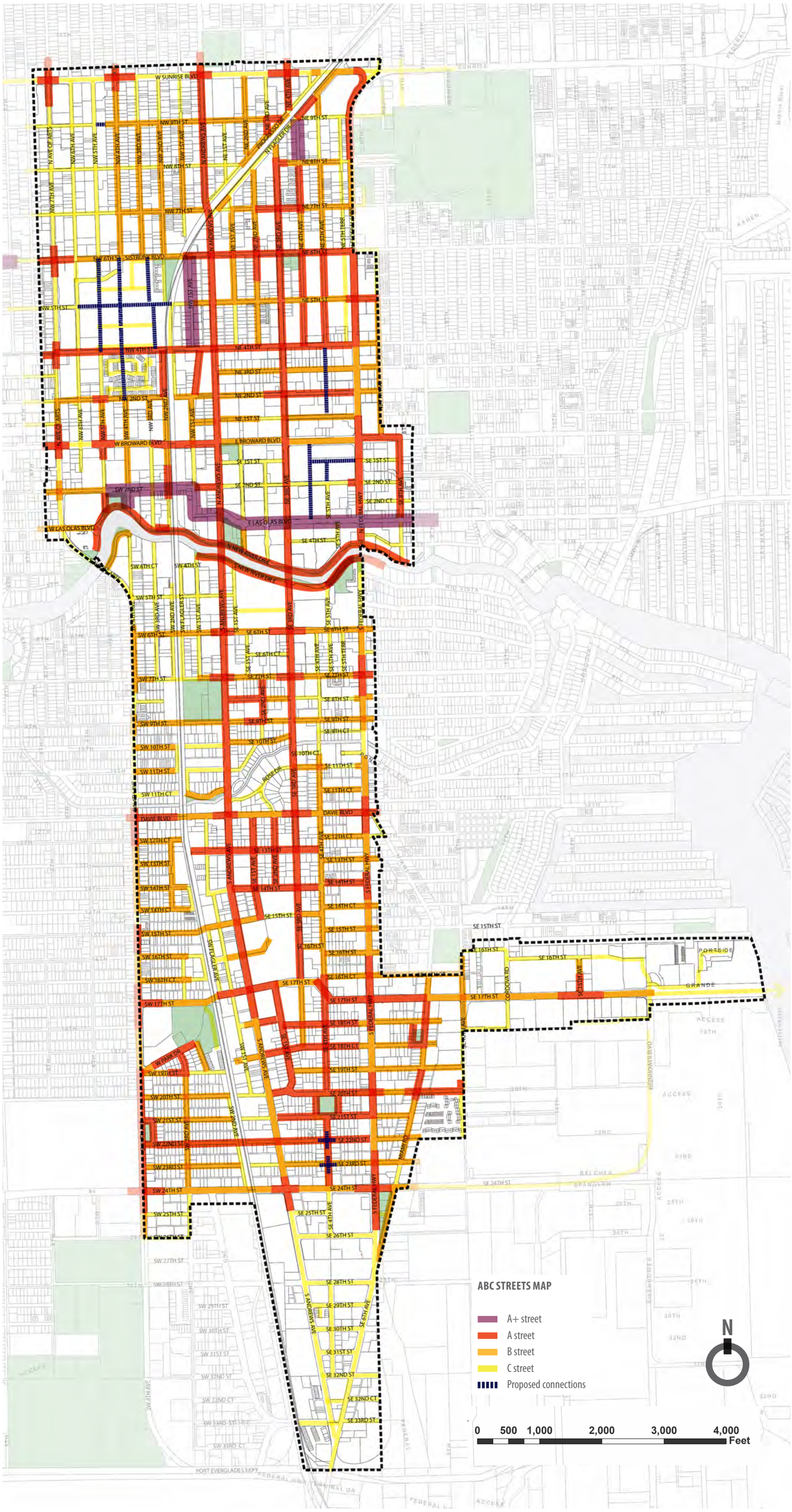
HOW TO USE THE RECOMMENDED STANDARDS TABLE

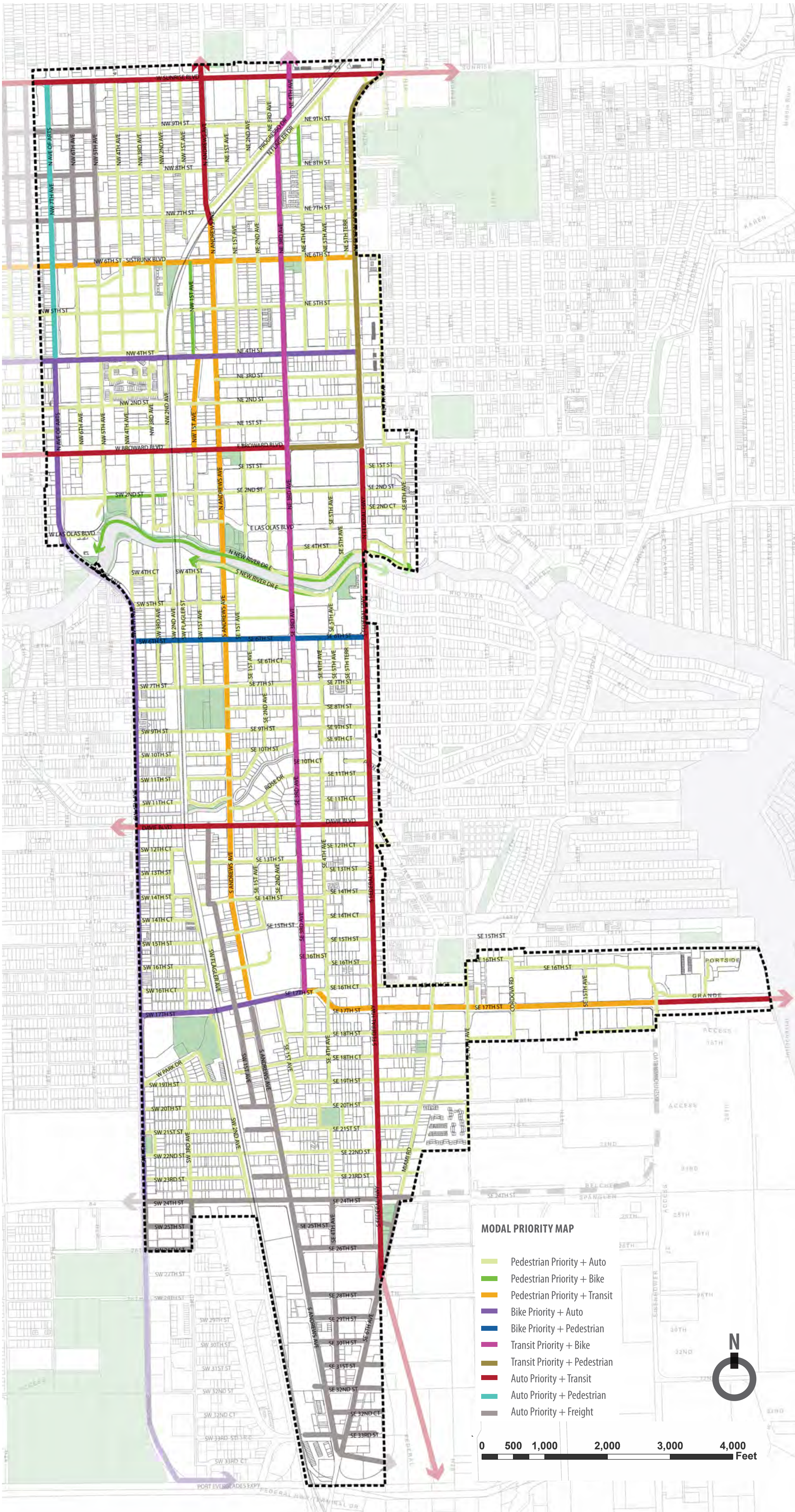
The following table provides an overview on how to use each section provided in the Recommended Standards.

CATEGORIES	DESCRIPTION	OVERVIEW	LOCATION
Modal Priority Map & Public Frontage Recommended standards	Identifies the Priority Street, i.e, Pedestrian, bike, transit, automobile.	Public Frontage requirements are by street type.	Refer to Modal Priority Map. Additional sections: Public Frontage (Edge, pedestrian and furnishing zones)
ABC Streets Map	Provides a street hierarchy (A+, A, B, C)	Building frontage requirements and front setbacks, by street type and building type, provide the percentage of a building that must front the street and the minimum/maximum front setbacks.	Refer to the ABC map for Street designation. Additional sections that refer to street hierarchy: Street tree recommended standards Building typology recommended standards Building design recommended standards (for glazing) General recommended standards provide a range of subcategories by street category.
Framework Map	Identifies character zones (6 districts) within the planning area.	Provides boundaries and overall character zone districts	Refer to Framework Map for character zone designation. Additional sections that refer to the framework map: Character Zones Building typology recommended standards
Character Zones	One-page overview of the intent of the zone, density & height, Modal Street Map and ABC Street Map (zoomed in to the zone)	Provides intent, density & height for each zone.	Refer to the Character Zone Map for overall recommended standards. Additional sections: Building typology recommended standards
Building Typology Recommended standards	Provides a range of low, medium and high scale typology types by character zone.	Each building type includes dimensional recommended standards., setbacks, building widths, height standards	Building Typology Table. Building typology table identify permitted, conditional and not permitted building types, by character zone. Building Types. Provide the dimensional recommended standards.
Private Frontage Recommended standards	Façade recommended standards for residential and non-residential building types.	Each frontage standard provides general design recommended standards for that specific frontage. This standard is for all building types.	Private Frontage recommended standards.
Sea Level Rise Recommended standards	Provides a range of design solutions for flood proofing.	These recommended standards are general and can be applied wherever flood proofing applies.	Sea Level Rise Adaption Recommended standards
Building Design Recommended standards	Glazing and materials	Provides recommended standards for all development and specific criteria, by street (ABC map)	Building Design Recommended Standards and ABC Streets Map.
Neighborhood Compatibility Recommended Standards	Recommended standards to protect adjacent single-family residential areas	Recommended standards apply to any development adjacent to single-family residential areas.	Neighborhood Compatibility Recommended standards and City's Zoning Map identifying single family residential zoning districts.
General Recommended standards	General site plan requirements.	Overall site plan requirements for all development. Specific recommended standards, by street designation are also provided.	General Recommended standards and ABC Streets Map.
Open Space	Provides a range of open space recommended standards for all development.	Open space recommended standards for urban development. Each open space type has a general description, size and location criteria.	Open Space Recommended standards

CATEGORIES	DESCRIPTION	OVERVIEW	LOCATION
Sign Recommended standards	Sign design recommended standards.	Provides pedestrian scale signage design criteria.	Sign Recommended standards and Sec 47-22 Sign Requirements (to provide total copy area, content, etc.)
Administering the Recommended standards	Overall summary of recommended standards and a waiver table.	Provides this table as a summary and how to apply the recommended standards. Waiver table provides measures to use when considering waivers and/or administrative relief	Administering the recommended standards and Allowable Waiver Table.


CHARACTER ZONES
Transit Village
Urban Core
Urban Village
Health Village
Mixed-Use Corridor
Urban General
N
0 500 1,000 2,000 3,000 4,000
Feet


ABC STREETS MAP
A+ street
A street
B street
C street
Proposed connections
N
0 500 1,000 2,000 3,000 4,000
Feet


MODAL PRIORITY MAP
Pedestrian Priority + Auto
Pedestrian Priority + Bike
Pedestrian Priority + Transit
Bike Priority + Auto
Bike Priority + Pedestrian
Transit Priority + Bike
Transit Priority + Pedestrian
Auto Priority + Transit
Auto Priority + Pedestrian
Auto Priority + Freight
0
500
1,000
2,000
3,000
4,000
Feet
N