



CITY OF FORT LAUDERDALE



MIXED USE DEVELOPMENT

PLANNING ANALYSIS DOCUMENT





SECTION **I**
INTRODUCTION



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I

INTRODUCTION



Overview

The City adopted a Unified Flex Policy in 2018, which promotes a more sustainable growth pattern for the City by protecting neighborhoods, establishing encouraging mixed-use development in specific geographic areas that can support multimodal transportation options, offering a variety of housing options, and enhancing the overall livability of the City.

The Unified Flex Policy established a base for smart growth planning for the future of the City to better define the direction for guiding future growth. The areas identified as part of the adopted policy include major corridors and nodes, which offer unique opportunities for appropriate development of suitable scale, transition, and mix of uses. Planned carefully, these areas can contribute to more connected and sustainable neighborhoods, with access to local services and uses, supported by a local and regional multi-modal network. The policy is consistent with the Broward County Land Use Plan, known as "BrowardNext" and is consistent with the City's Comprehensive Plan.

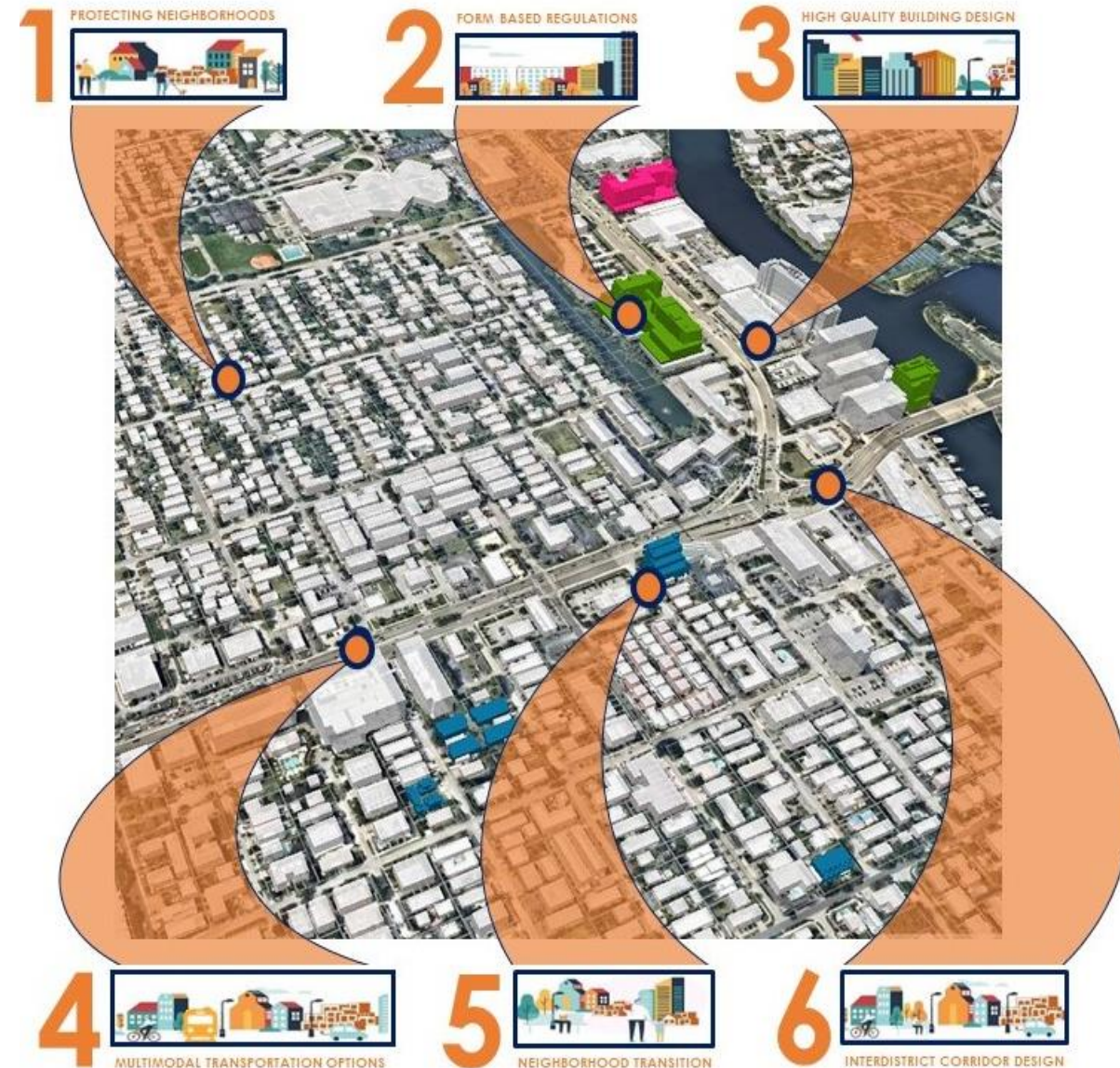
There have been numerous planning efforts stemming from the Unified Flex Policy. This includes adoption of affordable housing regulations, adoption of transfer of development rights, and adoption of the Uptown Master Plan. Furthermore, since the 2018 adoption of the Unified Flex Policy, there has been an increase in requests for flex units and as a result the available flex units have been exhausted. Regardless, the intent and policy direction the Unified Flex Policy established is still necessary to ensure the built form along major corridors reflect the sound planning policy of the City. This can be accomplished by creating new mixed-use form-based requirements to support the planning policies and guide future development.

Purpose and Intent

The intent of this document is to outline the research and analysis completed by Urban Design and Planning Division staff on the potential of establishing new mixed-use form-based regulations. Implementation of these regulations would apply to projects seeking residential as part of a mixed-use development along major corridors. Rezoning existing properties should be evaluated as a potential economic incentive to property owners similar to the effort in the Uptown Master Plan project area.

This document contains summaries and graphics that were completed to generate the specific recommendations. The following sections are contained in this document:

- Existing conditions
- Existing regulations
- Case studies
- Conclusions
- Recommendations
- Supporting appendices





SECTION **II**
EXISTING CONDITIONS



II

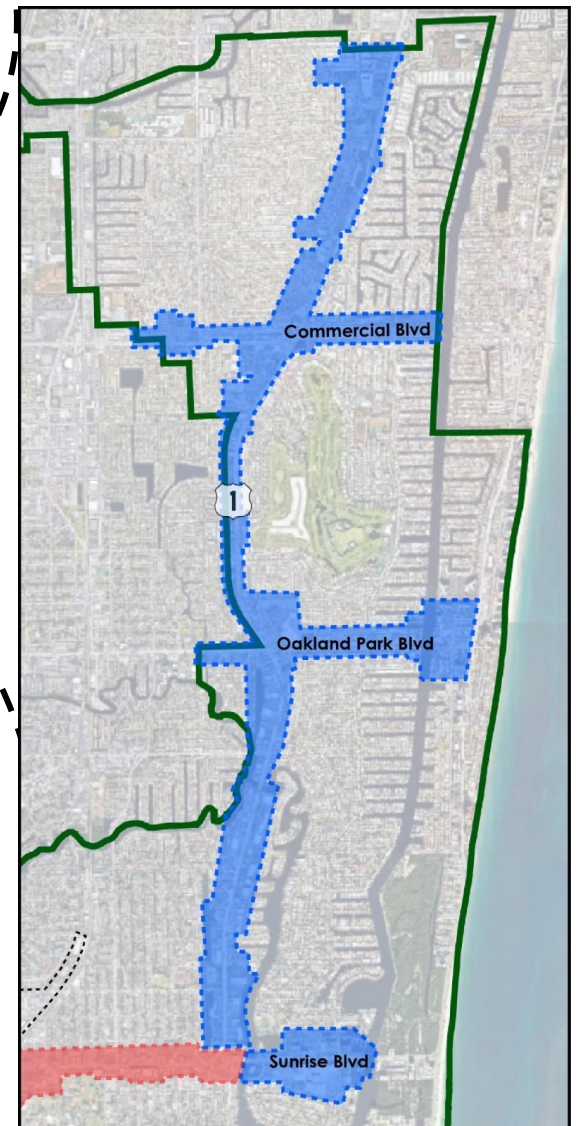
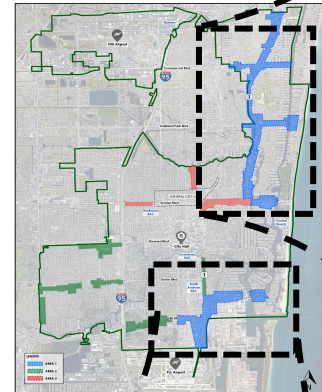
EXISTING CONDITIONS



Character Area 1: Mixed-Use High-Density

The geographic boundary of Character Area 1 - Mixed-Use High-Density encompasses portions of US 1 and intersecting east-west thoroughfares, and small tracts of land abutting the southeastern portion of the city that currently permit commercial and mixed-use development. These areas are defined as high volume roadways with destination locations, shopping centers, offices, car dealerships, hospitals, and big-box stores. Parcels are comprised of an eclectic hub of commerce and transit, serving as a connective arterial to abutting neighborhoods, entryway into the City's northern boundary and primary shopping destination. As development interest continues to commercial corridors, redevelopment and reuse of big-box stores, strip malls, and large underutilized parcels is likely to occur within Character Area 1. The characteristics of the area lend itself to mixed-use high-density developments that ensure the continued vitality of local and regional commerce through the integration of residential development to further enhance the existing urban fabric.

Properties within Character Area 1 have zoning designations of Boulevard Business District (B-1) and Community Facility (C-F). Average lot depths range between 150 and 350 feet, with permitted heights up to 150 feet. Abutting residential districts consists of Residential Single Family/Low Medium Density (RS-8), Residential Single Family and Duplex/Medium Density (RD-15) and Residential Multifamily Mid Rise/ Medium High Density (RMM-25) Zoning. Streetscape requirements are governed by Interdistrict Corridor Requirements along frontages and Neighborhood Compatibility Requirements for abutting residentially zoned and used properties, to assist in transitions in height and intensity. The corridors of the Mixed-use High Density character area directly abut lower intensity residential neighborhoods, increasing the importance of ensuring continued computability measures are carried over into future regulatory changes.

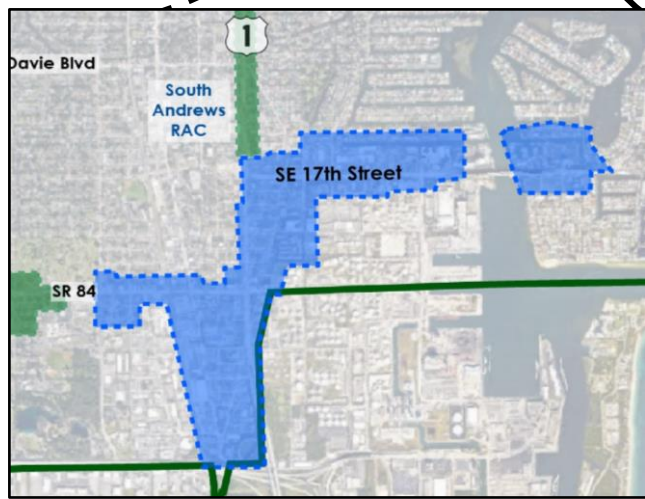


Map 1.2: Character Area 1 Maps

QUICK FACTS

- » TOTAL ACREAGE: 1,087
- » TOTAL LAND VALUE: \$4,076,000,290.00
- » NUMBER OF PROPERTY OWNERS: 3,010
- » NUMBER OF BUSINESSES: 3,996

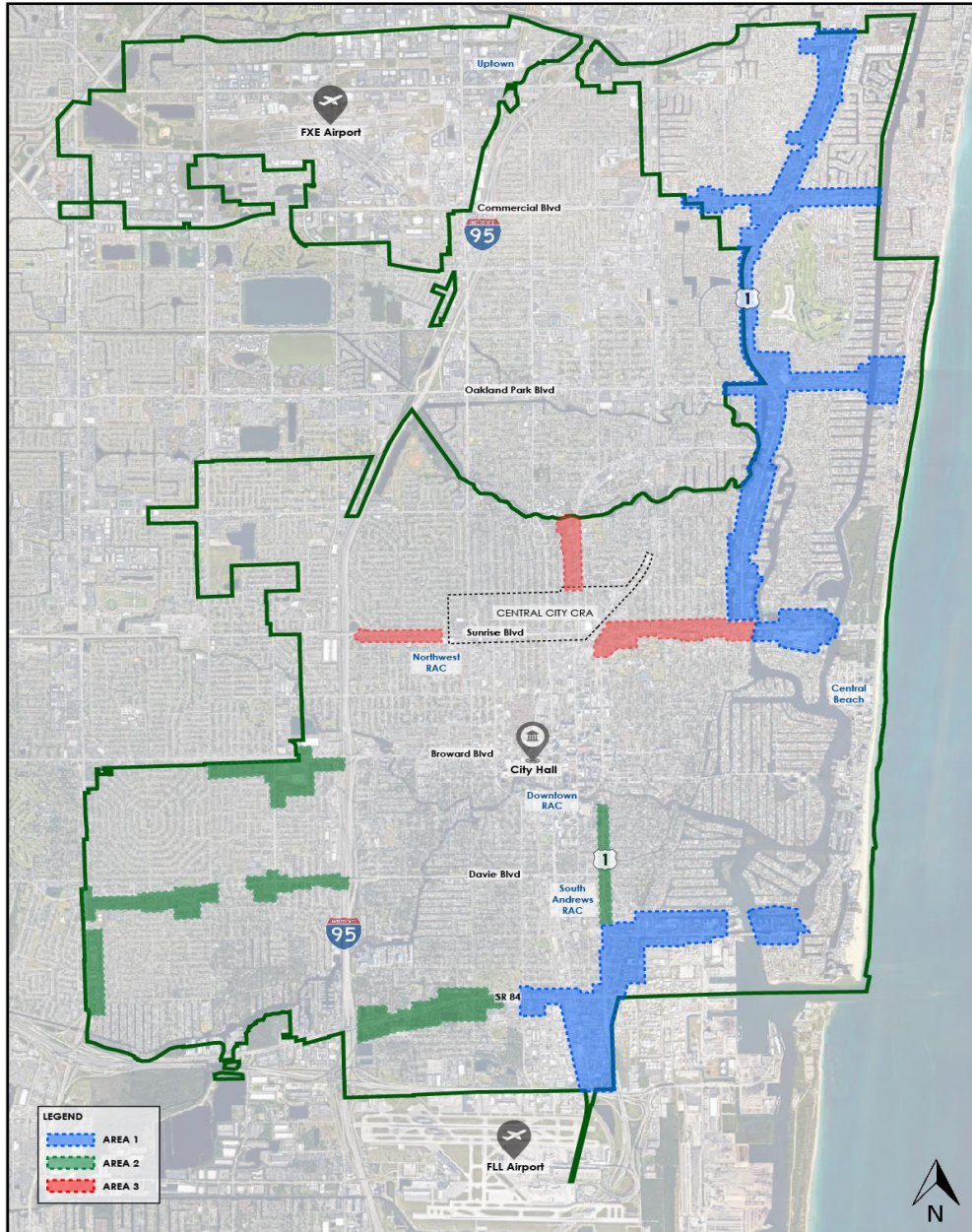
Source: City GIS, BCPA 2023



EXISTING CONDITIONS



Map 1: Character Area Map



Analysis Approach

Staff conducted an analysis of the city's commercial corridors, identifying parcels with a future land use of commercial. Three character areas were established by examining zoning, lot arrangement and size, building form, interconnectivity, and mobility. In addition, staff analyzed existing Unified Land Development Regulations (ULDR) to understand existing mixed-use code requirements and potential amendments. The existing conditions section of this document is divided into the components listed below with Appendix A containing the full analysis completed by staff.

- Character areas
- Neighborhood Compatibility
- Interdistrict Corridor
- Mixed Use Criteria

Character Areas

Each character area was evaluated using a criteria based on land use and zoning, physical patterns such as lot layouts and structures, and multimodal connectivity. More specifically, corridor typology, the specific zoning districts, permitted densities, existing uses, lot and building sizes, vehicular routes, road classifications and pedestrian permeability. Through the analysis, three character areas emerged. Below are highlights for each character area and Map 1 depicts the areas. A synopsis of each character area can be found in the following pages.

Table 1: Character Area Summary

CHARACTER AREA 1	CHARACTER AREA 2	CHARACTER AREA 3
Mixed-Use High-Density	Mixed-Use Medium-Density	Mixed-Use Low-Density
<ul style="list-style-type: none"> ▪ High traffic volume and large right-of-way widths ▪ Large rectangular lots ▪ Subject to Interdistrict Corridor Requirements ▪ Big box stores, car dealerships, independent retailers, and chain stores ▪ Single story, midrise and high-rise commercial buildings ▪ Abuts single-family and multi-family residential zoning districts 	<ul style="list-style-type: none"> ▪ High to medium traffic volume and moderate right-of-way widths ▪ Medium size lots with shallow lot depths ▪ Local independent business, strip malls, and offices ▪ Single story commercial buildings ▪ Abuts single-family and multi-family residential zoning districts 	<ul style="list-style-type: none"> ▪ Medium traffic volume and small right-of-way widths ▪ Small size lots with shallow lot depths ▪ Local independent business, strip malls, and offices ▪ Single story commercial buildings ▪ Primarily abuts single-family and multifamily residential zoning districts



EXISTING CONDITIONS



Table 2: Character Area 1 - Mixed-Use High-Density

ZONING DISTRICTS	LOT ARRANGEMENT AND BUILDING FORM	INTERCONNECTIVITY, STREETS AND ROUTES
Zoning districts and density	Existing uses, lot and building sizes/form	Vehicular routes, road speed, connectivity, and pedestrian permeability
<ul style="list-style-type: none"> Predominantly consists of Boulevard Business District (B-1) Zoning, with spots of Community Facility (C-F) Zoning. Commercial districts are limited to fifty (50) units per acre under Unified Residential Flex Policy or unlimited density under County Policy 2.16.4 (Affordable Housing). No maximum floor area limitations. Abutting residential districts primarily consists of Residential Single Family/Low Medium Density (RS-8), Residential Single Family and Duplex/Medium Density (RD-15) and Residential Multifamily Mid Rise/ Medium High Density (RMM-25) Zoning. 	<ul style="list-style-type: none"> Minimal transition between commercial corridor and abutting residential districts-with bodies of water, alleys, and roadways. Varying commercial uses, differing in size and intensity throughout the corridor. Northern half of North US 1 is made up of small independent retail and service shops, and medical offices. Primary focal points (nodes) at large intersections. Big box stores and strip malls, with large surface level parking lots, primarily concentrated between NE 13th and NE 26th Street. Notable sites include the Coral Ridge Mall, containing multiple anchor stores - Marshalls, Publix Super Market, T.J. Maxx, AMC Theater. A concentration of auto dealership and high-rise buildings exist near the southern end of the corridor. Depth fluctuates between 100 to 300 feet with periodic lot depths of up to 450. Lack of depth makes larger projects difficult on shallow lots. 	<ul style="list-style-type: none"> North US-1 is classified as an Arterial Roadway, per the Broward County Trafficways Plan, with a width of 120 feet. North US-1 intersects with 3 Arterial Roadways (Commercial Blvd, Oakland Park Blvd, Sunrise Blvd) and 2 Collectors (NE 26th Street, 45th Street). Interdistrict Corridor Requirements - requiring a 20-foot setback along North US-1 for all structures and parking, excluding public amenities. Six lane roadway along North US-1, plus turning lane, increasing pedestrian crossing time. Public realm prioritizes vehicular movement over pedestrian interconnectivity and overall experience along the right-of-way and abutting sites. Some sections of the corridors have greater pedestrian connectivity into abutting residential neighborhoods, while others have natural barriers or defined separation between residential uses. (ie. alleyways, water, streets, walls). Lack of adequate landscape buffers between commercial uses and residential properties to shield high intensity uses. A number of sites have access to water, but few incorporate the natural element into their site design.

Challenges: Character Area 1 - Mixed-Use High-Density

- Increased land and construction costs require higher intensity developments for financial viability, potentially leading to over programming.
- Small lots with shallow depths and limited entry points have led to parking deficiencies and poor site circulation, that prove difficult to rectify.
- Lack of alleyways and rear streets limit curb cuts to primary corridor, leading to vehicular and pedestrian conflicts.
- Lack of interconnectivity between sites promotes vehicular trips between abutting or nearby properties, increasing pedestrian conflict points along frontages.
- Commercial corridors directly abut residential zoning districts, creating buffering concerns and the inability to create pedestrian connections from residential neighborhoods to abutting commercial sites.
- Neighborhood compatibility will greatly limit the size of buildings and therefore limit parking options, having a large effect on the integration of mixed-use structures without parking reductions, or parcel acquisition.
- Small parcel sizes limit the integration of plazas, pedestrian amenities, large sidewalks, and large growth street trees.

Opportunities: Character Area 1 - Mixed-Use High-Density

- Update plaza requirements to adjust based on lot size.
- Encourage awnings and overhangs on properties along sidewalks to aid in pedestrian shading.
- Placement of sidewalks and inclusion of street trees along the right-of-way.
- Create lists of small and medium shade tree species whose horizontal clearance can accommodate limited setbacks without conflicting with site line requirements.
- Encourage parcel acquisition to limit curb cuts along primary roadways to reduce pedestrian and vehicular conflicts.
- Continue to encourage neighborhood compatibility standards to ensure proper transition and sound attenuation techniques, i.e. wall and landscape buffer requirements.



II

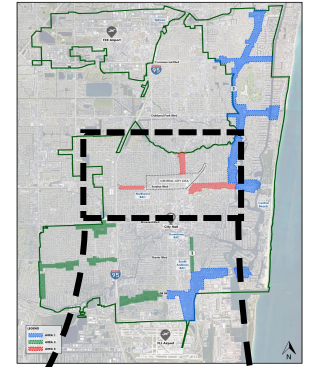
EXISTING CONDITIONS



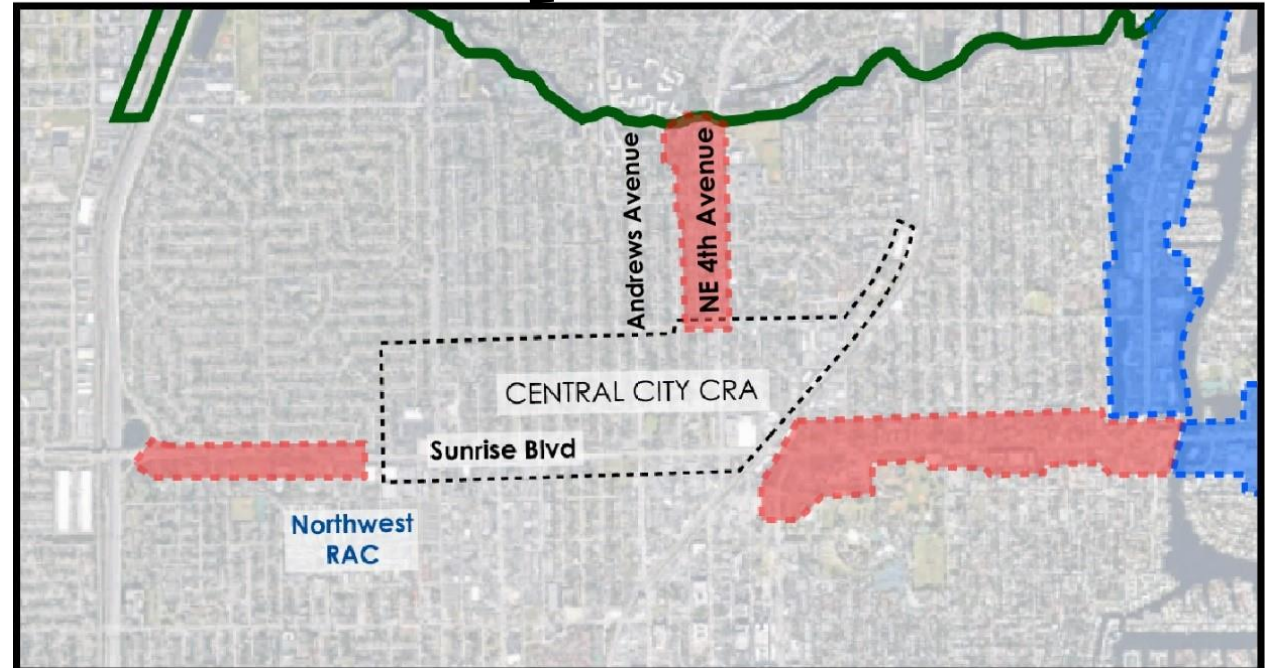
Character Area 2: Mixed-Use Medium-Density

The geographic boundary of Character Area 2 - Mixed-Use Medium-Density includes sections of East and West Sunrise Boulevard and the western portion of State Road 84 (SR-84). Parcels vary in lot size and scale, encompassing low-rise single use commercial structures, multi-use strip malls, offices, small scale warehouses, grocery stores and gas stations. Structures have limited front yard setbacks, with most strip malls containing linear surface level parking spaces between the building and the roadway, limiting space for pedestrian movement, landscaping, or street trees. Both roadways are high volume corridors, containing 6 lanes and have sidewalks directly abutting the edge of pavement. Limited transitional space between the sidewalk and roadway inhibits the installation of swales and street trees that provide shading and aid in pedestrian safety.

Properties within Character Area 2 primarily consist of Boulevard Business District (B-1) Zoning and General Business District (B-2) Zoning. Average lot depths range between 150 to 200 feet, with permitted heights up to 150 feet. Abutting zoning districts are diverse, ranging from single family zoning districts to heavy commercial and night industrial, primarily including the following districts: Residential Single Family/Low Medium Density District (RS-8) Zoning and Residential Single Family Duplex/Medium Density District (RD-15) Zoning, Residential Multifamily Low Rise/Medium High Density (RML-25) Zoning, Residential Multifamily Mid Rise/Medium High Density District (RMM-25) Zoning, General Business (B-2) Zoning and Heavy Commercial/Light Industrial Business (B-3). A majority of Character Area 2 properties contain an abundance of rear roadways that can be used as secondary entrances and serves as a transitional space between neighboring residential uses.



Map 4: Character Area 2 Map



QUICK FACTS

- » TOTAL ACREAGE: 129
- » TOTAL LAND VALUE: \$337,791,390.00
- » NUMBER OF PROPERTY OWNERS: 149
- » NUMBER OF BUSINESSES: 388

Source: City GIS, BCPA 2023

EXISTING CONDITIONS



Table 4: Character Area 3 – Mixed-Use Medium-Density

ZONING DISTRICTS	LOT ARRANGEMENT AND BUILDING FORM	INTERCONNECTIVITY, STREETS & ROUTES
Zoning districts and density	Existing uses, lot and building sizes/form	Vehicular routes, road speed, connectivity, and pedestrian permeability
<ul style="list-style-type: none"> Zoning districts predominantly consists of Community Business District (CB) Zoning, Residential Office (RO), Boulevard Business District (B-1) Zoning. Commercial districts are limited to fifty (50) units per acre under Unified Residential Flex Policy or unlimited density under County Policy 2.16.4 (Affordable Housing). No maximum floor area limitations. Abutting residential districts primarily consists of Residential Single Family/Low Medium Density District (RS-8) Zoning and Residential Single-Family Duplex/Medium Density District (RD-15) zoning and Residential Multifamily Mid Rise/Medium High-Density District (RMM-25) Zoning. 	<ul style="list-style-type: none"> Lacks transition between commercial corridors and abutting residential districts, with an absence of traditional buffering, i.e., transitional zoning, roads and alleys. Lower lying commercial uses consisting of small one-story independent retail and service shops in single use buildings and strip malls. Varying lot depths along Broward Blvd and Davie Blvd, primarily consisting of smaller lots with intermittent large lots. Irregular zoning pattern along Davie Blvd with commercial lots protruding into abutting residential neighborhoods, with intermittent residential neighborhoods directly abutting Davie Blvd. Commercial and residential buildings are located along sidewalks and roadways, with minimal setbacks, providing a more intimate pedestrian and vehicular experience. Shallow linear lots directly abut low lying residential neighborhoods creating difficulties for larger projects to conform to parking requirements, setbacks, and neighborhood compatibility standards. Lacks street trees along the interior and exterior of rights-of-way along Davie Blvd and East Broward Blvd. 	<ul style="list-style-type: none"> Davie Boulevard is classified as a State Minor Arterial Roadway, per the Broward County Trafficways Plan, with a width of 80 feet- containing 4 lanes, and periodic turning lanes. East Broward Blvd and Las Olas are classified as a State Collector and City Collector, per the Broward County Trafficways Plan, with a width of 70 feet, containing between 2 and 4 lanes, with periodic turn lanes. Smaller roadway widths reduce pedestrian intersection crossing times. Public realm prioritizes vehicular movement over pedestrian interconnectivity and overall experience along the right-of-way and abutting sites i.e., no street trees to provide shading or safety buffer for pedestrian. Lacks pedestrian connectivity, other than secondary side streets. Lack rear alleyways or alternative ingress routes to commercial uses. Sidewalks directly abut roadways, lacking street trees, swale systems and separation between pedestrians and vehicular traffic.

Challenges: Area 3 – Mixed-Use Medium-Density

- Small lots with shallow depths create difficulties for site circulation and construction of well-integrated parking facilities.
- Sites lack safe and easily traversable sidewalks and pedestrian pathways on or through commercial properties to onsite establishments or commercial corridors.
- Smaller lots will have difficulties with the integration of plazas, pedestrian amenities, large sidewalks, and large growth street trees along corridor frontages.
- Sites directly abutting low density residential neighborhoods will have to conform to neighborhood compatibility requirements, limiting the size of mixed-use developments.

Opportunities: Area 3 – Mixed-Use Medium-Density

- Focus on pedestrian permeability for sites abutting two or more roadways to improve connectivity and interaction with abutting commercial districts. The inclusion of pedestrian pathways will enhance pedestrian safety and support walkability.
- Reduce corridor entrances and relocate along rear roadways and side streets.
- Encourage parcel acquisition to limit curb cuts along primary roadways to reduce pedestrian and vehicular conflicts.
- Consider shifting sidewalks to the edge of property lines rather than the edge of pavement to increase pedestrian safety and sense of security.
- Create lists of small and medium shade tree species whose horizontal clearance can accommodate limited setbacks without conflicting with site line requirements.
- Continue to encourage neighborhood compatibility standards to ensure proper transition and sound attenuation techniques, i.e. wall and landscape buffer requirements.



II

EXISTING CONDITIONS

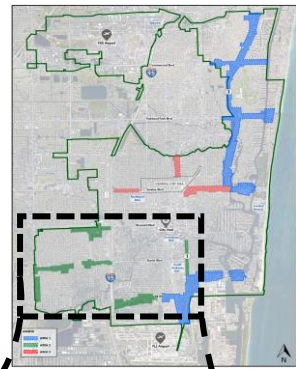


Character Area 3: Mixed-Use Low-Density

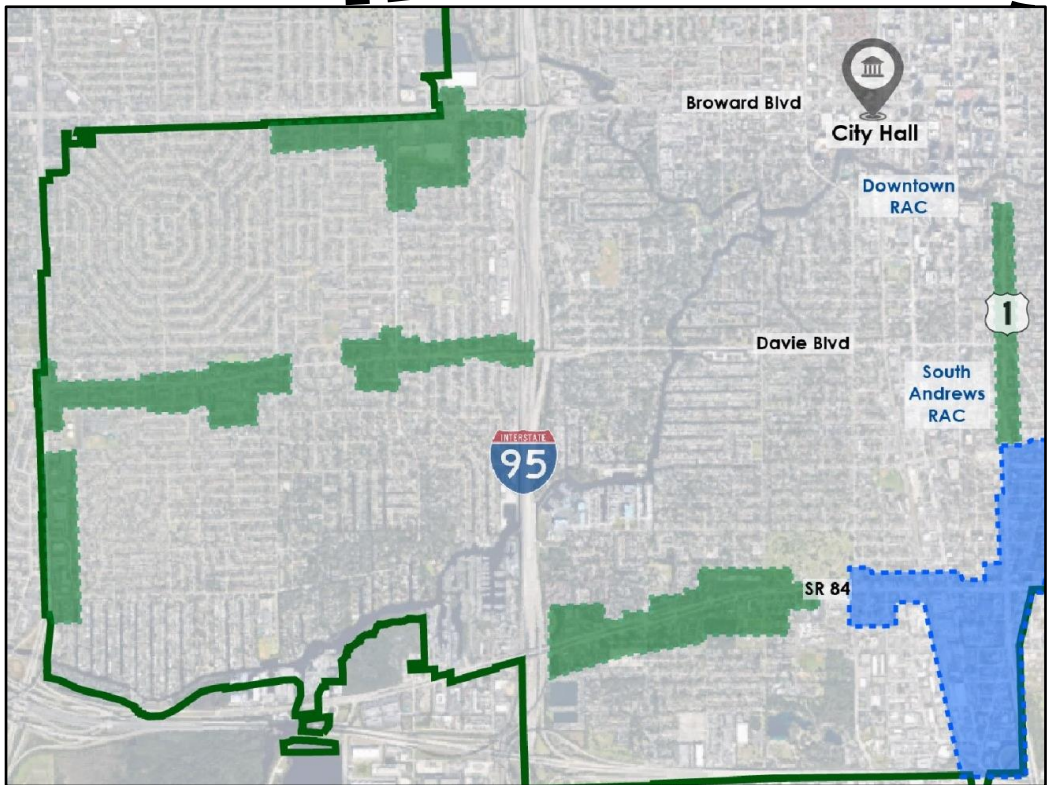
The corridors within Character Area 3 - Mixed-Use Low-Density serve as community commerce centers for nearby residential neighborhoods, consisting of one-story single use commercial structures, multi-use strip malls, offices, single-family homes, and low-rise multifamily buildings. The geographic area of Character area 3 encompasses a wide range of areas throughout the city, including portions of Davie Boulevard, South US 1, Las Olas and West Broward Boulevard. Roadways are typically smaller in size, consisting of 2 to 4 lanes, with existing structures having limited setbacks along frontages and rear property lines.

Properties within Character Area 3 primarily consist of Community Business District (CB) Zoning, Boulevard Business District (B-1) Zoning and Residential Office (RO) Zoning. Average lot depths range between 100 and 150 feet, with permitted heights up to 150 feet. Abutting residential districts primarily consists of Residential Single Family/Low Medium Density District (RS-8) Zoning and Residential Single-Family Duplex/Medium Density District (RD-15) Zoning and Residential Multifamily Mid Rise/Medium High-Density District (RMM-25) Zoning.

Adherence to neighborhood compatibility standards coupled with small lot sizes inhibit large development projects and further reduce potential connectivity between commercial and residential neighborhoods. These areas lack rear alleyways and roadways that function as de facto buffers. Future development is likely to mimic current patterns of development based on site constraints, with limitations on mixed use developments based on lot depths and transition requirements, therefore focusing on pedestrian access from nearby neighborhoods through corridor improvements is paramount.



Map 3: Character Area 3 Map



QUICK FACTS

- » TOTAL ACREAGE: 343
- » TOTAL LAND VALUE: \$526,759,180.00
- » NUMBER OF PROPERTY OWNERS: 285
- » NUMBER OF BUSINESSES: 779

Source: City GIS, BCPA 2023

EXISTING CONDITIONS



Table 3: Character Area 3 – Mixed-Use Low-Density

ZONING DISTRICTS	LOT ARRANGEMENT AND BUILDING FORM	INTERCONNECTIVITY, STREETS AND ROUTES
Zoning districts and density	Existing uses, lot and building sizes/form	Vehicular routes, road speed, connectivity, and pedestrian permeability
<ul style="list-style-type: none"> Zoning districts predominantly consists of Community Business District (CB) Zoning, Residential Office (RO), Boulevard Business District (B-1) Zoning. Commercial districts are limited to fifty (50) units per acre and no maximum commercial floor area limitations. Abutting residential districts primarily consists of Residential Single Family/Low Medium Density District (RS-8) Zoning and Residential Single-Family Duplex/Medium Density District (RD-15) zoning and Residential Multifamily Mid Rise/Medium High-Density District (RMM-25) Zoning. 	<ul style="list-style-type: none"> Lacks transition between commercial corridors and abutting residential districts, with an absence of traditional buffering, i.e. transitional zoning, roads, and alleys. Lower lying commercial uses consisting of small one-story independent retail and service shops in single use buildings and strip malls. Varying lot depths along Broward Blvd and Davie Blvd, primarily consisting of smaller lots with intermittent large lots. Irregular zoning pattern along Davie Blvd with commercial lots protruding into abutting residential neighborhoods, with intermittent residential neighborhoods directly abutting Davie Boulevard. Commercial and residential buildings are located along sidewalks and roadways, with minimal setbacks, providing a more intimate pedestrian and vehicular experience. Shallow linear lots directly abut low lying residential neighborhoods creating difficulties for larger projects to conform to parking requirements, setbacks, and neighborhood compatibility standards. Lacks street trees along the interior and exterior of rights-of-way along Davie Blvd and East Broward Blvd. 	<ul style="list-style-type: none"> Davie Boulevard is classified as a State Minor Arterial Roadway, per the Broward County Trafficways Plan, with a width of 80 feet- containing 4 lanes, and periodic turning lanes. East Broward Blvd and Las Olas are classified as a State Collector and City Collector, per the Broward County Trafficways Plan, with a width of 70 feet- containing between 2 and 4 lanes, with periodic turn lanes. Smaller roadway widths reduce pedestrian intersection crossing times. Public realm prioritizes vehicular movement over pedestrian interconnectivity and overall experience along the right-of-way and abutting sites i.e., no street trees to provide shading or safety buffer for pedestrians. Lacks pedestrian connectivity, other than secondary side streets. Lacks rear alleyways or alternative ingress routes to commercial uses. Sidewalks directly abut roadways, lacking street trees, swale systems and separation between pedestrians and vehicular traffic.

Challenges: Character Area 3 – Mixed-Use Low-Density

- Increased land and construction costs require higher intensity developments for financial viability, potentially leading to over programming.
- Elongated lots with shallow depths pose difficulties when constructing larger developments, leading to parking deficiencies, poor site circulation, and increased curb cuts along North US 1 and South US 1.
- Lack of interconnectivity between sites promotes vehicular trips between abutting or nearby properties, increasing pedestrian conflict points along frontages.
- North US 1 and SE 17th Street have multiple functions, serving as regional throughfares, shopping destinations and access points to local neighborhoods.
- Commercial corridors directly abut residential zoning districts, creating buffering concerns.
- Transitions between commercial and residential uses. Portions of North US 1 have transitions through alleyways and higher residential zoning districts. While some areas have smoother transitions which allow interconnectivity through potential plazas and walkways, other sections of North US-1 have a defined delineation between commercial and residential uses, inhibiting interconnectivity (e.g. walls, water retention areas, canals, and intersecting roadways).
- High volume roadways, transitions to adjacent residential neighborhoods, lot depths, and lack of site interconnectivity create difficulties with universal design requirements.

Opportunities: Character Area 3 – Mixed-Use Low-Density

- Encourage interconnectivity between abutting sites through internal sidewalks and parking lot connections to reduce vehicular trips on North US 1.
- Adopt form-based codes to regulate building mass, neighborhood compatibility, lot size, physical elements, and location.
- Ensure proper transitional space and sound attenuation devices between commercial properties and abutting residential neighborhoods.
- Support small lot acquisition and mergers to increase the utility of smaller lots and decrease curb cuts.
- Introduce architectural elements and pedestrian oriented plaza features that integrate residential and commercial spaces.
- Encourage the utilization of alleyways and internalized vehicular circulation.
- Integrate a multimodal path to help connect North Fort Lauderdale with the Downtown Core of the City and the beach. (e.g. the development of LauderTrail)





SECTION **III**
EXISTING REGULATIONS



III

EXISTING CODE REGULATIONS



Existing Code Regulations

Staff reviewed existing regulations to determine which sections of the City's Unified Land Development Code (ULDR) would need to be amended, revised, or replaced based on proposing a mixed-use zoning district. The sections reviewed include the following:

- Section 47-18.21, Mixed Use Development
- Section 47-23.9, Interdistrict Corridor Requirements
- Section 47-25.3, Neighborhood Compatibility Requirements

In addition, the permitted and conditional uses under each zoning district will need to be evaluated and updated accordingly.

Mixed-Use Development (Section 47-18.21)

Section 47-18.21 contains mixed-use development criteria for development applications seeking approval for mixed-use development projects. The current regulations and criteria focus on the permissibility under certain land use designations and limitations on the percentage of the proposed development that can be used for residential and nonresidential. This section also establishes the permitted nonresidential uses and depending on the underlying land use, limits the amount of area for such uses. Furthermore, there are specific open space requirements for mixed-use development that is based on the number of units in the project with minimum standards for plaza space, sidewalk widths, and access. There are also minimum development standards that address lot size, building length, and minimum unit size. Approval for residential units on nonresidential land use designations is subject to the allocation of flex units, which presents a challenge once flex units are exhausted.

The mixed-use code section lacks specific development regulations that address building form and transition to adjacent properties especially residential neighborhoods. Although development applications seeking mixed-use development approval are subject to conditional use approval and neighborhood compatibility, there is a lack of proper transition given the context of the proposed project. Neighborhood Compatibility requirements are applied citywide without context-specific criteria. In addition, there are no regulations that address the building form along the public realm. Building articulation, materials, setbacks, entrances, etc. are absent from the code section although there have been some successful implementation of such based on best practices encouraged by staff. The image to the right identifies successful implementation of these design elements, such as roofline variation, facade articulation, retail storefronts, and streetscape design.

The mixed-use development criteria must be modified to align with current planning trends and to ensure that building scale and mass are appropriate for the context of the area, reflect the corridor to which the project is proposed, incorporate transitions to the adjacent surrounding neighborhoods, provide multimodal connections and options, and ensure adequate open space and plaza area for the anticipated future residents and patrons of the project.

Roofline Variation

Building Form and Design

Residential Units

With balconies enhancing facade articulation.

Retail storefront

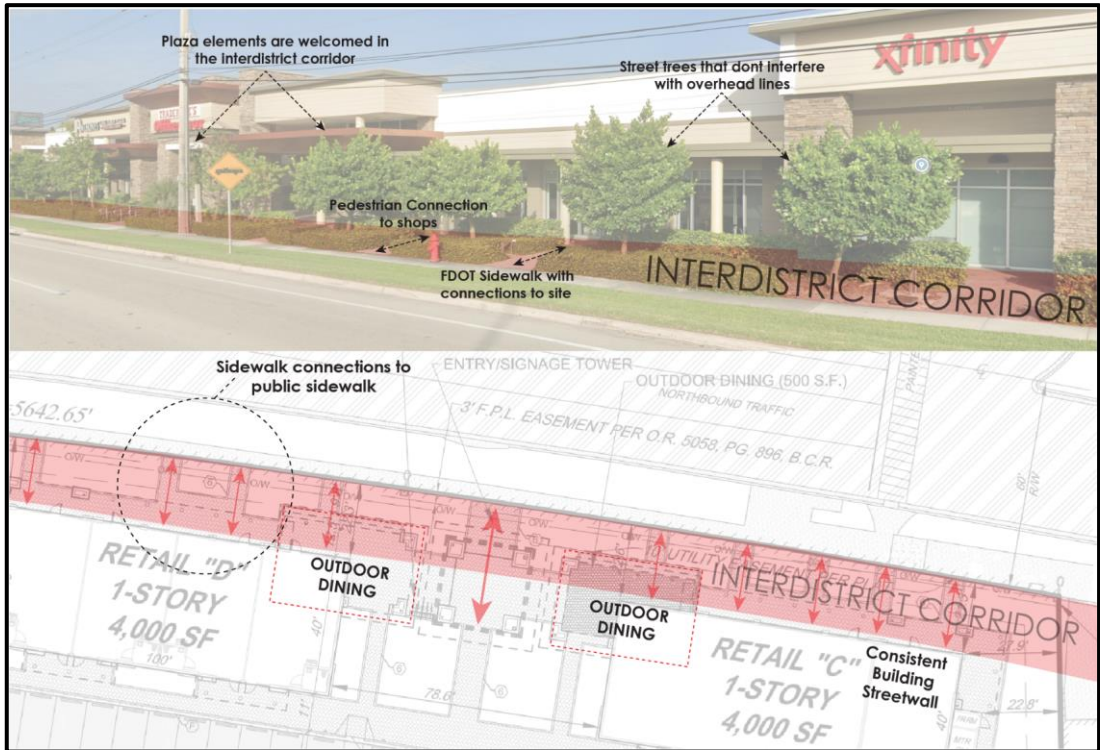
Accentuated ground level

Streetscape Design

Sidewalk buffered by street trees and landscaping



EXISTING CODE REGULATIONS



Interdistrict Corridor Requirements (Section 47-23.9)

The overall intent of ULDR Section 47-23.9, Interdistrict Corridor Requirements is to promote a spatial framework for an enhanced pedestrian experience which is supportive of a multimodal built environment with adequate pedestrian access, shade trees, and building placement. The section encourages that the space between the building and the street include pedestrian amenities such as seating areas, shade structures, plazas, and open space that animate the public realm while still maintaining the viability of development.

The section applies a 20-foot yard requirement along certain roadway corridors and segments in the City including:

- North Federal Highway between Sunrise Boulevard and the northern City limits.
- East Sunrise Boulevard between Federal Highway and one hundred (100) feet east of Bayview Drive.
- S.E. 17th Street between Federal Highway and Eisenhower Boulevard.

The permissible elements within the 20-foot yard requirement are landscaping, outdoor dining, pedestrian amenities. Buildings, overhangs, canopies and other structures are not permitted unless requested by an applicant and approved by the Planning and Zoning Board so long as such requests maintain the overall intent. Images to the left illustrate the implementation of these requirements.

Special provisions for the State Road 84 corridor between Federal Highway and Interstate 95 are also included in this section. Special provisions were created due to the unique alignment of State Road 84 and varying right-of-way limits in relation to existing buildings.

The Interdistrict Corridor Requirements do not contain enough specificity on design elements or how to apply this section to other regulations such as Mixed-Use Development Criteria. Similar to the Mixed-Use Development Criteria, this section does not take form-based regulations into account when applying such regulations. For example, the placement and location of pedestrian amenities in relation to primary building entrances; however, there is discussion about direct pedestrian access from sidewalks. Furthermore, the relation to multimodal transportation lacks regulations to ensure such is included. The Mixed-Use Development Criteria and Interdistrict Corridor Requirements should be merged to ensure design of the sites along corridors is consistent in the City.





EXISTING CODE REGULATIONS

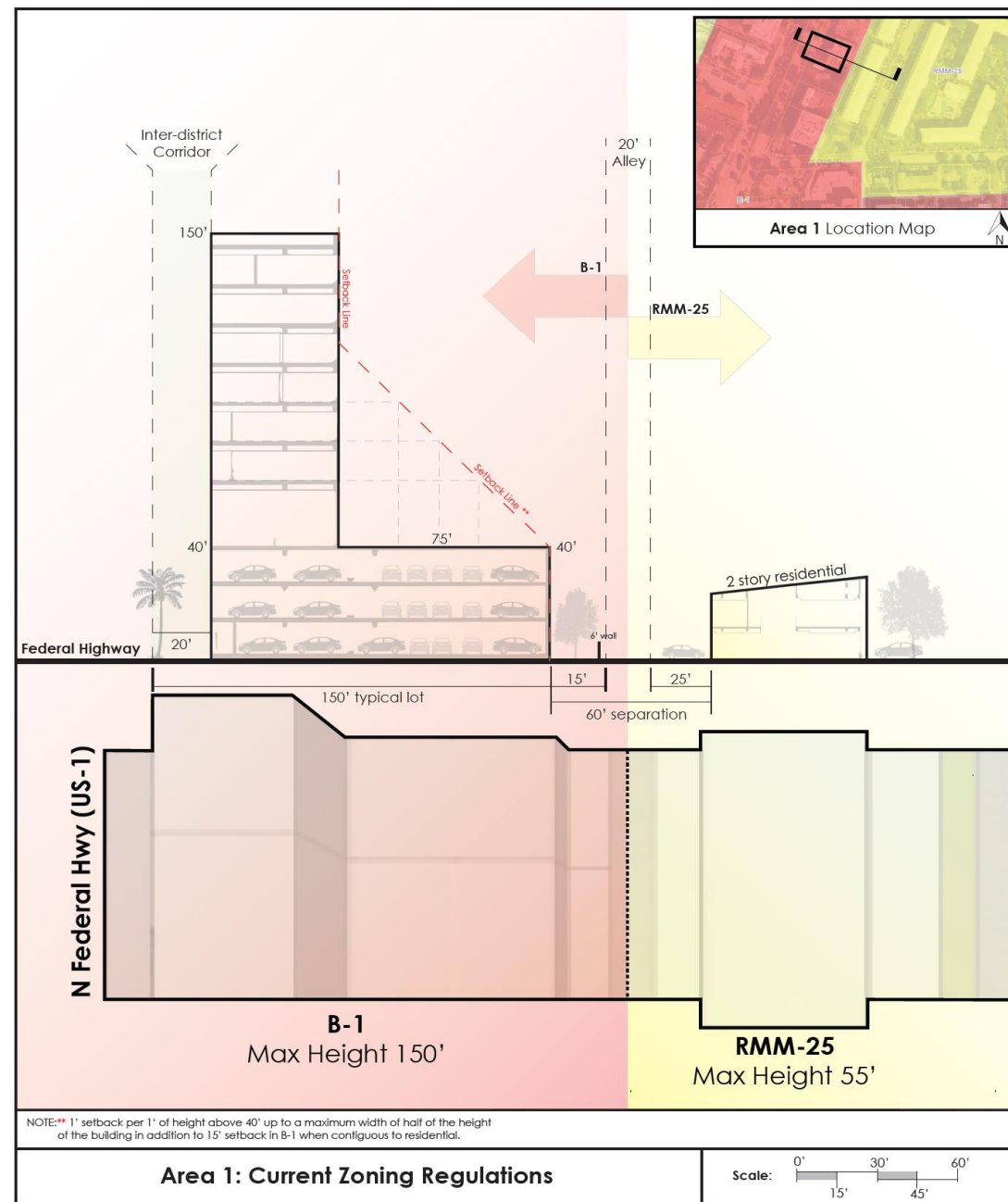
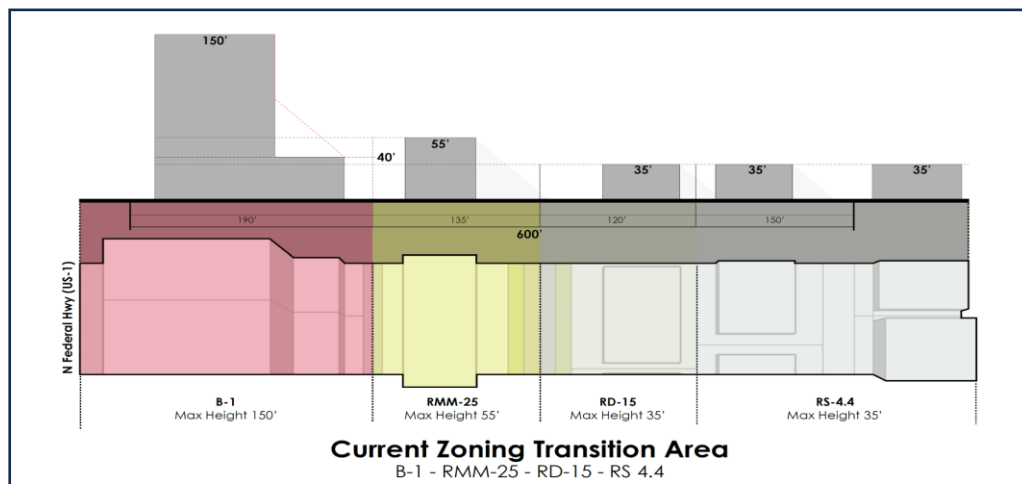


Neighborhood Compatibility Requirements (Section 47-25.3)

Section 47-25.3 contains the requirements for neighborhood compatibility. This section is extensive and includes a wide range of intent-based design and relation of projects for the City as a whole. These requirements are applicable to a variety of application types and thresholds and should remain in place for existing and future development; however, modifications that ensure consistency in compatibility when mixed use developments are adjacent to neighborhoods should be examined. Such modifications are necessary to ensure clear transitions between developments and neighborhoods based on practical design relation between the two. Currently, there is a single standard that applies based on setback and building stepback formula. Graphics contained on this page illustrate existing regulations.

Summary:

- Maximum height of 40 feet should be increased to 45 feet to accommodate a 15-foot first floor, for neighborhood compatibility setback requirements.
- Building setback requirements should be applied when a development is abutting a residential zoning district, not just contiguous to a residential property.
- Compatible residential uses, such as townhouse style developments are encouraged to support transitional intensity, with consideration to existing conditions.
- Heightened onsite landscape requirements to promote a thick canopy to screen mixed-use buildings from abutting or nearby residential uses. Bufferyard requirements should apply to developments that are contiguous to residential properties or abutting a residential zoning district.
- Additional attention and research needs to be done on the relationship between mixed-use developments and waterways/water bodies.





SECTION **IV**
CASE STUDIES



IV

CASE STUDIES



Case Study Analysis

As part of the planning analysis, three case studies were identified as a basis of comparison. Contained on the following pages are summaries for each case study which include a description of the mixed-use zoning districts, any qualitative requirements, code referenced graphics, implementation status for each city, and development renderings. Appendix B contains the full analysis completed by staff. Below is a brief explanation of the items used for this analysis.

Mixed Use Districts

A general description of the mixed-use districts by type and intent.

Quantitative Requirements

A general description of the design requirements under the mixed-use districts and the type of design elements required.

Referenced Graphics

Examples on the type of graphics used to illustrate the mixed-use district requirements.

Implementation Status

A general status on implementation based upon the adoption of the mixed-use districts.

Development Renderings

Renderings of development projects resulting from the form-based code.

1



2



3

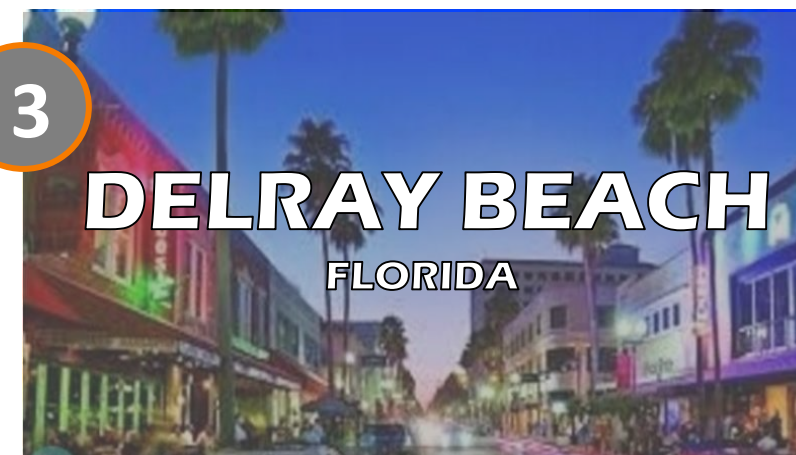


Table 5: Case Study 1 Summary

FORM BASED CODE	YES
ADOPTION YEAR	2013
IMPLEMENTATION STATUS	ON GOING
REQUIREMENT SUMMARY	<ul style="list-style-type: none"> ▪ 7 ZONING SUB-DISTRICTS BASED ON SUB-DISTRICT INTENT, USES, AND INTENSITY. ▪ FORM BASED REQUIREMENTS FOR ALL SUB-DISTRICTS. ▪ VARIATIONS BY SUB-DISTRICTS ▪ QUALITATIVE DESIGN TO ADDRESS FAÇADE ARTICULATION, BUILDING ALIGNMENT, ENTRANCES, PARKING FACILITIES, AND COMPATIBILITY WITH SURROUNDING BUILDINGS.
GRAPHICS PROVIDED IN FORM BASED CODE (EXAMPLES)	
NUMBER OF PROJECTS APPROVED SINCE ADOPTION	9 (AS OF 2023)

Case Study 1 Madison, Wisconsin

Madison, Wisconsin is a mid-sized city with a population of approximately 254,977 people, and a unique city layout on an isthmus between two lakes. The city utilizes form-based mixed use zoning districts for development review that provide a range of sub-district types, transition zones, and small to large developments. There is a high emphasis on building quality and site design to enhance the pedestrian realm.

Madison is similar in size to Fort Lauderdale. The city has very restrictive height and design requirements, with a form based mixed use code that relies less on corridors and more so on neighborhood applicability and built environment. Madison's highly detailed qualitative requirements and multiple defined character areas provide a very suitable example to pull from in creating design requirements and assessing character areas of a new Mixed Use Zoning District in Fort Lauderdale.



Table 7: Case Study 3 Summary

FORM BASED CODE	YES
ADOPTION YEAR	2018
IMPLEMENTATION STATUS	ON GOING
REQUIREMENT SUMMARY	<ul style="list-style-type: none"> ▪ 4 ZONING SUB-DISTRICTS BASED ON SUB-DISTRICT INTENT, USES, AND INTENSITY WITH THE CBD FURTHER DIVIDED INTO 4 SUB-DISTRICTS ▪ CBD CONTAINS EMPHASIS ON HISTORIC PRESERVATION ▪ FORM BASED REQUIREMENTS FOR ALL SUB-DISTRICTS. ▪ QUALITATIVE DESIGN TO ADDRESS FRONTAGE STANDARDS SUCH AS FAÇADE ARTICULATION, BUILDING ENTRANCES, TRIPARTITE COMPOSITION, STREET TREES, PARKING FACILITIES, AND COMPATIBILITY WITH SURROUNDING BUILDINGS.
GRAPHICS PROVIDED IN FORM BASED CODE (EXAMPLES)	<div style="display: flex; justify-content: space-around;"> <div style="width: 45%;"> <p>A Front Setback & Sides Facing Streets B Side Setback C Rear Setback D Front Setback Above 3rd Story E Required Building Frontage F Setback Relief Granted by SPRAB for Tower Element</p> </div> <div style="width: 45%;"> <p>A Front Setback & Sides Facing Streets B Side Setback C Rear Setback D Front Setback Above 3rd Story E Required Building Frontage F Civic Open Space</p> </div> </div> <div style="display: flex; justify-content: space-around; margin-top: 10px;"> <div style="width: 45%;"> <p>Primary Street Uses</p> <p>Use Permitted on All Streets Secondary Street Use</p> </div> <div style="width: 45%;"> <p>Secondary Street Uses</p> <p>Use Permitted on All Streets Secondary Street Use</p> </div> </div>
NUMBER OF PROJECTS APPROVED SINCE ADOPTION	9 (AS OF 2023)

Case Study 3 Delray Beach, Florida

The City of Delray Beach is a coastal municipality located in Palm Beach County with a population of approximately 69,451. Downtown Delray Beach is centered around Atlantic Avenue from Interstate 95 east to the Intracoastal Waterway. Atlantic Avenue incorporates a mix of uses such as boutique hotels, award-winning outdoor cafes, and friendly bars. The Central Business District (CBD) zoning designation makes up most of the designated downtown zoning area with the other mixed-use districts being utilized in specific locations.

Atlantic Avenue and the CBD mixed use zoning district that encompasses most of it offers code language and design standards that can be utilized for corridor development or in delineating specific character areas, which create a variety of urban experiences such as sense pedestrian sense of place and reinforce and strengthen existing and emerging development patterns. It also incorporates overlay layers and is inclusive of historical development and neighborhoods that are adjacent to the CBD mixed-use district. Shortcoming can be found in its applicability to Fort Lauderdale as the code language has a strong emphasis of historic preservation and places a large emphasis on acceptable architectural types given the unique built environment the area.



IV

CASE STUDIES

Case Study 2 Uptown Urban Village

Uptown Urban Village (UUV) is an area of the City of Fort Lauderdale that is approximately 433 acres in size. It contains primarily office and industrial uses and contains several different transportation corridors alongside the Fort Lauderdale Executive Airport (FXE). The UUV Master Plan sets a foundation for future development to utilize form-based code in order to promote an area of mixed-use development. The form-based code is defined further through character areas within UUV that cater to various street corridor types as well as proximity to transportation centers within the UUV area.

UUV provides an already implemented form-based code catered specifically to the City of Fort Lauderdale. Specifically, a portion of form-based code for UUV focuses on design requirements that speak to better building design such as reducing massing, providing high-quality materials on the first two floors and other overall requirements specific to integrating park and open space. It also utilizes its strategic location on multiple transportation corridors to create character areas. However, the UUV has unique restrictions as a result of the existing built environment being predominately industrial and commercial along with its close proximity to FXE airport. UUV provides a good example of a form-based code that works for Fort Lauderdale, and that maybe would be more applicable to Flex Zone areas adjacent to industrial or commercial land uses.



Table 6: Case Study 2 Summary

FORM BASED CODE	YES
ADOPTION YEAR	2019
IMPLEMENTATION STATUS	ON GOING
REQUIREMENT SUMMARY	<ul style="list-style-type: none"> 5 ZONING SUB-DISTRICTS BASED ON SUB-DISTRICT INTENT, USES, AND INTENSITY. FORM BASED REQUIREMENTS FOR ALL SUB-DISTRICTS. QUALITATIVE DESIGN TO ADDRESS FAÇADE ARTICULATION, BUILDING ALIGNMENT, ENTRANCES, PARKING FACILITIES, AND COMPATIBILITY WITH SURROUNDING BUILDINGS.
GRAPHICS PROVIDED IN FORM BASED CODE	
(EXAMPLES)	
NUMBER OF PROJECTS APPROVED SINCE ADOPTION	3 (AS OF 2023)



SECTION **V**
CONCLUSION AND
RECOMMENDATIONS





CONCLUSIONS



Summary

While each character area contains unique attributes, the analysis revealed reoccurring challenges. Most properties have **rectangular shaped lots**, elongated frontages, and lack a lot of **depth**. Lot configuration encourages **multiple curb cuts**, creating vehicular conflicts on major transit corridors, slowing traffic, and increasing automobile accidents between motorists and pedestrians. The lack of rear and corner yard right-of-way frontages **limit secondary ingress and egress locations**.

Site access issues are exacerbated by a **lack of internalized connectivity**. Lot depth and staggered development has precluded sites from incorporating internalized drives. Development sites have not provided sidewalk connections or drives to abutting parking lots, eliminating the benefits of internal trip capture, creating unnecessary vehicular trips onto major roadways.

A majority of corridors are owned and managed by Broward County and FDOT, limiting the city's regulatory authority, creating **inconsistencies in streetscape improvements**, affecting swale depths, tree positioning and species, sidewalk placement, and pedestrian safety. Varying dedication requirements (fee simple dedication vs easement dedication) creates further ambiguity, since building placement is unknown until Broward County or FDOT determine the type of legal instrument required to meet the Broward County Trafficways Plan. Without a coordinated streetscape design plan and consistency in dedications, streetscape design and building placement issues are likely to persist.

The introduction of residential units to historically commercial areas require an analysis of **neighborhood compatibility requirements**. Although existing policies permit residential units on commercial future land uses through the allocation of residential flexibility units, the scale of residential development has been limited. Policies such as "Broward County Policy 2.16.4", or the states "Live Local Act" has the potential of increasing development intensity, which may require adjustments to existing compatibility requirements, and the introduction of form-based codes to create consistency and certainty for developers. Form based codes with clear compatibility requirements can preserve the character of residential neighborhoods and create unambiguous requirements for the development community.

1

Lot Depths

» Lots along corridors lack depth, constraining site design.

2

Ingress and Egress

» Lot configuration encourages multiple curb cuts on major corridors, with limited secondary street access points.

3

Jurisdictional Control of Roadway

» The majority of corridors are owned and managed by Broward County and FDOT, limiting the city's regulatory authority.

4

Building Form and Design

» Inconsistency in building location, height, and site design, create unknown impacts to adjacent uses

5

Neighborhood Compatibility

» Increased development along commercial corridors adjacent to residential neighborhoods requires a reassessment of compatibility requirements.

Recommendations

For the purpose of evaluating future planning efforts, the recommended steps contained herein provide a framework for implementing the necessary changes to City regulations for mixed use developments. These recommendations are strategically listed and align with typical planning practices when amending zoning regulations and generating public input to formal adoption although additional implementation steps could be added in the future. The economic and financial impact of future amendments were not analyzed as part of these recommendations. Consideration should be given to a market and economic analysis that examines changes to the zoning.

1 Identification of Resources

- » **Action Step:** Secure funding through the City's budget process.
- » **General Timeline:** Fiscal Year 2024

2 Engage Professional Advisement

- » **Action Step:** Seek guidance and advisement from outside professional groups and organizations.
- » **General Timeline:** 6 months

3 Conduct Initial Public Outreach

- » **Action Step:** Conduct initial public outreach with stakeholders.
- » **General Timeline:** 6 months to 1 year

4 Procure Consultant

- » **Action Step:** Request proposals from consultants based on scope of services reflective of the recommendations by professional advisement.
- » **General Timeline:** Fiscal Year 2024

5 Extensive Public Outreach

- » **Action Step:** Consultant conduct more extension outreach.
- » **General Timeline:** 6 months to 12 months

6 Establish Form-Based Regulations

- » **Action Step:** Create form-based code regulations for corridors.
- » **General Timeline:** 12 months to 18 months

7 Public Approval and Adoption

- » **Action Step:** Adopt form-based code regulations for corridors.
- » **General Timeline:** 18 months to 24 months





APPENDICES **VI**



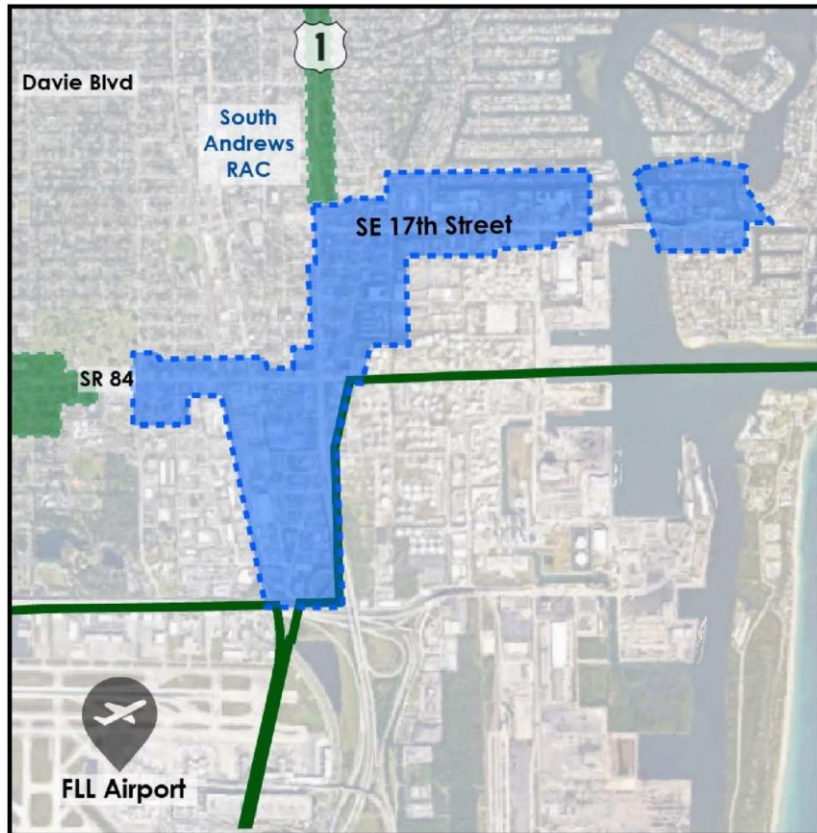


VI APPENDIX A

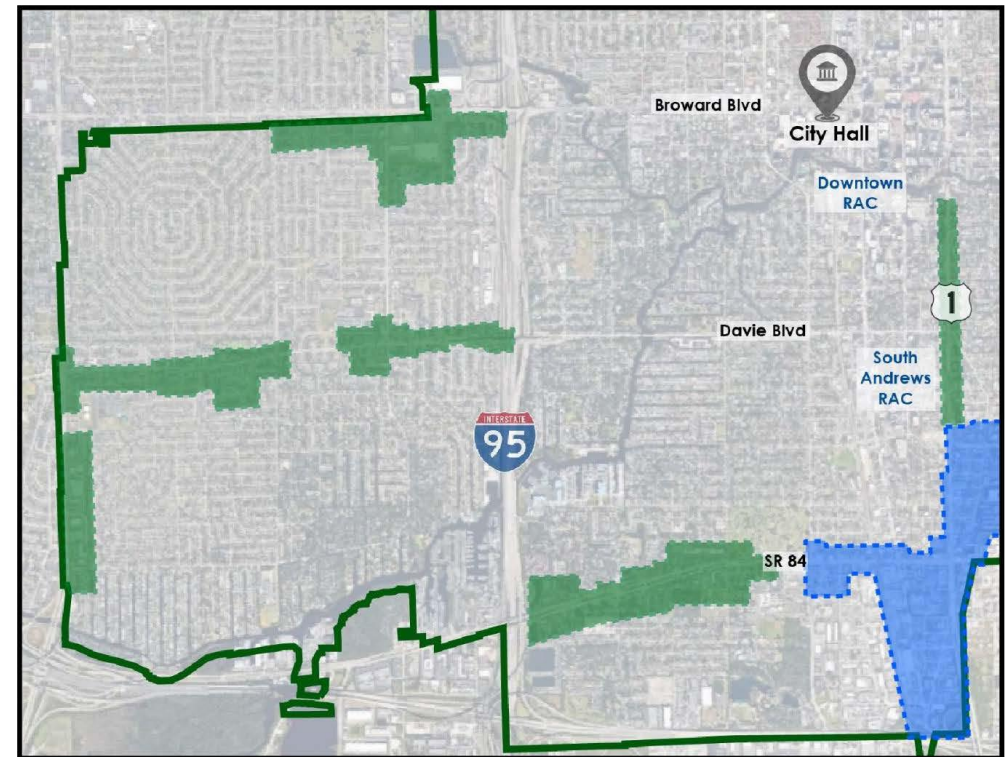
Character Area Identification



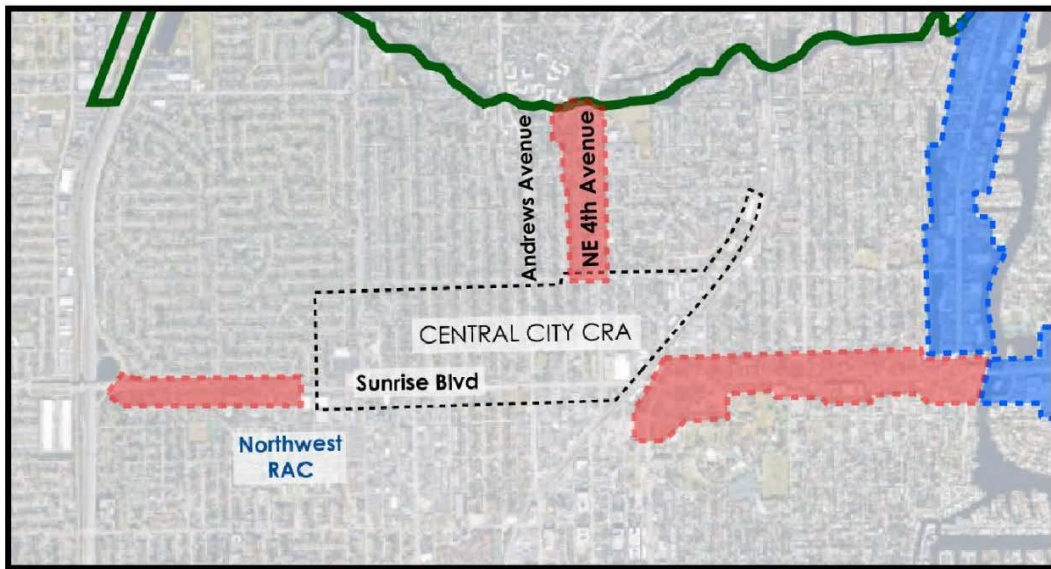
Map 1.1: Character Area 1 Map



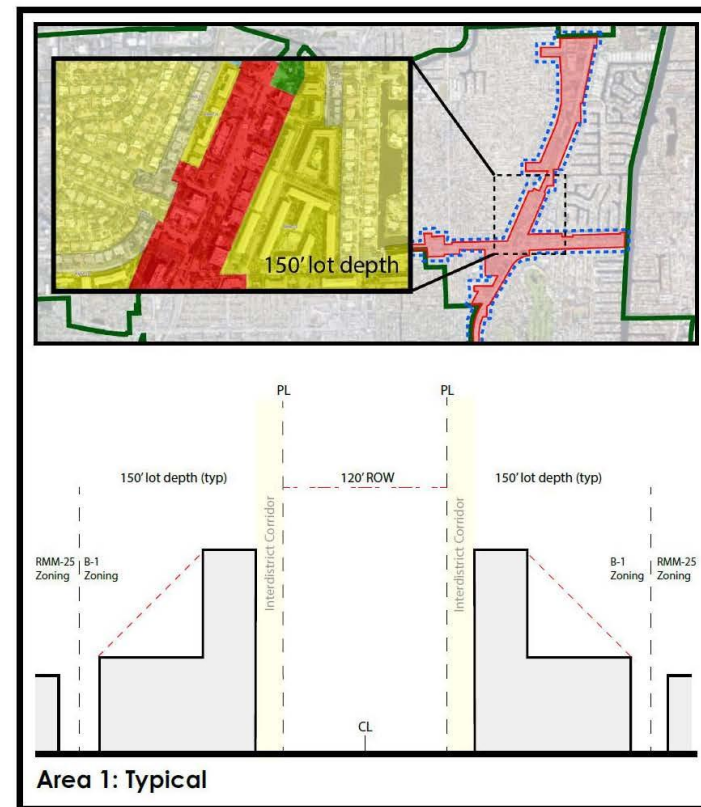
Map 1.2: Character Area 1 Map



Map 1.3: Character Area 2 Map



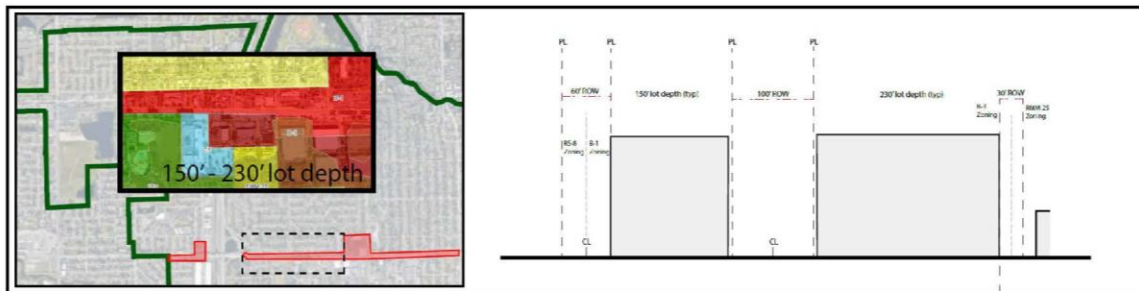
Map 1.4: Character Area 3 Map



Cross Section 1: Area 1: Existing Capabilities



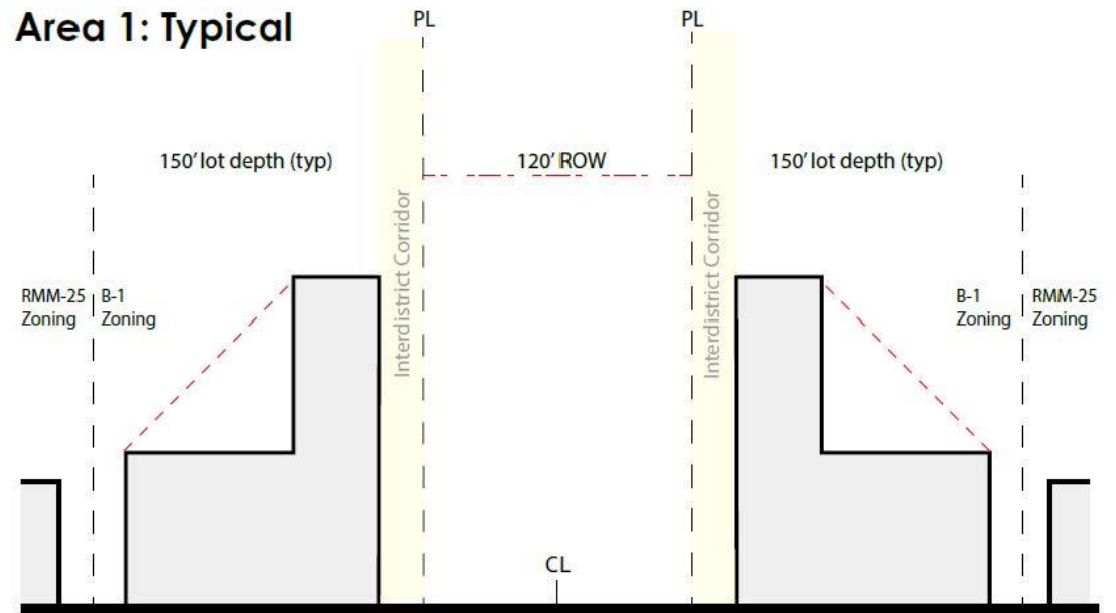
Cross Section 2: Area 1: Existing Capabilities



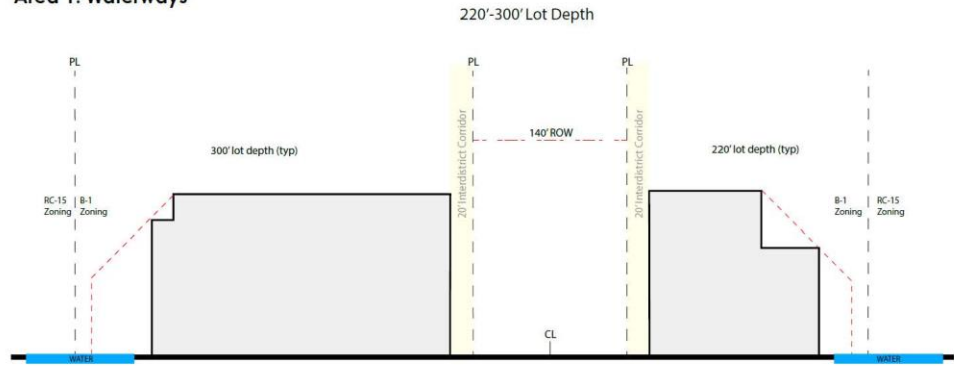
Cross Section 3: Area 1: Existing Capabilities

JUST THE DIAGRAMS (Same as above):

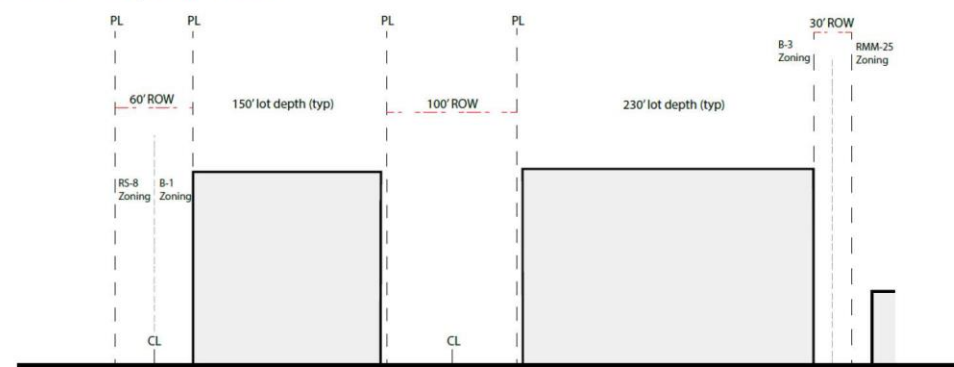
Area 1: Typical



Area 1: Waterways



Area 1: Alleys and Roads



VI APPENDIX A

Dimensional Standards and Transition Areas

Transitions and Towers

Incompatibility arises when nearby uses differ significantly in terms of use, intensity, or form. Transitions are mitigations between otherwise incompatible adjacent and nearby land uses. Integrating two areas designated for significantly different development intensity about on the zoning map, the regulations should ensure that the appropriate transition occurs on the site with the higher intensity. The following is a synopsis of four design elements that promote an appropriate transitional relationship between tall-scale buildings and low-scale residential neighborhoods based on our research.

Neighborhood Compatibility

To promote compatibility with existing and future development, the existing ULDR neighborhood compatibility requirements should continue to apply, with modifications that ensure consistency in compatibility efforts: Modifications include but are not limited to:

- The maximum height of 40ft should be increased to 45ft to accommodate a 15ft first floor, for neighborhood compatibility setback requirements.
- Building setback requirements should be applied when a development is abutting a residential zoning district, not just contiguous to a residential property.
- Compatible residential uses, such as townhouse style developments, are encouraged to support transitional intensity, with consideration to existing conditions.
- Heightened onsite landscape requirements to promote a thick canopy to screen mixed-use buildings from abutting or nearby residential uses. Bufferyard requirements should apply to developments that are contiguous to residential properties or abutting a residential zoning district.
- Additional attention and research needs to be done on the relationship between mixed-use developments and waterways/water bodies.

Tower Requirements

Based on our analysis of the ULDR requirements of the NWRAC-MU Zoning Districts, Uptown Urban Village Zoning Districts, S-RAC Zoning Districts, and Downtown RAC Zoning Districts, the following was concluded:

Shoulder Height

- Minimum shoulder height varies, but the NWRAC and SRAC both have minimum requirements of 2 stories, or 25ft. To create a proper street wall along US-1 or 17th Street, a 25-foot minimum should be implemented.
- Maximum shoulder height should be based on transitional compatibility of height. The abutting residential neighborhoods primarily consist of lower-density RS-8, RD-15, and RMM-25 Zoning Districts. Most existing residential homes abutting the US-1 corridor consist of single-story dwellings and future development has a maximum permitted height ranging from 35ft to 55ft. Therefore, a maximum podium height of 45ft

is proposed. This will ensure a majority of existing and future developments are compatible with the shoulder height of the abutting mixed-use structures.

Tower Stepback

- City stepback requirements range between 0ft to 30ft, varying on frontage type- primary vs secondary streets- and floorplate size. To allow efficient light, architectural variation, and to account for transitions in massing stepbacks should be implemented on the corner, side and rear yards. Based on the width of the US 1 Corridor and 17th Street, stepbacks along these primary frontages may not be ideal or necessary to achieve our architectural and neighborhood compatibility objectives. For consistency, both a commercial and residential stepback have been proposed, which is dependent on floorplate size.
 - Front Stepback 0ft, Corner 12ft (Primary) 15ft Secondary, Rear/Side 20ft to 30ft

Floorplate Size

- Based on the proximity to the residential neighborhoods, it would be beneficial to have semi-conservative floorplate sizes. Smaller floorplate sizes coupled with moderate stepbacks and 60 ft tower separations will ensure light and airflow are preserved and massing is kept to a minimum along residential properties. The SRAC, NWRAC, and D-RAC zoning districts differentiate residential and commercial floorplate sizes, with commercial uses permitting larger floorplate sizes. Residential floorplates range from 8,000 to 16,000 and commercial floorplates range from 8,000 to 32,000.

Tower Separation

- Tower separation varies between zoning districts and character areas between 40ft and 60ft. To limit shadowing and mitigating massing differences a tower separation of 60ft should be proposed.

4 building design standards

MU Building Design Standards

Plan Reference

The Mixed Use Design Intent:

- Promote compatibility with the existing and planned context, ensuring a relationship between tall and lower-scale buildings.
- Consider the cumulative effect of multiple towers on sunlight, comfort, and quality in the public realm.
- Create a safe, comfortable, and attractive pedestrian environment.
- Minimize shadowing and wind impacts, and protect sunlight for public and private open space, and neighboring properties.

4.3

DRAFT
August 25, 2021

BUILDING DESIGN STANDARDS: MIXED-USE Zoning District

Summary of Dimensional Standards

MU Zoning

Permitted Max Height up to, but no higher than 150 ft

Setbacks	Front	Side	Rear	Corner
	5 ft	0 ft	0 ft	5 ft

*Where the height of a building exceeds nine feet measured from the ground floor elevation, that portion of the building may extend into the front yard area, except for yards subject to the Interdistrict Corridor Requirements.
 **side/rear yard setback = 15ft when abutting existing residential properties or residential zoning district.
 ***When any side of a structure greater in height than forty-five (45) feet is contiguous to residential property or abuts a residential zoning district, that portion of the structure shall be setback one (1) foot for each one (1) foot of building height over forty five(45) feet up to a maximum width equal to one-half (½) the height of the building, in addition to the required setback, as provided in the district in which the proposed nonresidential use is located.

Floor Area Ratio ²

FAR of 3.0

Shoulder Height

*For buildings with towers Minimum 2 stories, no less than 25ft Maximum 4 stories, no great than 45ft

Min. Tower Stepback

	Front	Corner	Side	Rear
Primary Street:	0 ft	12 ft	[Dependent on floorplate]	
Secondary Street:	0 ft	15 ft	[Dependent on floorplate]	

*Structures located along US 1 are exempt from Primary Street setback requirements.

Max. Floorplate / Min. Tower Stepback

Commercial	Residential
16,000 s.f., 20 ft side and rear stepback	8,000 s.f., 20 ft side and rear stepback
20,000 s.f., 25 ft side and rear stepback	10,000 s.f., 25 ft side and rear stepback
32,000 s.f., 30 ft side and rear stepback	12,000 s.f., 30 ft side and rear stepback

*Stepback shall mean the horizontal dimension that defines the distance between the face of the tower and the face of the pedestal.

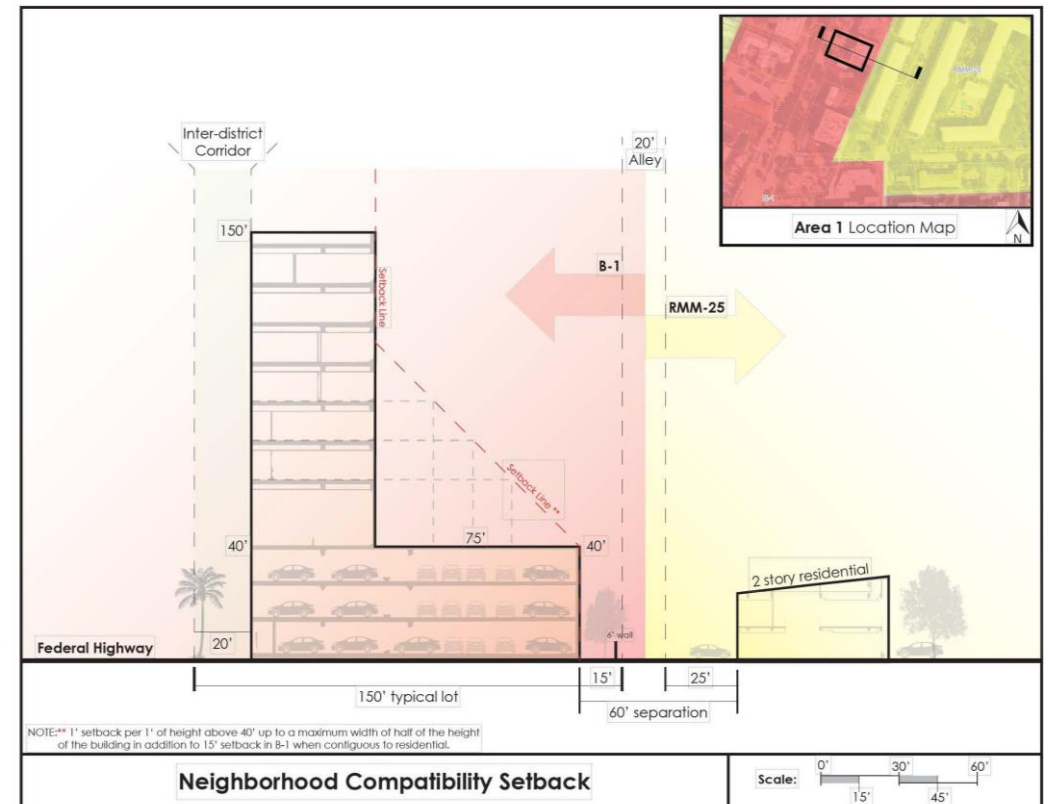
Min. Tower Separation Between Building Towers

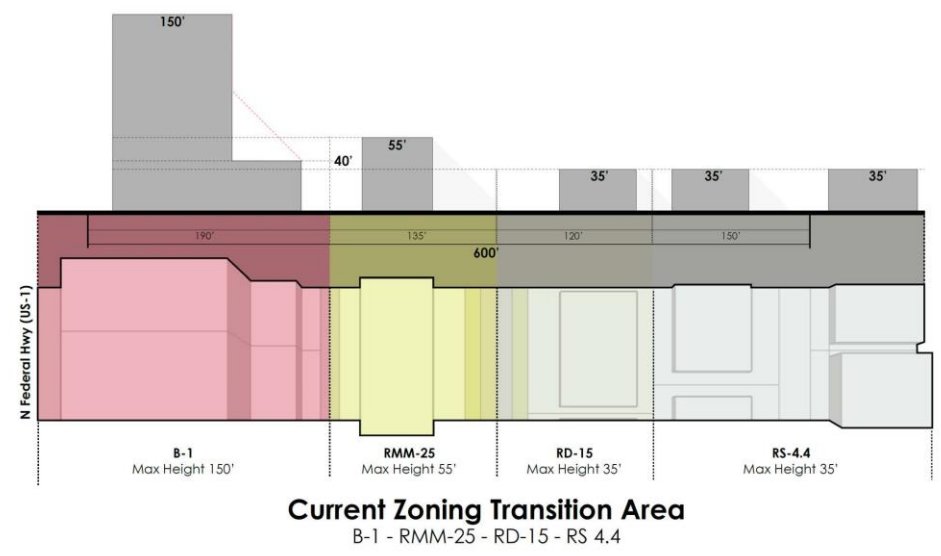
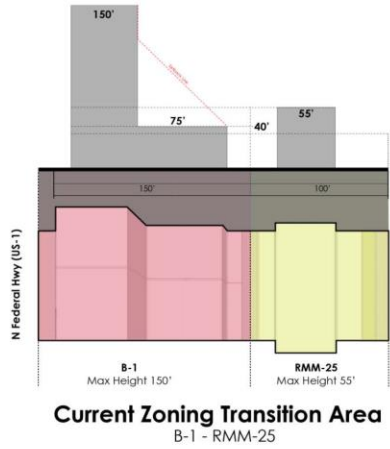
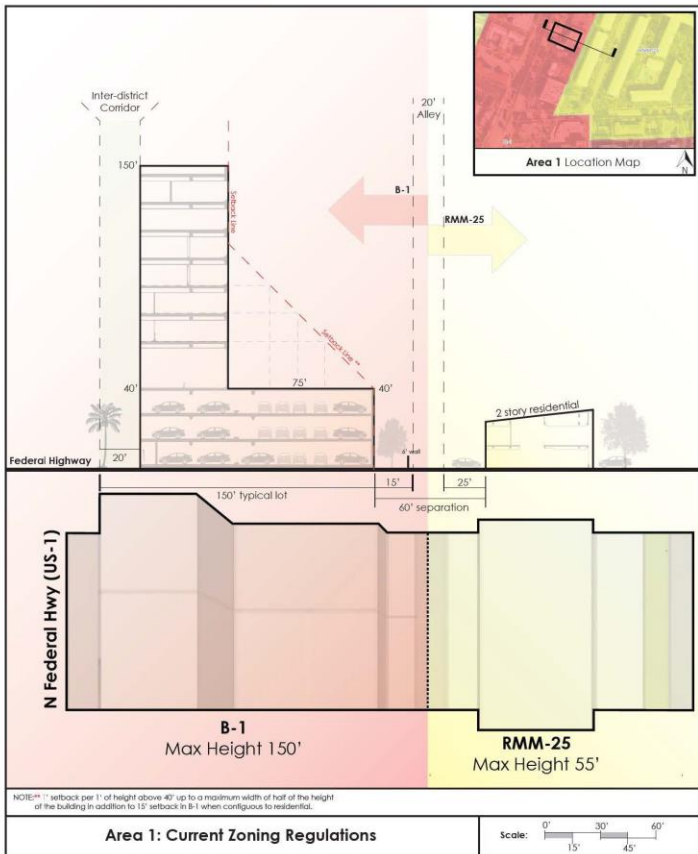
60ft minimum on subject property and 30ft minimum on subject property if adjustment to abutting lot under separate ownership.

Minimum Residential Unit Size

400 Square Feet

Properties may be subject to Section 47-23.9- Interdistrict Corridor Requirements and Section 47-25.3- Neighborhood Compatibility Requirements, requiring additional dimensional and design requirements.







VI APPENDIX A

Building Design: Mixed Use Elements

Roofline Variation
Building Form and Design

Residential Units
With balconies enhancing facade articulation.

Retail storefront
Accentuated ground level

Streetscape Design
Sidewalk buffered by street trees and landscaping



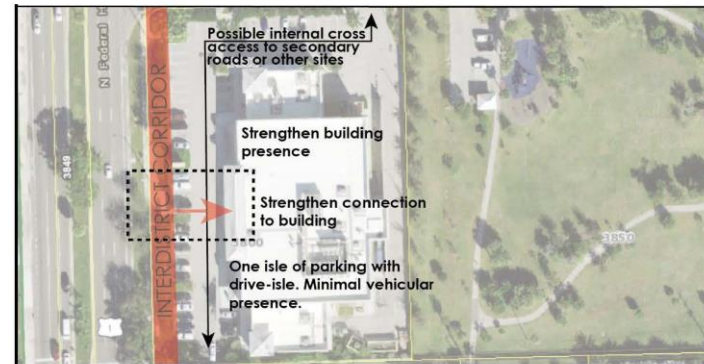
VI APPENDIX A

Streetscape Design and Pedestrian Interaction

RECOMMENDATION GRAPHICS

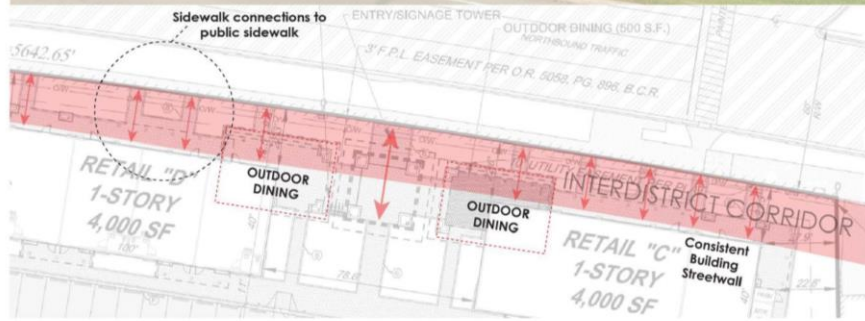


Building Presence and InterDistrict Diagram 2

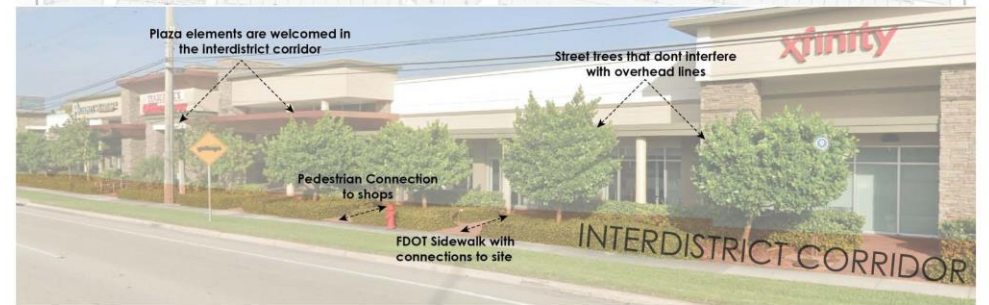
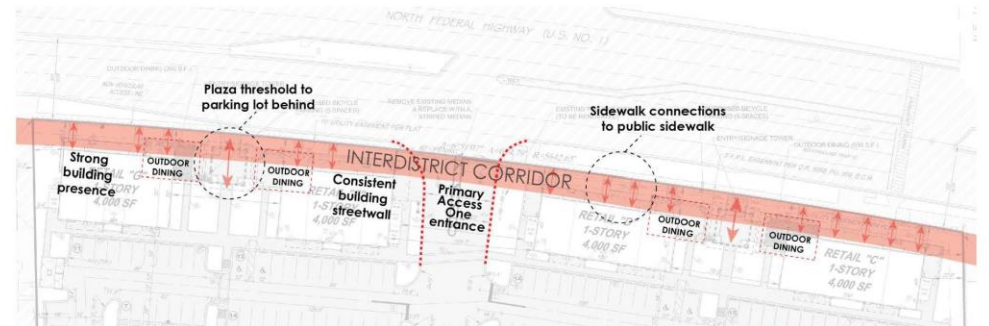




- Commercial
- Single Family / Duplex
- Community Facility
- Multi-Family
- Park
- Waterway



Building Presence and InterDistrict Corridor with US-1 Map and adjacent Land Uses



Interdistrict Corridor Diagram: Elements of Interdistrict Corridor



Interdistrict Corridor Diagram: Elements of Interdistrict Corridor



APPENDIX B

EXTENDED CASE STUDY ANALYSIS

Case Study Applicability to Fort Lauderdale

Given the Flex Zones in Fort Lauderdale are in numerous built environments with a majority along corridors, there are portions of the following case studies that are more applicable to other. Highlighted below are brief summaries of similarities and differences between the case studies. In implementing a new Mixed-Use Zoning District it would be beneficial to build upon portions of the cast studies in developing requirements and details of the new Mixed-Use Zoning District.

Madison

Madison shares a similar city size as Fort Lauderdale, and is built on limited land area providing a similar built environment as Fort Lauderdale. However, the city has very restrictive height and design requirements, with a form based mixed use code that relies less on corridors and more so on neighborhood applicability and built environment. Madison's highly detailed qualitative requirements and multiple defined character areas provide a very suitable example to pull from in creating design requirements and assessing character areas of a new Mixed Use Zoning District in Fort Lauderdale.

Uptown Urban Village

Uptown Urban Village provides an already implemented form-based code catered specifically to the City of Fort Lauderdale. It also utilizes its strategic location on multiple transportation corridors to create character areas. However, the Uptown Urban Village has unique restrictions as a result of the existing built environment being predominately industrial and commercial along with its close proximity to FXE airport. Uptown Urban Village provides a good example of a form based code that works for Fort Lauderdale, and that maybe would be more applicable to Flex Zone areas adjacent to industrial or commercial land uses.

Atlantic Avenue Delray Beach

Atlantic Avenue and the CBD mixed use zoning district that encompasses most of it offers code language and design standards that can be utilized for corridor development or in delineating specific character areas. It also incorporates overlay layers and is inclusive of historical development and neighborhoods that are adjacent to the CBD mixed-use district. Shortcoming can be found in it's applicability to Fort Lauderdale as the code language has a strong emphasis of historic preservation and places a large emphasis on acceptable architectural types given the unique built environment that Downtown Delray Beach has when compared to other cities such as Fort Lauderdale.

Madison, Wisconsin

Introduction

Madison, Wisconsin is a mid-sized city with a population of approximately 254,977 people. The city is the state of Wisconsin's capital city and is host to the largest university in the state – The University of Wisconsin. The unique layout of the city on an isthmus between two lakes, as well as height restrictions to prevent obstruction of the view of the Wisconsin Capital Building, require the city to use intuitive planning techniques to make the most of the limited land the city is built upon. One such technique the city utilizes is form-based mixed use zoning districts that provides an adaptable zoning regulation that can cater to many types of development. The mixed use zoning districts provides a range of types and are applicable to everything from small neighborhoods, transition zones, to large retail developments. Lastly, the zoning districts place a high emphasis on building quality and site design to further enhance the pedestrian realm.

Madison's MXU Districts - Zone Types, locations, and uses

Madison's zoning code has a table of allowable uses in each mixed use zoning district alongside a table of dimensional requirements under each specific mixed use zoning sections. It further provides tables that address construction material types, as well as built form types and where they are acceptable. The code further provides a section under each respective table of dimensional requirements where further requirements are listed as "site standards" that are unique to the zoning district.

Regional Mixed-Use District (RMX) - District intended to provide opportunities for high-intensity mixed-use centers supporting a variety of multifamily housing options and commercial activities that serve the needs of the region. These areas typically include large-scale sites supportive of multistory buildings and should be the most intensively developed areas in the city outside of the downtown area.

Limited Mixed-Use District (LMX) - allow for small-scale mixed-use development within or adjacent to otherwise residential areas. The district is also intended to:

- Encourage pedestrian, bicycle and transit use as a means of accessing these developments.
- Protect the integrity of the surrounding residential uses.
- Facilitate preservation, development or redevelopment consistent with the adopted goals, objectives, policies, and recommendations of the Comprehensive Plan and of adopted neighborhood, corridor or special area plans.

Neighborhood Mixed Use District (NMX) - The NMX District is established to encourage and sustain the viability of commercial nodes that serve the shopping needs of residents in adjacent neighborhoods. The district is also intended to:

- Encourage pedestrian, bicycle and transit use as a means of accessing these commercial areas.
- Encourage diversification of uses, including residential, commercial, and civic uses, in order to enhance the vitality and appeal of these areas.
- Facilitate preservation, development or redevelopment consistent with the adopted goals, objectives, policies, and recommendations of the Comprehensive Plan and of adopted neighborhood, corridor or special area plans

Traditional Shopping Street District (TSS) - The TSS District is established to encourage and sustain the viability of Madison's mixed-use corridors, which sustain many of the City's traditional neighborhoods. The district is also intended to:

- Encourage pedestrian, bicycle and transit use as a means of accessing and moving through these corridors.
- Encourage diversification of uses, including residential, commercial, and civic uses, in order to enhance the vitality and appeal of these areas.
- Maintain the viability of existing residential buildings located within or adjacent to these corridors.
- Encourage appropriate transitions between higher-intensity uses within TSS districts and adjacent lower-density residential districts.
- Facilitate preservation, development or redevelopment consistent with the adopted goals, objectives, policies, and recommendations of the Comprehensive Plan and of adopted neighborhood, corridor or special area plans.

Mixed Use Center District (MXC) - The MXC District is established to encourage the development or redevelopment of mixed-use centers that combine new or existing retail development with a variety of housing, offices, studios, live-work space, civic buildings, and other complementary uses arranged in a cohesive, compact, and walkable environment that makes it convenient for residents, customers, and employees to travel by transit, bicycle, foot, or car. The MXC District is intended to facilitate the development or redevelopment of properties recommended for mixed-use development or transit-oriented development in the Comprehensive Plan or adopted neighborhood, corridor or special area plans. MXC Districts shall be located along existing or planned high-capacity multi-modal transportation corridors. The district is also intended to:

- Encourage appropriate transitions between higher-intensity uses within mixed-use centers and adjacent lower-density residential districts.
- Encourage the development of mixed-use buildings, though not every building in the MXC District needs to include both residential and non-residential uses. However, both types of land uses shall be accommodated within the district as a whole. MXC Districts shall be planned to provide a suitable residential environment.

MXC Districts are unique in they change the zoning of more than one structure. If an area is to be designated as MXC a zoning amendment is required and an MXC master plan is required to be developed for the area being rezoned.

Commercial Corridor – Transitional District (CC-T) - The CC-T District is established to recognize the many commercial corridors within the City that remain largely auto-oriented, and to encourage their transformation into mixed-use corridors that are equally conducive to pedestrian, bicycle, transit and motor vehicle activity. The district is also intended to:

- Improve the quality of landscaping, site design and urban design along these corridors.

- Maintain the viability of existing residential uses located along predominantly commercial corridors.
- Encourage appropriate transitions between higher-intensity uses along commercial corridors and adjacent lower-density residential districts.
- Facilitate preservation development or redevelopment consistent with the adopted goals, objectives, policies, and recommendations of the Comprehensive Plan and of adopted neighborhood, corridor or special area plans.
- Structured parking is encouraged.

Commercial Center District (CC) - The CC District is established to recognize the existing large-format retail and office sites within the City that remain largely auto-oriented, and to encourage their transformation into mixed-use centers that are equally conducive to pedestrian, bicycle, transit and motor vehicle activity. The district is also intended to:

- Improve the quality of landscaping, site design and urban design within commercial centers.
- Encourage diversification of land use in commercial centers.
- Encourage appropriate transitions between higher-intensity uses and adjacent lower-density residential districts.
- Facilitate preservation, development or redevelopment consistent with the adopted goals, objectives, policies, and recommendations of the Comprehensive Plan and of adopted neighborhood, corridor or special area plans.

Qualitative Design Requirements

The city of Madison's zoning code has visuals inserted into the code sections showing what type of built form the dimensional requirements seek to create. Some of the general qualitative design standards applicable to all the mixed use zoning districts are as follows:

- Entrance orientations are to always face public streets, and if an entrance cannot, a sidewalk or pedestrian corridor shall be established to lead to a public street.
- Buildings longer than 40 feet in width are required to divide the façade into smaller increments through articulation of the façade. This can be done through façade modulation, vertical division (with textures or materials, separate storefront, display windows, entrances), Variation in the roof line to reinforce modulation or articulation interval, Arcades, awnings, window bays
- No blank walls are permitted for any façade facing a sidewalk, public street, or other public spaces. Elements such as windows, doors, columns, changes in material, and similar details shall be used to add visual interest.
- For nonresidential uses at ground floor level, windows and doors or other openings shall comprise at least sixty percent (60%) of the length and at least forty percent (40%) of the area of the ground floor of the primary street facade. At least fifty percent (50%) of windows on the primary street facade shall have the lower sill within three (3) feet of grade. For residential uses at ground level, a minimum of fifteen percent (15%) of the ground level of residential facades or side and rear facades not fronting a public street shall consist of windows and door openings. On upper stories, window or balcony openings shall occupy a minimum of fifteen percent (15%) of the upper-story wall area.
- All rooftop equipment, with the exception of solar and wind equipment, shall be screened from view from adjacent streets and public rights-of-way. Rooftop equipment shall be screened from view from adjacent buildings to the extent possible.

VI

APPENDIX B

- The equipment shall be within an enclosure. This structure shall be set back a distance of one and one-half (1½) times its height from any primary facade fronting a public street.
 - Screens shall be of durable, permanent materials (not including wood) that are compatible with the primary building materials.
 - Screening shall be constructed to a height of at least one (1) foot above the height of the equipment.
- Exterior mechanical equipment such as ductwork shall not be located on primary building facades.
- Compatibility with Traditional Buildings. (See Figure D5.) New development shall relate to the design of traditional buildings adjacent to the site, where present, in scale and character. This can be achieved by maintaining similar, facade divisions, roof lines, rhythm and proportions of openings, building materials and colors. Historic architectural styles need not be replicated.
- Building Alignment - Buildings shall be aligned with facades parallel with the street to create a well-defined street edge. (j) Building Articulation . (See Figure D7.) Buildings shall have horizontal and vertical articulation, which may include dormers, cornice detailing, recesses and projections, stepbacks of upper stories, changes in roof types and planes, building materials, and window patterns. The base of the building shall relate to the human scale, including doors and windows, texture, projections, awnings, canopies, and similar features.
- Ground-Floor Residential Uses - Ground-floor residential uses fronting a public street or walkway, where present, shall be separated from the street by landscaping, steps, porches, grade changes, and low ornamental fences or walls in order to create a private yard area between the sidewalk and the front door.
- Parking facilities are required to have specific amount of electric vehicle spaces
- Depending on zoning district, liner units are required on a minimum of percentage of parking garage façade.

Construction Materials table:

Building Materials	Allowable for use as/at:				Standards (see footnotes)
	Trim/Accent Material	Top of Building	Middle of Building	Base/Bottom of Building	
Brick (Face/Veneer)	✓	✓	✓	✓	
Smooth-Face/Split-Face Block	✓	✓	✓	✓	A
Wood/ Wood Composite	✓	✓	✓		
Fiber-Cement Siding/Panels	✓	✓	✓	✓	
Concrete Panels, Tilt-up or Precast	✓	✓	✓	✓	B
EIFS/Synthetic Stucco	✓	✓			C
Stone/Stone Veneer	✓	✓	✓	✓	
Metal Panels	✓	✓	✓	✓	D
Hand-Laid Stucco	✓	✓			C
Vinyl Siding	✓				E
Glass Curtain Wall System	✓	✓	✓	✓	
Reflective Glass/Spandrel	✓				F
Glass (Storefront)	✓	✓	✓	✓	

Permitted Use Table:

	Mixed-Use and Commercial Districts							Supplemental Regulations
	UMK	MMK	TMS	MKC	CEC	CC		
Offices								
Artist, photographer studios, etc.	P	P	P	P	P	P		
Insurance office, real estate office, sales office	P	P	P	P	P	P		
General office, professional office	P	P	P	P	P	P		
Medical Facilities								
Clinic - Health	C	P	P	P	P	P		
Hospital				C	C	C	Y	
Medical laboratory				P	C	C		
Physical, occupational or massage therapy	P	P	P	P	P	P		
Veterinary clinic, animal hospital	C	P	P	P	P	P	Y	
Retail Sales and Services								
Animal boarding facility, kennel, animal shelter					C	C	Y	

Building Forms Table:

BUILDING FORM	UM	UMH	UR	URC	UCF	UC
Commercial Block Building	✓					
City or Institutional Building	✓	✓	✓		✓	✓
Mid-Rise - Commercial Condominium	✓	✓				
Low-Rise Building	✓				✓	✓
Single-Family Attached Building			✓	✓	✓	✓
Small Multi-Family Building			✓	✓	✓	✓
Five-Story Multi-Family Building			✓	✓	✓	✓
Large Multi-Family Building			✓	✓	✓	✓
Large Family Attached Building			✓	✓	✓	✓
Two-Family Building - Town or Two Units			✓	✓	✓	✓
Workshop Building				✓	✓	✓
Manufacturing Commercial Building	✓					
Public Building		✓	✓	✓	✓	✓
Box Building			✓	✓	✓	✓

Projects:







AERIAL PERSPECTIVE OF 900 BLOCK FROM THE NORTH



AERIAL PERSPECTIVE OF 900 BLOCK FROM THE WEST

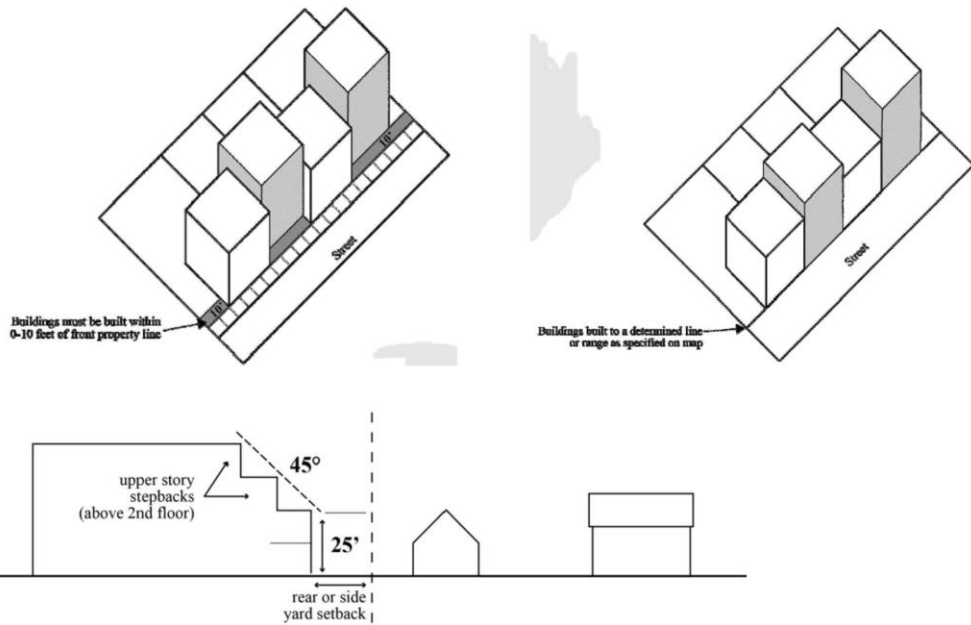


AERIAL PERSPECTIVE OF 900 BLOCK FROM THE SOUTH



AERIAL PERSPECTIVE OF 900 BLOCK FROM THE EAST

Zoning Graphics



Where the NMZ District abuts a residential district at the rear or side lot line, building height at the rear or side yard setback line shall not exceed two (2) stories/twenty-five (25) feet. From this point, building height may increase at a ratio of one foot of rise to one foot of horizontal distance away from the property line, (a 45° angle) up to the maximum allowed height.

Entrance Orientation



Variation in Roof Lines



Facade Modulation



Ground Floor Residential Uses



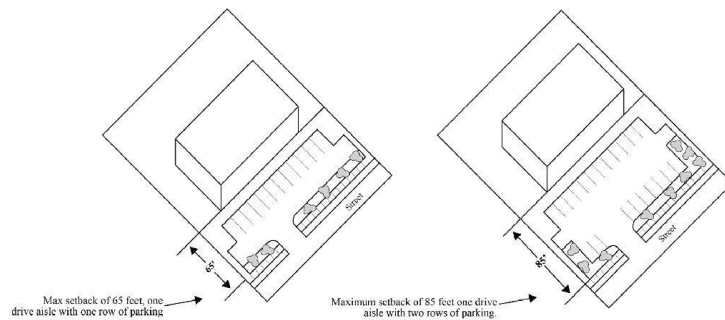
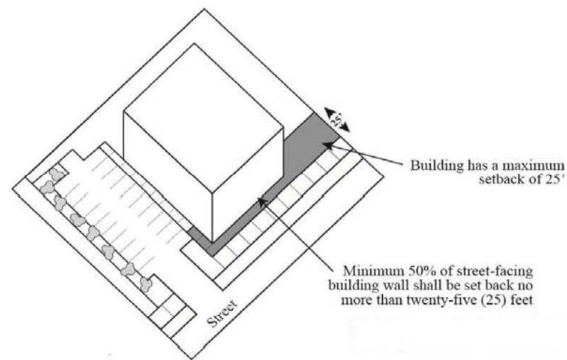


Figure D14: Maximum Setback Illustration, Option 2

Figure D15: Maximum Setback Illustration, Option 3

Uptown Urban Village (UUV) Master Plan

Introduction

Uptown Urban Village is an area of the City of Fort Lauderdale that is approximately 433 acres in size. It contains primarily office and industrial uses and contains many different transportation corridors alongside the Fort Lauderdale Executive Airport. The UUV Master Plan sets a foundation for future development to utilize form-based code in order to promote an area of mixed-use development. The form-based code is defined further through character areas within UUV that cater to various street corridor types as well as proximity to transportation centers within the UUV area.

MXU Districts - Zone Types, locations, and uses

UUV contains five-character areas/zoning districts that are distinguished by geographic location, common land uses, mobility needs and potential, as well as redevelopment potential. The character areas are further delineated by street hierarchy and corridors of multi-modal connectivity when applying a form-based code to allow for street frontage along major corridors. All the areas promote mixed use developments with qualitative design requirements that are both general and unique to their respective districts.

Uptown Urban Village Northeast (UUV-NE)

UUV-NE promotes a "live, work, play" district for which people can have a one stop shop of mixed uses. Things such as retail, residential, restaurants, hospitality, and other entertainment uses are promoted in this district.

Uptown Urban Village Northwest (UUV-NW)

UUV-NW promotes a "live, work, and play" district for which people can have a one stop shop of mixed uses. Things such as retail, residential, restaurants, hospitality, and other entertainment uses are promoted in this character area/zoning district.

Uptown Urban Village Southeast (UUV-SE)

UUV-SE is similar to UUV-NW however it is more transit-oriented in its development due to its adjacency to multiple transportation corridors and hubs. Mixed use developments that are able to incorporate access to these transportation hubs and corridors are encouraged and include uses such as residential, office, commercial, and hospitality.

Uptown Urban Village Southwest (UUV-SW)

UUV-SW is the smallest of the mixed-use districts and encourages a mix of commercial and light industrial use owing to its proximity to Uptown South, an area of heavy industry. Residential mixed use development is not allowed in this district.

Uptown Urban Village Southcentral (UUV-SC)

UUV-SC is similar to UUV-SW in that it promotes a mix of commercial and light industrial. However, This district's existing conditions are more industrial than UUV-SW. Residential mixed use development is not allowed in this district.


The character areas all work to create a transition from the surrounding built environment – with the southern districts being very near to a major industrial area, and the northern districts having more of a commercial and residential transition as they provide a more amicable transition to the surrounding residential and commercial use on the northern portions of UUV.

Qualitative Design Requirements

General dimensional requirements are provided for each of the respective districts. These include things such as density, setbacks, height requirements, tower separation, and floorplate sizes. Furthermore, general design requirements that the plan states are summarized below and based on corridor frontage (Primary Roads, Secondary Roads, or Tertiary Roads) as well as use type.

- **Building Orientation and Design** – Ensuring residential entrances face all street frontages (Primary Roads, Secondary Roads, or Tertiary Roads), access to sidewalks from residential entrances, separate entrances for ground floor commercial tenants, double story heights, fenestration along primary and secondary roads, building articulation along wall every 100 feet, mix of building materials, special treatments to building corners.
- **Mixed Use Development** – residential dwelling unit types are integrated horizontally and vertically with allowable mix of uses, horizontal integrated dwelling units should face other dwelling units or the front/entrance of non-residential mixed use development across a ROW, ground floor facades should be designed to accommodate retail, unless live work units are intended in which residential may be behind ground floor commercial.
- **Pocket Parks/Plaza Requirements** – For residential developments and mixed use residential – a certain amount of space is to be allocated as a pocket park or communal gathering space/plaza. These are to be integrated with the nonresidential uses of mixed use developments.
- **Parking Facilities** – Should be pushed behind the building where possible as to not be seen along primary or secondary roads bordering development. Ground floor of structured parking facilities should contain active uses for 70% of building frontage, screening shall be required on all upper levels and should consist of units, active uses, or if necessary architecturally intuitive material screening, entrances should be encouraged on lower tier streets (tertiary or secondary). Similar requirements apply to loading zones.
- **Streetscape Design** – Streetscape improvements such as street furniture, lighting, traffic control devise, and landscaping are highly encourage. Furthermore, streetscape design is broken down into three different zones (Street Tree/Furniture Zone, Sidewalk Clear Zone, and Frontage Zone) with each having its own qualitative design and more specifically Street Tree/Furniture Zone having specific design requirements depending on if a development abuts a primary, secondary, or tertiary street.

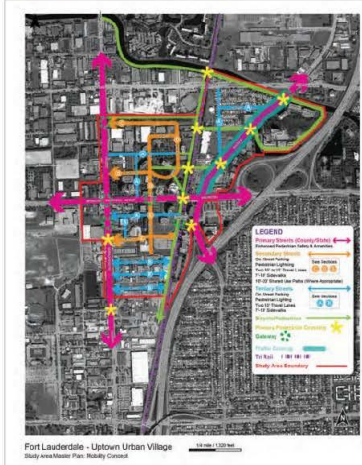
Permitted Development/Character Areas Example

<p>Public Purpose Facilities e.g., Pocket Park, Museums, Education (school, university/college)</p> <p>NE NW SE SW SC</p> 	<p>Residential Uses e.g., Townhouses, Multi-Family Apartments, Condominiums</p> <p>NE NW SE SW SC</p> 	<p>Retail Sales e.g., Retail Shops, Gallery/Dealer, Pharmacy</p> <p>NE NW SE SW SC</p> 
<p>Services/Office Facilities e.g., Personal Services, Trade/Business School, Office Building</p> <p>NE NW SE SW SC</p> 	<p>Storage Facilities e.g., Warehouse, Self-Storage Building (refer to Section 47-18.29, ULDC)</p> <p>NE NW SE SW SC</p> 	<p>Wholesale Sales and Rental Services e.g., Wholesale Club, Building Supplies, Swimming Pool/Accessories</p> <p>NE NW SE SW SC</p> 

Note: Residential will only be permitted north of Cypress Creek Road, and east of Andrews Avenue.

Corridor Hierarchy

4.6 MASTER PLAN FRAMEWORK



Dimensional Requirements with Visuals

Setback	Uptown Urban Village Zoning Districts				
	UUV-NE	UUV-NW	UUV-SE	UUV-SW	UUV-SC
Front & Corner Yard Setbacks (Note A)					
Primary Street	10 ft. (min) 50 ft. (max)	10 ft. (min) 50 ft. (max)	10 ft. (min) 50 ft. (max)	10 ft. (min) 50 ft. (max)	10 ft. (min)
Secondary Street	5 ft. (min) 10 ft. (max)	5 ft. (min) 10 ft. (max)	5 ft. (min) 10 ft. (max)	5 ft. (min) 10 ft. (max)	5 ft. (min)
Tertiary Street	0 ft.	0 ft.	0 ft.	10 ft. (min)	5 ft. (min)
Side and Rear Setbacks	None				
Maximum Building Length	300 ft.	300 ft.	300 ft.		N/A
Shoulder Height	75 ft. (6 stories)				N/A
Front and Corner Stepback (ft.) (Note B)	30 ft.	30 ft.	30 ft.		N/A
Tower Separation (ft.)	60 ft.	60 ft.	60 ft.		N/A
Maximum Floorplate - above shoulder height (sq. ft.)	8,000 to 12,000 sq. ft.	8,000 to 10,000 sq. ft.	8,000 sq. ft.		N/A

Note A: Height may be increased to 150 feet subject to Conditional Use Requirements outlined in ULDR Section 47-23.13.
 Note B: Stepback requirements are not applicable to portion of structures at maximum setback of 50 feet.

*Subject to height limitations by the Federal Aviation Administration (FAA) which may be more restrictive.
 **Dimensions may be subject to additional requirements, see Section 47-23, Specific Location Requirements, and Section 47-25, Development Review Criteria.

Table 5.3: Uptown Urban Village Setback Standards

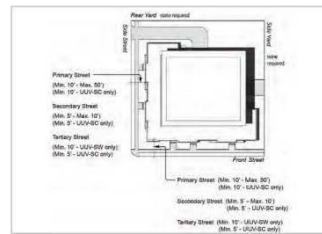


Figure 5.6: Setbacks

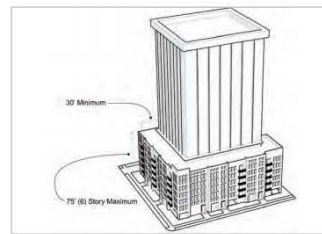
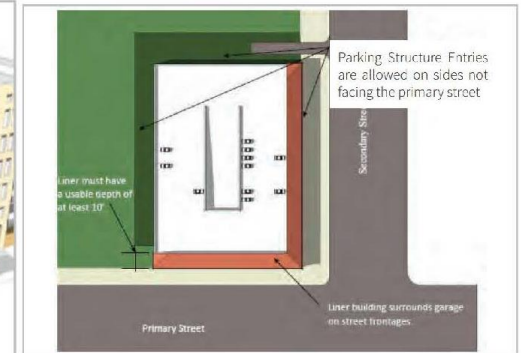
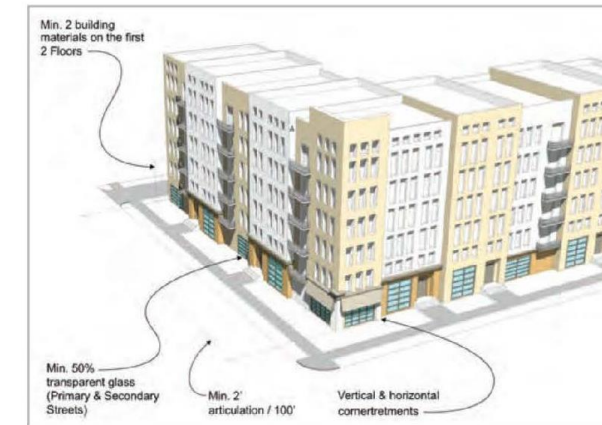
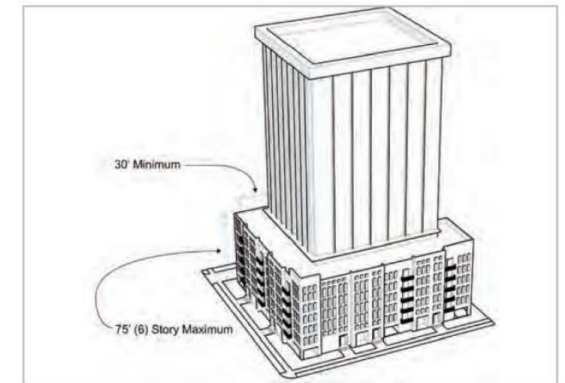
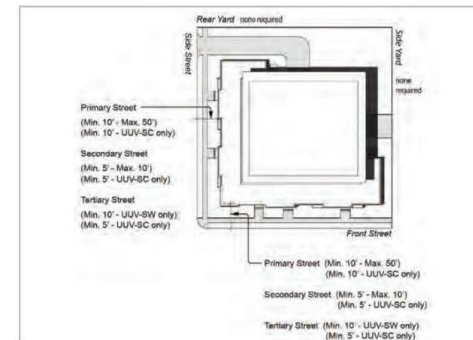
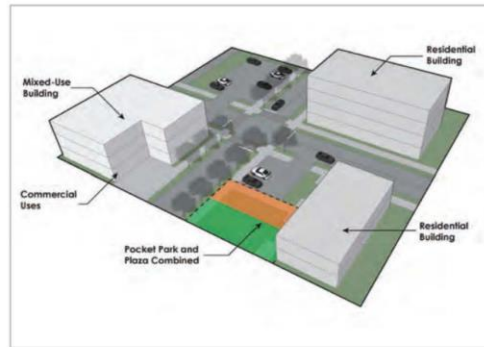
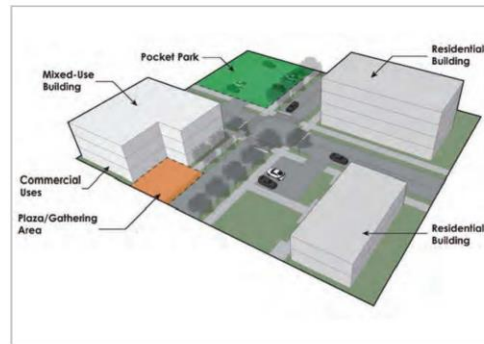


Figure 5.7: Shoulder Height and Stepback

Zoning graphics





Parking or Bike Lane and Curb/Gutter	Street Trees / Furniture Zone (Min. 5ft - Secondary Streets Min. 2ft - Tertiary Streets)	Sidewalk Clear Zone (Min. 7ft)	Frontage Zone (Min. 2 ft)	Building
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Delray Beach – Atlantic Avenue

Introduction

The City of Delray Beach is a coastal municipality located in Palm Beach County with a population of approximately 69,451. Recently, the city has experienced a large influx of development and growth that has primarily been centered in the downtown area of the city. One of the major corridors of Downtown Delray Beach is Atlantic Avenue (also known as Florida State Road 806), with the downtown portion running from Interstate 95 east through the intracoastal. To promote sustainable and walkable development in the downtown area, the City of Delray Beach promotes mixed-use development along Atlantic Avenue through its zoning code and master planning efforts. The Central Business District (CBD) zoning designation makes up the majority of the designated downtown zoning area with the other mixed use districts being utilized in specific locations or unique reasons.

MXU Districts - Zone Types, locations, and uses

Central Business District (CBD)

The Central Business District (CBD) is established to preserve and protect the cultural and historic aspects of downtown Delray Beach and simultaneously provide for the stimulation and enhancement of the vitality and economic growth of this special area. CBD Zoning is further broken down into sub districts depending on the location and character that it is designated in the Downtown Delray Beach Master Plan:

- Central Core Sub-district - The Central Core Sub-district regulations are intended to result in development that preserves the downtown's historic moderate scale, while promoting a balanced mix of uses that will help the area evolve into a traditional, self-sufficient downtown. Residential development is permitted at a density which fosters compact, pedestrian oriented growth that will support downtown businesses.
- Beach Sub-district - The Beach Sub-district regulations are intended to "preserve and enhance the character of these areas, the public condition of the beach, the vitality of its center, and the natural environment." Within this area, the Delray Beach Master Plan calls for redevelopment of existing buildings in a manner that places storefronts close to the street and parking to the rear. Where existing buildings are separated from the pedestrian ways by wide landscaped areas, the addition of arcades and new building square footage to bring the storefronts closer to the street is encouraged. The Beach Sub-district is located within the Coastal Planning Area, and as such, density and intensity are limited to promote community resiliency.
- West Atlantic Neighborhood Sub-District - The West Atlantic Neighborhood Sub-district regulations are intended to be consistent with the Downtown Delray Beach Master Plan and The Set Transformation Plan. The emphasis of these regulations is on the preservation and enhancement of existing neighborhoods, while promoting a pedestrian friendly

commercial area along West Atlantic Avenue that contains a mix of residential, commercial and civic functions. Businesses that are oriented toward serving the local neighborhood, as opposed to a regional area, are encouraged. Density incentives are available for redevelopment in this Sub-district to promote the inclusion of workforce housing.

- **Railroad Corridor Sub-district** - The Railroad Corridor Sub-district regulations are intended to allow for development of light industrial type and mixed commercial and nonresidential uses on properties that are in the downtown area, but are also in close proximity to the FEC Railway. The purpose of the area is to recognize the long-standing light industrial character of this railroad corridor; to provide for the upgrading and expansion of existing uses when appropriate; and to enhance the economic growth of the CBD by providing additional employment opportunities in the downtown area. This Sub-district is comprised of two nodes, one in northern part of the CBD and one in the southern part of the CBD.

The CBD district further is broken down to specific design requirements based upon the sub district for which a development falls in noted above. The design requirements encompass elements such as primary and secondary street access and liner units/uses, building placement, green-building features, open space, architectural standards, type of dwelling units, required retail frontage, parking, limitations on height, and historic preservation (noted with the Old School Square Historic Arts District Overlay Zoning District). Though Delray Beach has special mixed-use districts (noted below), the CBD district is the focal point behind flexible mixed-use development in the city. The other mixed-use districts noted below play off unique built environments and often incorporate industrial uses in the districts as well.

Mixed Industrial and Commercial District (MIC)

The Mixed Industrial and Commercial (MIC) District is created to provide for a mix of industrial, commercial, and office use in a single zone district. The uses allowed are intended to enhance employment opportunities in the industrial, manufacturing and trade sectors, with supporting business and professional office functions. Retail uses are appropriate on a limited basis, and only as a secondary use within the district. Residential uses may also be permitted as a conditional use within the I-95/CSX Railroad Corridor Overlay District, provided at least 25 percent of the units are workforce housing units which comply with the provisions of Article 4.7, "Family/Workforce Housing." The MIC District is to be located in areas designated for the primary use - industry and commerce - as shown on the Land Use Map.

Mixed Residential, Office and Commercial District (MROC)

The MROC District regulations provide for a mix of residential, office, and commercial uses in a master-planned environment. The district encourages stand-alone office buildings and mixed-use development within the corridor with commercial or office uses on the ground floor and office or residential uses above while providing higher density opportunities and emphasizing transit-oriented development patterns.

Special Activities District (SAD)

The Special Activities District (SAD) is established to provide a zone district appropriate for developments not otherwise classified or categorized in other districts; or, cannot be properly accommodated in any other zone district. The SAD is to be used for large scale and mixed-use developments for which conventional zoning and development standards are not appropriate. The uses, activities, and characteristics of a SAD are to be consistent with the Land Use Map designation, and the Goals, Objectives, and Policies of the adopted Comprehensive Plan to provide a development that is suitable and compatible with surrounding existing development, and with any adopted redevelopment plans for the area.

Qualitative Design Requirements

Frontage standards - Frontage Standards define architecture and design components for the entrance(s) to buildings and the area between building facades and streets. Building setbacks and other development standards are coordinated with street cross-sections to ensure a superior public realm results, improving both the overall visual appearance and multi-modal uses of downtown streets. Include:

- Streetscape Width
- Street trees
- Building Entrance Designs
- Design of Frontage Types (Porch, Stoop, Bracketed Balcony, Storefront, Arcade, etc.)
- Façade Composition – Building articulation and variation (image example below from code)
- Tripartite composition design
- Screening

Qualitative design standards also include appropriate architectural styles for district and any overlays, green building components and design, reduction of heat island impacts through design, parking garages and screening, civic open space requirements/types, public art, and pedestrian/multimodal transit facilities.

Zoning Graphics

Primary and Secondary Street Uses in CBD

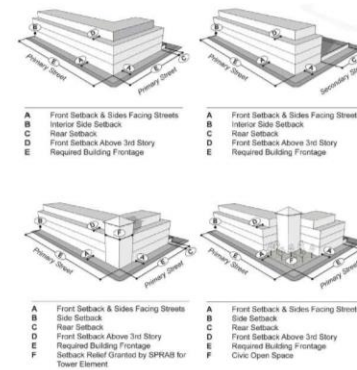
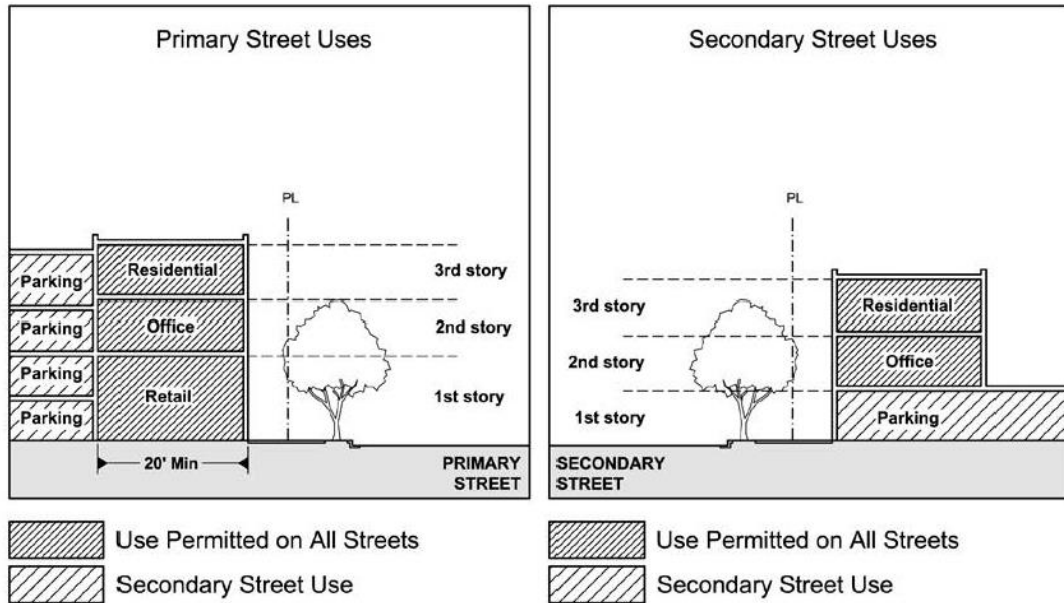
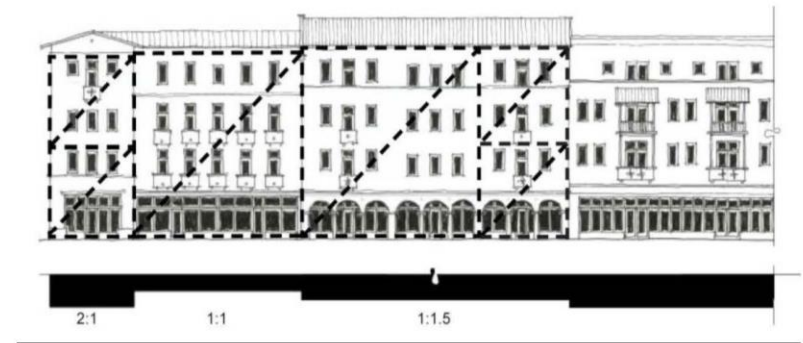
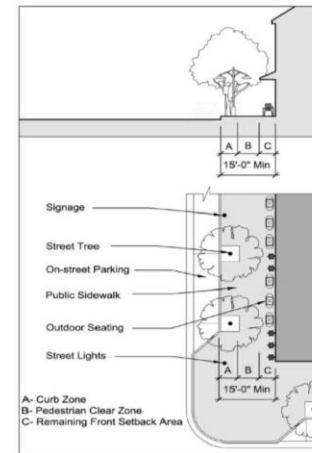


Figure 4.4.13-E-1 Commercial Use Streetscape



Project Renderings



