

APPROVED
ECONOMIC DEVELOPMENT ADVISORY BOARD (EDAB)
MEETING MINUTES
CITY OF FORT LAUDERDALE
100 NORTH ANDREWS AVENUE
8TH FLOOR CAFETERIA
WEDNESDAY, DECEMBER 14, 2011 – 3:45-5:15 P.M.

Board Members	Attendance	Present	Absent
Sheryl Dickey, Chair	P	10	2
Christopher Denison, Vice Chair	P	11	1
Miya Burt-Stewart (4:00-5:04)	P	11	1
Al Calloway	P	11	1
Cary Goldberg	P	9	2
Jason Hughes	P	12	0
George Mihaiu	P	9	3
Cort Neimark	P	10	2
Ralph Riehl	P	10	2
Adam Sanders	A	8	4
Daniel Siegel	P	1	0

At this time, there are 11 appointed members to the Board, which means 6 would constitute a quorum.

It was noted that a quorum was present at the meeting.

Staff

Karen Reese, Acting Liaison, Department of Sustainable Development
 Patricia Smith, Secretary III, Department of Sustainable Development
 Hal Barnes, Assistant City Manager
 Wayne Jessup, Deputy Director, Department of Sustainable Development
 Jenni Morejon, Acting Urban Design and Development Manager
 Barbara Hartmann, Recording Secretary, Prototype, Inc.

Communications to City Commission

Motion made by Mr. Riehl, seconded by Mr. Calloway, to request that City Staff consider the adaptive re-use of light poles removed from the beach for Business Capital Improvement Program (BCIP) proposals from the 13th Street Alliance, the Fort Lauderdale Beach Village Merchants' Association, and the FAT Village Arts District, as all three applicants have proposed lighting improvements for their respective areas; furthermore, the Board recommends that the FAT Village Arts District proposal undertake lighting as the first phase of their project. In a voice vote, the **motion** passed unanimously.

I. Call to Order & Determination of Quorum

Chair Dickey called the meeting to order at 3:49 p.m. Roll was called and it was noted a quorum was present.

II. New Member & Introductions

New member Daniel Siegel introduced himself to the Board. He is an attorney in Downtown Fort Lauderdale and this is his first service on a City advisory body.

III. Approval of November 9, 2011 Minutes

Motion made by Mr. Denison, seconded by Mr. Hughes, to approve the minutes of the November 9, 2011 meeting. In a voice vote, the **motion** passed unanimously.

The following Item was taken out of order on the Agenda.

VI. New Ordinance Amendment & Design Guidelines for South Andrews

Wayne Jessup, Deputy Director of Sustainable Development, and Jenni Morejon, Acting Urban Design and Development Manager, addressed the Board on the new guidelines and rezoning associated with the South Andrews Master Plan.

Ms. Morejon showed a PowerPoint presentation, noting that South Andrews was identified as early as 2003 as a major corridor that needed to be re-energized. The City hired a consultant to develop a vision and master plan for the South Andrews corridor. The corridor is part of a larger area known as the South Regional Activity Center (SRAC), one of four such centers in Fort Lauderdale. It occupies approximately 270 acres, on which nearly 1000 residential units may be located. There is currently an opportunity to create more housing in a mixed-use environment in this area.

Ms. Morejon noted that the Department created the SRAC-SA for the South Andrews zoning district, which is a hybrid of traditional zoning standards and more qualitative requirements, which can include storefronts, uses, and other specifications. This approach was approved by the City Commission in January 2011, and follows the urban design standards developed over the past decade, including the Downtown, New River, and Beach Master Plans.

She showed graphics of how streets are developed in the South Andrews area, including pedestrian-friendly, active streetscapes and specifications for building form. These documents are intended to be user-friendly so the property owners will understand the expectations the City has for the area.

She advised that two zoning areas for which graphics were shown previously consisted of five separate districts with a variety of regulations. The new plan combines these five

districts into two, with consistent setback, stepback, and height regulations. Parking requirements have been reduced in order to encourage the development of smaller lots and changes in use for existing buildings.

The review process has been greatly streamlined: if an owner meets either the letter or intent of the new Code, that owner no longer has to go through a variety of processes for approval. Neighborhood compatibility is defined through the planning guidelines. Ms. Morejon noted that new projects, including restaurants, medical office buildings, and a bank have been developed in the area, all of which follow the new zoning regulations.

Mr. Denison noted that there are plans to develop apartment buildings to the west of Andrews Avenue, and asked if there is other development underway in the area. Ms. Morejon advised that a 250-unit apartment building was recently approved by the City Commission. This project meets both the Downtown and New River Master Plans' guidelines. The New River Village project's phase three is planned for the south side of the river and will go before the City Commission later in December.

Mr. Calloway asked if the Downtown area is being developed specifically for high-income developments. Ms. Morejon said this is not the case, and stated that Downtown is intended to be home to a mix of uses, residents, and income levels in an urban environment. While the area along the river may attract higher-market developments, the original Downtown Master Plan defines character areas, which include a village environment on the periphery with lower-density projects.

Mr. Calloway explained that he is specifically interested in any plans for 5th Street as it heads south. Ms. Morejon said no development proposals have come into the Department for this particular area. Mr. Calloway asked what could be done to encourage mixed-use development on this street. Ms. Morejon noted that the current market has not been favorable toward residential development, and added that residential uses are not required in this area. Residential projects have only been coming back to the City in the past few months.

Mr. Jessup advised that there is a pool of 3000 units that have recently become available for allocation; of these 3000 units, 15% are required to be affordable housing units. A number of developers have also pursued tax credit projects on both sides of the river. Ms. Morejon clarified that affordable housing is defined by benchmarks tied to the County's average annual income, and agreed to forward more information on this to the Board.

Mr. Denison asked if there is a number of residential units allocated for a particular area within the zoning districts. Ms. Morejon explained that the pool of 3000 units is available throughout the entire Downtown RAC. The full plan is available online.

V. Business Capital Improvement Program

Hal Barnes, Assistant City Manager, stated that this is a City Commission-appointed grant program, which allocates \$90,000 each year. Four applicants are present, all of whom are requesting \$22,500. The applications are for business improvements in public rights-of-way, such as sidewalks, streetlights, and landscaping.

He explained that he has asked a representative of each Applicant to say a few words to the Board about their Application and why it is important to the community. The Board may ask questions of individual Applicants as they make their presentations, followed by general discussion. Mr. Barnes will then ask the Board to make their recommendations, which he will take to the City Commission in February or March 2012.

Tim Smith, representing the 13th Street Alliance, stated that this association is located in what was formerly known as “a tough part of town” that has recently begun to rebound with new businesses. The Alliance placed active sculptures along the corridor as part of the previous year’s project; this year’s request is for lighting along the same corridor. Mr. Smith advised that the Alliance hopes to re-use some of the light poles recently removed from the beach and equip them with solar lighting.

Mr. Riehl suggested that the Board recommend to the City Commission that as many of the former beach light poles as possible be re-used in other parts of the City.

Doug McGraw, representing the FAT Village Arts District, explained that this is an arts district located between 4th and 6th Streets, Andrews Avenue, and the railroad tracks. The association works closely with the Flagler Village Association. There are several arts-related activities and businesses within this district in the area, which fosters a good deal of collaboration between tenants.

The proposed project would place lighting and signage in the area, in part as a safety consideration, as “art walks” are held in this area each month and other exhibitions are planned throughout the year. There is a great deal of outdoor activity at night in this area.

Chair Dickey requested more information on the role that the Arts District would play in the development of the project. Mr. Barnes pointed out that the project would be for streetscape and possibly sidewalk improvements as well as increased lighting. The FAT Village Arts District is also eligible for Community Development Block Grant (CDBG) funding, which will be asked to contribute an additional \$22,500 toward the project. Other funding sources, including the CRA, are also under consideration.

Mr. Denison asked what the result of the project would be. Mr. Barnes said a conceptual rendering would first be done to show what is needed for the street, and other items within the budget of the grant would be added as possible.

Mr. Hughes asked how many buildings in the area are currently occupied, and if lighting could improve security on the street. Mr. McGraw said there are two large warehouses under negotiation on the street in question. He concluded that the project would be both exciting and important from a safety standpoint.

Tim Schiavone, representing the Fort Lauderdale Beach Village Merchants' Association, distributed photographs of improvements that have been made through a previous BCIP grant. This Association works to make an area of the beach more pedestrian-friendly, safer, and cleaner for both residents and tourists. Today's request is to add more decorative lighting to improve the area's safety and charm.

Mr. Neimark asked if signage is proposed for the area. Mr. Schiavone said the Association has received grant money to introduce entranceways on A1A and Sunrise Boulevard, which would help bring people into the area.

Randi Karmin, representing the Las Olas Boulevard Merchants' Association, stated that the Boulevard hopes to improve visibility, beauty, and safety in the area. The street features iconic medians with trees, crosswalks, and a small footbridge; however, demarcations are needed for the crosswalks, and there is not sufficient lighting to make all pedestrians feel safe crossing the street.

She explained that the trees in this area have traditionally been wrapped in white lights during the holidays, and the lights have been taken down after the new year. In an attempt to improve lighting, the Association plans to keep the tree lights up year-round. This will help connect the Boulevard from east to west and provide additional light for pedestrians. The lights are energy-efficient LED lights, which may be maintained by the Association at a manageable cost.

Mr. Mihaiu noted that the Association plans to use some of its own funds toward this project. Ms. Karmin confirmed this, stating that the Association has some cash on hand to use as matching dollars.

Following the presentations, Ms. Burt-Stewart observed that the 13th Street Alliance and the Las Olas Boulevard Merchants' Association have provided cost breakdowns for their proposed projects, but the FAT Village Arts District and Fort Lauderdale Beach Village Merchants' Association have not. She asked if this would make a difference. Mr. Barnes explained that the two projects without cost breakdowns are more conceptual in nature at this point: for example, cost estimates will be developed for different parts of the FAT Village project once they have determined exactly what will be done to the streets. The group is asking the Board to consider an overall streetscape improvement, which could include sidewalks, landscaping, lighting, and other potential amenities.

Ms. Burt-Stewart asked if the group was not clear on what their project would do. Mr. Barnes said they have a vision for the area, and know what they want, but have yet to determine exactly how the grant money would be applied.

Ms. Burt-Stewart stated that she was concerned with “open-ended” projects of this nature, as the projects typically brought before the Board have been very specific rather than a particular vision that may or may not come to fruition. Mr. Barnes said the vision for the FAT Village Arts District, for example, does not include major roadway or sidewalk renovations, as there is not enough money. He added that the Board could recommend that the grant funds be used for specific purposes, such as safety lighting or landscaping.

Ms. Burt-Stewart said she would recommend that the projects be more structured and substantive when they are presented to the Board, as opposed to a vision for a particular neighborhood or area. She noted that the Fort Lauderdale Beach Village Merchants’ Association had also lacked detail in their Application. Mr. Barnes said their project would primarily involve additional street lighting. He pointed out that their project has been in development for several years, and the Association returns to the Board each year to add another piece to the project.

Mr. Schiavone advised that the proposed lighting will cost approximately \$120,000. The Association has purchased 16 to 20 poles, which are very expensive. They hope to raise more funds to begin the lighting project in the next year, and could match the grant funds if they are provided.

Chair Dickey asked if the Fort Lauderdale Beach Village Merchants’ Association project would move forward the next year with the purchase of lighting, or if it is a continuous project. Mr. Barnes said they hope to proceed with partial lighting, as the grant funding will not cover the entire project.

Chair Dickey explained that her question was whether the Board was funding the project every year until it is complete. Mr. Schiavone said the project would be put in “piecemeal” if necessary. He agreed that it could potentially extend into next year, although that is not the Association’s goal.

Mr. Calloway asked if the intent was to install some lighting and provide other businesses with a reason to raise funds and complete the project. Mr. Schiavone said he believed when the area’s businesses saw that people feel safer on the streets and business has improved, they would want to contribute toward the project’s completion.

Mr. Riehl asked what would happen to the grant funding that remained if the Board opted not to fund one or more of the Applicants. Mr. Barnes said unused money would roll back into the fund.

Mr. Denison suggested that Mr. Riehl’s request to send a communication to the City Commission about the light poles being removed from the beach might mean both the 13th St Alliance and the Fort Lauderdale Beach Village Merchants’ Association could be candidates to use these light fixtures. He explained that this would be preferable to scrapping the light poles altogether.

Motion made by Mr. Riehl, seconded by Mr. Calloway, to ask the City Staff to review the lights that are being removed from the beach now because of the turtle compliance issue for adaptive re-use for the two projects that have come in for lighting, specifically the Beach Merchants' Association, the FAT Village, and the 13th Street Alliance, and then of course utilize as many of them as possible and then move forward with supplementing whatever they need with the grant funds. In a voice vote, the **motion** passed unanimously.

Mr. Barnes advised that the Board may vote on each project individually or may vote on all the projects as a group. He reminded the members that there is \$90,000 available from the City; each project requested \$22,500, which meant there is enough money to fund all four requests.

Motion made by Mr. Riehl, seconded by Mr. Mihaiu, to approve all of them.

Chair Dickey asked if the Board was being clear that, should adaptive re-use of the beach light fixtures be available, the entire \$22,500 might not be needed for each project. Mr. Barnes stated that because of the expense associated with lighting and installation, he expected that the projects would still need all the funds available to them.

Ms. Burt-Stewart said while she was willing to vote on all the projects together, she was not pleased about including the FAT Village Arts District project. Chair Dickey asked if Mr. Riehl and Mr. Mihaiu were willing to **amend** the **motion** to add a recommendation that the FAT Village Arts District project begin with lighting.

Mr. Mihaiu pointed out that the FAT Village Arts District had at least presented a vision for their project. He felt the addition of a concrete requirement, such as the use of lighting, would ensure that the project proceeded.

Mr. Riehl said while he did not recall the Board placing a condition on approval of a project in the past, he did not feel this was a bad idea. He noted, however, that because the Board is making a recommendation to the City Commission on the allocation of funds, he did not believe such a condition was binding.

Mr. Denison said if the recommendation to begin with safety lighting was added as the amendment, they would be relying on the Engineering Department to oversee this phase of the project. This gave him greater confidence in the projects. He noted, however, that had there been more projects before the Board, he would have agreed with Ms. Burt-Stewart that more detail would have been needed from some Applicants.

Mr. Neimark asked what would happen if one of the projects wanted to use more aesthetically pleasing lights than those available for adaptive re-use; should these lights not fit within their vision, he asked if they would have to use them anyway. He also

asked if the value of the light fixtures must be matched as well as the value of the \$22,500 grant.

Mr. Barnes explained that should the associations would first need to match the \$22,500 from the City; should the City supplement this with additional materials, such as the lights, it would not affect the \$22,500 cash match guidelines.

Mr. Schiavone commented that he had been through the BCIP process several times, and the City Staff, and Mr. Prizlee's team in particular, keeps a close eye on the process, requiring that invoices, drawings, and other specifications be submitted. He felt they would ensure that the funds were used in the way the Board would stipulate.

Mr. Barnes added that no project is allowed to proceed until the Applicant has provided their matching funds. Should a project never materialize, the funds are held for them until the City Manager or City Commission makes a recommendation to take the grant back.

In a voice vote, the **motion** passed unanimously.

Mr. Calloway observed that there had been no projects submitted from the northwestern part of the City. Chair Dickey said she had spoken with Mr. Barnes regarding this, and he had advised that one such project was submitted after the due date. She felt the northwest would be better represented at the 2012 round of BCIP Applicants.

IV. Long Range Transportation Plan (SFECC)

Greg Stuart, Executive Director of the Broward Metropolitan Planning Organization (MPO), explained that all transportation projects receiving federal funds in Broward County come through this organization. The MPO Board consists of 19 members, 14 of whom are representatives from the largest municipalities in the County and two of whom are from Fort Lauderdale. The MPO Board also includes representation from the School Board, the County Commission, and the South Florida Regional Transportation Authority (SFRTA). There are also 19 alternates.

The MPO also has three advisory boards: a Technical Coordinating Committee, a Community Involvement Roundtable, and the Broward County Coordinating Board for the Transportation Disadvantaged.

Ms. Burt-Stewart left the meeting at 5:04 p.m.

Mr. Stuart showed a PowerPoint presentation to the Board, noting that the MPO administers, conservatively estimated, \$8.6 billion. He described some of the current and upcoming projects, noting that while the MPO has done a very good job in capturing the market that has no access to cars, their challenge is now to expand upon this market and offer it to all residents by diversifying the existing transportation system.

High-capacity buses such as BRT, which would operate in dedicated lanes, will be one way to achieve this goal.

Mr. Stuart continued that buses operating in mixed traffic rather than dedicated lanes will be equipped with signalization, which means they will be able to control the phases of traffic lights. This will help them serve as express buses. He noted that the first funded express bus in the County makes three stops, and experiences roughly 1500 riders each morning who might otherwise have driven to work in their cars.

He explained that another program with which the MPO is proceeding is the creation of mobility hubs, including anchor, community, and gateway hubs. This means physical improvements, such as sidewalk widening, landscaping, and bus shelters, are implemented to make bus travel a better experience. These hubs will also foster economic development in the surrounding areas. The first mobility hub is planned for Downtown Fort Lauderdale, and the City Manager has committed to the use of two city blocks for this purpose.

Mr. Stuart observed that The WAVE streetcar system has been discussed for several years; once the mobility hub is funded, a maintenance facility will be constructed for this system, which will also serve as an economic development generator in the Downtown area. The streetcar system would be battery-powered rather than operated from an overhead wire. This would be a less expensive system and would be safer in the event of a hurricane, as no wiring would need to be re-strung after an event.

He explained that the Broward MPO includes five separate districts, which are represented along with the elected officials from municipalities. This means when the members vote on projects, they are not seeking to further projects only within their own cities and towns. There are several projects that involve all five districts, including bus service, rapid bus service, and The WAVE. There is also a proposed FEC passenger service project, which would connect Pompano Beach to downtown Miami. Negotiations are still underway for this project.

He added that there are also long-term planning studies underway, including studies for Oakland Park Boulevard, SR-7, and Sample Road, among others. The MPO has also been awarded an FTA grant to consider a dedicated bus lane on University Drive. A kickoff meeting for the hub in Downtown Fort Lauderdale is planned for February 2012, after which an RFP for the project will be issued. Mobility hubs at other locations, including Broward Boulevard and Cypress Creek, will follow.

He referred the members to the MPO's website, www.browardmpo.org, for additional information.

The Board members thanked Mr. Stuart for his presentation.

VII. Old / New Business

Chair Dickey advised that a discussion on the Cypress Creek/Andrews/Powerline area is planned for the January 2012 meeting. Mr. Riehl requested that a discussion of the City's homeless population be planned for January as well. Chair Dickey observed that they would need to bring in a speaker for this issue.

Mr. Hughes asked that a speaker be scheduled to discuss the proposed Indy Car race in 2013, as this could be both an economic generator and a potential cause for concern for the Boat Show. Chair Dickey noted that with multiple speakers on different issues being requested, some would need to be scheduled for the February 2012 meeting.

She stated that B Cycle is being rolled out in Fort Lauderdale, Hollywood, and Pompano; part of the rollout is an offer for a reduced rate for annual membership. She encouraged the members to take advantage of this opportunity.

There being no further business to come before the Board at this time, the meeting was adjourned at 5:27 p.m.

[Minutes prepared by K. McGuire, Prototype, Inc.]

FORT LAUDERDALE

SOUTH REGIONAL ACTIVITY CENTER - SOUTH ANDREWS

SRAC-SA Illustrations of Design Standards
THE CITY OF FORT LAUDERDALE, FLORIDA



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ACKNOWLEDGEMENTS

FORT LAUDERDALE CITY COMMISSION

John P. “Jack” Seiler	Mayor
Romney Rogers	Vice-Mayor, Commissioner – District IV
Bobby DuBose	Commissioner – District III
Charlotte Rodstrom	Commissioner – District II
Bruce Roberts	Commissioner – District I

CITY OF FORT LAUDERDALE

George Gretsas	Former City Manager
Allyson Love	Interim City Manager
Ted Lawson	Assistant City Manager
Sharon Miller	Assistant City Attorney
Greg Brewton	Planning & Zoning Department Director
Wayne Jessup	Planning & Zoning Department Deputy Director
Jenni Morejon	Principal Planner
Anthony Fajardo	Planner III (Project Manager)
Rollin Maycumber	Planner II
Thomas Lodge	Planner II

OTHER ORGANIZATIONS AND INDIVIDUALS

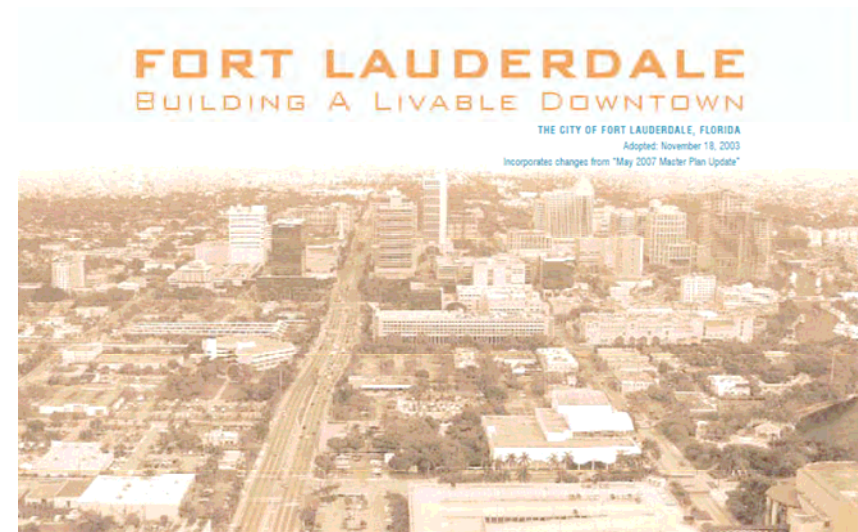
South Andrews Business Association
Broward General Medical Center, Broward Health
Crush Law, LLC

The format of this document is modeled after the Fort Lauderdale *Downtown Master Plan* and the *New River Master Plan*, both developed by **Beyer Blinder Belle Architects & Planners, LLP**.

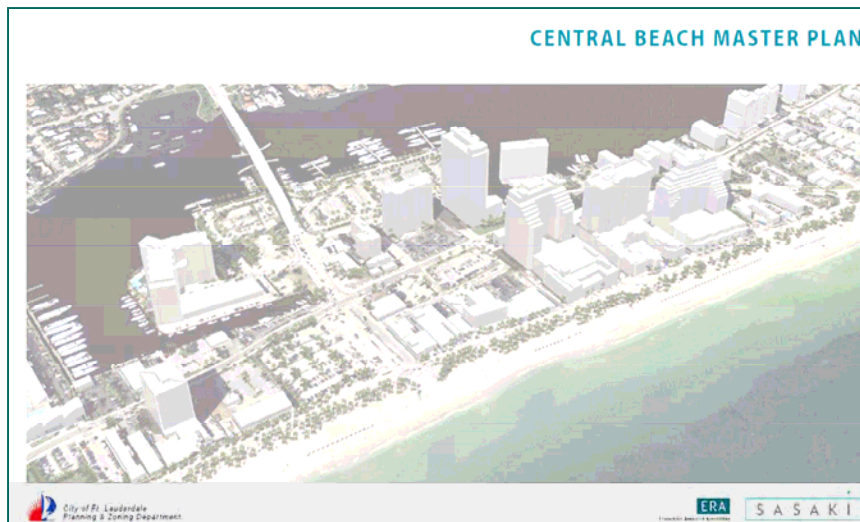
The format also closely follows the Fort Lauderdale *Central Beach Master Plan*, developed by **Sasaki Associates, Inc.**

This is intended to provide a consistency and familiarity for the community as well as City Staff in use and administration of the design standards.

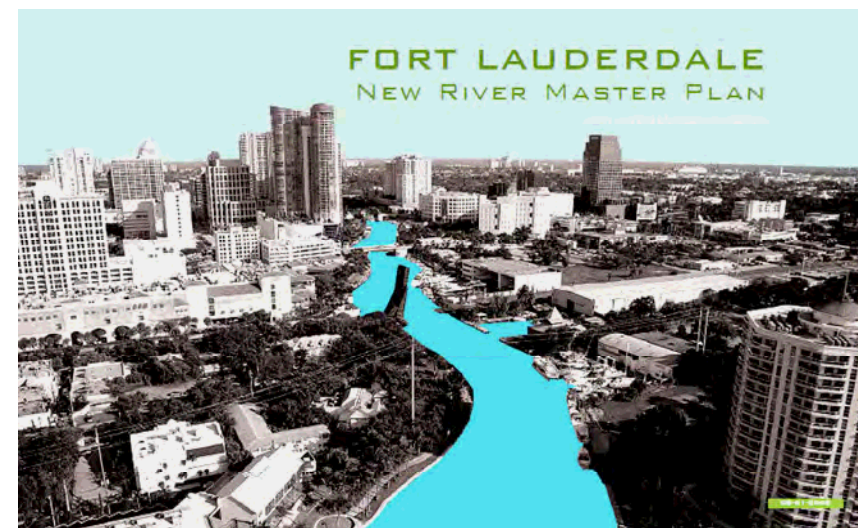
On behalf of the City of Fort Lauderdale, staff from the Planning & Zoning Department would like to thank these consultants for providing the foundation to further sound urban planning principles into parts of Fort Lauderdale beyond Downtown and the Central Beach.



Downtown Master Plan, Beyer Blinder Belle, LLP



Central Beach Master Plan, Sasaki Associates, Inc.



New River Master Plan, Beyer Blinder Belle, LLP

INTRODUCTION

South Regional Activity Center

As a means to provide the opportunity for positive redevelopment in the area south of the City's Downtown, the South Regional Activity Center (SRAC) Land Use District was established in 2000 to permit and encourage the existing mix of professional office and residential uses within the area. The area also serves as a major attraction due to its proximity to Downtown, the Beach, and nearby residential neighborhoods and the location of the Broward General Medical Center facility.

The SRAC is comprised of 270 acres and is generally bounded by the Tarpon River to the north, South Federal Highway to the East, State Road 84 to the south, and the FEC Railroad Corridor and SW 3rd Avenue to the west (Figure 1.1).

In 2004, the Fort Lauderdale City Commission approved the South Andrews Avenue Master Plan and Development Guide ("Master Plan") for a portion of the SRAC, focusing primarily on the properties fronting both sides of South Andrews Avenue (Figure 1.2).

The Master Plan outlined a vision, development program and implementation strategy for the corridor, aiming to transform the area from a relatively under-utilized resource to a pedestrian-friendly urban corridor that offers a mix of uses to serve nearby neighborhoods and the hospital district.

In order to realize that vision, amendments to the local zoning ordinance became necessary, resulting in the design standards contained in this document for the South Regional Activity Center - South Andrews (SRAC-SA) zoning districts.

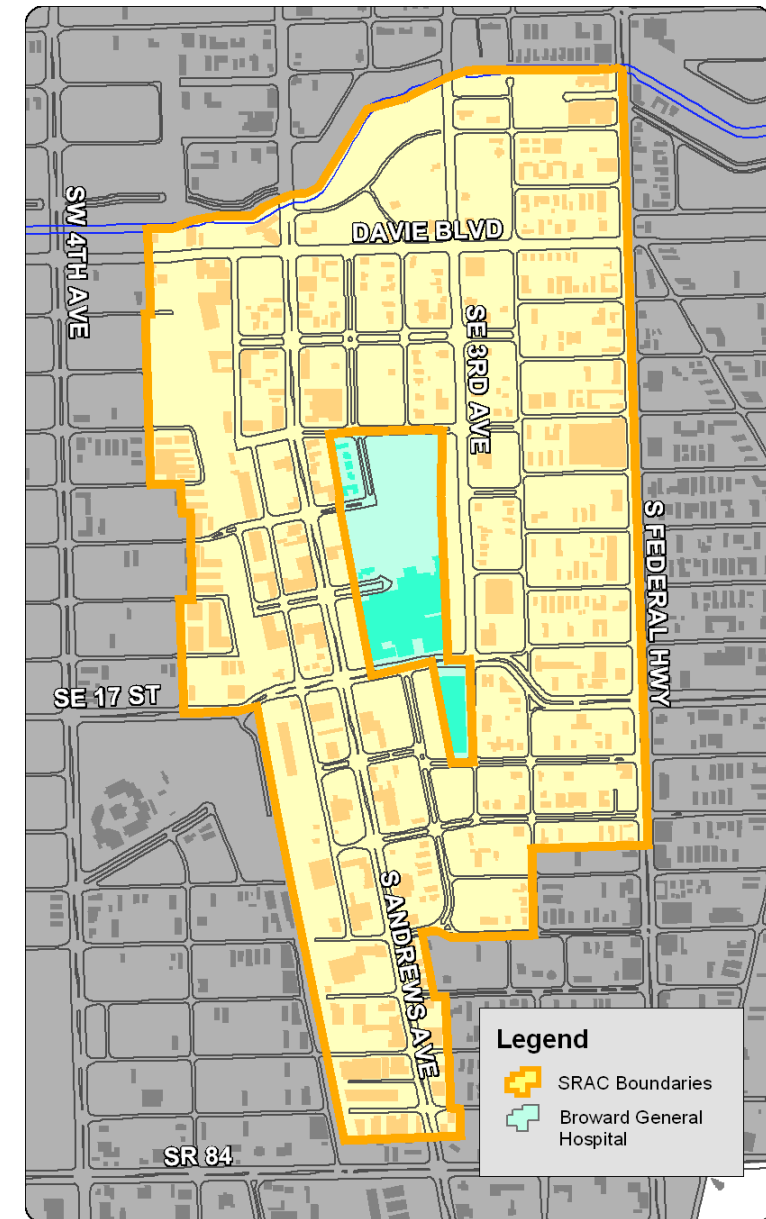


Figure 1.1, South Regional Activity Center (SRAC) Land Use District

The fundamental planning principles identified in the Master Plan and summarized below may be considered applicable to the entire SRAC, providing a framework for possible future SRAC zoning districts and regulations.

- Land uses allow for residential and mixed-use development to create a dynamic urban area complete with both daytime and evening activity.
- Architecture provides human scale through building form and massing that relates to the streets with minimal setbacks and active occupied spaces, especially at grade.
- Landscaping enhances the streetscape experience and shades the pedestrian with green space consolidated into usable parks and plaza areas.
- Parking is designed in such a way that the on-site movement and storage of vehicles should be as imperceptible as possible and should minimally, if at all, interfere with pedestrian pathways.
- Design of the streets, parking areas, and public realm reinforces guidelines of safe neighborhood design and promote the objectives of Crime Prevention through Environmental Design (CPTED).

However, it should be acknowledged that the subsequent chapters in this document address only that portion of the study area as identified in the South Andrews Avenue Master Plan, corresponding with the new SRAC-SA zoning districts.



Figure 1.2, Study Area and Proposed Development Program, South Andrews Avenue Master Plan and Development Guide, 2004, Civic Design Associates

DEFINITIONS

Floorplate:	The gross square footage (GSF) for any floor of a tower. Does not include balconies that are open on three sides
Pedestal:	The portion of a building extending from the ground to the shoulder.
Shoulder:	The portion of a building below the horizontal stepback between a tower and a pedestal.
SRAC-SA:	The overall area comprised of both the SRAC-SAw and SRAC-SAe zoning districts.
SRAC-SA Standards:	The Illustrations of Design Standards as part of the creation of the SRAC-SA zoning districts adopted as part of this ordinance on January 4, 2011 and incorporated as if fully set out herein.
Stepback:	The horizontal dimension that defines the distance between the face of the tower and the face of the pedestal.
Streetscape:	Exterior public space beginning at the face of a building extending into the adjacent right-of-way, which includes travel lanes for vehicles and bicycles, parking lanes for cars, and sidewalks or paths for pedestrians. Streetscape may also include, but not be limited to, landscaped medians and plantings, street trees, benches, and streetlights as well as fences, yards, porches, and awnings.
Streetwall:	The building façade adjacent to the street, along or parallel to the lot-line.
Story:	The complete horizontal section of a building, having one continuous or practically continuous floor.
Tower:	The portion of a building extending upward from the pedestal.



SECTION 1

South Regional Activity Center - South Andrews

Illustrations of Design Standards

November 2010



INTENT

THE ROLE OF DESIGN STANDARDS

The SRAC-SA zoning district (Figure 1.3) is a result of the South Andrews Avenue Master Plan and Development Guide accepted by the Fort Lauderdale City Commission on May 18, 2004.

The Master Plan envisions “a lively, mixed-use urban neighborhood characterized by low to mid-rise buildings of a variety of commercial and residential uses, constructed close to the right-of-way lines and defining a pedestrian-friendly environment at the street level. The buildings have active street frontages with parking located behind them or at the interior of the blocks, frequently in parking garages.”

The SRAC-SA zoning district design standards and regulations are based upon the following goals from the Master Plan (pages VI-1-4):

- ❑ Buildings should be of high quality with minimal setbacks oriented to provide light and air at the street level.
- ❑ Ground floor uses should be active and interesting to pedestrians with occupied spaces.
- ❑ Street landscaping should reflect an urban setting, with regularly spaced trees contained in clearly defined zones.
- ❑ Plantings should be concentrated in areas where it can be of use, such as courtyards and pocket parks.
- ❑ On-site parking should be placed in unobtrusive locations, generally behind buildings and at the interior of the block.
- ❑ Parking garages, where abutting a public way, should have occupied space at the ground level.

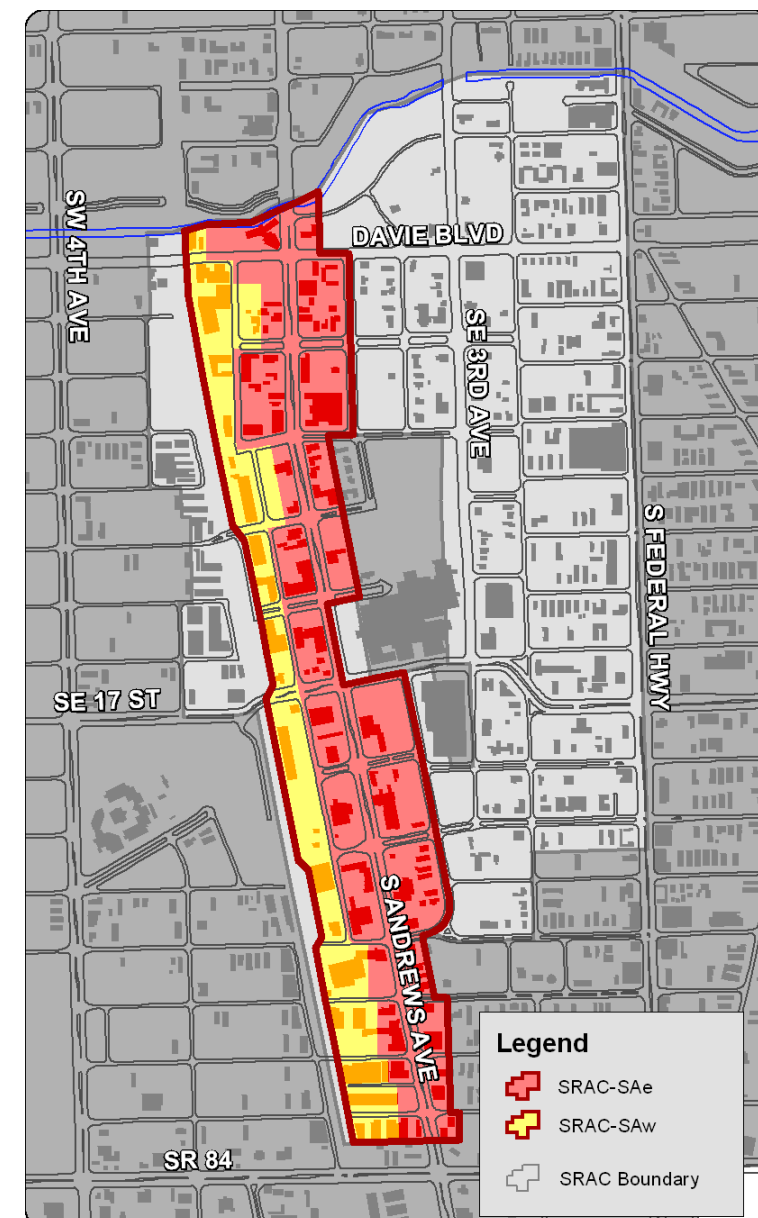


Figure 1.3, South Regional Activity Center - South Andrews (SRAC-SA) Zoning Districts

While zoning regulations are meant to be prescriptive, design standards are qualitative and reflective of a design-oriented approach that will allow flexibility to create the best possible urban environment. Specific, design-based suggestions applied throughout the SRAC-SA will help to achieve a number of the Master Plan's broader goals, especially those related to built form.

The standards included in this document are intended as a road map by which streets and buildings are designed and built in the SRAC-SA, such that they contribute to the creation of a dynamic livable community, providing an urban fabric of walkable, tree-lined streets; distinct public spaces; high quality buildings designed and oriented to provide light, air, and active uses at the street level; all in the service of creating an exceptional urban environment.

Although following this road map will lead to a built environment that meets the intent of the SRAC-SA zoning districts, creative designs that vary from these standards, while clearly meeting their intent, will also be considered.



Figure 1.4, Master Plan Rendering, South Andrews Streetscape



Figure 1.5, Master Plan Rendering, 1st Avenue Streetscape

NOTE

References from the South Andrews Avenue Master Plan and Development Guide are listed in the margins of this document to identify relationships between the Plan vision and the SRAC-SA design standards.

NOTE

Design standards are general in nature. Every site-specific condition cannot be anticipated. While the standards remain valid, they need to be interpreted in light of particular circumstances and conditions.

NOTE

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STREET DESIGN STANDARDS: SRAC-SA

Master Plan Reference

Using the existing, well-defined street grid as the basic template for the urban development pattern. This offers a strong orienting device as well as being easy to subdivide into areas of differing characteristics (I-2 SAMP)

S-1

A fine-grained street grid is maintained, and right-of-ways are vacated only for strategic public planning purposes.

Avoid street closings, except when absolutely necessary to improve prohibitively difficult-to-build parcels. Maintaining the finest-grained street grid is beneficial for a variety of reasons, including the maximizing of buildable street frontages and public access, and the increased distribution of traffic flows.

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

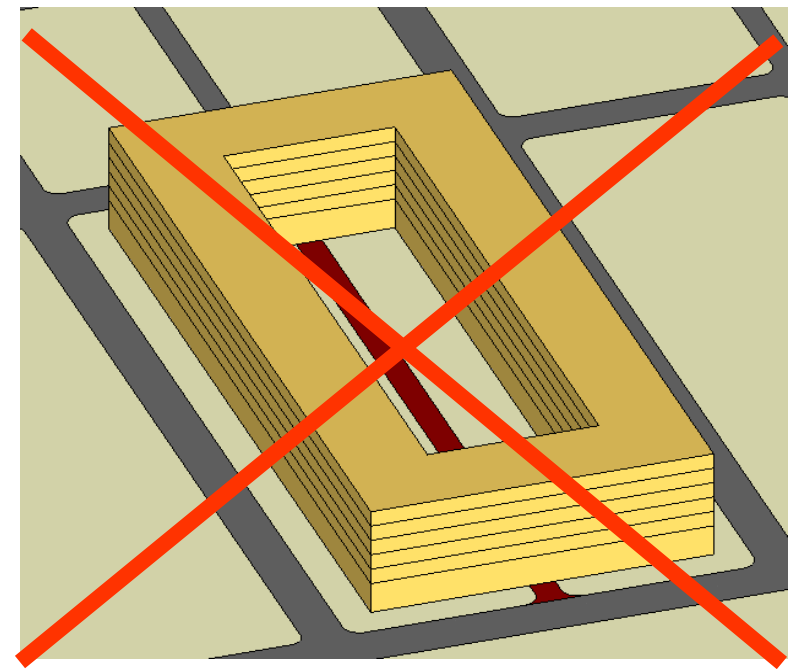


Figure 2.1

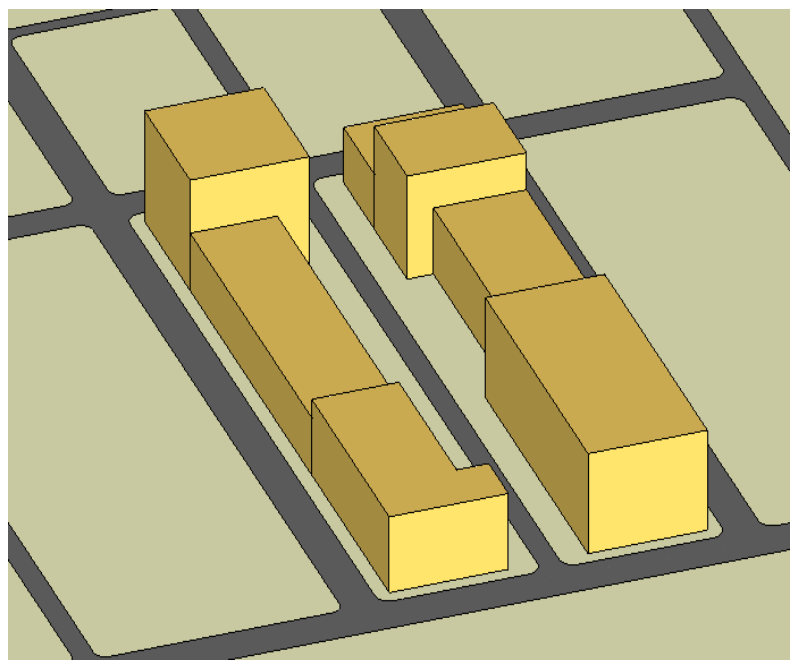


Figure 2.2

S-2

Development above right-of-ways (air rights) does not occur.

Encourage building types appropriate to lot size and block structure. Pedestrian and vehicular bridges over alley right-of-ways may be acceptable with an integrated design.

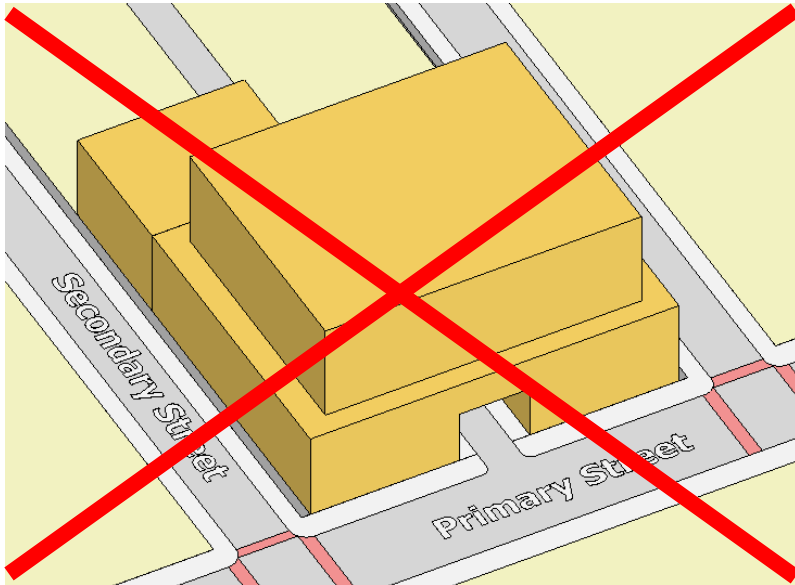


Figure 2.3

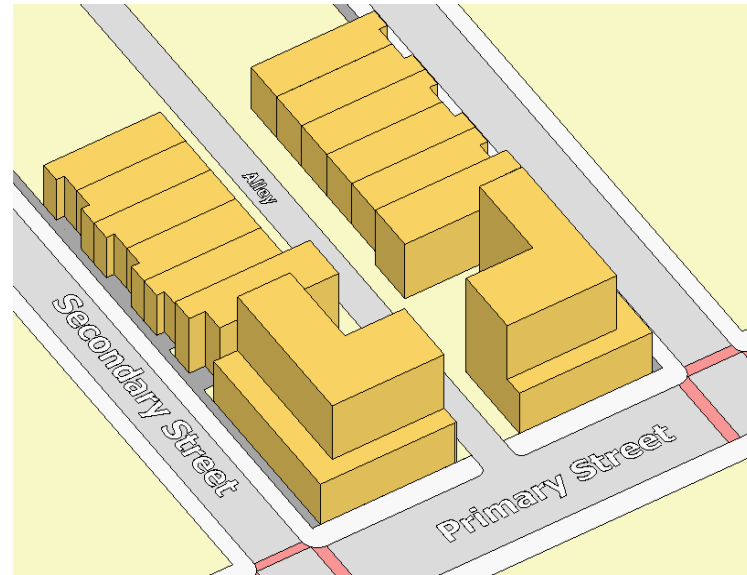


Figure 2.4

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STREET DESIGN STANDARDS: SRAC-SA

Master Plan Reference

Traffic calming is needed on South Andrews (III-3 SAMP)

NOTE

Streets have reduced design speeds.

Traffic speed plays an essential role in any successful pedestrian-oriented environment. Since people tend to drive at speeds that feel safe on a given road, the actual design of the road plays just as important a role as the posted speed limits in determining the speed of traffic flow. There are very few examples of successful pedestrian streets that accommodate high-speed traffic flow.

S-3

Streets have reduced lane widths.

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



Figure 2.5

S-4

Traffic calming is utilized rather than barricading streets.

Encourage the re-opening of existing street closures; discourage such closures in the future. Instead of street closures, a variety of other ‘traffic calming’ devices should be utilized to inhibit through-traffic on local streets.

A technique well suited for local neighborhood streets is the ‘mini-roundabout’. The roundabout slows traffic and adds a distinct urban identity with landscape elements at intersections. Another traffic calming technique is the ‘speed table’, which is an elevated portion of the roadway that encourages cars to slow down and creates a more seamless pedestrian crossing.

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

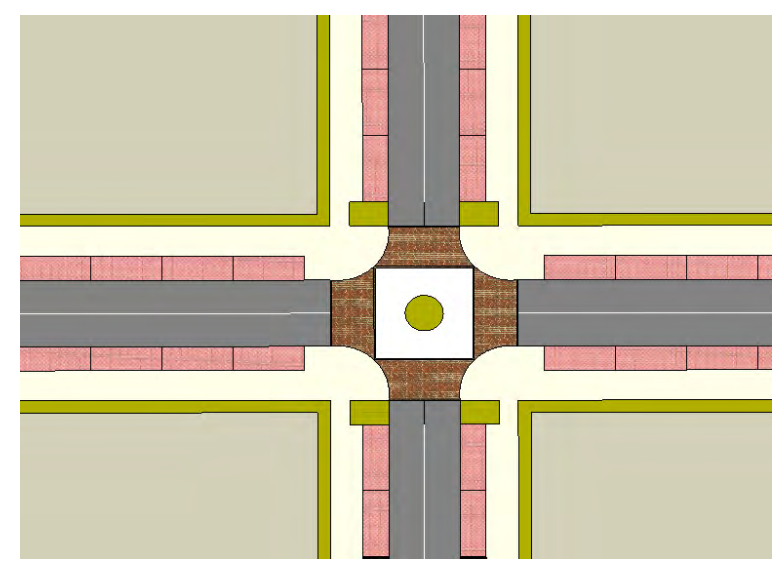


Figure 2.6

S-5

On-street parking is maximized on all streets.

Abundant parallel parking throughout the SRAC-SA zoning districts is important for several reasons: it helps to satisfy the ever-growing need for more parking spaces without incurring the higher costs of structured parking; it contributes to pedestrian-friendly design by providing a buffer between pedestrians and fast-moving traffic; it contributes to an active street-life by depositing passengers/future pedestrians at various points along the streets who then walk to nearby destinations. It can also provide a significant revenue source for the city that could contribute to the costs of an improved public realm.

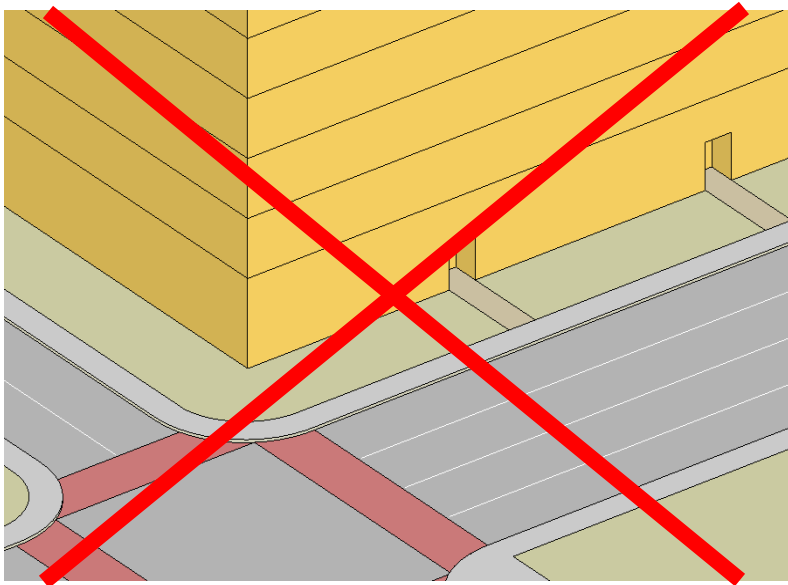


Figure 2.7

S-6

Adequate bike lanes are provided where appropriate, subject to a planned bicycle network.

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

The provision of a bike lane is dependent upon the ROW width. Where suitable, the preferred bike lane width is as follows:

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

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

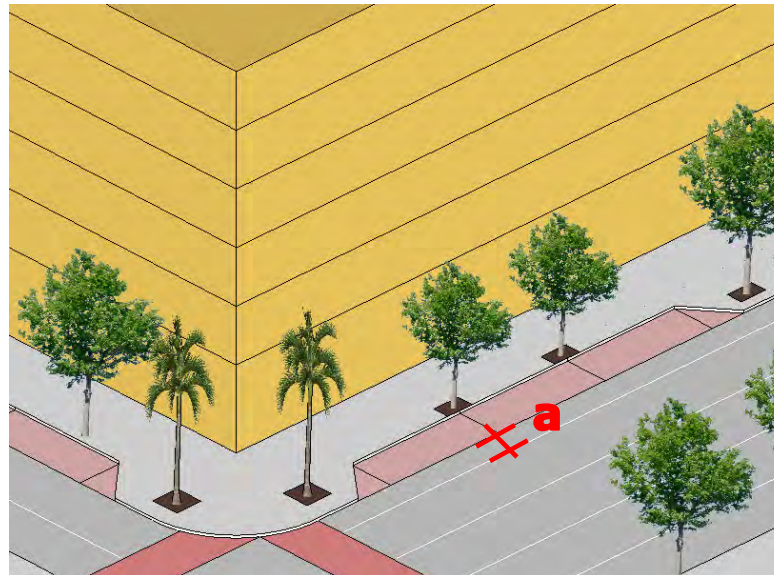


Figure 2.8

CODE ISSUE

Coordinate with Broward County Bikeways Program.

Master Plan Reference

New developments should be encouraged to provide curbside on-street parking in as many locations as possible... (VI-2 SAMP)

Curbside parking and enhanced landscaping complete the feeling of a pleasant, urban neighborhood. (IV-15 SAMP)

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STREET DESIGN STANDARDS: SRAC-SA

S-7

Curb radii are reduced at street intersections to a preferred maximum of 15 feet, or a preferred maximum of 20 feet at major arterial roadways.

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

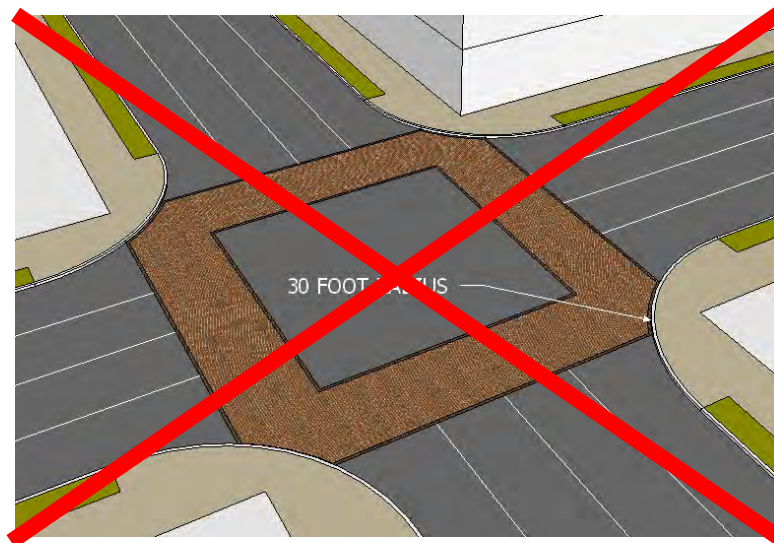


Figure 2.9

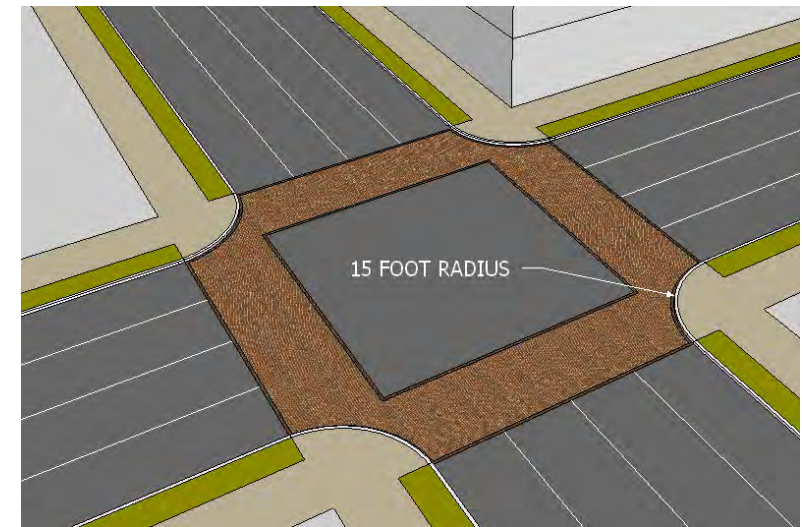


Figure 2.10

S-8

County “Corner Chord” requirements are eliminated to the greatest extent possible.

The triangular easement required by current County corner chord regulations creates excessive building setbacks at affected street corners. While this type of design is generally intended for suburban conditions and is incompatible with the SRAC-SA zoning districts (where the option for corners built-out to the property lines is highly desirable) an integrated design that enhances the pedestrian experience with active uses may be appropriate at certain locations where available sidewalk space is at a premium.

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

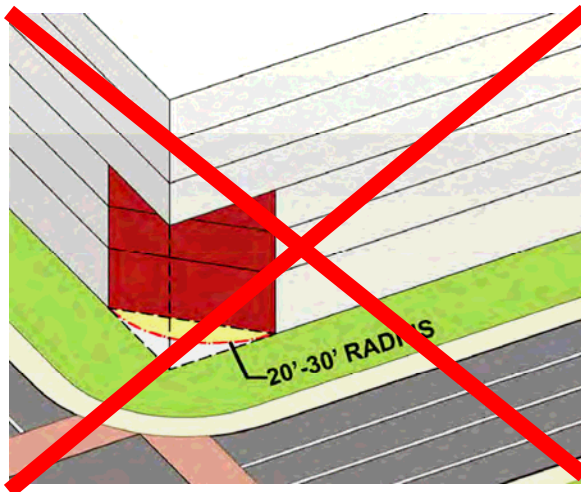


Figure 2.11

S-9

All utility lines (electrical, telephone, cable, etc.) are buried in locations allowing for tree planting and proper root growth.

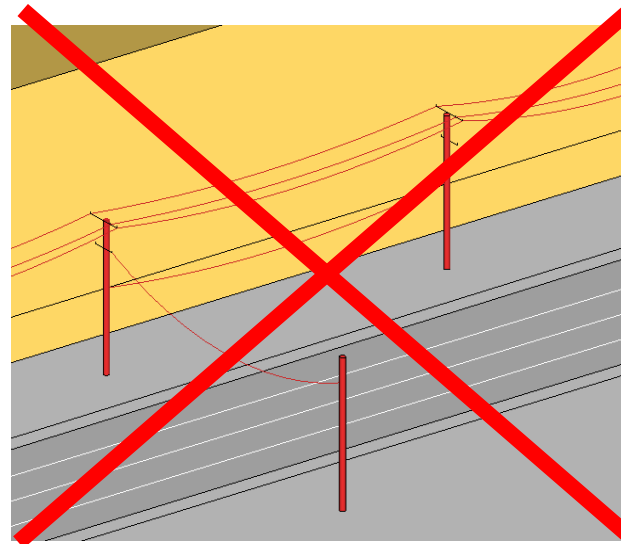


Figure 2.12

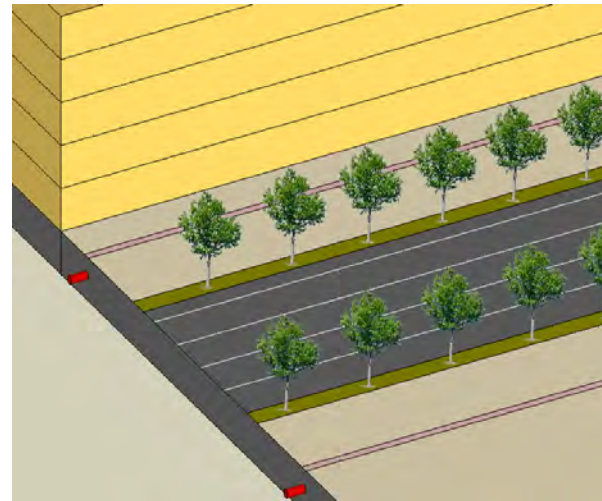


Figure 2.13

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STREET DESIGN STANDARDS: SRAC-SA

S-10

Shade trees are maximized on all right-of-ways, located between the sidewalk and the street, with palms or ornamental trees providing a visual marker for intersections.

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

Master Plan Reference
Street tree varieties should be shade trees, including live oaks for example, along the pedestrian walks and palm trees at the intersections of streets. (VI-3 SAMP)
...landscaping should play an important role in softening the overall character, lending scale, and providing shade. (IV-6 SAMP)

Note: Palm and ornamental trees along streets are also acceptable in some areas, such as major traffic arterials where a strong “framing” from the perspective of the automobile is desired, or when existing or proposed physical conditions may prevent the proper growth of shade trees, as determined by the Development Review Committee (DRC). Palms and ornamentals may also be added to complement shade trees in a variety of configurations.

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



Figure 2.14

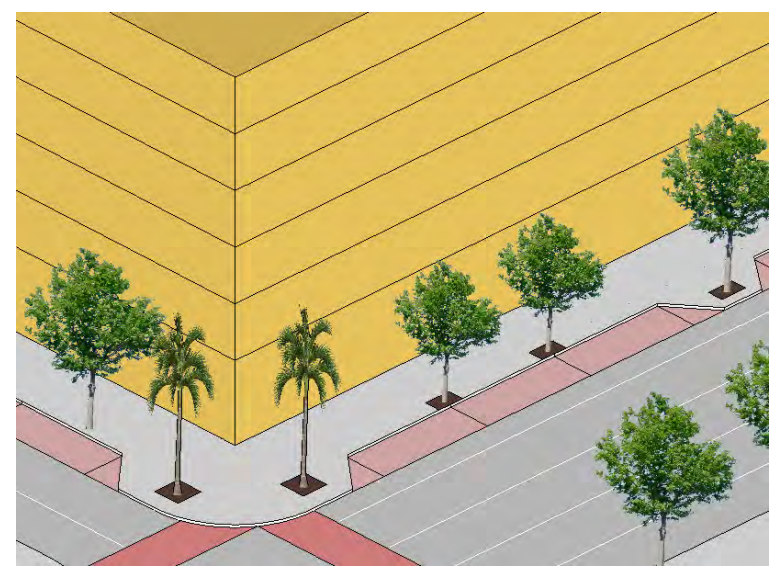


Figure 2.15

Important factors in tree selection include: desired shade canopy, sidewalk width, underground utility lines, maintenance, and, most importantly, the creation of a unified street image. All trees shall satisfy the following standards at the time of planting.

Tree Planting Dimensions

Shade Trees:

- min. 20 ft in height
- min. 8 ft spread
- min. 6 ft ground clearance
- max. 30 lineal ft spacing
- min. 15 ft canopy clearance (face of building to face of trunk)

Palm Trees:

- min. 18 ft in height
- min. 8 ft of wood
- max. 20 lineal ft spacing
- min. 6 ft canopy clearance (face of building to face of trunk)

Ornamental Trees:

- min. 12 ft in height
- min. 6 ft spread
- min. 6 ft ground clearance
- max. 20 lineal ft spacing
- min. 6 ft canopy clearance (face of building to face of trunk)

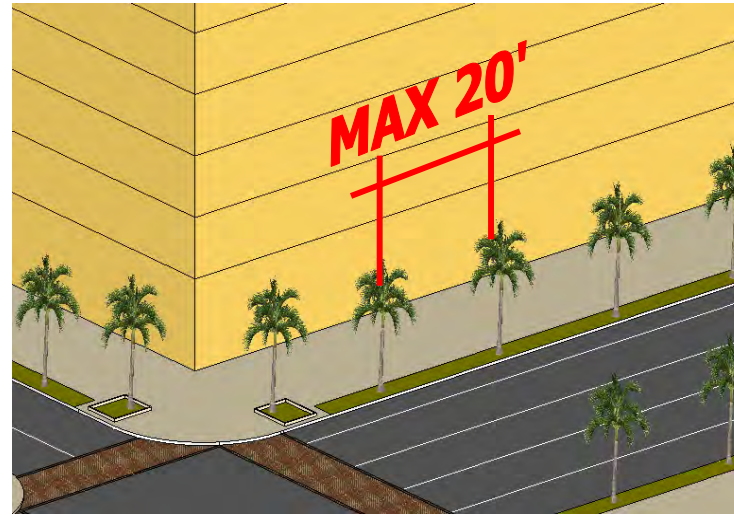


Figure 2.16

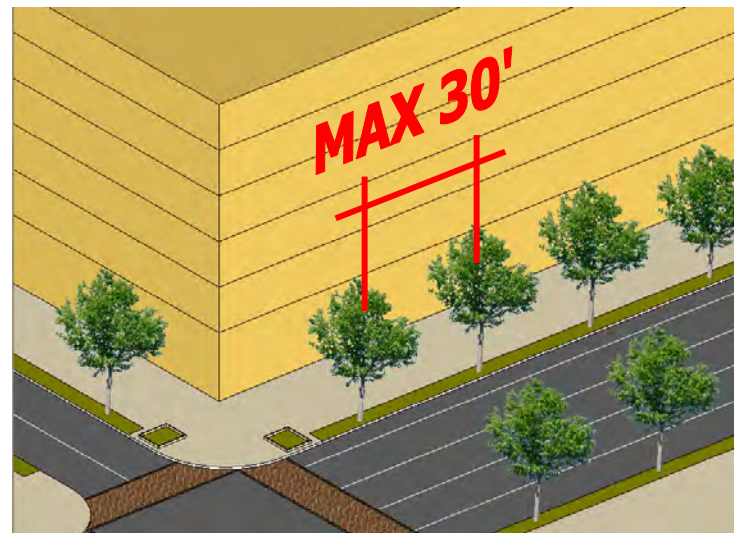


Figure 2.17

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STREET DESIGN STANDARDS: SRAC-SA

S-11

Landscaping (other than street trees) plays a supporting, rather than dominant, role in the overall street design.

Other elements should be used to enhance the street environment and should be part of a consistent and coordinated system including lighting poles, benches, waste receptacles, bicycle racks and other elements.



Figure 2.18



Figure 2.19



Figure 2.20

S-12

Numerous and wide curb cuts are avoided to the greatest extent possible.

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

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

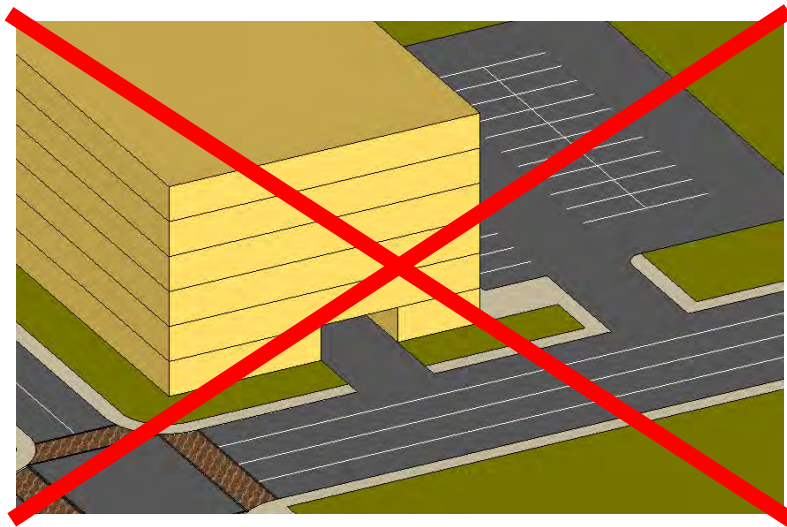


Figure 2.21

S-13

Drive-thrus are avoided in most cases.

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

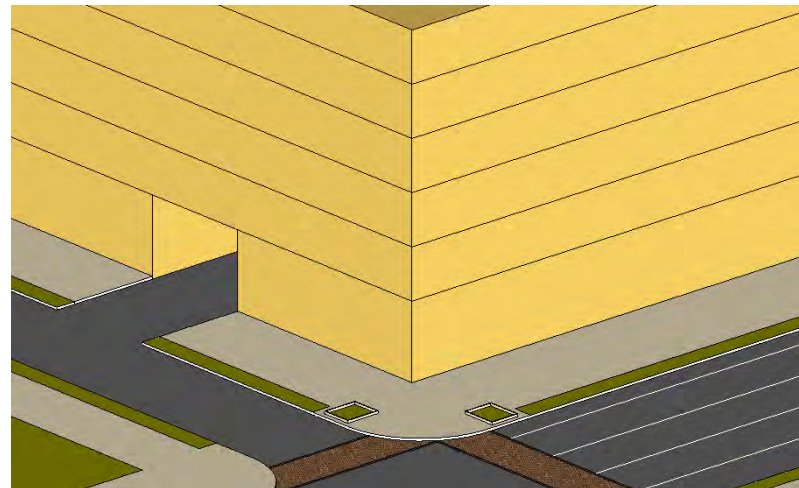


Figure 2.22

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STREET DESIGN EXAMPLES: SRAC-SA

Important concepts regarding street design are referenced in the South Andrews Avenue Master Plan and Development Guide and used as the basis for the SRAC-SA Street Design Examples.

Improvements to the existing streets will be an important factor in channeling vehicular traffic, enhancing the pedestrian experience, and providing additional convenient, curbside parking. A successful streetscape program is also helpful in establishing a distinctive image and identity for an area.

The common goal for all of the streets in the study area is that they become more pedestrian friendly. The addition of on-street parking in as many locations as possible adds to the potential supply of pedestrians as well as serving as a protective buffer between the sidewalk and the moving lanes. Other improvements such as a consistent treatment of landscaping, paving materials, lighting, street furniture, and public art will help to create a coherent visual environment and a distinctive character for the South Andrews area. (IV-4, 7)''



Figure 3.1, Master Plan Rendering, South Andrews Streetscape

The street design examples contained herein illustrate design standards to achieve the goals of the Master Plan and do not represent fully engineered solutions. Other alternatives are acceptable, as long as they satisfy the fundamental design standards as indicated in this document.

The City has the flexibility to work with the SRAC-SA street design recommendations to make them compatible with changing or unforeseen conditions and ongoing studies.



Figure 3.2, Example of street design with large shade trees in bulb outs, and small shade trees / ornamental trees in sidewalk

EXISTING STREET DESIGN CONDITIONS



Figure 3.3, South Andrews Avenue at SE 17th Street, Existing Condition, 2010



Figure 3.4, SE 1st Avenue at SE 13th Street, Existing Condition, 2010

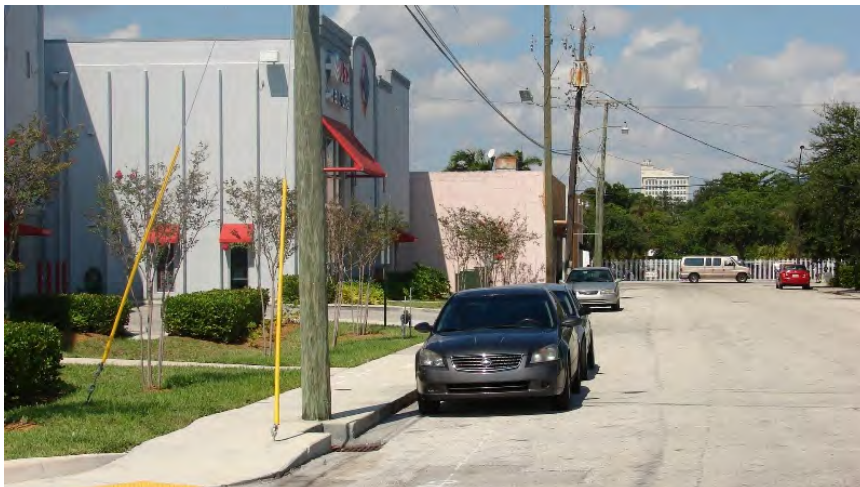


Figure 3.5, SW 1st Avenue at SW 13th Street, Existing Condition, 2010



Figure 3.6, SW 1st Avenue at SW 18th Street, Existing Condition, 2010

NOTE

Only small portions of Davie Boulevard and SE/SW 17th Street are located within the study area boundaries.

Due to design restrictions by Broward County and the Florida Department of Transportation (FDOT) regarding turn lanes, right-of-way width and other design standards, configuration of these right-of-ways within the SRAC-SA zoning districts shall be reviewed on a case-by-case basis to determine the best possible design at the time of development proposal submittal.

STREET DESIGN EXAMPLES: SRAC-SA

General ROW Design

Right-of-ways within the SRAC-SA zoning districts vary in width, number of travel lanes and overall design, including with and without medians and on-street parking.

Nonetheless, with the exception South Andrews Avenue (and Davie Boulevard and SE/SW 17th Street as referenced in the margin) all right-of-ways within the SRAC-SA zoning districts can be designed with generally consistent dimensional requirements.

The street design examples provided in this document include a cross section for South Andrews Avenue, and cross sections representing most of the other local streets within the SRAC-SA districts.

South Andrews Avenue:

- All existing medians shall be preserved as they currently exist
- Maximum travel lane width shall be eleven (11) ft
- Minimum on-street parking width shall be nine (9) ft
- Large shade trees shall be located in a bulb out, after every three parking spaces
- Small shade trees or ornamental trees shall be located in a tree grate within the sidewalk, the trunk being a minimum of six (6) ft from the face of the building, and spaced at the intersection of every parking space
- Minimum sidewalk width shall be thirteen (13) ft from curb of parking space to face of building/property line

All Other ROWs:

- All existing medians shall be preserved as they currently exist
- Maximum travel lane width shall be ten (10) feet
- Minimum on-street parking width shall be eight (8) feet
- The remaining portion of the right-of-way, from the curb of the parking space to the property line, plus the minimum five (5) ft building setback, shall be dedicated to the pedestrian realm, as outlined below:

1. When this cumulative dimension is < eighteen (18) feet:

Large shade trees shall be located in a bulb out, after every two parking spaces

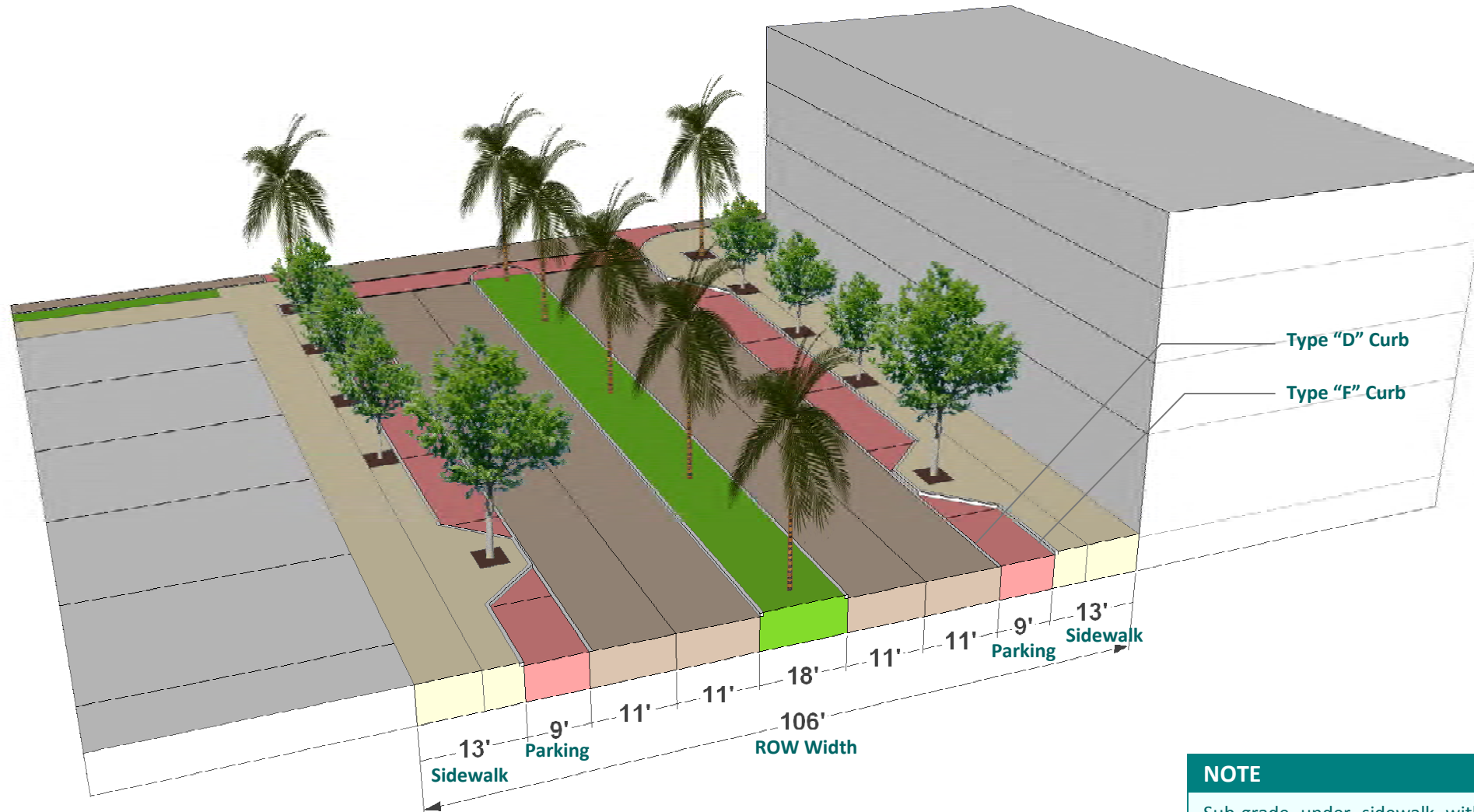
Small shade trees or ornamental trees shall be located in a tree grate within the sidewalk, the trunk being a minimum of six (6) ft from the face of the building, and spaced at the intersection of every parking space

2. When this cumulative dimension is ≥ eighteen (18) feet:

Large shade trees shall be located in a tree grate within the sidewalk, the trunk being a minimum of fifteen (15) ft from the face of the building, and spaced every thirty (30) ft on center

STREET DESIGN EXAMPLES: SRAC-SA

South Andrews Avenue



NOTE
Sub-grade under sidewalk with trees to be constructed with approved structural soil system.

- NOTE on Street Design**
- All existing medians shall be preserved as they currently exist
 - Maximum travel lane width shall be eleven (11) ft
 - Minimum on-street parking width shall be nine (9) ft
 - Large shade trees shall be located in a bulb out, after every three parking spaces
 - Small shade trees or ornamental trees shall be located in a tree grate within the sidewalk, the trunk being a minimum of six (6) ft from the face of the building, and spaced at the intersection of every parking space
 - Minimum sidewalk width shall be thirteen (13) ft from curb of parking space to face of building/property line

STREET DESIGN EXAMPLES: SRAC-SA

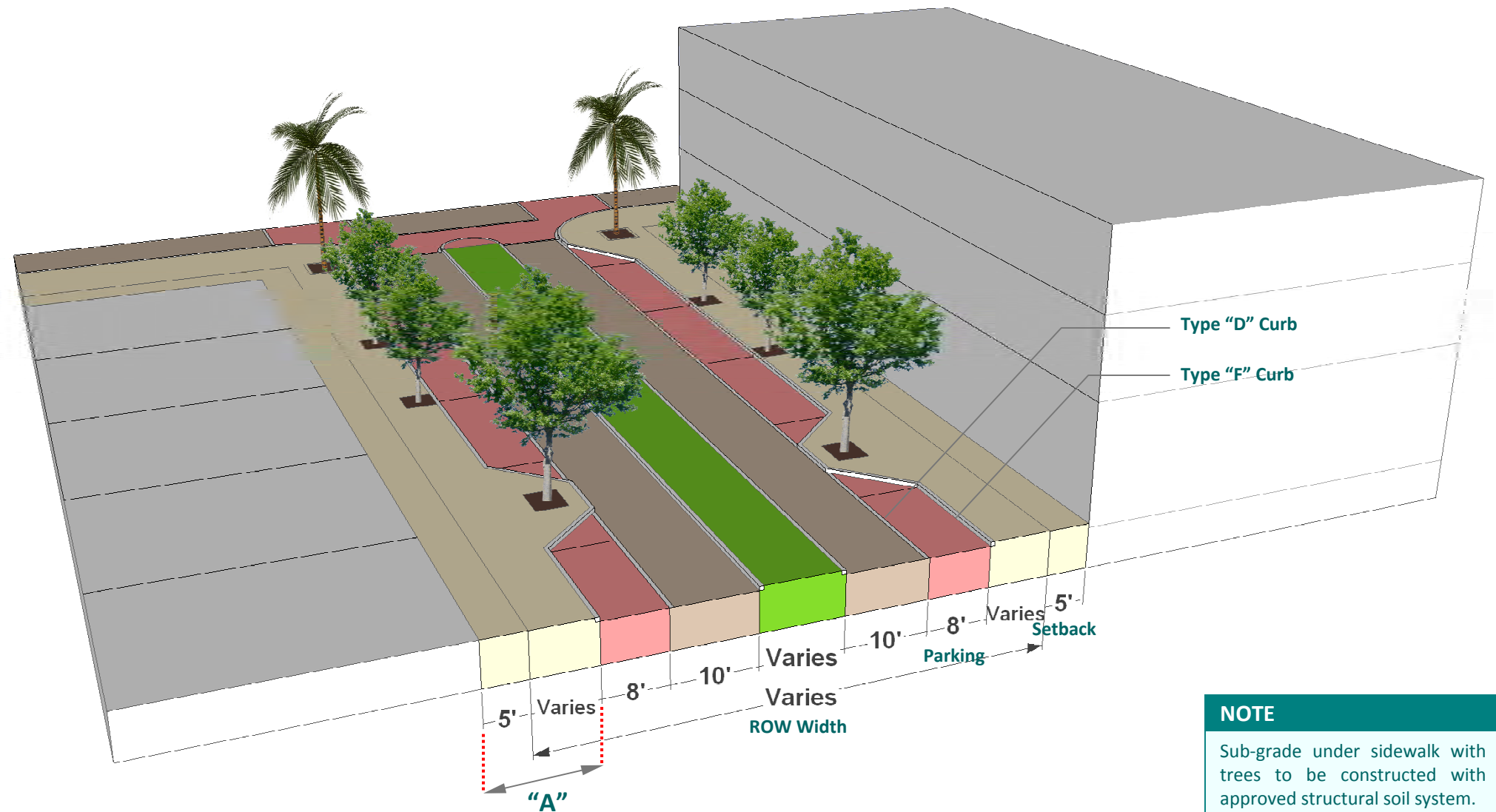
ROW with Median, $A = < 18'$

NOTE on Street Design

- All existing medians shall be preserved as they currently exist
- Maximum travel lane width shall be ten (10) feet
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- The remaining portion of the right-of-way, from the curb of the parking space to the property line, plus the minimum five (5) ft building setback, shall be dedicated to the pedestrian realm, as outlined below:

Large shade trees shall be located in a bulb out, after every two parking spaces

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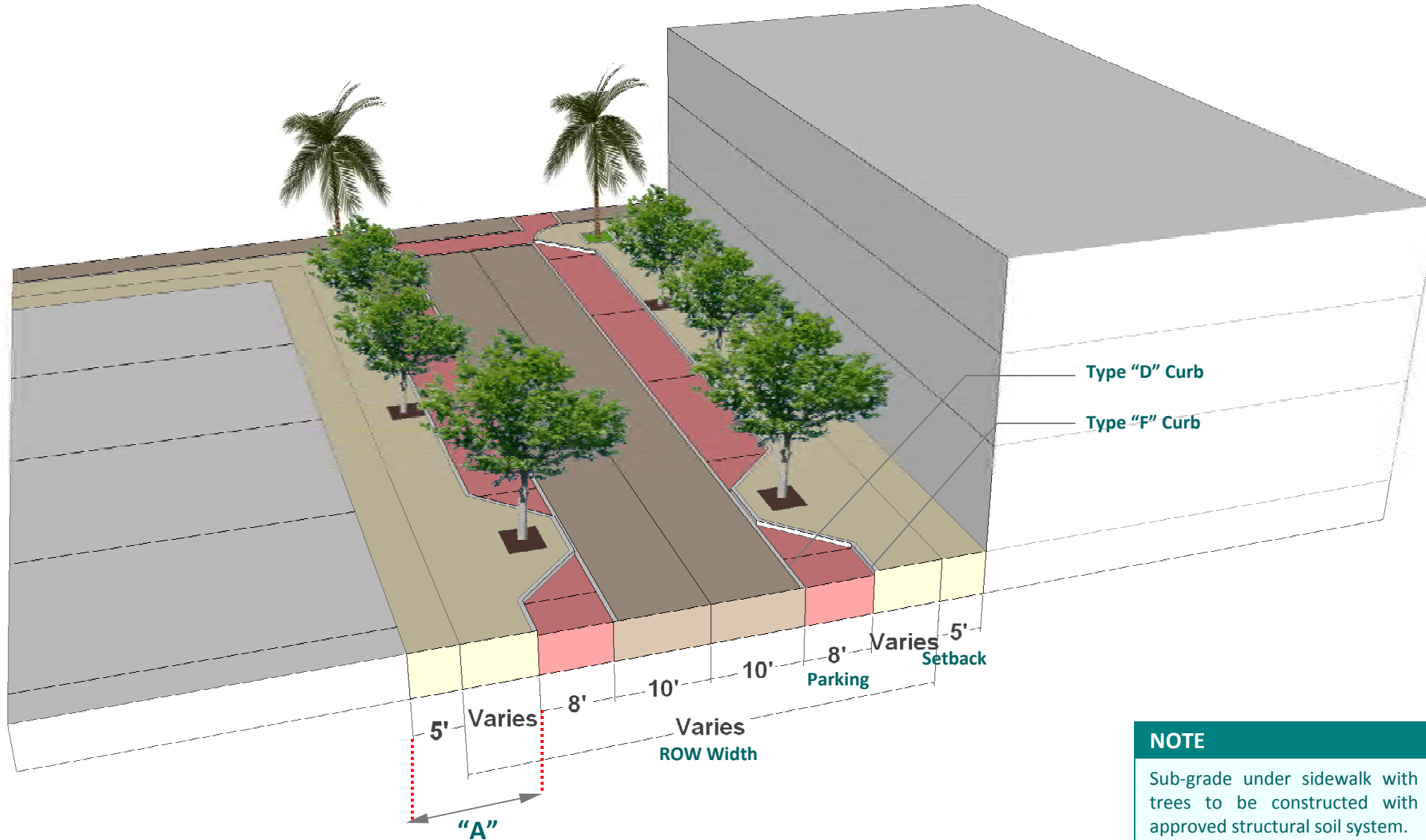


NOTE

Sub-grade under sidewalk with trees to be constructed with approved structural soil system.

STREET DESIGN EXAMPLES: SRAC-SA

ROW without Median, A = < 18'



NOTE
Sub-grade under sidewalk with trees to be constructed with approved structural soil system.

- NOTE on Street Design**
- All existing medians shall be preserved as they currently exist
 - Maximum travel lane width shall be ten (10) feet
 - Minimum on-street parking width shall be eight (8) feet
 - The remaining portion of the right-of-way, from the curb of the parking space to the property line, plus the minimum five (5) ft building setback, shall be dedicated to the pedestrian realm, as outlined below:

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Small shade trees or ornamental trees shall be located in a tree grate within the sidewalk, the trunk being a minimum of six (6) ft from the face of the building, and spaced at the intersection of every parking space

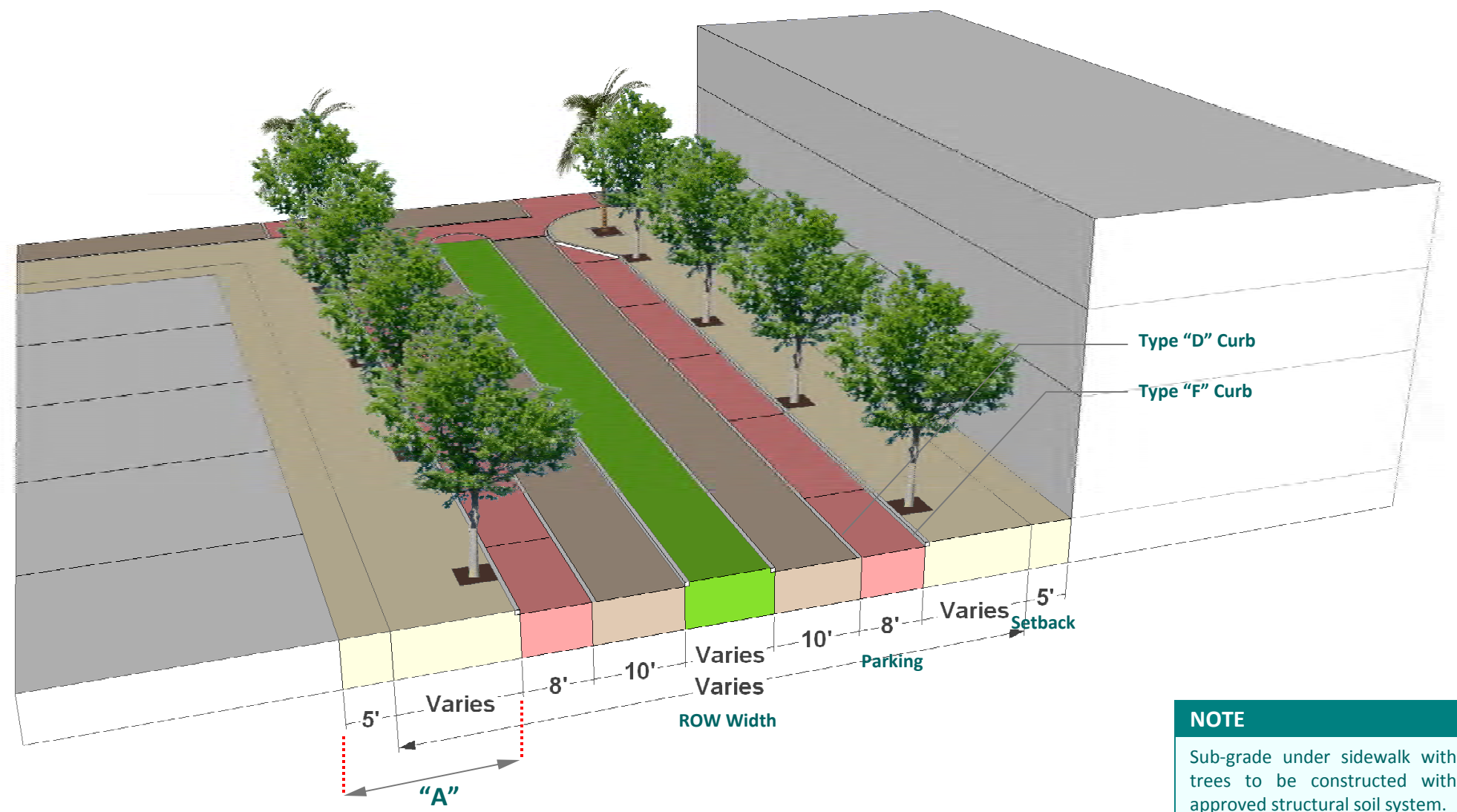
STREET DESIGN EXAMPLES: SRAC-SA

ROW with Median, A = ≥ 18'

NOTE on Street Design

- All existing medians shall be preserved as they currently exist
- Maximum travel lane width shall be ten (10) feet
- Minimum on-street parking width shall be eight (8) feet
- The remaining portion of the right-of-way, from the curb of the parking space to the property line, plus the minimum five (5) ft building setback, shall be dedicated to the pedestrian realm, as outlined below:

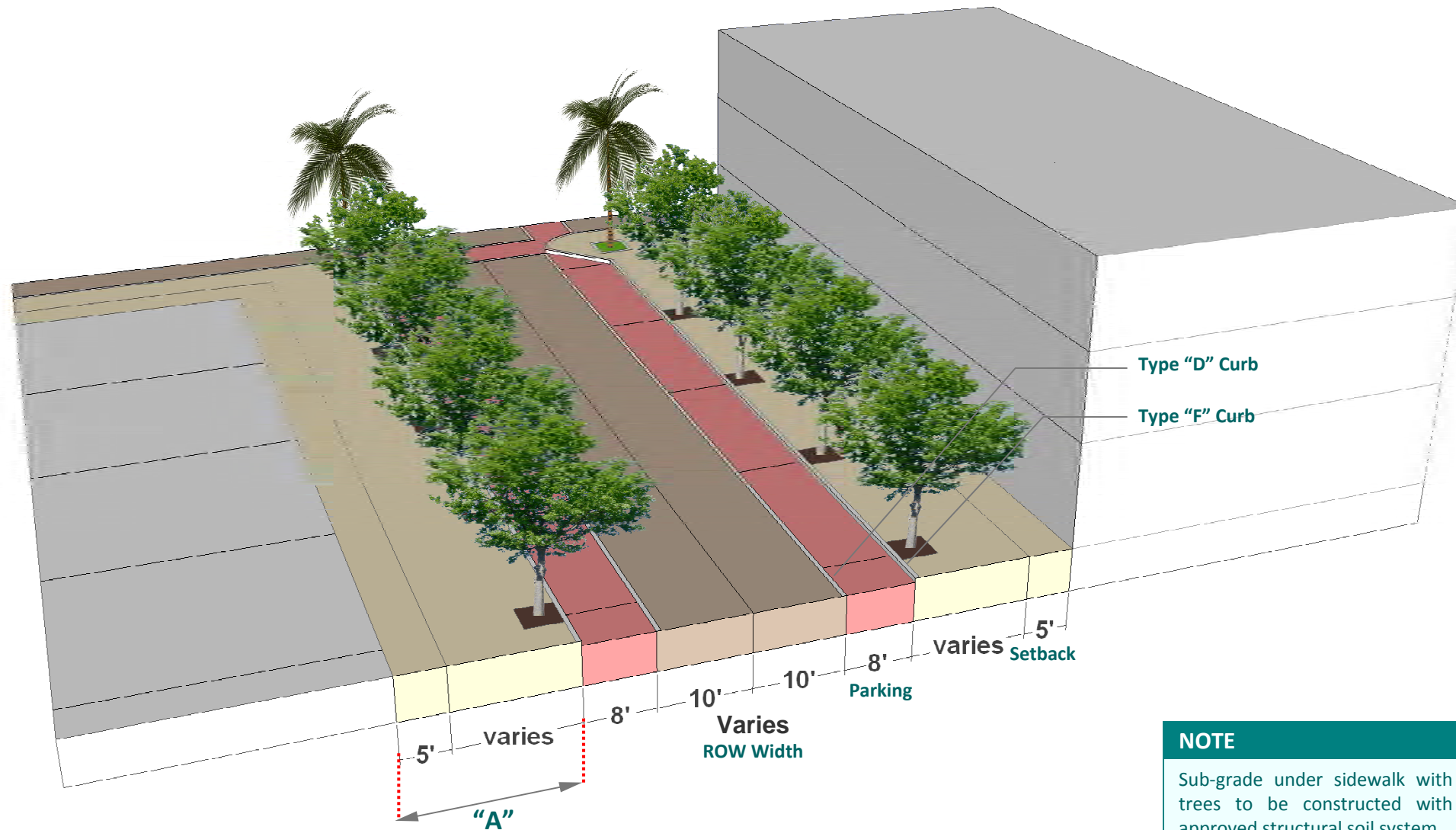
Large shade trees shall be located in a tree grate within the sidewalk, the trunk being a minimum of fifteen (15) ft from the face of the building, and spaced every thirty (30) ft on center



NOTE
Sub-grade under sidewalk with trees to be constructed with approved structural soil system.

STREET DESIGN EXAMPLES: SRAC-SA

ROW without Median, $A = \geq 18'$



NOTE
Sub-grade under sidewalk with trees to be constructed with approved structural soil system.

- NOTE on Street Design**
- All existing medians shall be preserved as they currently exist
 - Maximum travel lane width shall be ten (10) feet
 - Minimum on-street parking width shall be eight (8) feet
 - The remaining portion of the right-of-way, from the curb of the parking space to the property line, plus the minimum five (5) ft building setback, shall be dedicated to the pedestrian realm, as outlined below:

Large shade trees shall be located in a tree grate within the sidewalk, the trunk being a minimum of fifteen (15) ft from the face of the building, and spaced every thirty (30) ft on center

BUILDING DESIGN STANDARDS: SRAC-SA

Street Classification

Streets in the SRAC-SA zoning districts are classified according to various functional characteristics such as width, traffic volume, and suitability for human-scale, pedestrian-friendly street life. All streets are classified as primary or secondary.

The primary focus of street classification in the SRAC-SA zoning districts is to promote development that reinforces the character of various streets according to the role they play in the urban whole.

The form of development that occurs on any given street is in part determined by the street classification. The regulations for development arising from street classifications shall encourage the development of both sides of the street in a consistent manner.

The SRAC-SA zoning districts establish development provisions intended to reinforce the qualities described for primary and secondary streets. For each street type, the right-of-way width and particular street section may vary depending on available space and other existing constraints.

Primary Streets

South Andrews Avenue

Davie Boulevard

SE 17th Street

Primary streets are characterized by active commercial and retail frontage at the ground floor, taller and more intensive buildings fronting the street, and a consistent streetwall. Primary Streets typically feature a full complement of pedestrian amenities, including wide sidewalks, on street parking, and a well-developed streetscape, which may include open space for public use. Primary Streets are the principal urban streets and are intended to be well used by vehicles and pedestrians and to be the primary transit routes.

Secondary Streets

All streets other than the primary streets listed in herein

Secondary streets tend to be more residential in nature, and have smaller scale non-residential uses transitioning between the Primary Streets and the existing residential and commercial neighborhoods outside of the SRAC-SA. Secondary streets offer a combination of a mix of uses, but at less intensity and with less vehicular traffic while maintaining a pedestrian friendly environment.

MAP AS PLACEHOLDER ONLY

Future map to show Primary and Secondary Streets



Figure 4.1, Primary and Secondary Streets in the SRAC-SA

Master Plan Reference

The South Andrews study area consists of an established grid of streets creating blocks of a fairly regular dimension, usually no more than 400 feet in length. This street pattern is well suited for an urban development pattern, though the row of blocks on the west side of Andrews between 14th and 20th Streets have fairly shallow depths. This grid is a strong organizing element that serves as a clear orienting device and is easy to subdivide into areas of different characteristics. (IV-3 SAMP)

Master Plan Reference

The redevelopment plan for South Andrews envisions a lively, mixed-use urban neighborhood characterized by low to mid-rise buildings, constructed close to the right-of-way lines that define a pedestrian-friendly environment at the street level with a variety of commercial and residential uses. The buildings have active street frontages with parking located behind the buildings or at the interior of the blocks, frequently in parking garages. (IV-2 SAMP)

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BUILDING DESIGN STANDARDS: SRAC-SA

Summary of Dimensional Standards

Permitted Height up to 10 floors, but no higher than 110 ft
Max Height up to 14 floors, but no higher than 150 ft*

Build-to Line

	Front	Corner
Primary Street:	0 ft	0 ft
Secondary Street:	5-10 ft	5-10 ft

Setbacks

	Side	Rear
Primary Street:	0 ft*	0 ft*
Secondary Street:	0 ft*	0 ft*

*side/rear yard setback = 10 ft when abutting existing residential

Shoulder Height

	Minimum	Maximum
*For buildings with towers	2 stories or 25 ft	6 stories or 75 ft

Min. Tower Stepback

	Front	Corner	Side	Rear
Primary Street:	12 ft*	12 ft*	[Dependant on floorplate]	
Secondary Street:	15 ft	15 ft	[Dependant on floorplate]	

*Structures located along Andrews Avenue are exempt from front and corner stepback regulations

Max. Floorplate / Min. Tower Separation

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

*Structures exceeding the permitted height threshold of the SRAC-SA shall be reviewed subject to the process for a Site Plan Level II permit, with City Commission review and approval, and proposed tower(s) cannot exceed the following standards:

Max. Floorplate:
 Commercial 20,000 s.f.
 Residential 10,000 s.f.

Min. Tower Separation:
 25 ft side and rear stepback

B-1

Surface parking facilities are secondary to the pedestrian public realm experience with vehicular access provided from the secondary street or alley where possible.

In general, surface parking along street frontages should be avoided. Parking lots create 'dead' spaces along pedestrian-oriented streets, where street life and street-space definition are lost. However, when unavoidable, surface lots should be located to the rear of the principal building with access and frontage of parking lots limited to Secondary Streets or alleys as feasible.

Surface parking areas should be fully screened from the street. This may be accomplished through the use of decorative walls or fencing in addition to any landscaping or any combination thereof subject to CPTED performance standards.

Surface parking lots located on a development site abutting the intersection of Andrews Avenue and any other Primary Street are discouraged from locating the vehicular entranceway on Andrews Avenue.

Along secondary street frontages a minimum of a 10- foot landscape buffer shall be required exclusive of sidewalk regulations.

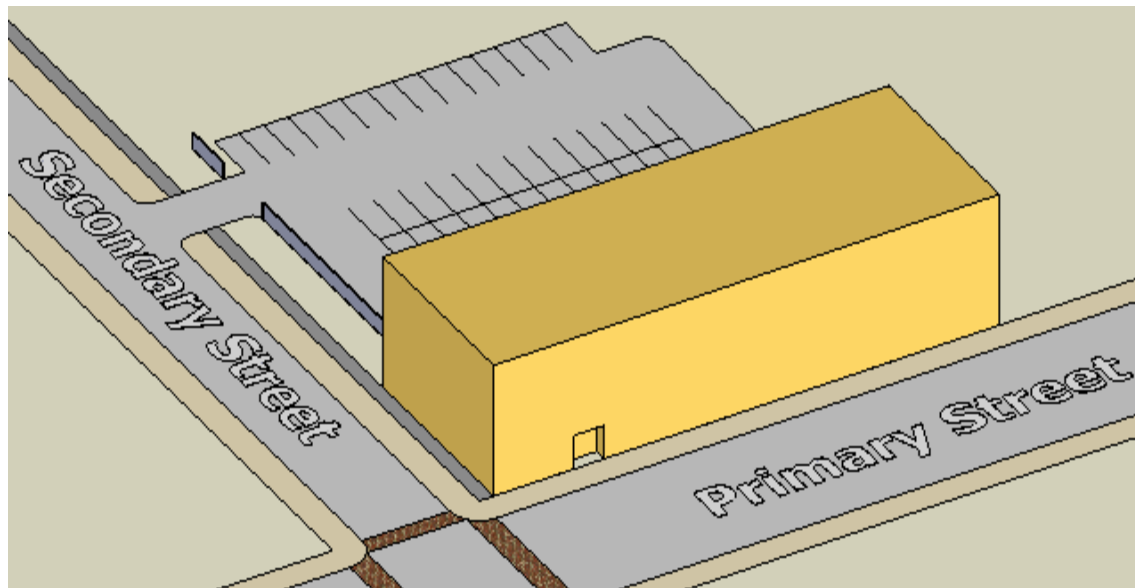


Figure 4.2

NOTE

Parking regulations in the SRAC-SA zoning districts are reduced from the general regulations as provided in ULDR Section 47-20, Parking and Loading regulations.

Master Plan Reference

On-site parking should be placed in unobtrusive locations, generally behind the principal building and at the interior of the block. Parking garages, where abutting a public way, should have occupied space at the ground level. (VI-2 SAMP)

The plan proposes to concentrate the commercial in smaller buildings along Andrews, with parking located behind. This allows the buildings to front on Andrews directly while using the parking to act as a buffer to the neighborhoods behind.

The scale of the buildings is smaller and more intimate, while the parking behind still allows them to front directly on the sidewalk. Curbside parking and enhanced landscaping complete the feeling of a pleasant, urban neighborhood. (IV-15 SAMP)

BUILDING DESIGN STANDARDS: SRAC-SA

B-2

Structured parking design is well integrated into the overall building design.

Access from Secondary Streets and alleys is encouraged.

Parking garages are encouraged to minimize visual exposure of parking by locating active space on the ground floor along the street.

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

- Dramatic and/or elegant building form with a compelling street presence
- Consistent and integrated architectural details
- High quality, durable exterior materials
- Richer materials palette, more intensive details and lighting encouraged for the street level
- Landscaping, plazas, or active uses are encouraged to conceal or enhance rooftop parking areas.



Figure 4.3

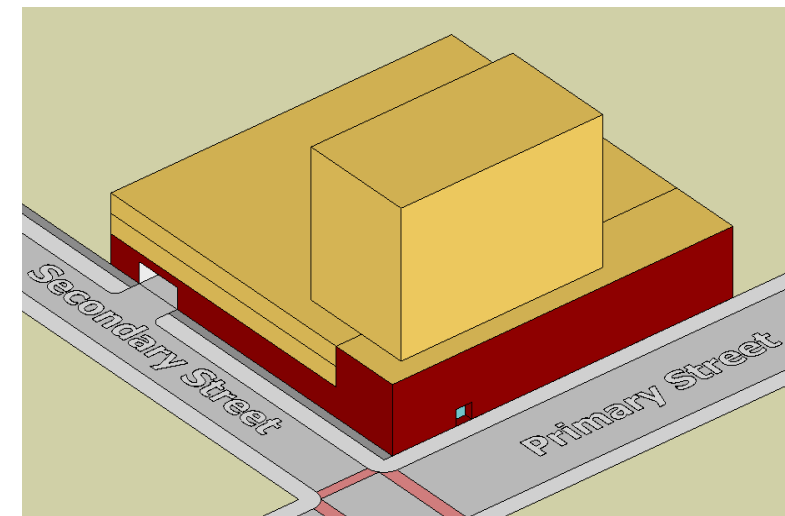


Figure 4.4

B-3

To create an interesting, active, street environment, main pedestrian entrances are oriented toward the street.

When a building is located at the intersection of a Primary and Secondary Street, the main pedestrian entrance into the building should be located toward the Primary Street.

With the exception of certain types of residential development, the main pedestrian entrance along a Secondary Street is encouraged to be located along the street frontage.

Entrances along the street encourage pedestrian activity, accommodating building-users arriving by foot, from on-street parking, and from transit. In general, the more pedestrian entrances along a street, the more active and interesting the street becomes. If interior-block parking exists, there may also be secondary entrances from the parking area, or mid-block pedestrian passages from parking areas to the street.

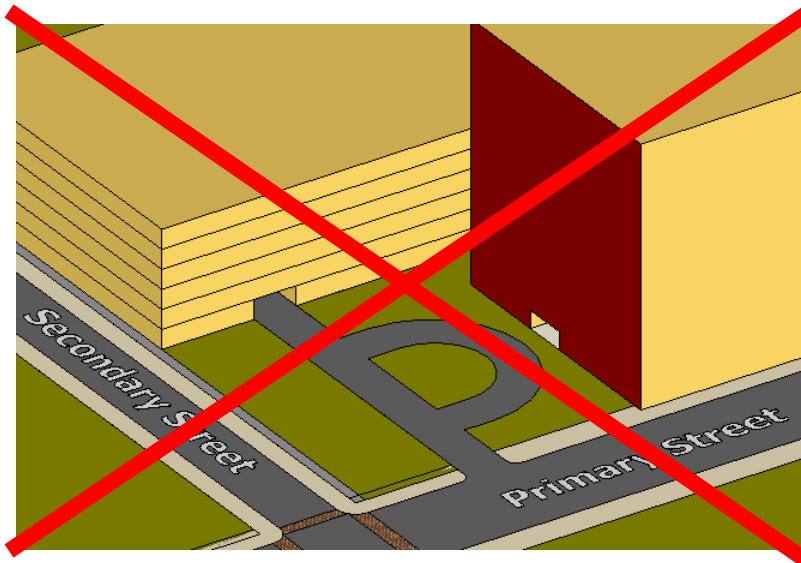


Figure 4.5

Buildings set back from the street behind surface parking lots are discouraged, since they draw pedestrian life away from the streets, and create unpleasant approaches to their entrances for people arriving at the building on foot.

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

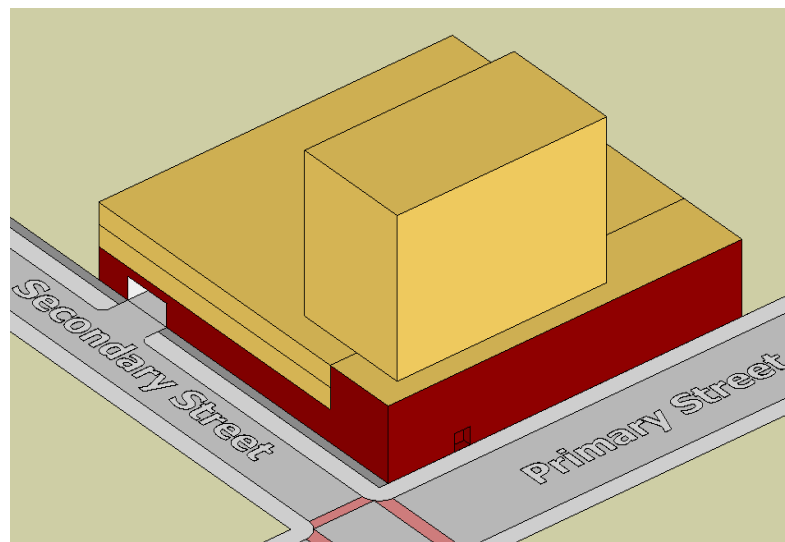


Figure 4.6

Master Plan Reference

While the "build-to" provisions ensure that the building addresses the sidewalk, it is also important that the ground floor frontage is active and interesting to pedestrians. (VI-3 SAMP)

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Master Plan Reference

Street landscaping should reflect an urban setting, with regularly spaced trees contained in clearly defined zones, formalized planting beds used as accent elements, and hedges to screen elements such as parking, loading areas, etc. Planting should play a supporting role rather than a dominant one. Other elements should be used to enhance the street environment, and should be part of a consistent and coordinated system including light poles, benches, waste receptacles, bicycle racks, and other elements. (VI-3 SAMP)

Frontage may also be enhanced by the periodic occurrence of public courtyards opening onto the sidewalk. Courtyard elevations should be treated as street elevations in terms of fenestration, and the court space itself should be used as an active public place, for example, as an outdoor eating/sitting area. (VI-3 SAMP)

BUILDING DESIGN STANDARDS: SRAC-SA

B-4

Framing the street: Site open space, as required, is aggregated as usable pedestrian-oriented public space instead of a leftover ‘green’ perimeter. Courtyards and Plazas that are part of the development site are lined with active uses.

Too often, open space site regulations result in unusable, suburban- style landscaped zones between the sidewalk and building. Dimensions and treatments often vary, resulting in a discontinuous, inefficient use of open space. As a result, the open space is ‘wasted’ rather than contributing to a vibrant public realm. The requirement to place buildings close to the public street, rather than to surround buildings with yard areas will allow for the consolidation of open space into usable areas, which may consist of private courtyards and are encouraged to be public open spaces as a community amenity.



Figure 4.7

Open space should be consolidated and used to create pedestrian-friendly spaces, parks, and plazas; ‘hard’ surfaces mixed with landscaping should be encouraged to create usable, urban plazas.

Large, undifferentiated expanses of pavement or landscape areas intended primarily for ornamental use shall be discouraged. Other than for purposes of consolidation open space should not be located near existing open space. Open space should also be used to mark significant intersections or as forecourts for civic buildings or other buildings with a high degree of public access.



Figure 4.8

B-5

Framing the street: buildings meet the front and corner build-to-lines to maintain a consistent streetwall.

In general, the building streetwall should meet the build-to-lines, except in cases of special entry features, architectural articulation, or in the instance of well-defined public spaces. When all the buildings along a street follow this principle, the street forms a well-defined, continuous corridor that encourages walkability and activity along its length.

Primary Street: The building frontage abutting a Primary Street should be built to the property line.

Secondary Street: The building frontage abutting a Secondary Street should be built to a zone consisting of 5 to 10 feet from the property line.

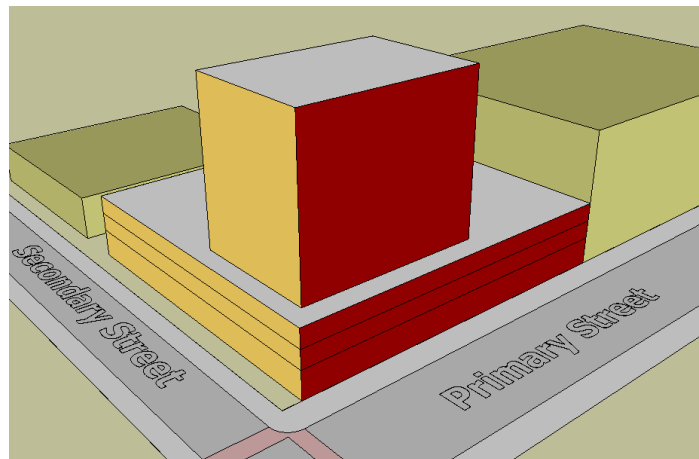


Figure 4.9

B-6

Framing the street: buildings meet the side yard setback to maintain a consistent streetwall.

Side / Rear Yard Setbacks: 0 ft*

*10 ft when abutting existing residential

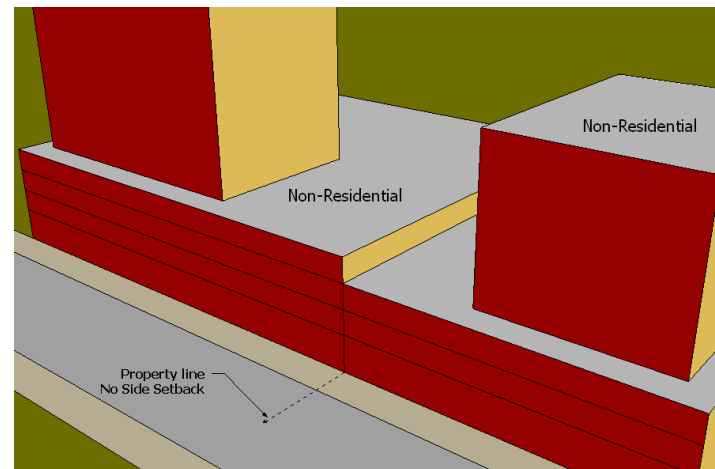


Figure 4.10

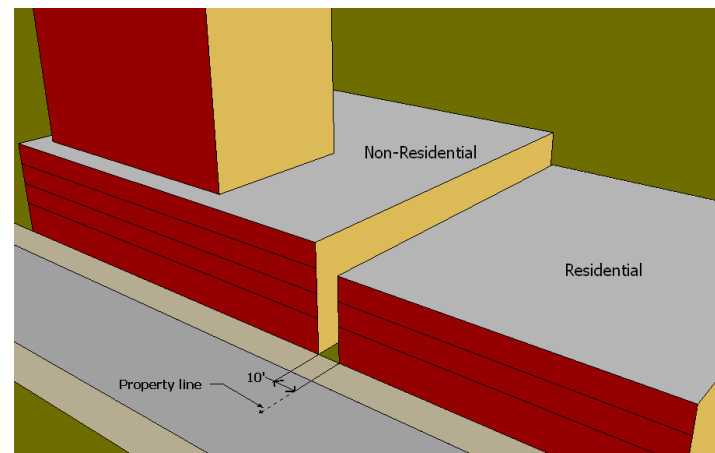


Figure 4.11

Master Plan Reference

Setbacks: Less is more. Front and side setbacks should generally be zero feet, particularly in areas that wish to emphasize street level retail, such as South Andrews Avenue. To maintain a consistent façade line along a pedestrian street, buildings should be required to adhere to a “build-to” line. (VI-2 SAMP)

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Master Plan Reference

Setbacks: To maintain a consistent façade line along a pedestrian street, buildings should be required to adhere to a “build-to” line. Permitting “stepbacks” for floors above the first is an option for consideration. (VI-2 SAMP)

BUILDING DESIGN STANDARDS: SRAC-SA

B-7

Framing the street: building streetwalls meet minimum and maximum shoulder heights.

Consistent shoulder heights provide a defined streetwall and maintain a comfortable pedestrian scale.

Shoulder Height:

Minimum

2 stories or 25 ft

Maximum

6 stories or 75 ft

The Master Plan (IV. Charrette Plan) speaks to the scale of buildings in relation to the street which they front. Standards regarding shoulder height in conjunction with tower stepbacks exist to achieve the intent of the Master Plan.

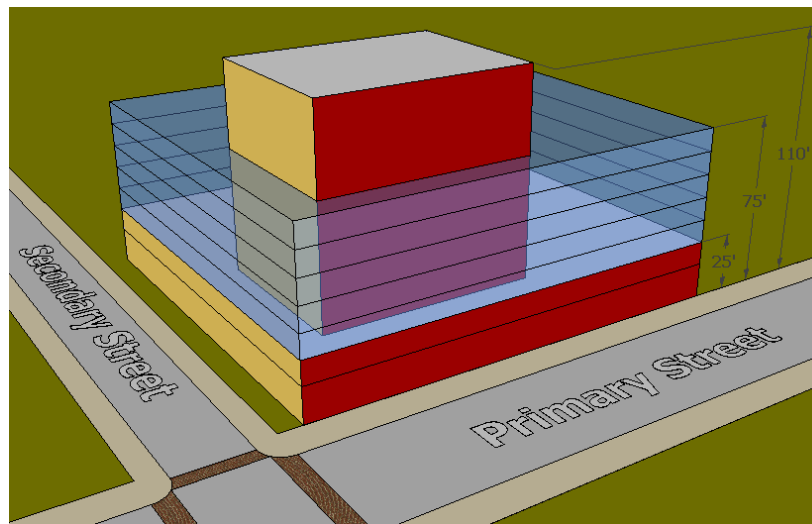


Figure 4.12

B-8

Framing the street: buildings exceeding a maximum streetwall length of 150 ft provide variation in the physical design and articulation of the streetwall.

The principle of minimizing the impact of very long building frontages is desirable. Site-specific solutions need to ensure that the treatment and articulation along elevations provides attractive and pedestrian-friendly walking environments.

No structure on a development site shall exceed a maximum length of 150 ft along any right-of-way, unless it provides variation in the physical design and articulation of the streetwall through the following examples (other options may be approved subject to meeting the intent of the design standards):

- division into multiple buildings without superficial parapets
- a break/articulation of the façade
- significant change of massing/ façade design



Figure 4.13

B-9**Buildings do not exceed maximum height dimensions.**

Height may be permitted up to 10 stories, but no higher than 110 feet.

Buildings may exceed the permitted height threshold of 110 ft, up to 14 stories but no higher than 150 ft, if reviewed as a Site Plan Level II permit with City Commission review and approval, and proposed tower(s) cannot exceed the following standards:

Max. Floorplate:

Commercial	20,000 s.f.
Residential	10,000 s.f.

Min. Tower Separation:

25 ft side and rear setback

In no case shall building height exceed 150 ft.

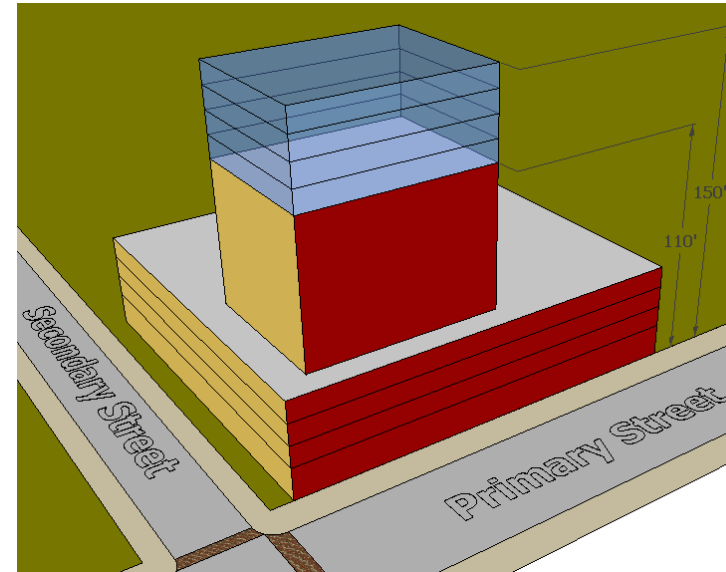


Figure 4.14

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NOTE

Preferred floorplate s.f. does not include open balcony areas if open on three sides.

Maximum floorplate area below shoulder height is not specified.

BUILDING DESIGN STANDARDS: SRAC-SA**B-10**

Towers do not exceed minimum stepback dimensions and maximum floorplate area.

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

Varying floorplate areas will encourage more slender towers (allowing more than one tower per project in some cases) and discourage massive, bulky, 'wall'-type buildings with larger floorplates, thereby providing more light and air to streets/open spaces below.

Min. Tower Stepback	Front	Corner	Side	Rear
Primary Street:	12 ft*	12 ft*	[Dependant on floorplate]	[Dependant on floorplate]
Secondary Street:	15 ft	15 ft	[Dependant on floorplate]	[Dependant on floorplate]

*Structures located along Andrews Avenue are exempt from front and corner stepback regulations

Max. Floorplate / Min. Tower Stepback**Commercial**

32,000 s.f.	30 ft side and rear stepback
20,000 s.f.	25 ft side and rear stepback
16,000 s.f.	20 ft side and rear stepback

Residential

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

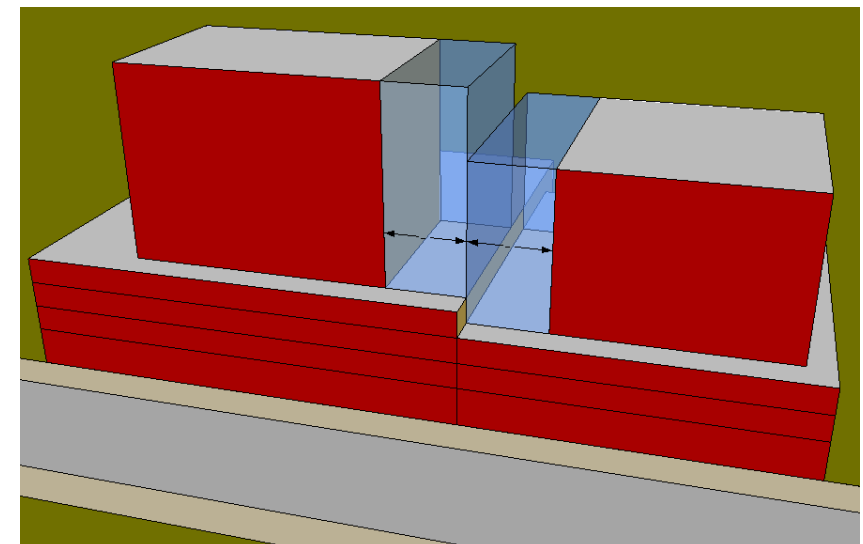


Figure 4.15

B-11

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

By placing the tower of a building closer to the primary street, the character of the street is better maintained.

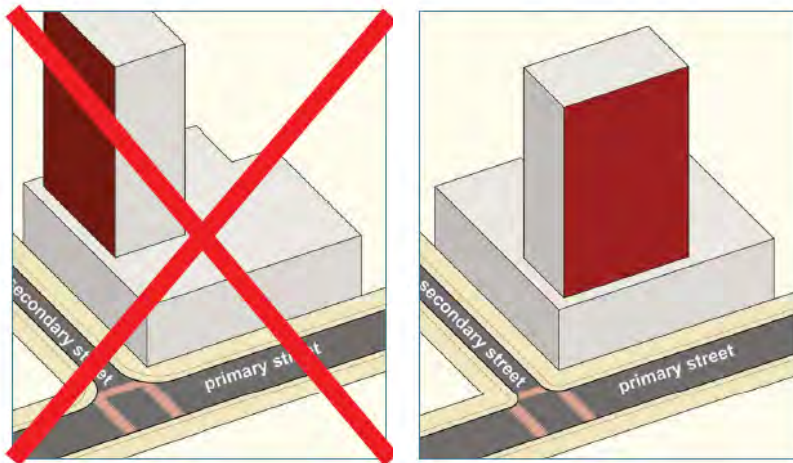


Figure 4.16

B-12

Towers contribute to the overall skyline composition.

Buildings with tower elements should be designed to contribute to the overall skyline composition of Fort Lauderdale.

Views of the skyline from various angles and locations should be studied in skyline renderings. Buildings with special prominence in key locations should have architectural/sculptural elements designed to be seen from the appropriate distances.

Towers that would block key view corridors, or create awkward juxtapositions, should be sited to minimize any potential negative impacts.



Figure 4.17

Master Plan Reference

While the “build-to” provisions ensure that the building addresses the sidewalk, it is also important that the ground floor frontage is active and interesting to pedestrians. Blank wall space is discouraged, and minimum amounts of fenestration should be prescribed. Appropriate use is important in achieving quality frontage, preferred are uses such as retail or civic amenities generally open to the public. Display windows may also be used, and should be encouraged even for uses that would not ordinarily consider them. They can be leased to area merchants and used to reinforce an area-wide theme. (VI-3 SAMP)

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BUILDING DESIGN STANDARDS: SRAC-SA

B-13

Original and self-confident design: A range of architectural styles exist, each having a strong identity, and striving for the highest quality expression of its chosen architectural style.



Figure 4.18



Figure 4.19

B-14

Buildings are of high quality design and construction with an emphasis on durable materials, well thought-out details and careful workmanship.

Encourage high quality materials for the entire building, with a special emphasis on detailing and durability for the first 2 floors. Encourage richer materials, more intensive details and lighting to enhance pedestrian views at the first 2 floors.

Encourage durable exterior materials such as: stone, masonry, metal paneling, pre-cast concrete panels and details, and glass. Avoid less durable materials, such as EIFS, vinyl or aluminum siding, molded plastic or fiberglass details and moldings.



Figure 4.20



Figure 4.21



Figure 4.22

Master Plan Reference

Architectural regulations: These should be fairly permissive, allowing a range of styles and expression. There are several styles in the area that offer strong precedents and which should be encouraged. These include the traditional Florida Mediterranean style of clay tile roofs, stucco walls, and classical massing. Also fairly prominent is the early modern style of simple, planar forms, enhanced with rounded corner elements, projecting slabs over windows, and utilitarian building elements. A variety of other styles would also be compatible. (VI-3 SAMP)

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Master Plan Reference

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BUILDING DESIGN STANDARDS: SRAC-SA

B-15

Buildings are site responsive, reflect local character, and have architectural features and patterns that provide visual interest from the perspective of the pedestrian.



Figure 4.23



Figure 4.24



Figure 4.25

B-16

Creative façade composition: a rich layering of architectural elements are provided throughout the building, with special attention to details below the shoulder level.

Encourage differentiation of the street level by a change in façade composition such as, but not limited to:

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



Figure 4.26

B-17

The first floor of nonresidential buildings are flush with the adjacent sidewalk, have a minimum height of fifteen (15) feet, and a high percentage of clear glazing:

Primary Streets: min. 60 %

Secondary Streets: min. 50%

Large expanses of blank walls and use of tinted or reflective glass are discouraged. Opaque, smoked, or decorative glass should only be used for accents.

Ground floor window tops are encouraged to be no lower than 9' above the sidewalk. Restaurants are encouraged to provide clear visual and physical connections to outdoor seating.



Figure 4.27

Master Plan Reference

No reflective glass at the ground level and sparing use of it elsewhere. (VI-3 SAMP)

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BUILDING DESIGN STANDARDS: SRAC-SA

B-18

Buildings with historic value are preserved and utilized for adaptive re-use.

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

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



Figure 4.28

B-19

Architecture responds to the unique nature of the South Florida environment.

- Solar orientation
- Wind direction
- Rain



Figure 4.29

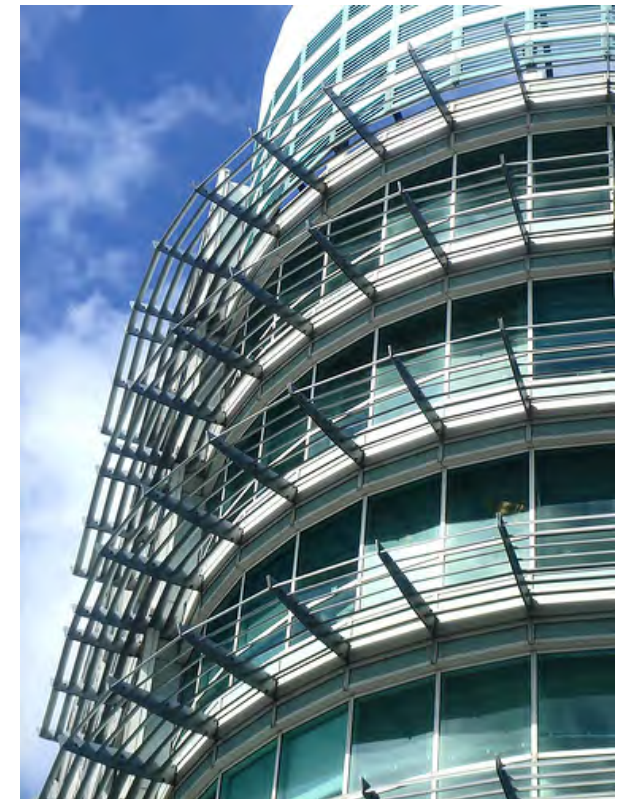


Figure 4.30

B-20

Pedestrian shading devices, of various types, are provided along the façade of buildings.

Pedestrian comfort and visual interest can be achieved through consistent use of a variety of shading devices in conjunction with street trees. These elements may project beyond building setback lines, as permissible. Some options include:

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



Figure 4.31



Figure 4.32



Figure 4.33

Master Plan Reference

Recognition of the human scale at the ground level with elements such as stoops, display windows, awnings, and planters. (VI-3 SAMP)

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Master Plan Reference

While the “build-to” provisions ensure that the building addresses the sidewalk, it is also important that the ground floor frontage is active and interesting to pedestrians. Blank wall space is discouraged, and minimum amounts of fenestration should be prescribed. (VI-3 SAMP)

BUILDING DESIGN STANDARDS: SRAC-SA

B-21

Active and ‘extroverted’ ground floors with retail are located in strategic locations.

Active ground-floor retail should be focused along the Primary Streets and scattered in strategic neighborhood locations, such as along the edge of a neighborhood ‘square’. Ground floor retail is not required for all new development; rather, it should be encouraged in market-supported areas that contribute to a well-planned, interconnected, active streetscape.

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



Figure 4.34



Figure 4.35

B-22

In residential buildings, ground floor units have individual entrances.

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

Minimum ground floor elevation of 2’ above public sidewalk level is encouraged for individual ground floor entrances to provide safety and privacy.



Figure 4.37



Figure 4.36



Figure 4.38

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Master Plan Reference

Encouraging the use of architectural features such as towers, balconies, arcades, etc. (VI-3 SAMP)

BUILDING DESIGN STANDARDS: SRAC-SA

B-23

Balconies and bay windows animate residential building facades.

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

Balconies and bay windows may project beyond building setback lines (to be coordinated with City Staff on a case by case basis, and subject to potential conflicts.)

When possible, depth of balconies should provide outdoor space that is usable and accessible by residents. “False” balconies are discouraged.



Figure 4.39



Figure 4.40

B-24

The “fifth façade” of a building is treated as part of the total design.

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

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



Figure 4.41



Figure 4.42

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BUILDING DESIGN STANDARDS: SRAC-SA

B-25

Lighting is utilized to enhance safety without contributing to excessive light pollution or glare.

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

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

Promote appropriate light “temperature” (ie. color):
yellow light (low pressure sodium) discouraged
white light (metal halide/other) encouraged

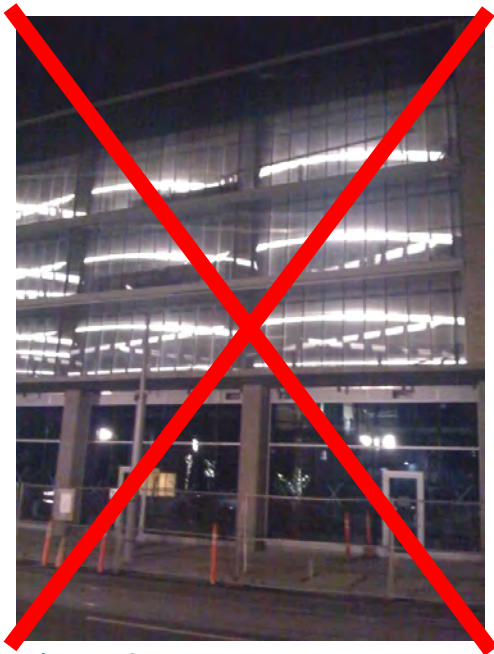


Figure 4.43

B-26

Noise pollution as a result of building design is mitigated.

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



Figure 4.44



SECTION 2

Reserved





South Andrews Avenue Fort Lauderdale | EDAB December 14, 2011



South Regional Activity Center
land use designation established in
2000 to permit and encourage the
existing mix of professional office
and residential uses within the area

270 Acres

475 residential units transferred
to SRAC in 2006

limited to 936 total residential
units

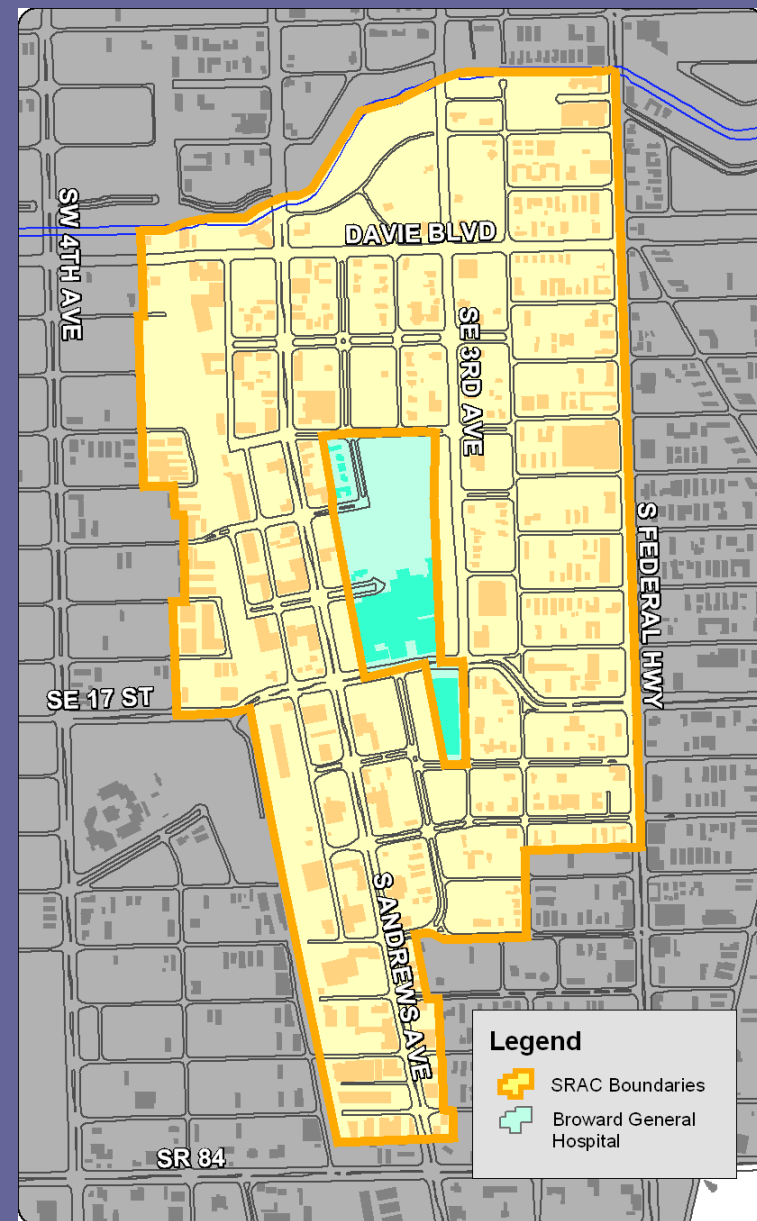


Figure 1.1, South Regional Activity Center (SRAC)

SRAC-SA Zoning District

City's first form-based zoning district / design standards hybrid established in January 2011

zoning regulations =
prescriptive, quantitative requirements

design standards =
qualitative, reflective of a design-oriented approach to allow flexibility

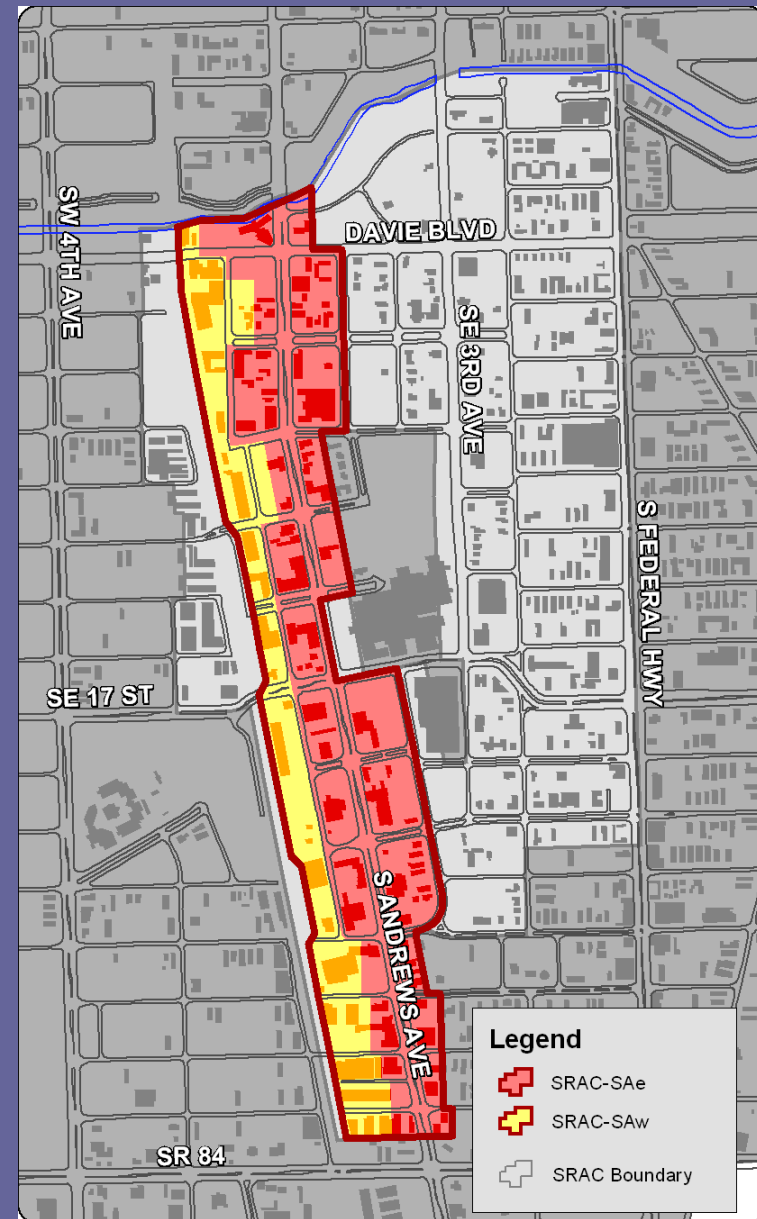
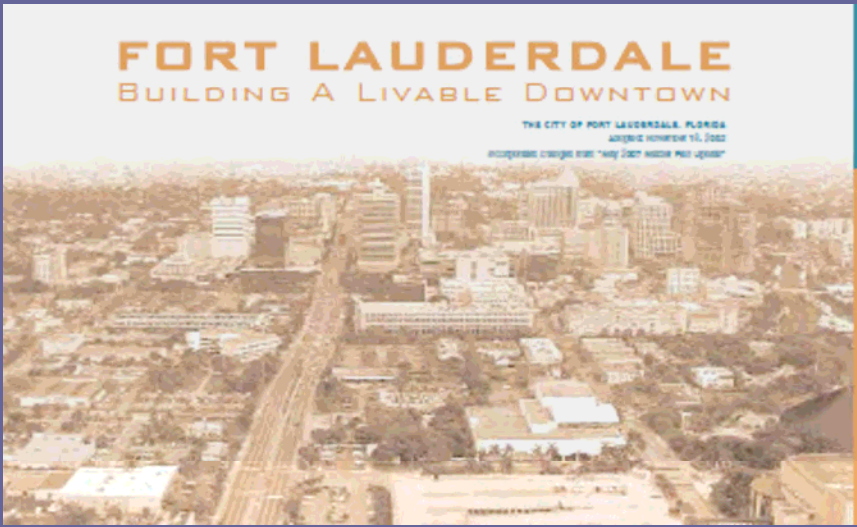
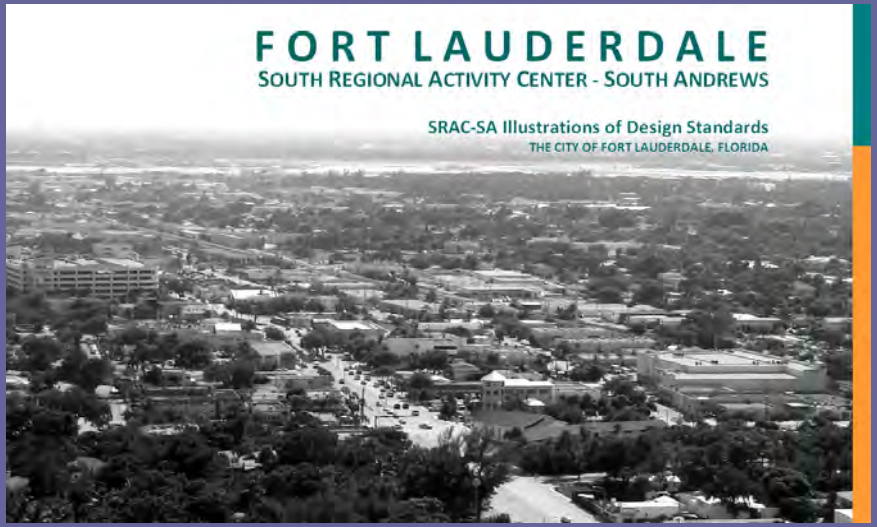


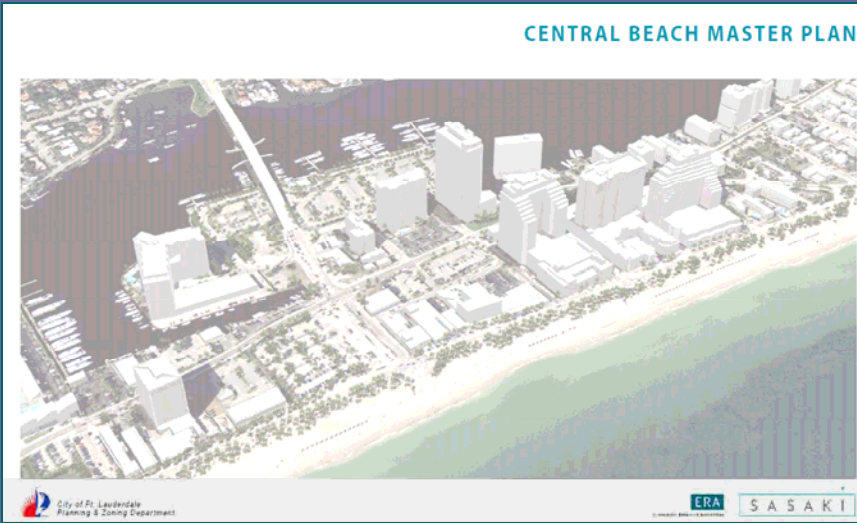
Figure 1.3, South Regional Activity Center - South Andrews (SRAC-SA) Zoning Districts



Downtown Master Plan, Beyer Blinder Belle, LLP



SRAC-SA Design Standards, City of Fort Lauderdale, Planning & Zoning



Central Beach Master Plan, Sasaki Associates, Inc.



New River Master Plan, Beyer Blinder Belle, LLP

Previous Zoning

- RMM-25, RO, ROA, B-3, and CB
- Various setback regulations
- Various height regulations
- Standard parking regulations
- Certain development subject to Neighborhood Compatibility review
- Variety of approval processes

Current Zoning

- A mix of uses permitted throughout districts
- Consistent setback regulations
- Consistent height regulations
- Reduced parking regulations
- Limited Neighborhood Compatibility review
- Standard approval process

Master Plan Reference

Street tree varieties should be shade trees, including live oaks for example, along the pedestrian walks and palm trees at the intersections of streets. (VI-3 SAMP)

Landscaping should play an important role in softening the overall character, lending scale, and providing shade. (IV-6 SAMP)

STREET DESIGN STANDARDS: SRAC-SA

S-10

Shade trees are maximized on all right-of-ways, located between the sidewalk and the street, with palms or ornamental trees providing a visual marker for intersections.

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

Note: Palm and ornamental trees along streets are also acceptable in some areas, such as major traffic arterials where a strong "framing" from the perspective of the automobile is desired, or when existing or proposed physical conditions may prevent the proper growth of shade trees, as determined by the Development Review Committee (DRC). Palms and ornamentals may also be added to complement shade trees in a variety of configurations.

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



Figure 2.14



Figure 2.15



NOTE
Sub-grade under sidewalk with trees to be constructed with approved structural soil system.

Street Design Standards

Street Design Examples

street design examples
SRAC-SA Illustrations of Design Standards

NOTE on Street Design

- All existing medians shall be preserved as they currently exist
- Maximum travel lane width shall be eleven (11) ft
- Minimum on-street parking width shall be nine (9) ft
- Large shade trees shall be located in a bulb out, after every three parking spaces
- Small shade trees or ornamental trees shall be located in a tree grate within the sidewalk, the trunk being a minimum of six (6) ft from the face of the building, and spaced at the intersection of every parking space
- Minimum sidewalk width shall be thirteen (13) ft from curb of parking space to face of building/property line

4 building design standards SRAC-SA Illustrations of Design Standards

Master Plan Reference

Setbacks: To maintain a consistent façade line along a pedestrian street, buildings should be required to adhere to a "build-to" line. Permitting "stepbacks" for floors above the first is an option for consideration. (VI-2 SAMP)

BUILDING DESIGN STANDARDS: SRAC-SA

B-7

Framing the street: building streetwalls meet minimum and maximum shoulder heights.

Consistent shoulder heights provide a defined streetwall and maintain a comfortable pedestrian scale.

Shoulder Height:	
Minimum	Maximum
2 stories or 25 ft	6 stories or 75 ft

The Master Plan (IV. Charrette Plan) speaks to the scale of buildings in relation to the street which they front. Standards regarding shoulder height in conjunction with tower stepbacks exist to achieve the intent of the Master Plan.

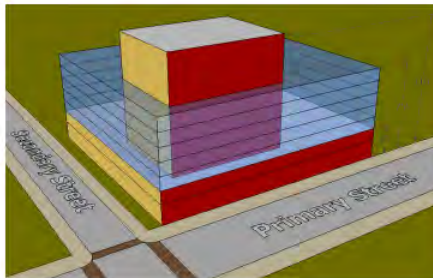


Figure 4.12

B-8

Framing the street: buildings exceeding a maximum streetwall length of 150 ft provide variation in the physical design and articulation of the streetwall.

The principle of minimizing the impact of very long building frontages is desirable. Site-specific solutions need to ensure that the treatment and articulation along elevations provides attractive and pedestrian-friendly walking environments.

No structure on a development site shall exceed a maximum length of 150 ft along any right-of-way, unless it provides variation in the physical design and articulation of the streetwall through the following examples (other options may be approved subject to meeting the intent of the design standards):

- division into multiple buildings without superficial parapets
- a break/articulation of the façade
- significant change of massing/ façade design



Figure 4.13



Figure 4.16

potential negative impacts.



Figure 4.17

4 building design standards SRAC-SA Illustrations of Design Standards

Master Plan Reference

While the "build-to" provisions ensure that the building addresses the sidewalk, it is also important that the ground floor frontage is active and interesting to pedestrians. Blank wall space is discouraged, and minimum amounts of fenestration should be prescribed. Appropriate use is important in achieving quality frontage, preferred are uses such as retail or civic amenities generally open to the public. Display windows may also be used, and should be encouraged even for uses that would not ordinarily consider them. They can be leased to area merchants and used to reinforce an area-wide theme. (VI-3 SAMP)

NOTE

The graphics depicted in this document are meant to be interpreted collectively and not individually. Illustrations contained herein should be utilized in conjunction with one another to achieve the overall intent of the SRAC-SA zoning district.

Individual graphics do not represent the accumulation of all design standards, but rather, each graphic focuses on a specific point presented as part of the referenced design standard.







Broward Transformation: 2035 Long Range Transportation Plan

**Economic Development Advisory Board
December 14, 2011**



Broward MPO's Vision

“Transform transportation in Broward County to achieve optimum mobility with emphasis on mass transit while promoting economic vitality, protecting the environment, and enhancing quality of life.”

(2035 Broward Transformation Long Range Transportation Plan)



What is the Broward Metropolitan Planning Organization?

A forum for interagency coordination and public input in to transportation funding decisions.



19 Member Board:

- 14 - Largest Cities (Census population).
- 3 - County Commissioners.
- 1 - School Board.
- 1 - South Florida Regional Transportation Authority (SFRTA).
- 19 – Alternates – voting rights when others are absent.

Three (3) Advisory Boards:

- Technical Coordinating Committee (TCC).
- Community Involvement Roundtable (CIR).
- Broward County Coordinating Board (BCCB).

How Broward County compares to...

Portland:

1.6 Million People
94 Miles of Light Rail
4 Miles of Streetcar
15 Miles of Commuter Rail

Minneapolis:

2.4 Million People
24 Miles of Light Rail

Pittsburgh:

1.8 Million People
47 Miles of Light Rail
16 Miles of BRT

Eugene, OR:

0.1 Million People
11.8 Miles of BRT

Cleveland:

1.8 Million People
9.4 Miles of BRT
18 Miles of Light Rail

Charlotte:

1.7 Million People
9.6 Miles of Light Rail

San Jose:

1.5 Million People
81 Miles of Light Rail

Denver:

2 Million People
31 Miles of Light Rail

Broward County:

1.8 Million People
0 Miles of Light Rail
0 Miles of BRT
25 Miles of Commuter Rail

Austin:

1.6 Million People
32 Miles of Light Rail

MOBILITY HUBS

Gateway Hubs \$8.2M



Anchor Hubs \$1.9M



Community Hubs \$57K



2035 TRANSIT COST FEASIBLE PLAN

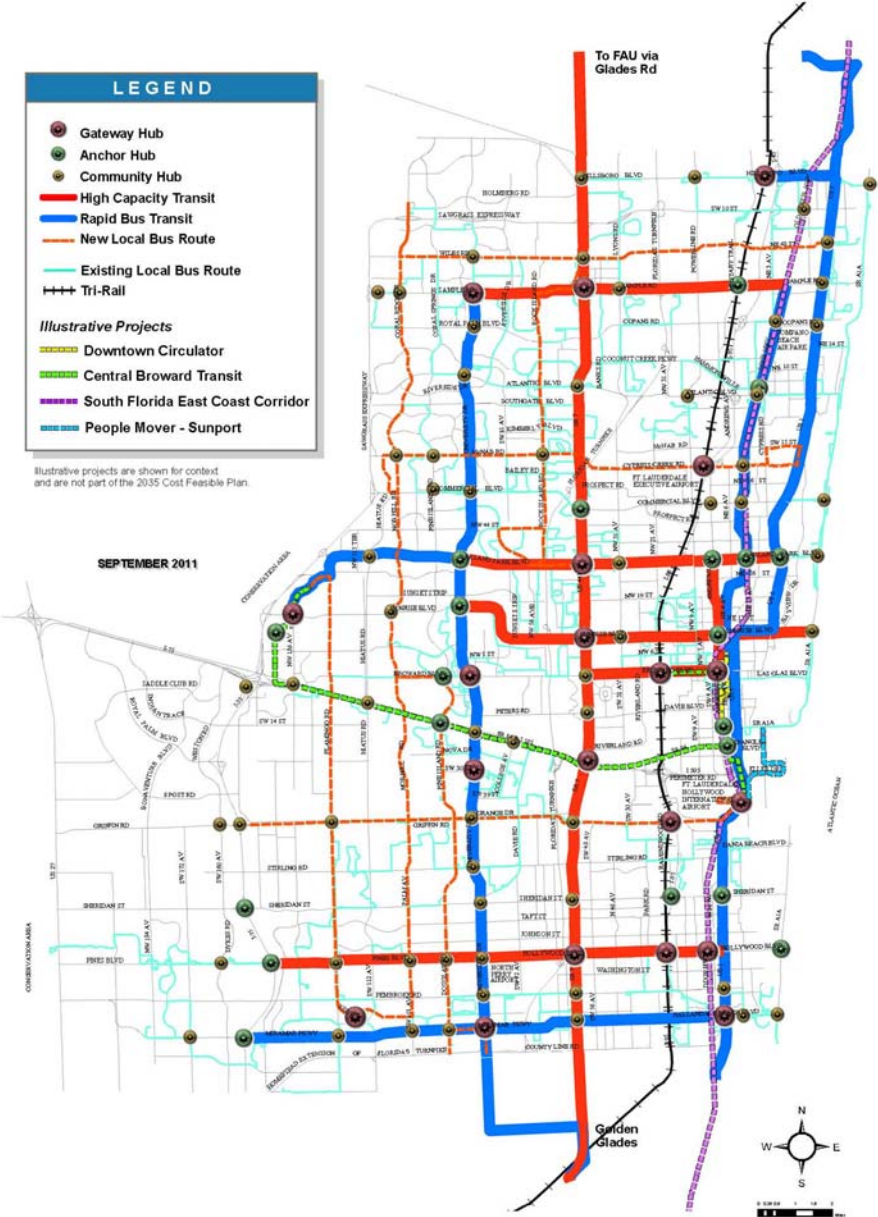
LEGEND

- Gateway Hub
- Anchor Hub
- Community Hub
- High Capacity Transit
- Rapid Bus Transit
- New Local Bus Route
- Existing Local Bus Route
- Tri-Rail

Illustrative Projects

- Downtown Circulator
- Central Broward Transit
- South Florida East Coast Corridor
- People Mover - Sunport

Illustrative projects are shown for context and are not part of the 2035 Cost Feasible Plan.



PREMIUM TRANSIT

High Capacity



Rapid Bus



Modes of Transportation

PREMIUM BUS








MODERN STREETCAR



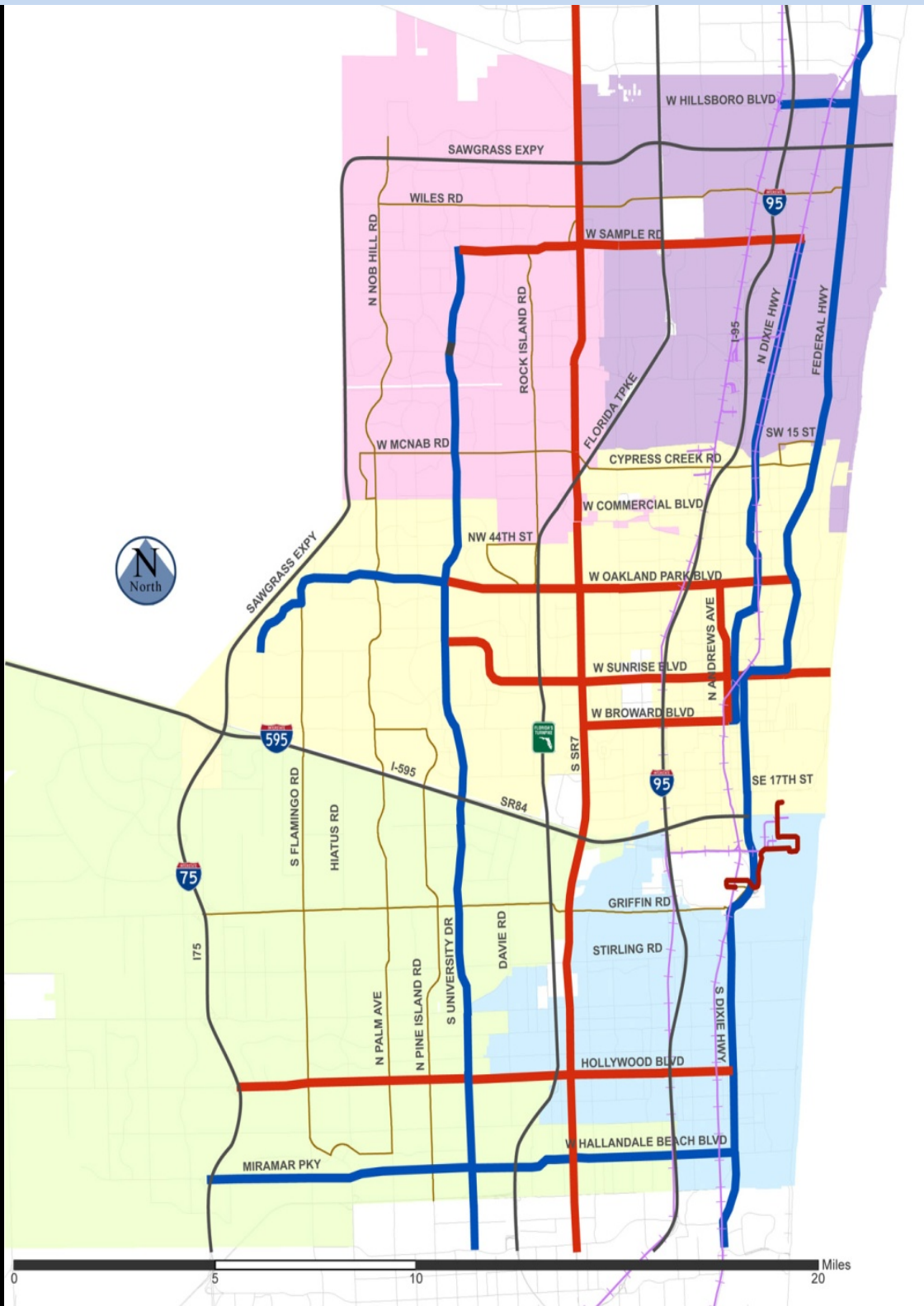
2035 LRTP



Building a network of premium transit.

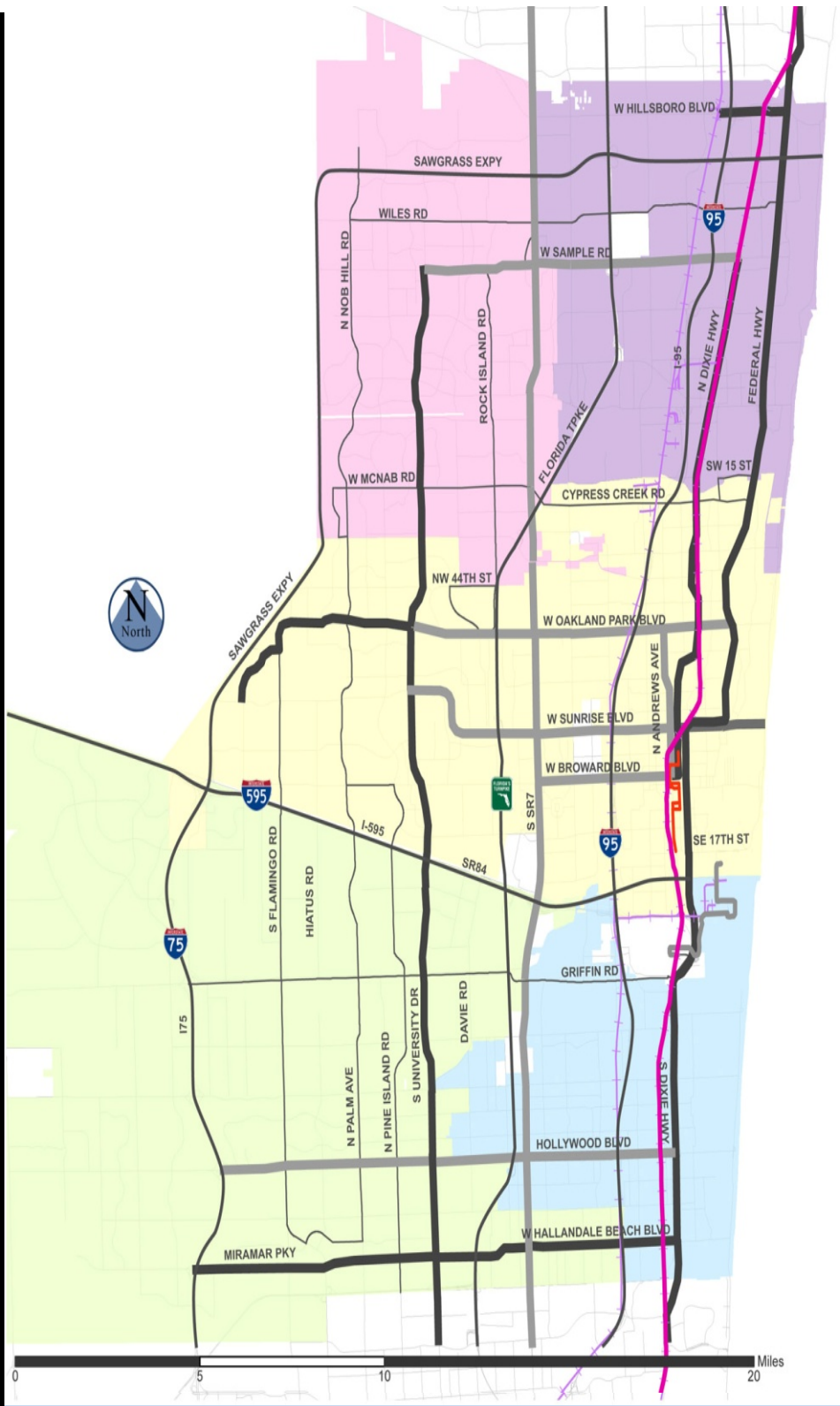
-  District 1
-  District 2
-  District 3
-  District 4
-  District 5

2035 LRTP



Building a network of premium transit.

- High Capacity Transit
- Rapid Bus Transit
- New local bus route
- People Mover - Sunport



Building a network of premium transit.

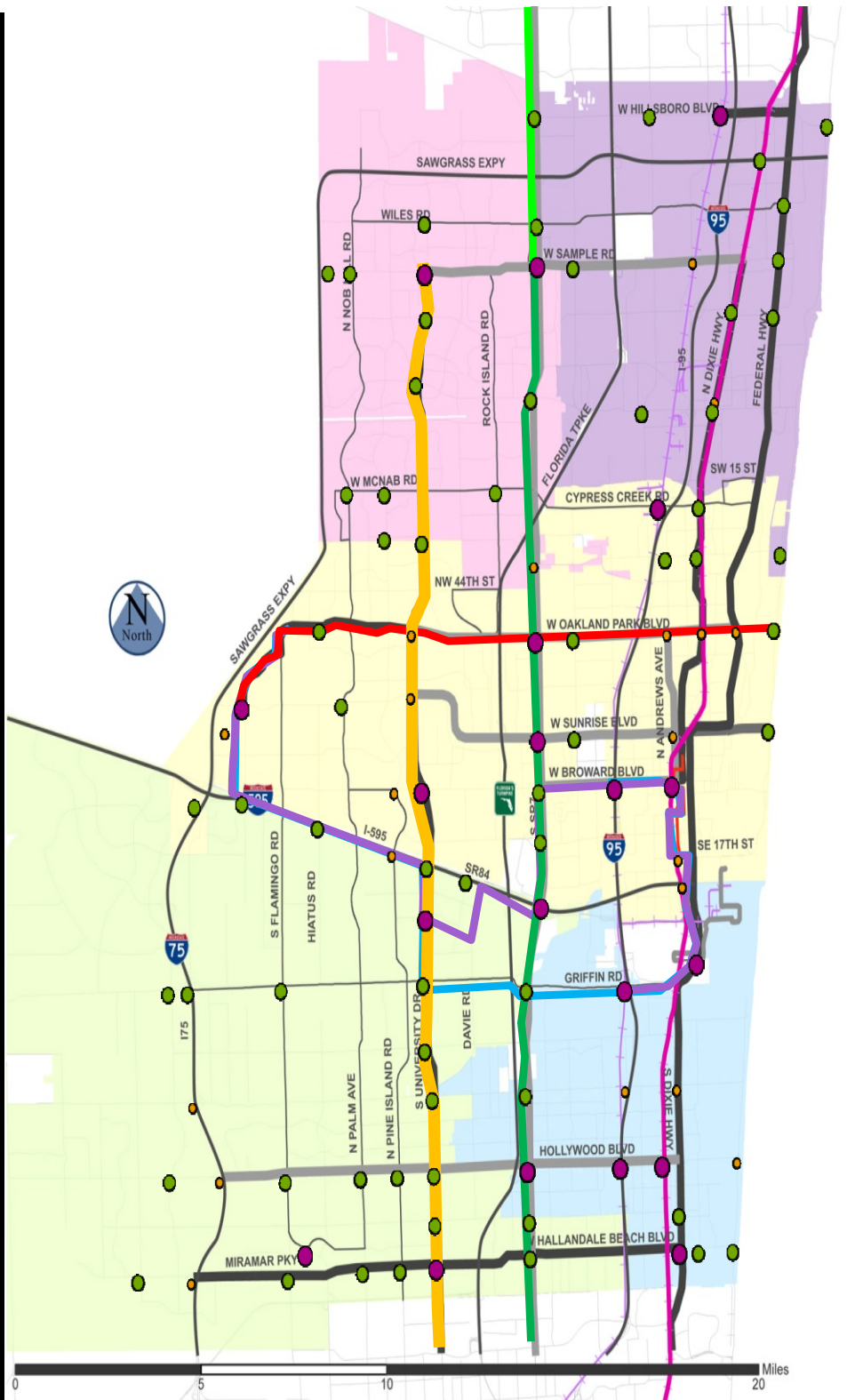
- High Capacity Transit
- Rapid Bus Transit
- New local bus route
- People Mover - Sunport
- The Wave Streetcar
- FEC



Building a network of premium transit.

- High Capacity Transit
- Rapid Bus Transit
- New local bus route
- People Mover - Sunport
- The Wave Streetcar
- FEC
- Griffin Rd Alternative
- SR 7/Broward Blvd Alternative
- Oakland Park
- Phase 1: Glades Rd/SR 7
- Phase 2: Glades Rd/SR 7
- University Drive

2035 LRTP



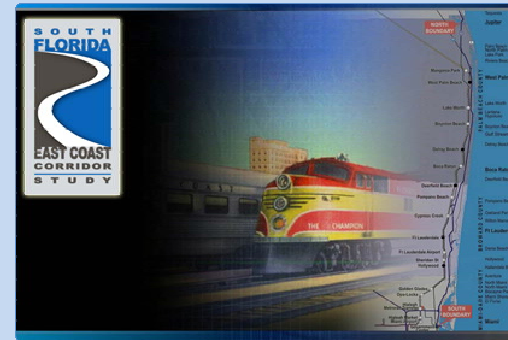
Hubs

- Gateway Hub
- Anchor Hub
- Community Hub

Stay in Touch and Get Involved

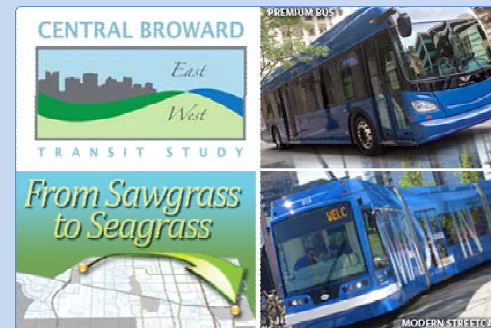
South Florida East Coast
(FEC) Corridor

www.sfecstudy.com



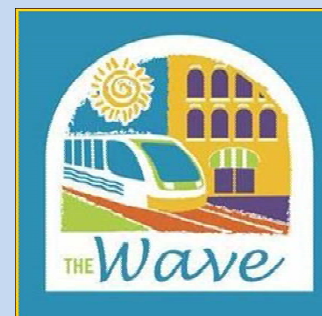
Central Broward East-West
Transit Study

www.centralbrowardtransit.com



The Wave - Downtown Fort
Lauderdale's Planned
Streetcar

www.wavestreetcar.com



Gregory Stuart

Broward Metropolitan Planning Organization

Executive Director

954-876-0034

STUARTG@browardmpo.org

Visit our website at www.browardMPO.org