

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

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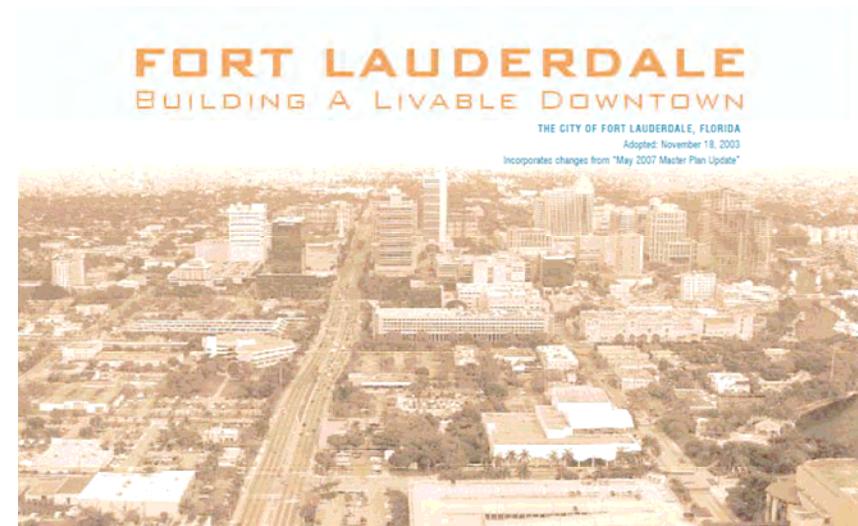
South Andrews Business Association
Broward General Medical Center, Broward Health
Crush Law, LLC

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**.

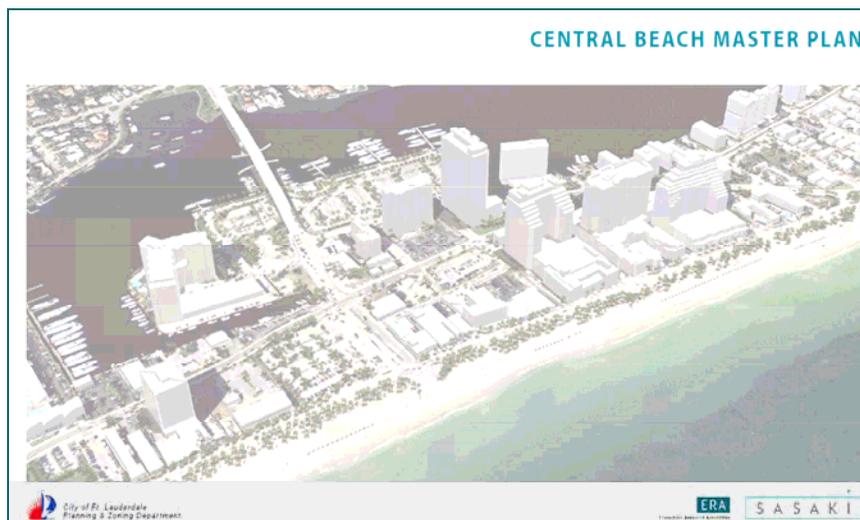
The format also closely follows the Fort Lauderdale *Central Beach Master Plan*, developed by **Sasaki Associates, Inc.**

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.

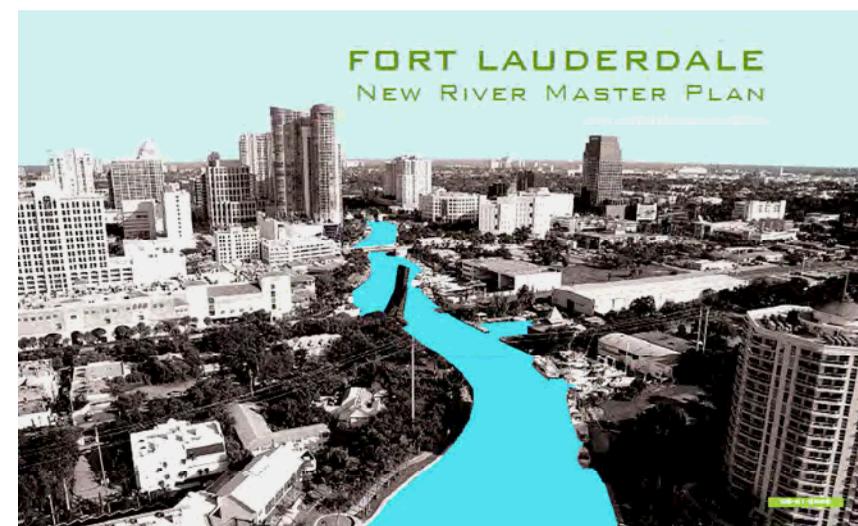
On behalf of the City of Fort Lauderdale, staff from the Planning & Zoning Department would like to thank these consultants for providing the foundation to further sound urban planning principles into parts of Fort Lauderdale beyond Downtown and the Central Beach.



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.

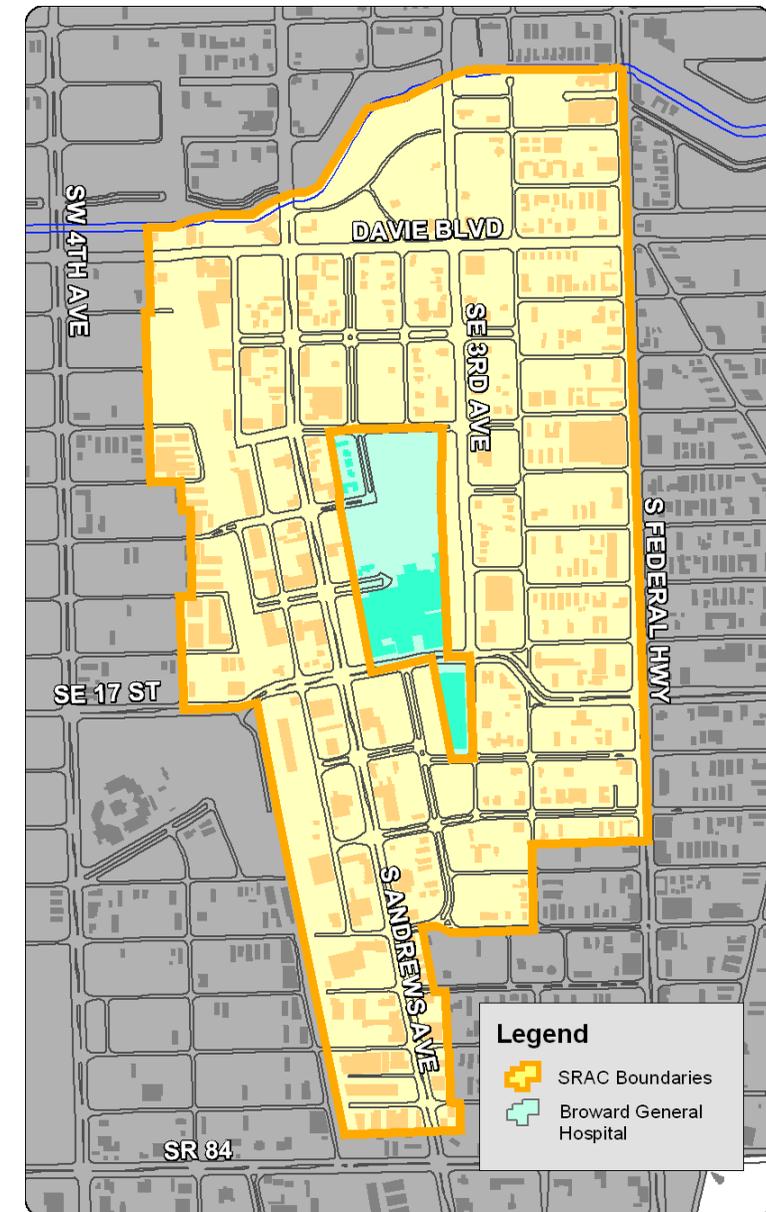


Figure 1.1, South Regional Activity Center (SRAC) Land Use District

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.

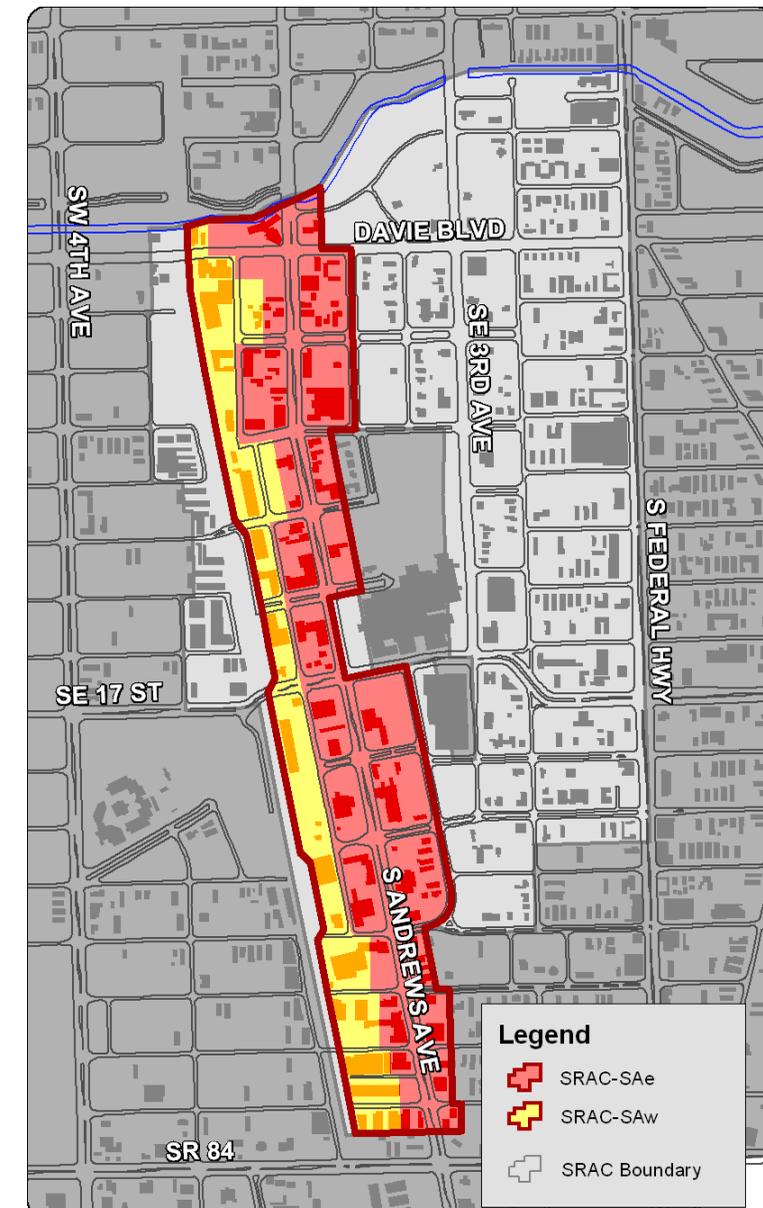


Figure 1.3, South Regional Activity Center - South Andrews (SRAC-SA) Zoning Districts

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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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.

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.

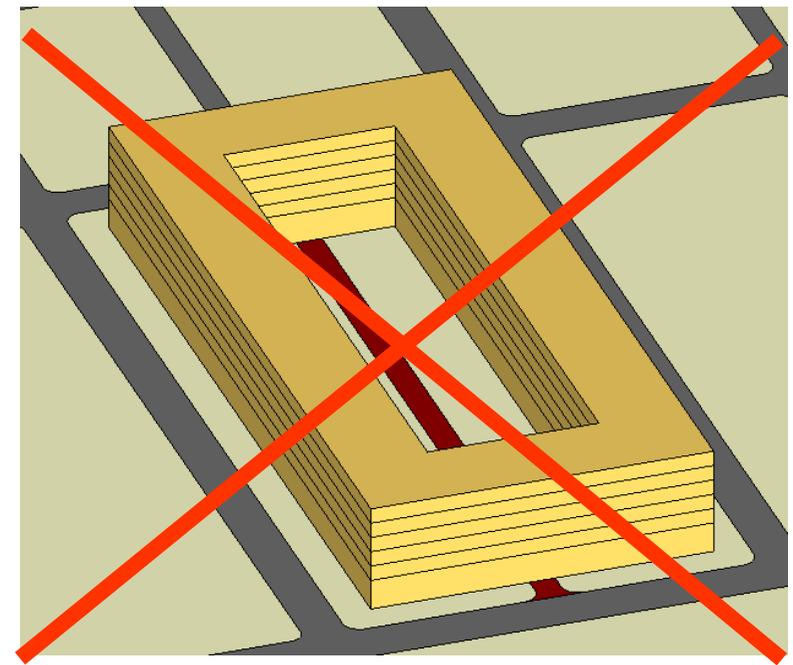


Figure 2.1

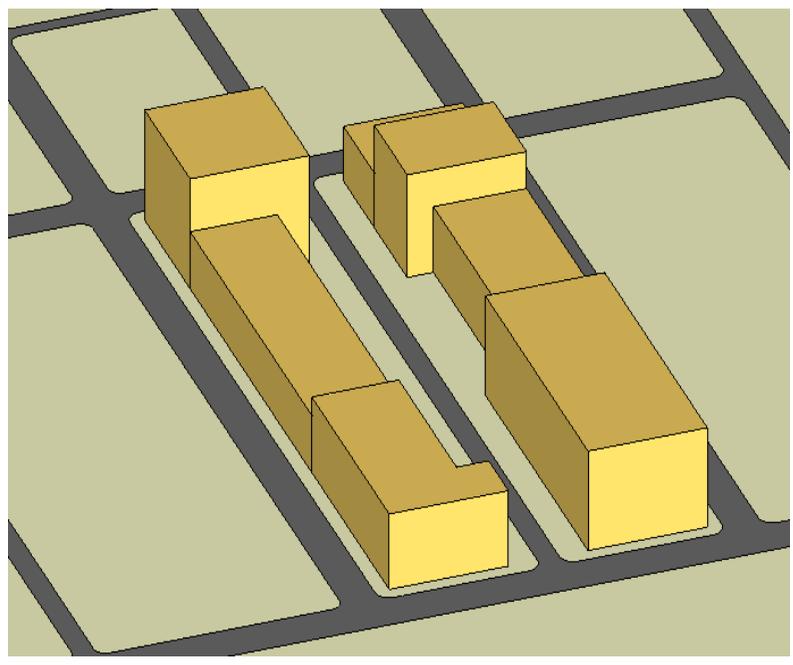


Figure 2.2

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.

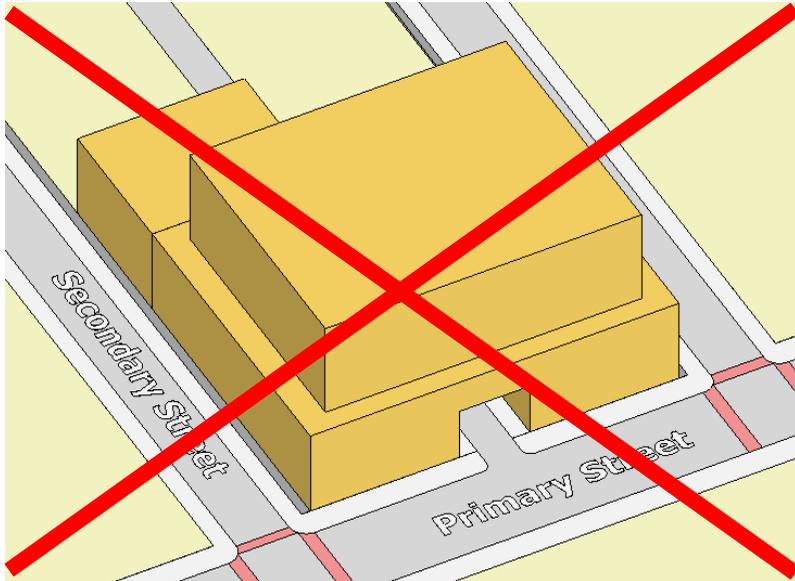


Figure 2.3

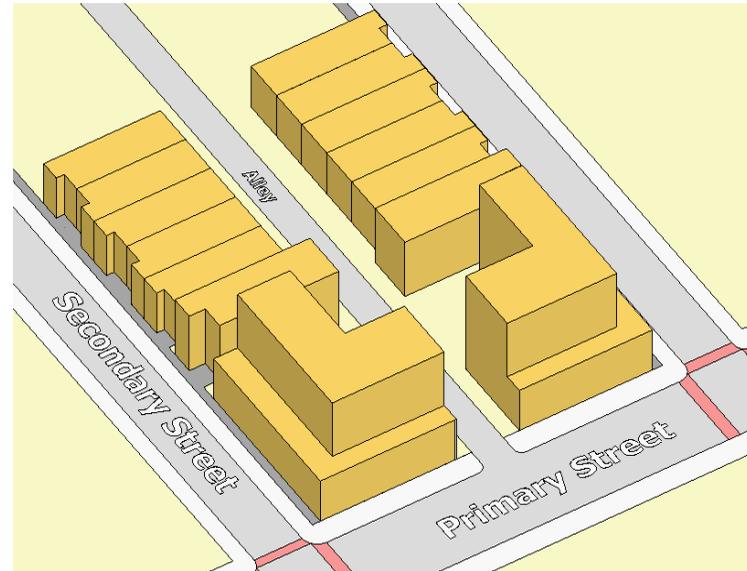


Figure 2.4

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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.

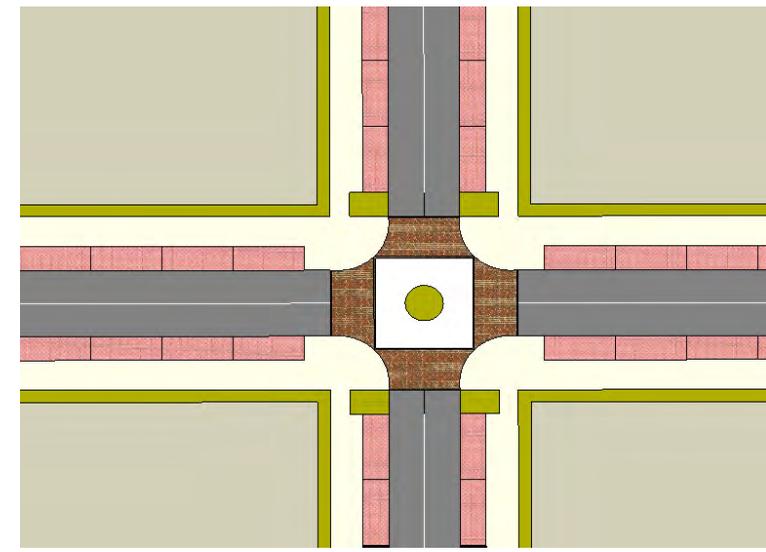


Figure 2.6

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.

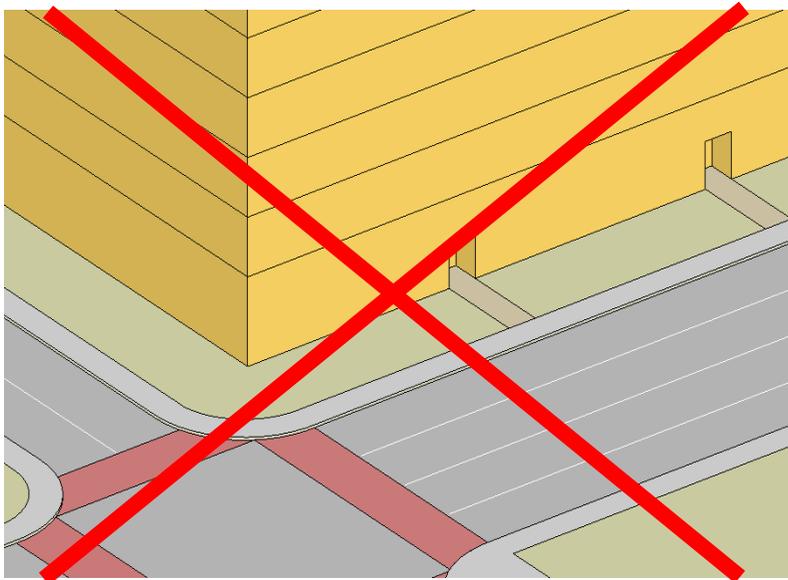


Figure 2.7

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

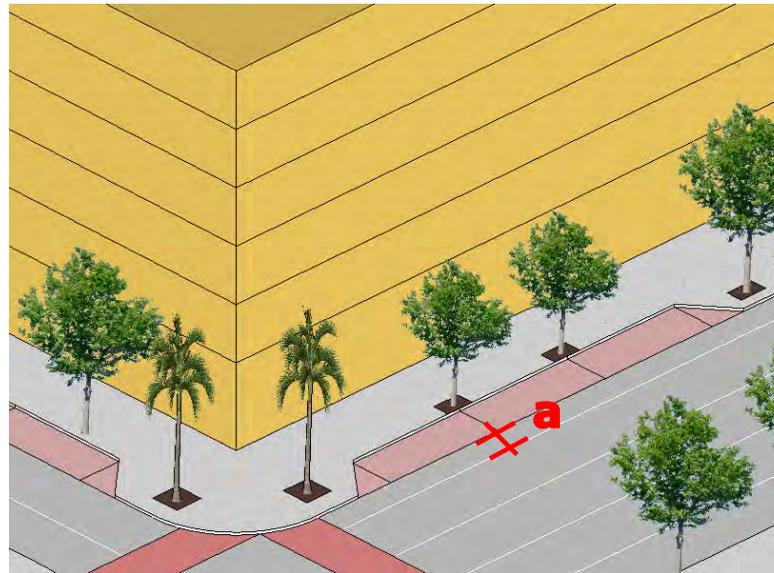


Figure 2.8

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.

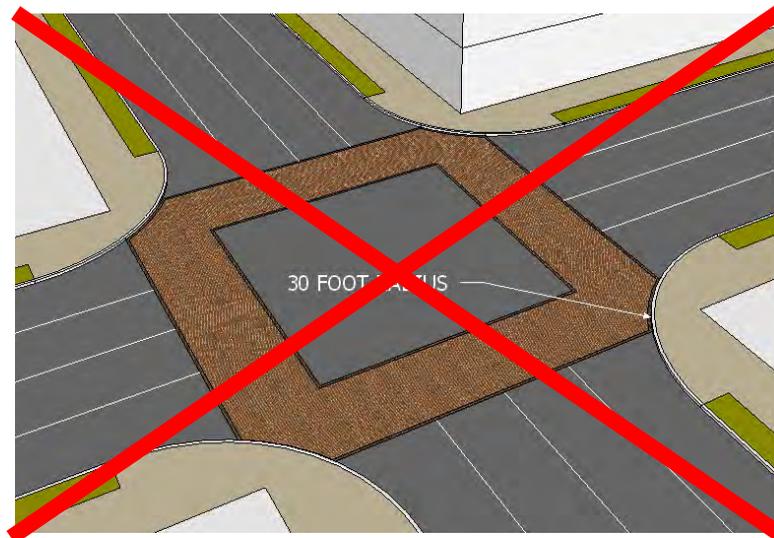


Figure 2.9

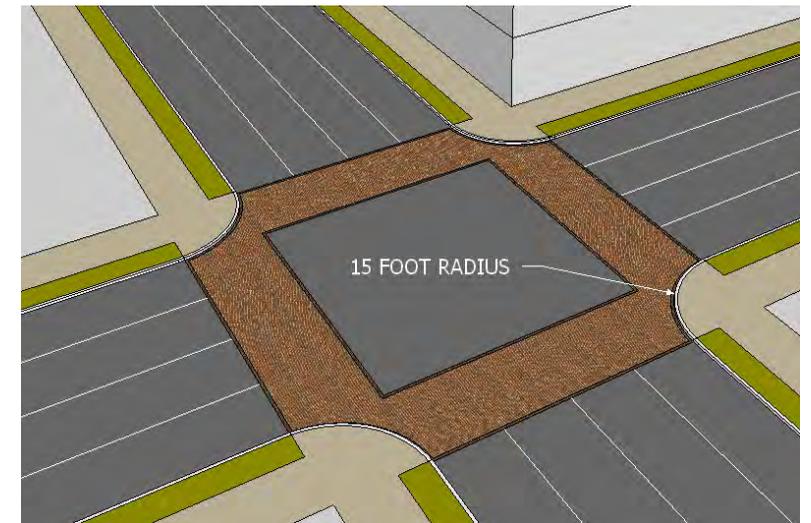


Figure 2.10

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.

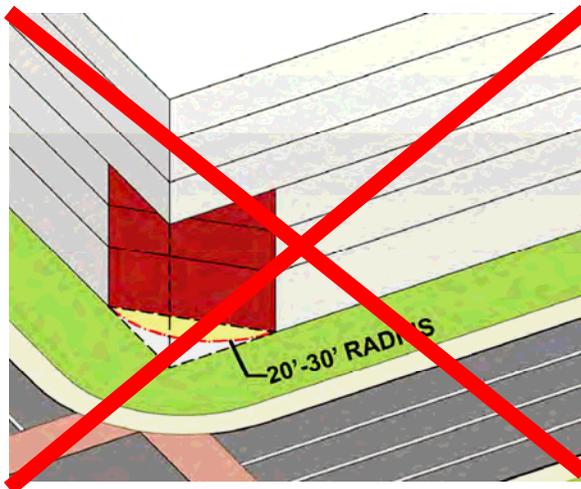


Figure 2.11

S-9

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

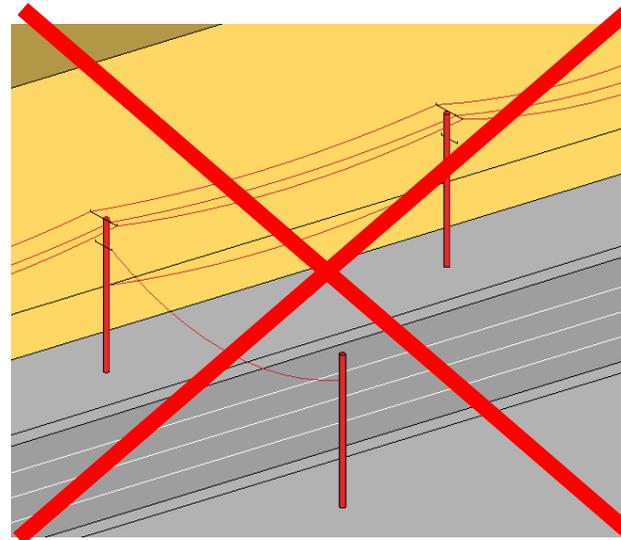


Figure 2.12



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.

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.

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)



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)

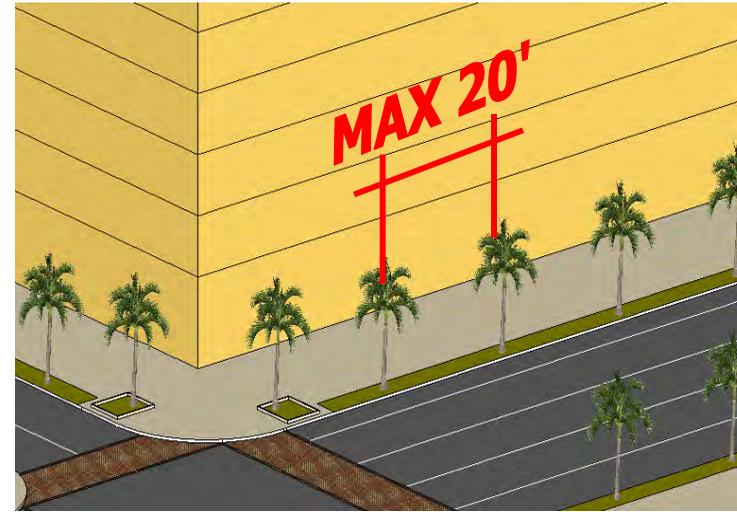


Figure 2.16

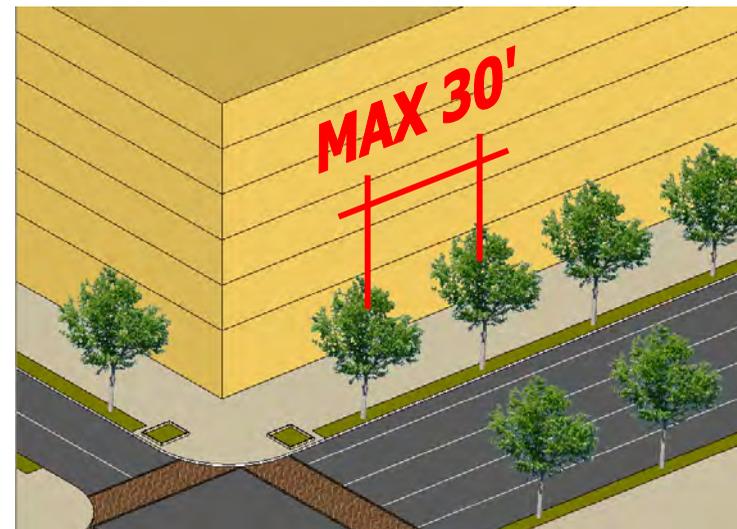


Figure 2.17

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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.

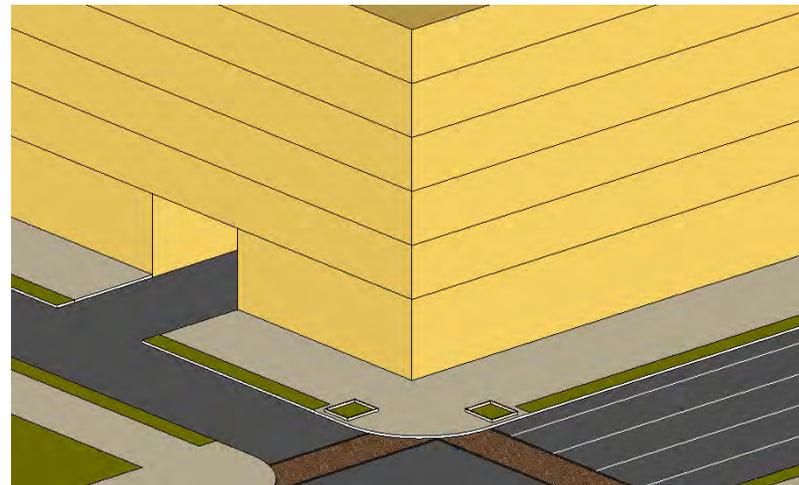


Figure 2.22

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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

STREET DESIGN EXAMPLES: SRAC-SA

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.

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

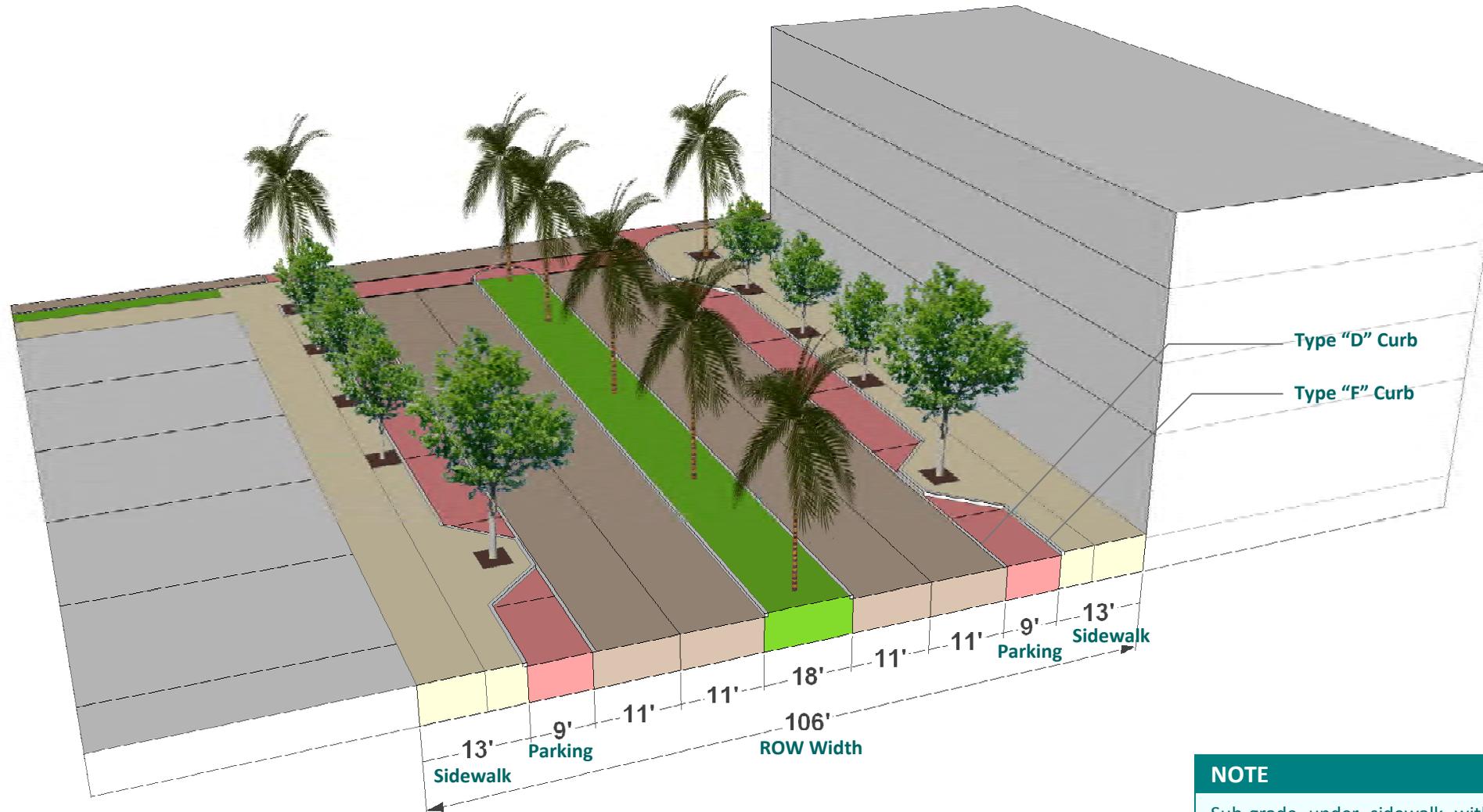
Small shade trees or ornamental trees shall be located in a tree grate within the sidewalk, the trunk being a minimum of six (6) ft from the face of the building, and spaced at the intersection of every parking space

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

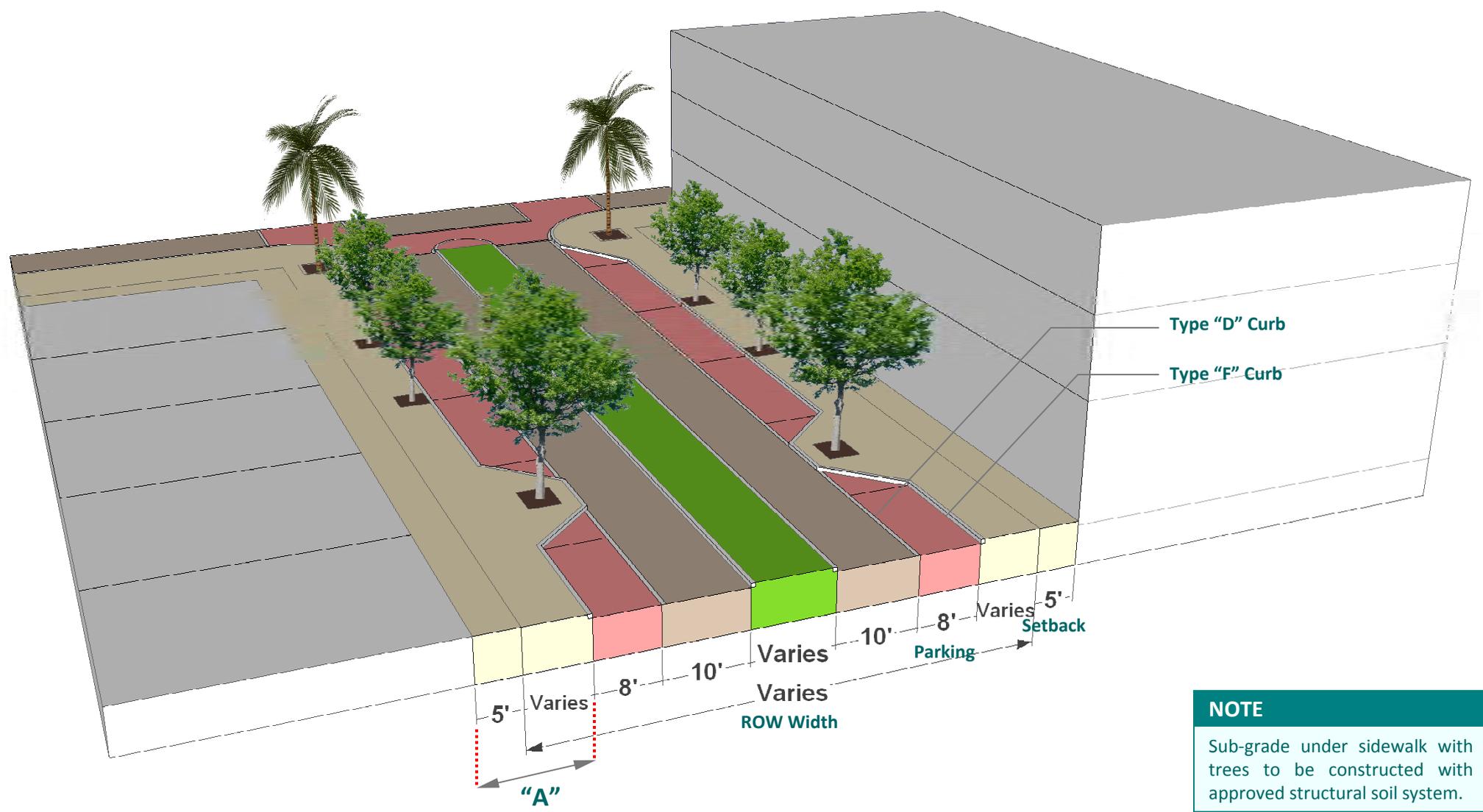
ROW with Median, A = < 18'

NOTE on Street Design

- All existing medians shall be preserved as they currently exist
- Maximum travel lane width shall be ten (10) feet
- 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 bulb out, after every two parking spaces

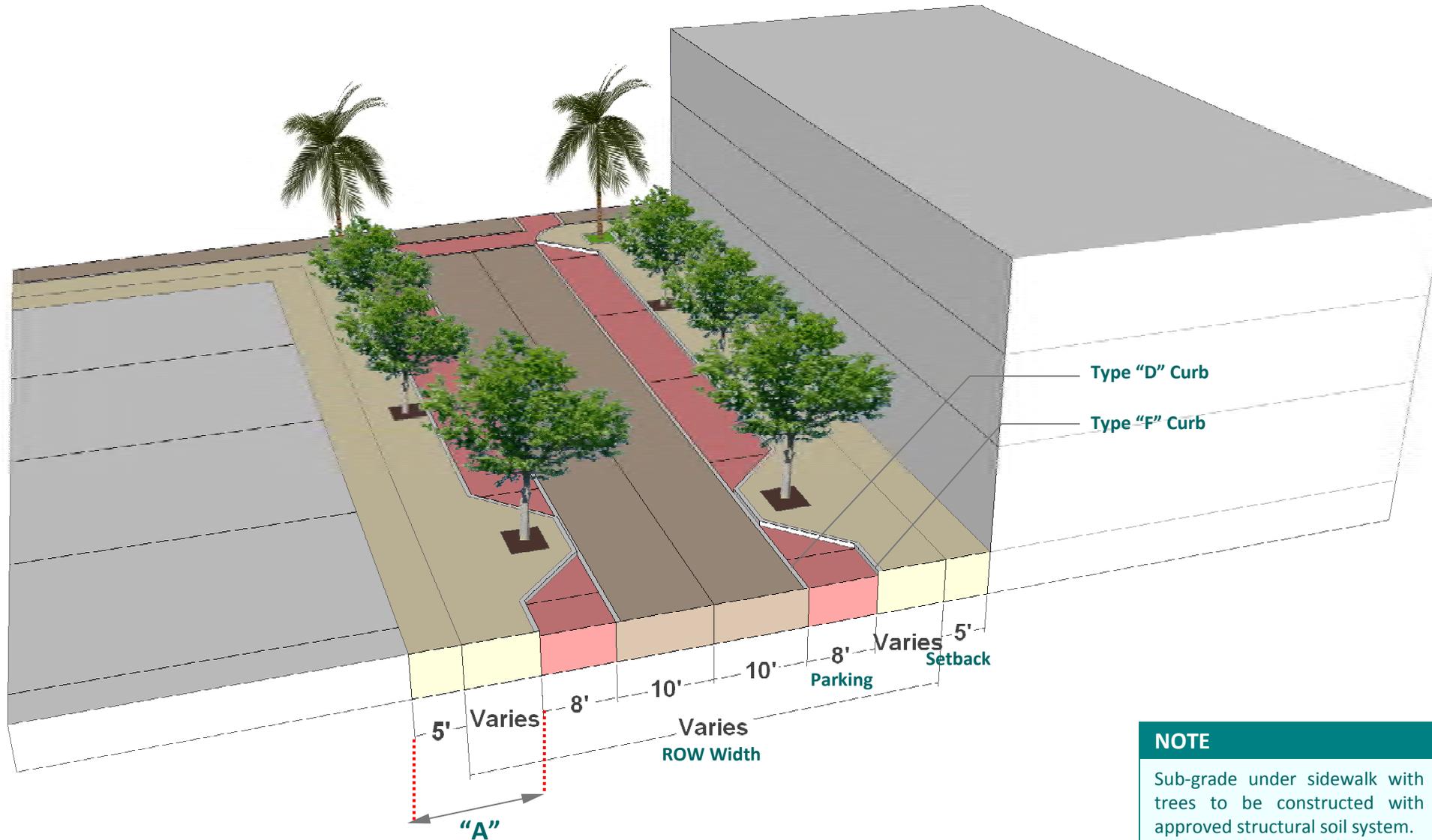
Small shade trees or ornamental trees shall be located in a tree grate within the sidewalk, the trunk being a minimum of six (6) ft from the face of the building, and spaced at the intersection of every parking space



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
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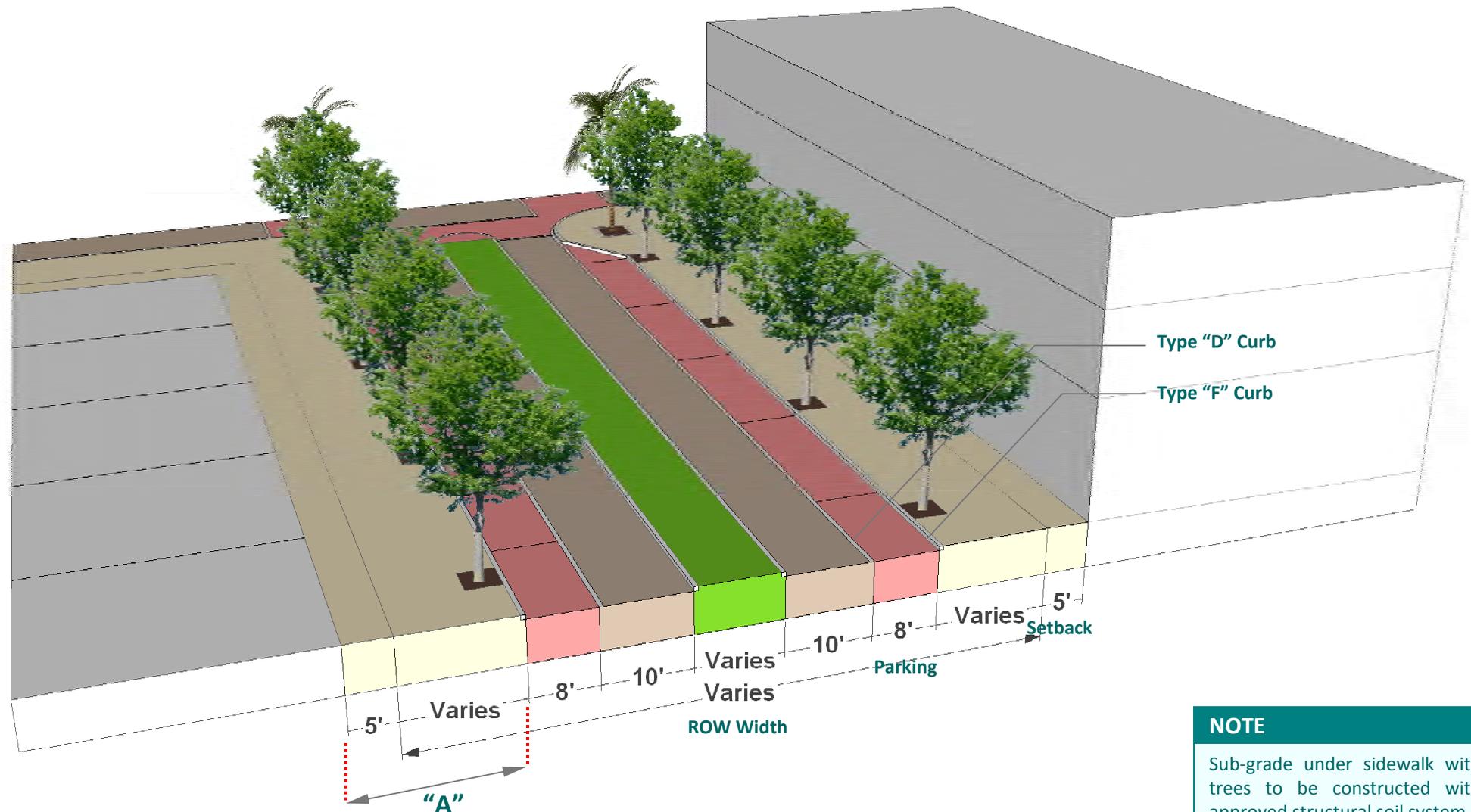
STREET DESIGN EXAMPLES: SRAC-SA

ROW with Median, $A = \geq 18'$

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

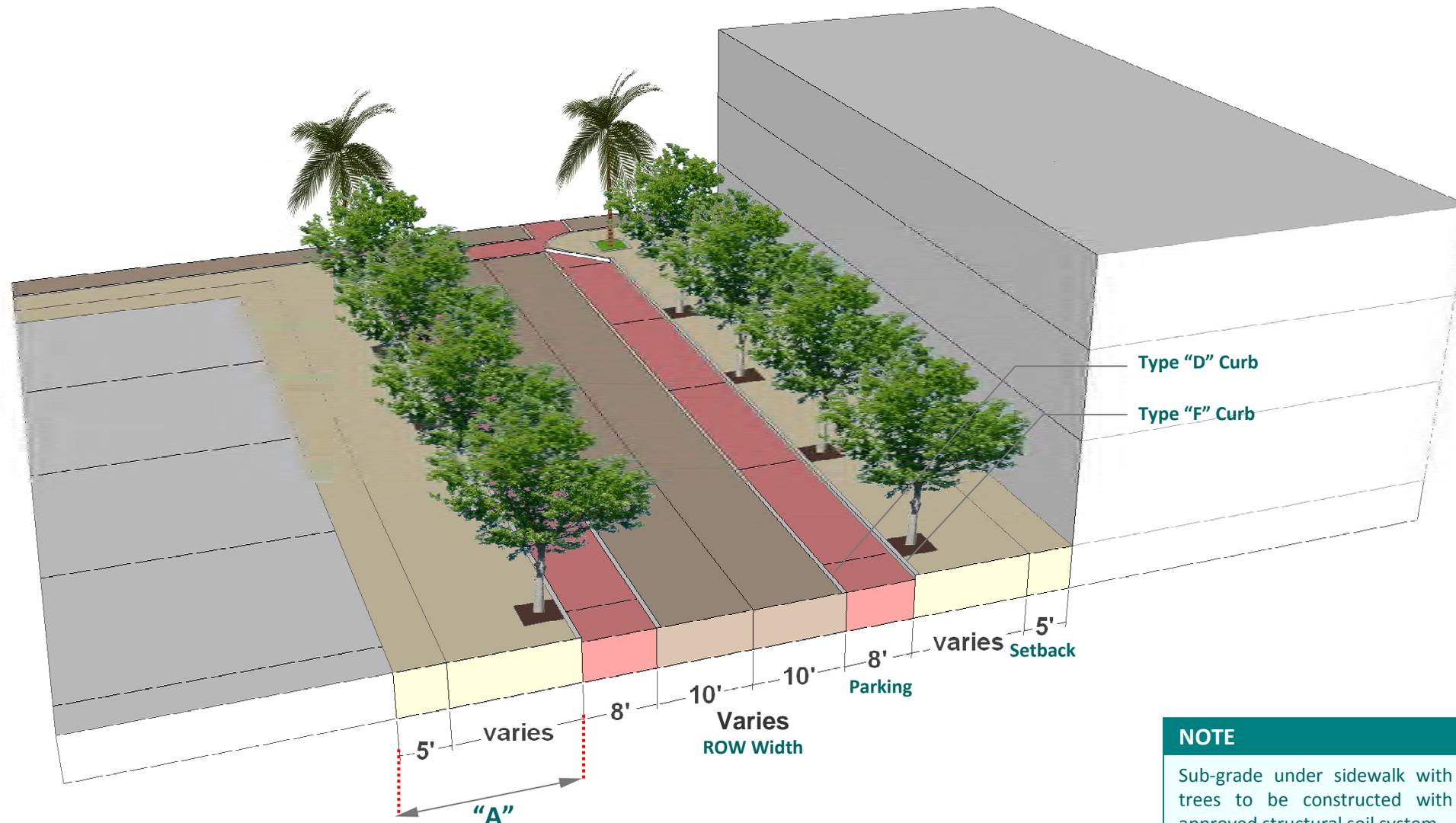


NOTE

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

STREET DESIGN EXAMPLES: SRAC-SA

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



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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

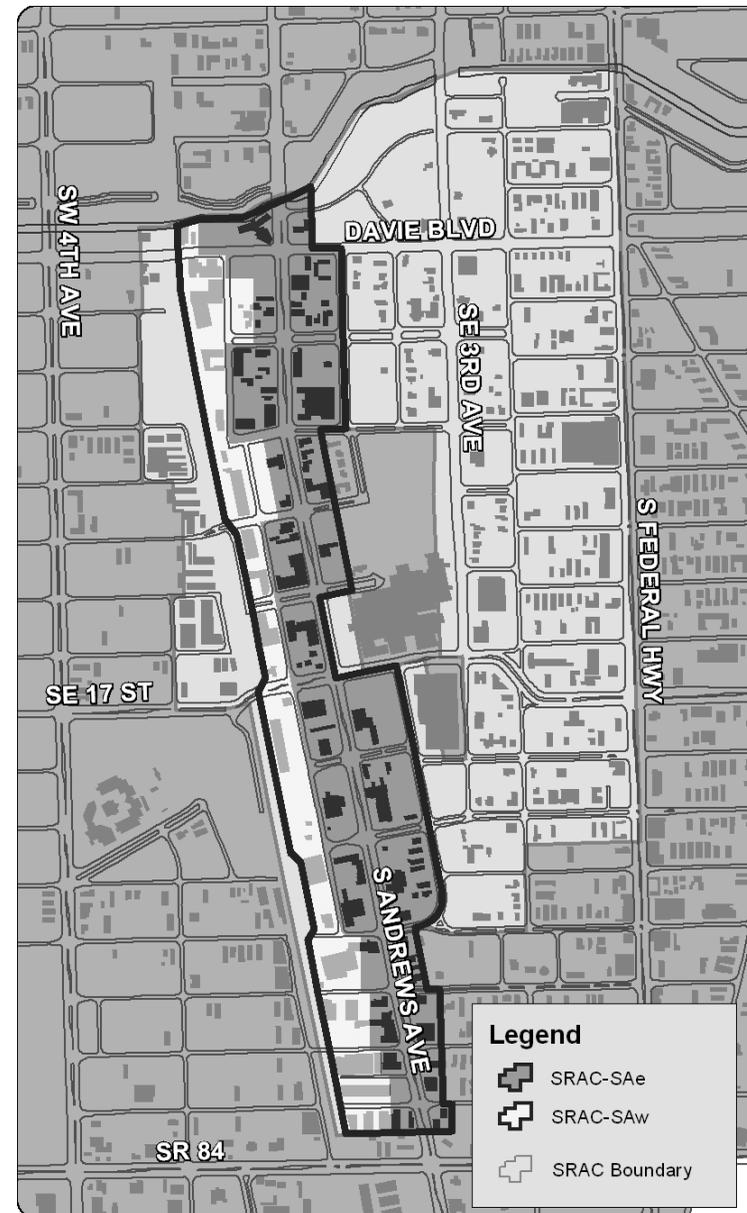


Figure 4.1, Primary and Secondary Streets in the SRAC-SA

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.

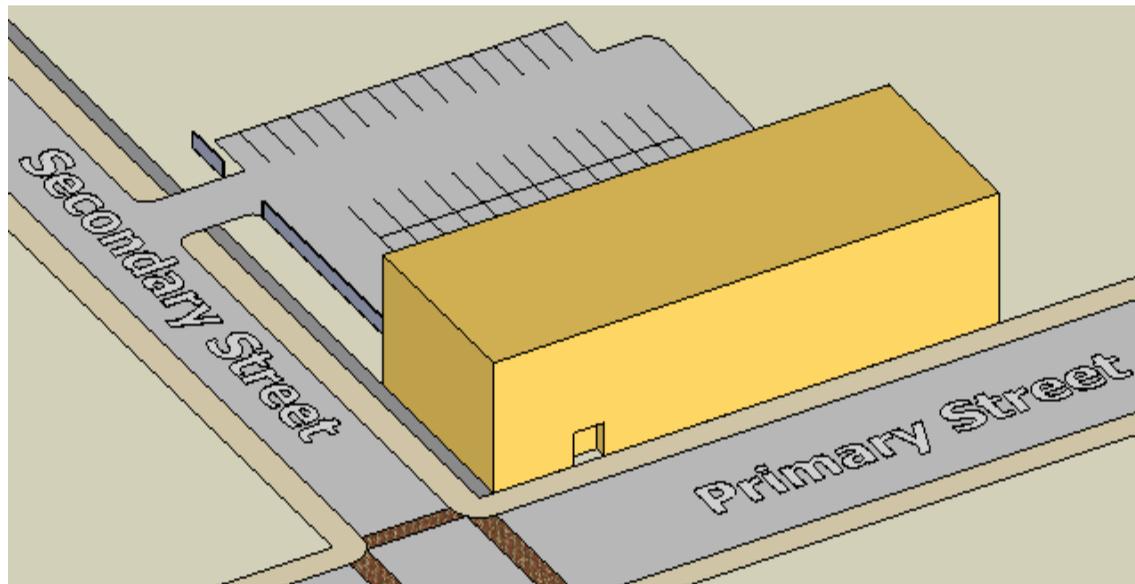


Figure 4.2

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

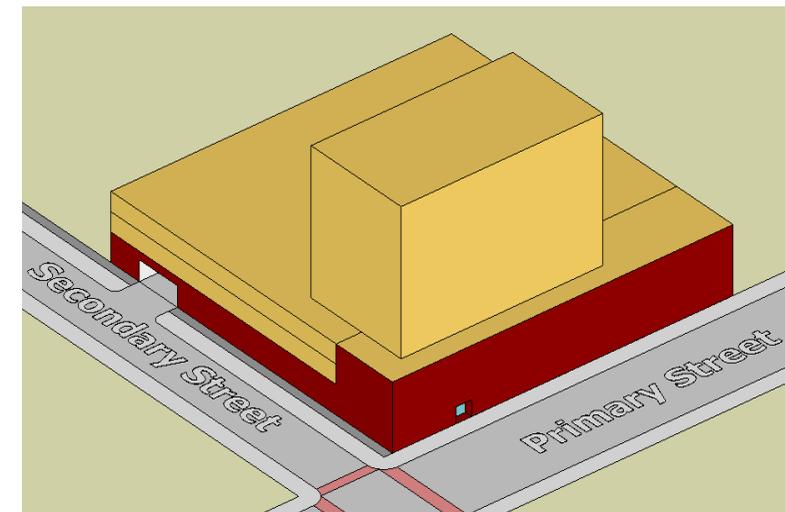


Figure 4.4

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.

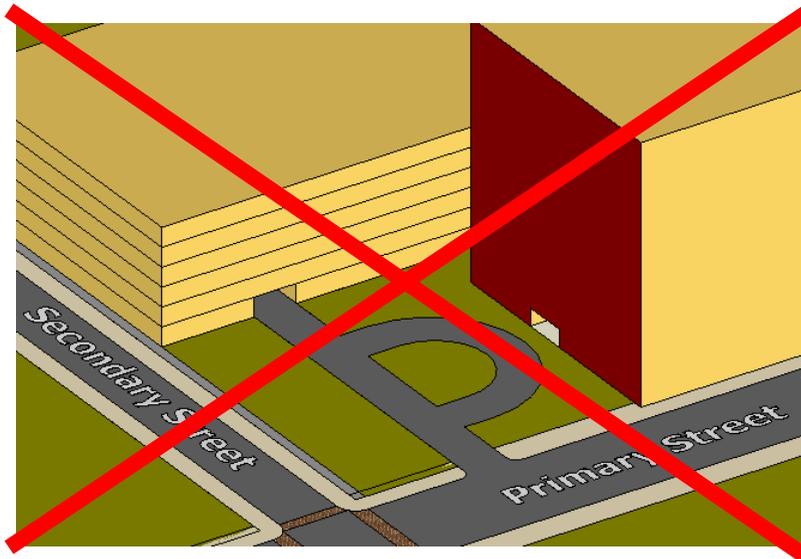


Figure 4.5

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.

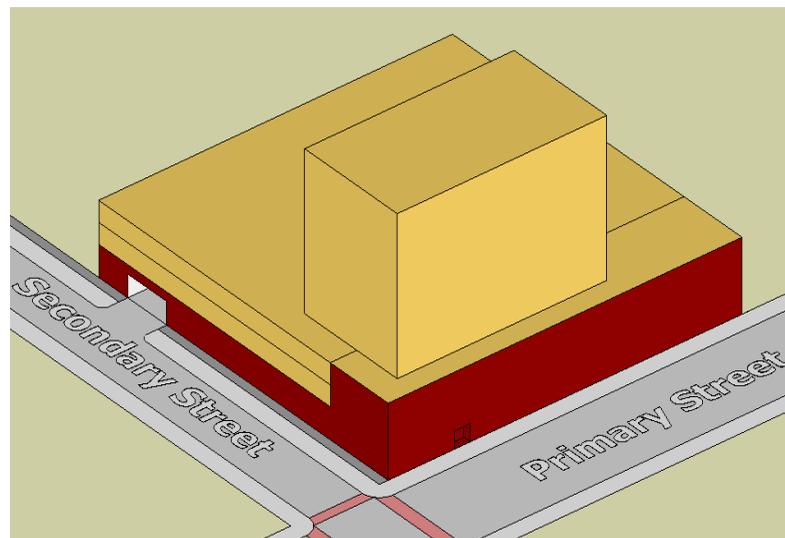


Figure 4.6

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.

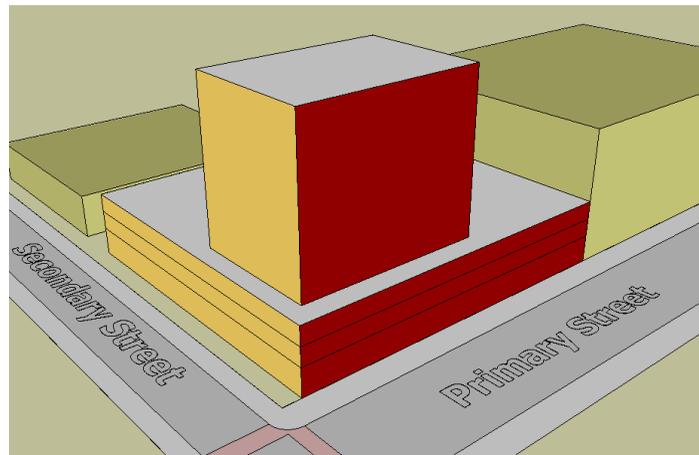


Figure 4.9

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

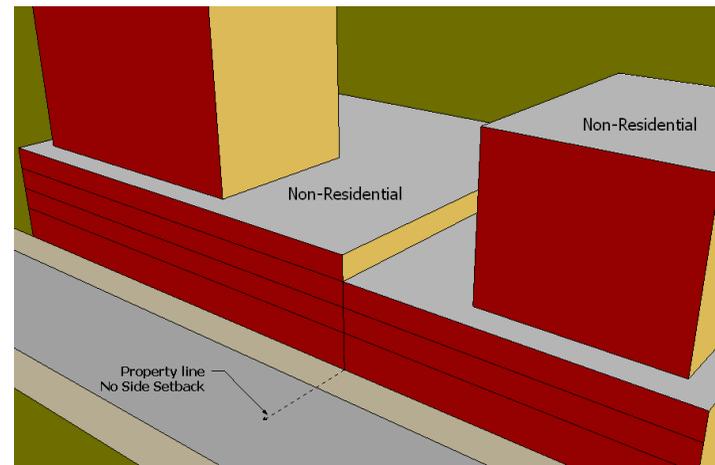


Figure 4.10

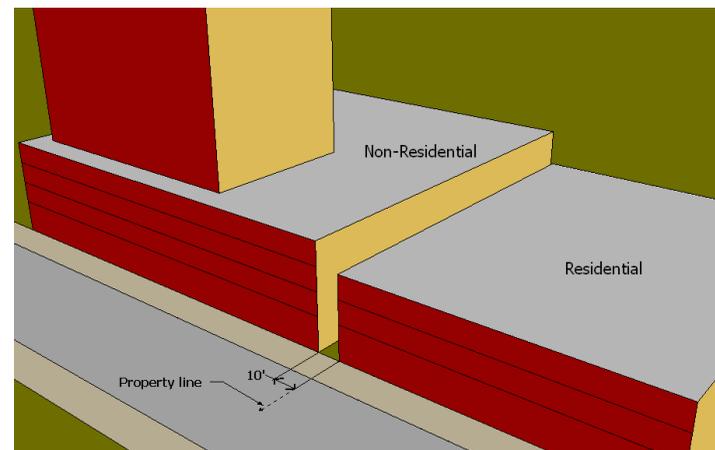


Figure 4.11

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.

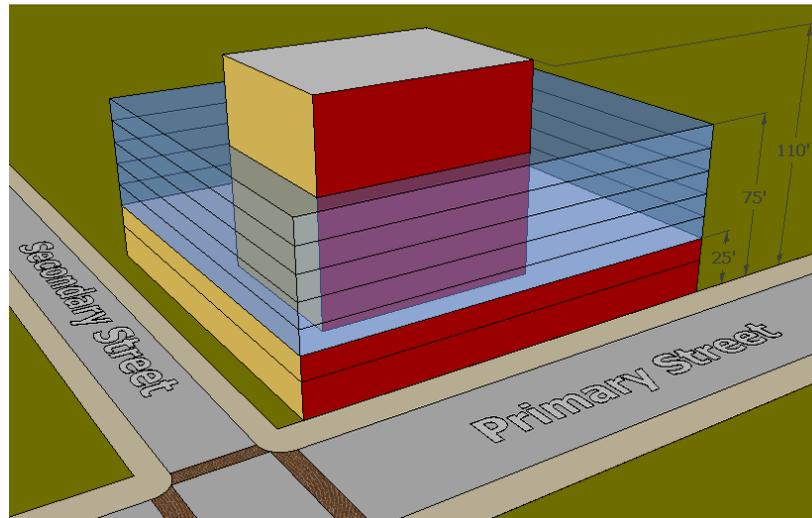


Figure 4.12

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.

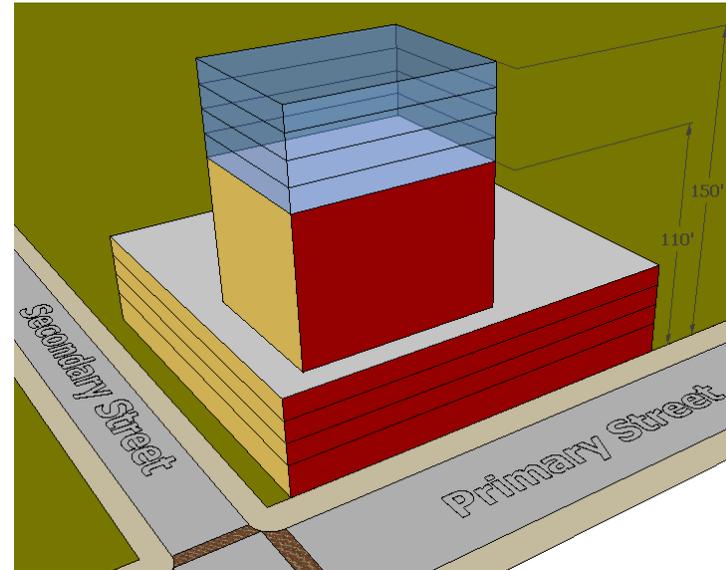


Figure 4.14

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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

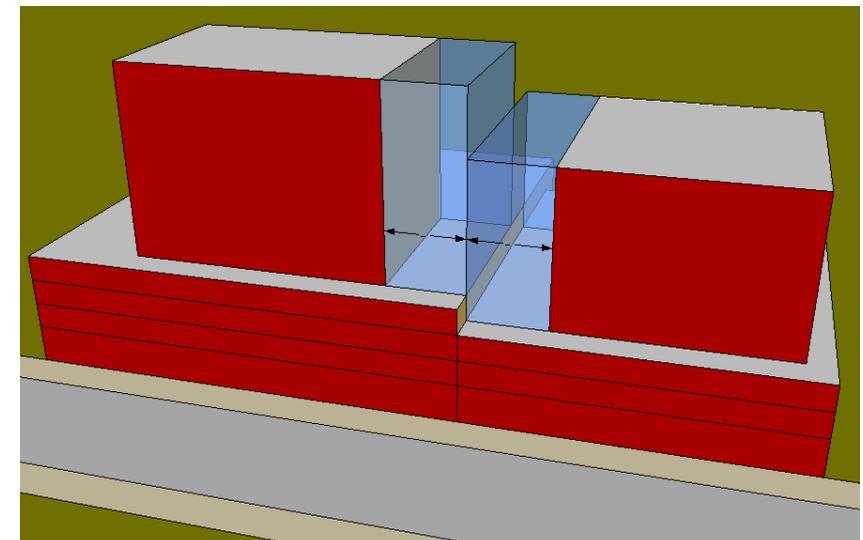


Figure 4.15

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.

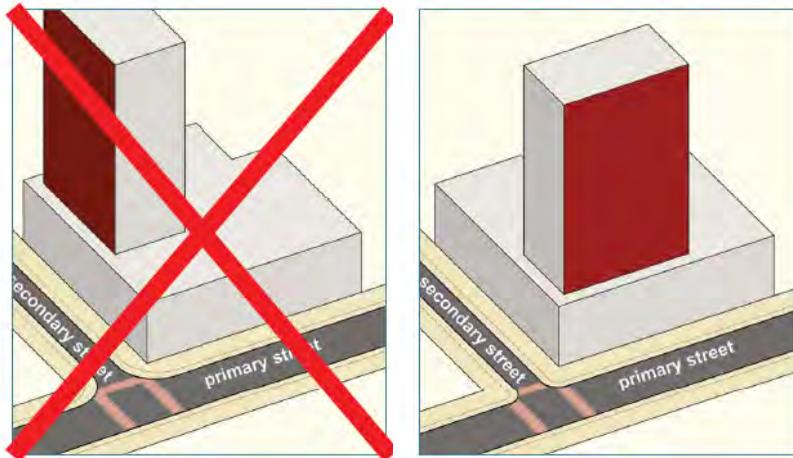


Figure 4.16

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.

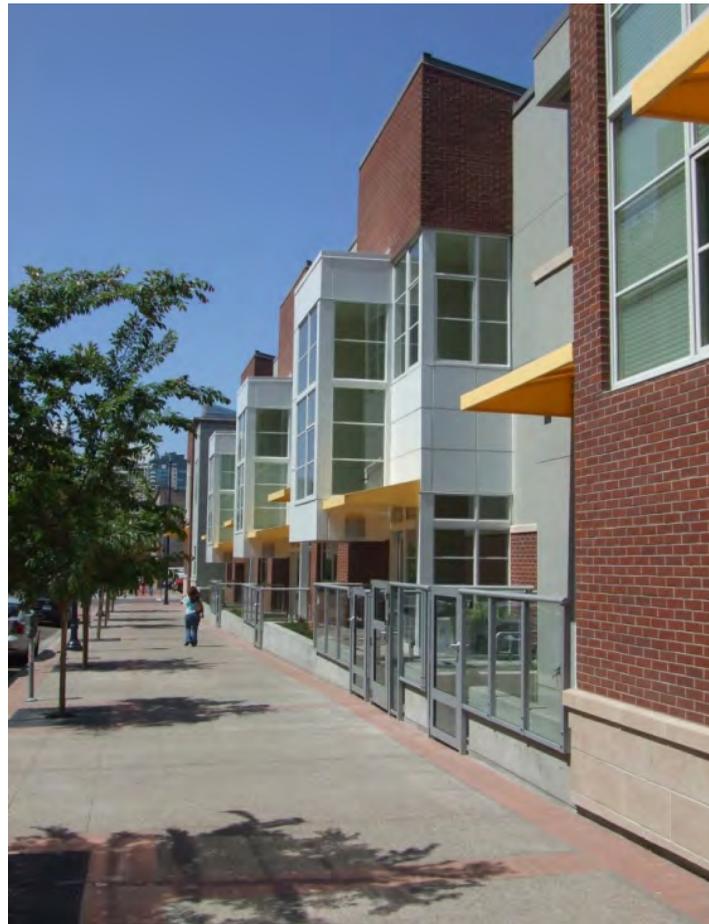


Figure 4.18



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

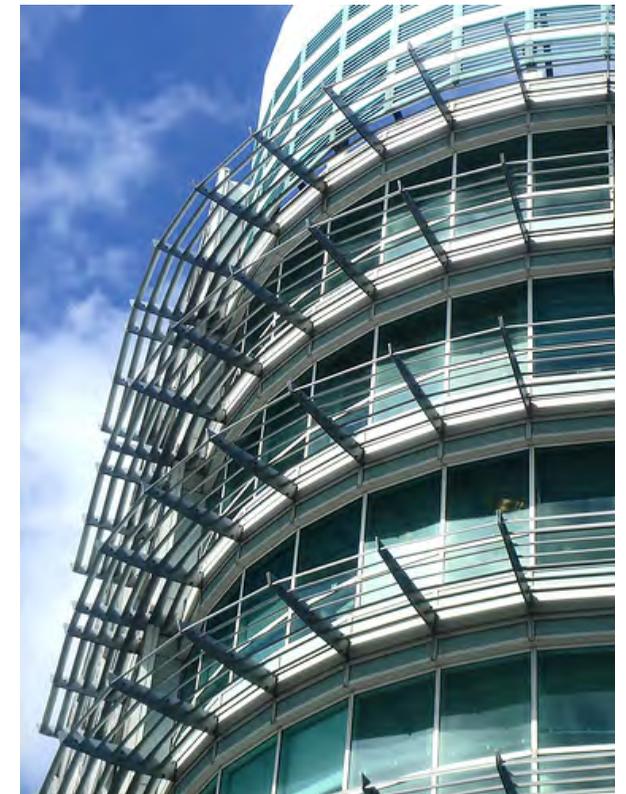


Figure 4.30

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

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.

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

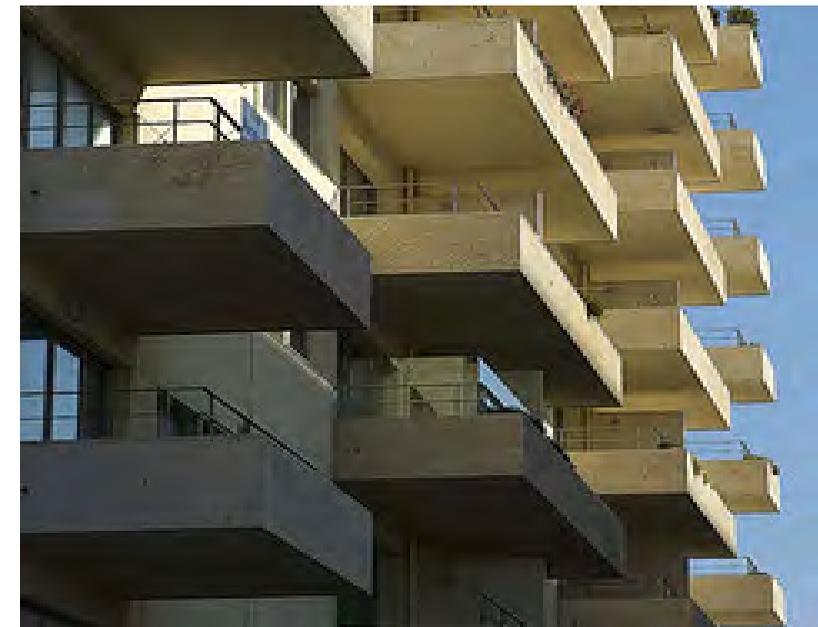


Figure 4.40

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

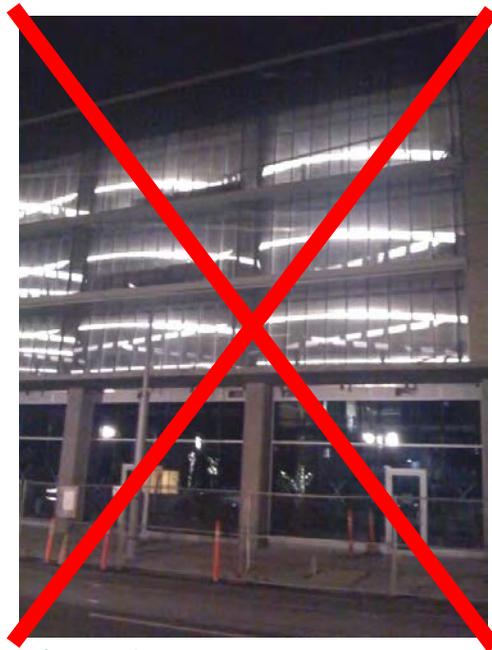


Figure 4.43

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



