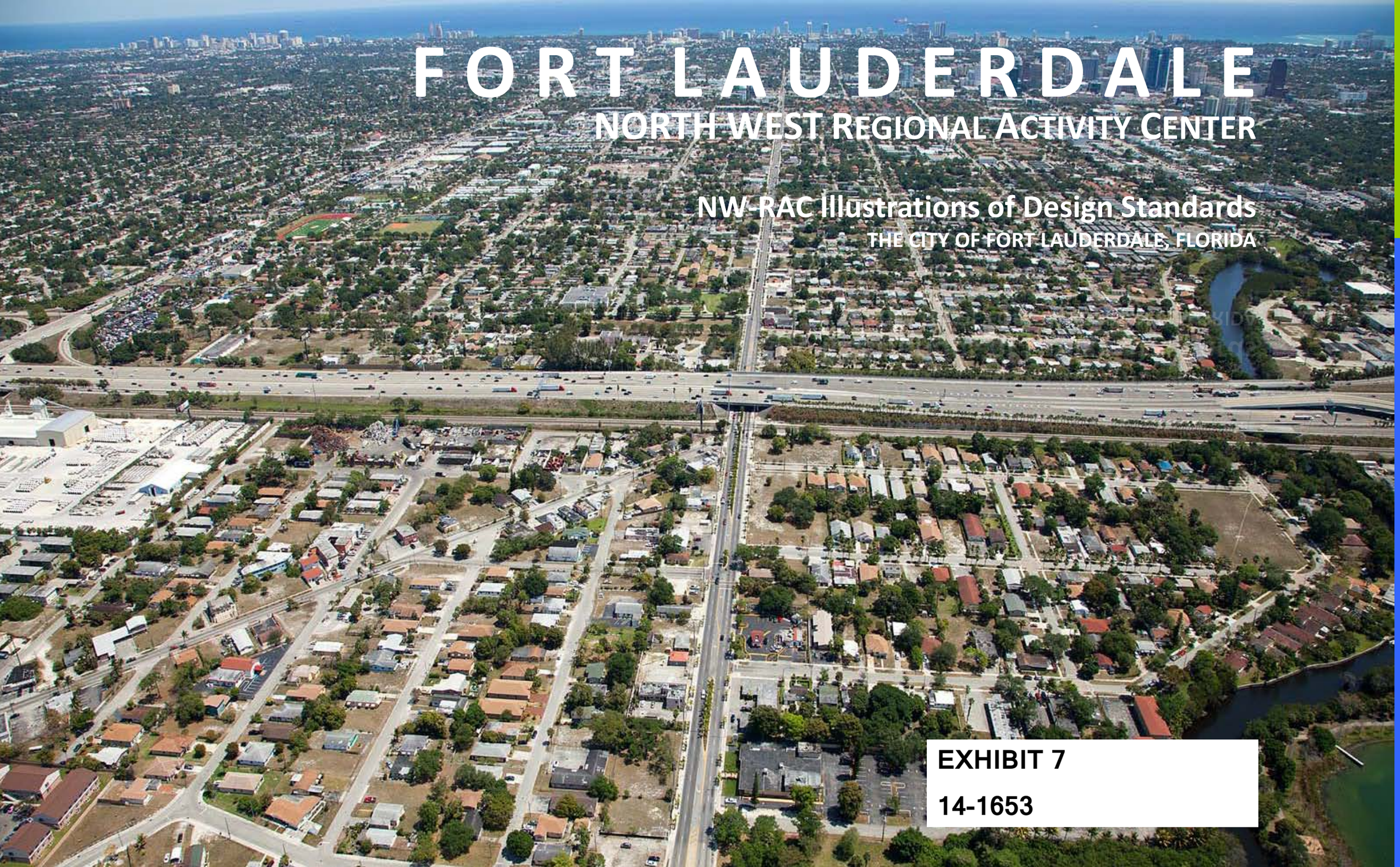


FORT LAUDERDALE

NORTH WEST REGIONAL ACTIVITY CENTER

NW-RAC Illustrations of Design Standards

THE CITY OF FORT LAUDERDALE, FLORIDA

EXHIBIT 7

14-1653

TABLE OF CONTENTS

ACKNOWLEDGEMENTS

FORT LAUDERDALE CITY COMMISSION

John P. "Jack" Seiler	Mayor
Romney Rogers	Vice-Mayor, Commissioner – District IV
Robert L. McKinzie	Commissioner – District III
Bobby B. DuBose	Former Commissioner – District III
Dean Trantalis	Commissioner – District II
Bruce Roberts	Commissioner – District I

CITY OF FORT LAUDERDALE

Lee Feldman	City Manager
Susanne Torriente	Assistant City Manager
D'Wayne Spence	Assistant City Attorney
Greg Brewton	Former Department of Sustainable Development Director
Jenni Morejon	Department of Sustainable Development Director
Ella Parker, AICP	Urban Design & Planning Manager
Anthony Greg Fajardo	Zoning Administrator (Co-Project Manager)
Linda Mia Franco, AICP	Urban Design Principal Planner (Project Manager)
Alfred Battle	Community Redevelopment Agency Director
Rollin Maycumber	Planner II
Thomas Lodge	Planner II

OTHER ORGANIZATIONS AND INDIVIDUALS

Midtown Business Association

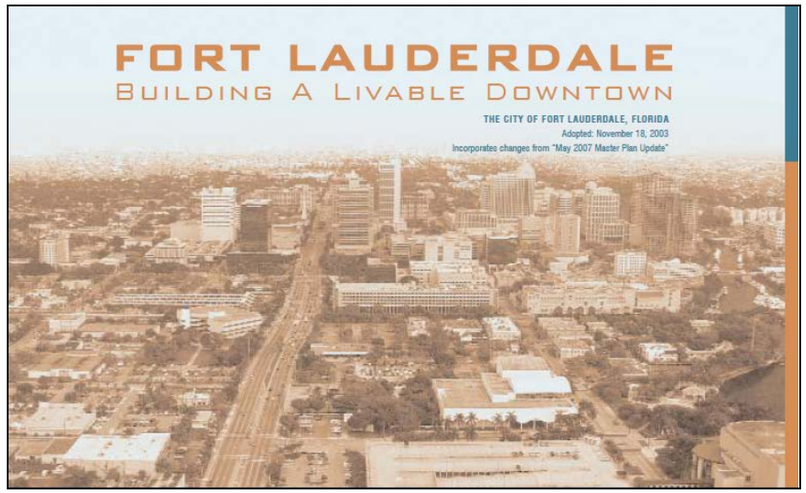
Northwest Progresso Flagler Heights Community Redevelopment Agency

CRA Advisory Board

Various Neighborhood and Civic Associations

As with the Fort Lauderdale *Downtown Master Plan*, the *New River Master Plan* (both developed by **Beyer Blinder Belle Architects & Planners, LLP)**, the Central Beach Maser Plan (developed by **Sasaki Associates, Inc.)** and the *SRAC-SA: Illustrations of Design Standards (*developed in house by the **City of Fort Lauderdale Department of Sustainable Development)**, the format of this document has been developed to follow the established outline consistent with these existing and adopted documents. This has been done to provide a consistency and familiarity for the community as well as City Staff in the use and administration of these design standards.

On behalf of the City of Fort Lauderdale, staff from the Department of Sustainable Development would like to thank these consultants for their hard work and for providing the foundation to further sound urban planning principles into parts of Fort Lauderdale beyond the 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

Northwest Regional Activity Center

As a means to provide the opportunity for positive redevelopment in the area north west of the City's Downtown, the Northwest Regional Activity Center (NW-RAC) Land Use District was established in 2000 to permit and encourage the existing mix of professional office, retail and residential uses within the area to remain and grow. In addition, the Northwest / Progresso / Flagler Heights Community Redevelopment Agency (NPF-CRA) was established in 1995 and amended in 2001 to outline the communities desired public and private improvements for the area through funding programs and the use of tax increment funds.

The NW-RAC is generally bounded by Sunrise Boulevard to the north, the FEC Railroad Corridor to the East, Broward Boulevard to the south, and NW 24th Avenue to the west (Figure 1.1).

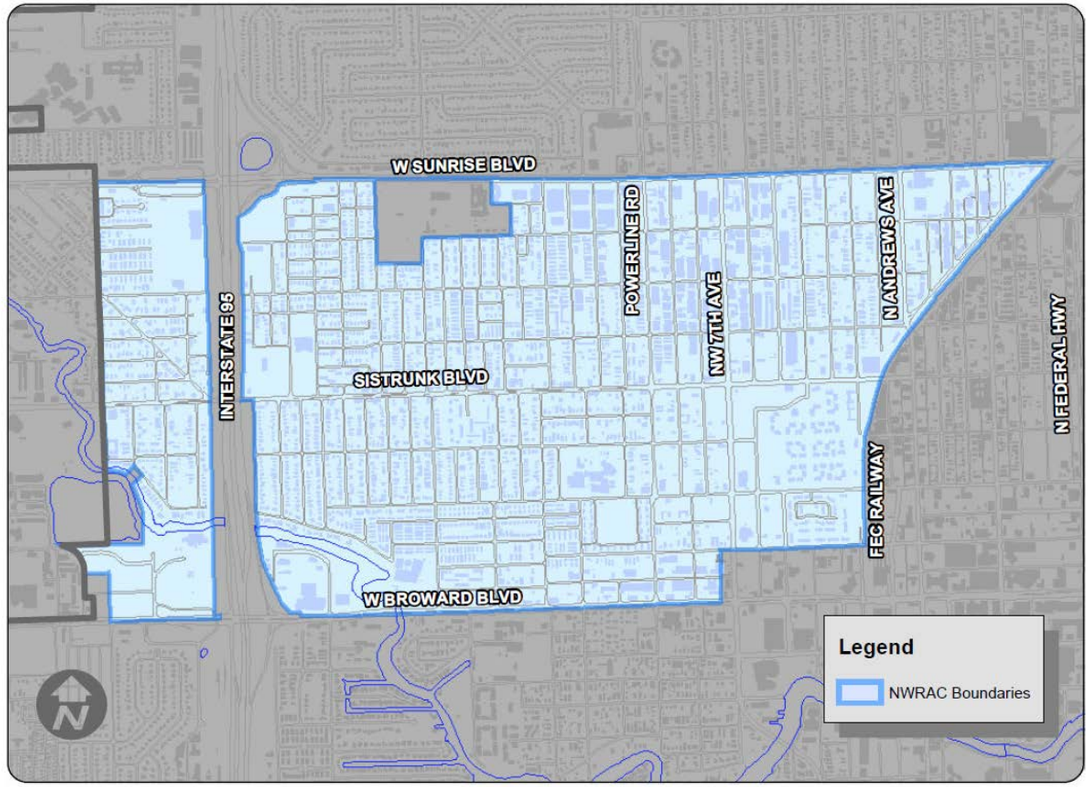


Figure 1.1, Northwest Regional Activity Center (NW-RAC) Land Use District

In 2006, the Fort Lauderdale City Commission and the Community Redevelopment Agency (CRA) hired Wallace Roberts & Todd, LLC (WRT) to help the community explore concepts for the revitalization and improvement of the Sistrunk corridor, and make recommendations on preferred strategies and concepts for building design guidelines and site development standards called the *Sistrunk Boulevard/NE 6th Street Urban Design Improvement Plan* ("Sistrunk Plan"). The Sistrunk Plan focused on that portion of NE 6th Street between the western and eastern boundaries of the NW-RAC and those properties fronting both sides of the corridor (Figure 1.2).

The Sistrunk Plan outlined a framework and implementation plan for the corridor, aiming to transform the area from a relatively under-utilized resource to a bicycle and pedestrian-friendly urban corridor that offers a mix of uses to serve nearby neighborhoods and bring the corridor back to the vibrant and thriving business, shopping, cultural and entertainment area that it once was.

In 2008, the City Commission hired Urban Design Associates, Glatting Jackson and PMG Associates to develop the *Northwest / Progresso / Flagler Heights Implementation Plan* to further the goals of the Northwest/Progresso/Flagler Heights Community Redevelopment Area (NPF-CRA), which was established in November of 1995 to further outline the communities desire for public and private improvements.

As part of this implementation and through CRA funds, the City of Fort Lauderdale started and completed the NE / NW 6th Street (Sistrunk Blvd.) Streetscape / Enhancement Project, which reduced portions of the corridor from four lanes to three lanes, placed overhead utilities underground, provided on-street parking, created wider sidewalks, added decorative elements such as streetlights and trash receptacles, upgraded landscaping and street trees and provided new bus shelters. This project went a long way towards the overall goals of the Sistrunk Plan, however in order to realize the complete vision for the corridor amendments to the local zoning ordinance became necessary, resulting in the design standards contained in this document for the Northwest Regional Activity Center – Mixed Use (NWRAC-MU) zoning districts.

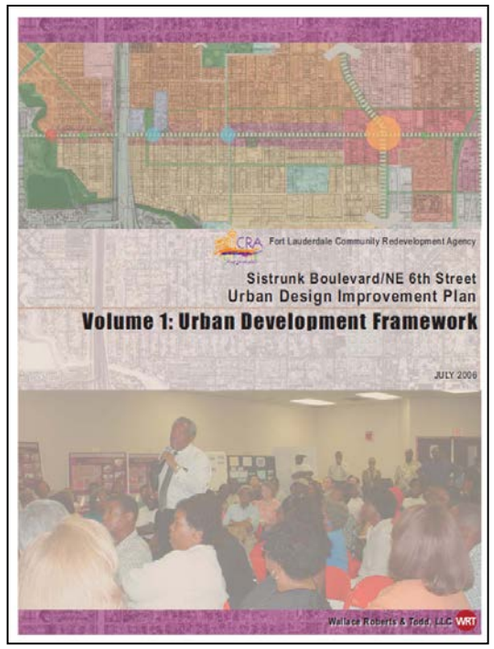


Figure 1.2,Sistrunk Boulevard/NE 6th Street Urban Design Improvement Plan, 2006, Wallace Roberts & Todd, LLC (WRT)

Figure 1.3, Northwest / Progresso / Flagler Heights Implementation Plan, 2008, Urban Design Associates, Glatting Jackson, PMG Associates

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

- Residential and mixed-use development to create a dynamic urban area complete with both daytime and evening activity.
- Architecture on a human scale through appropriate building form and massing that relates to the streets with minimal setbacks and active occupied spaces, especially at grade.
- Landscaping that 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 on-site movement and storage of vehicles is as imperceptible as possible and minimally, if at all, interferes with pedestrian pathways.
- Design of the streets, parking areas, and public realm that reinforces guidelines of safe neighborhood design and promotes the objectives of Crime Prevention through Environmental Design (CPTED).

It should be acknowledged that the subsequent chapters in this document predominately address those portions of the study area as identified in the Sistrunk Plan, corresponding with the new NWRAC zoning districts.

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.**
NWRAC-MU:	**The overall area comprised of both the NWRAC Land Use and NWRAC-MU zoning districts.**
NWRAC-MU Standards:	**The Illustrations of Design Standards as part of the creation of the NWRAC zoning districts adopted as part of this ordinance on _____, 2015 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 shall 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

Northwest Regional Activity Center

Illustrations of Design Standards

January 21, 2015

INTENT

THE ROLE OF DESIGN STANDARDS

The NWRAC zoning district (Figure 1.4) is a result of the Sistrunk Boulevard/NE 6th Street Urban Design Improvement Plan (Sistrunk Plan) accepted by the Fort Lauderdale City Commission on January __, 2015.

The Sistrunk Plan envisions the area as "strategically positioned to once again become a lively, exciting community, as well as the new "gateway" for Downtown Fort Lauderdale."

In addition, the Northwest / Progresso / Flagler Heights Implementation Plan envisions a goal "to reestablish this area as the "heart" of the Northwest as it was historically. Combining the planned reconstruction of Sistrunk Boulevard with the revitalization of NW Seventh Avenue from Sistrunk Boulevard to Broward Boulevard will not only energize the CRA area internally but will help to connect the CRA area to the jobs and amenities of Downtown Fort Lauderdale."

The NWRAC zoning district design standards and regulations are based upon the following goals from the Sistrunk Plan:

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

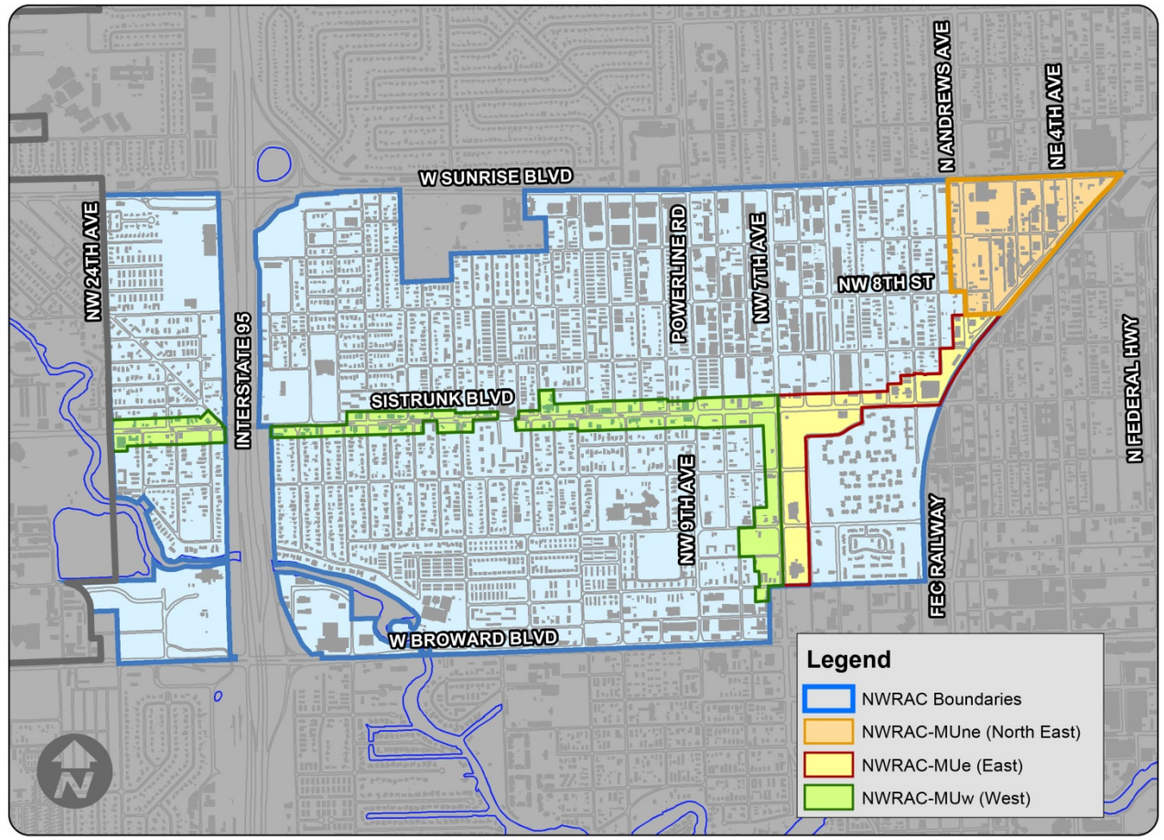


Figure 1.4, North West Regional Activity Center – Mixed Use (NWRAC-MU) Zoning Districts

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 NWRAC-MU will help to achieve a number of both the Implementation and Improvement 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 NWRAC-MU, 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 NWRAC-MU zoning district, creative designs that vary from these standards, while clearly meeting their intent, will also be considered.

Figure 1.5, Northwest/Progresso/Flagler Heights Implementation Plan
Sistrunk Boulevard at 10th Avenue (looking west)

Figure 1.6, Northwest/Progresso/Flagler Heights Implementation Plan
Northwest 7th Avenue (looking north)

NOTE

References from the Implementation and Improvement Plans are listed in the margins of this document to identify relationships between the Plan visions and the NWRAC-MU design standards.

NOTE

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

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 NWRAC-MU zoning districts.

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: NWRAC-MU

Plan Reference

Overall the goal should be to protect the existing efficient street grid by avoiding street closures and cul de sacs, maintaining alleys, prohibiting super blocks, and generally avoiding widening of streets. (NPFHIP 16)

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.

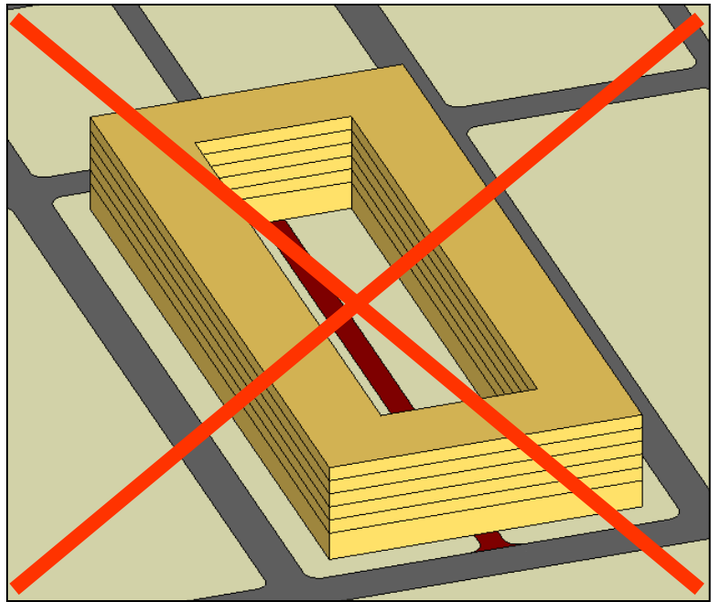


Figure 2.1

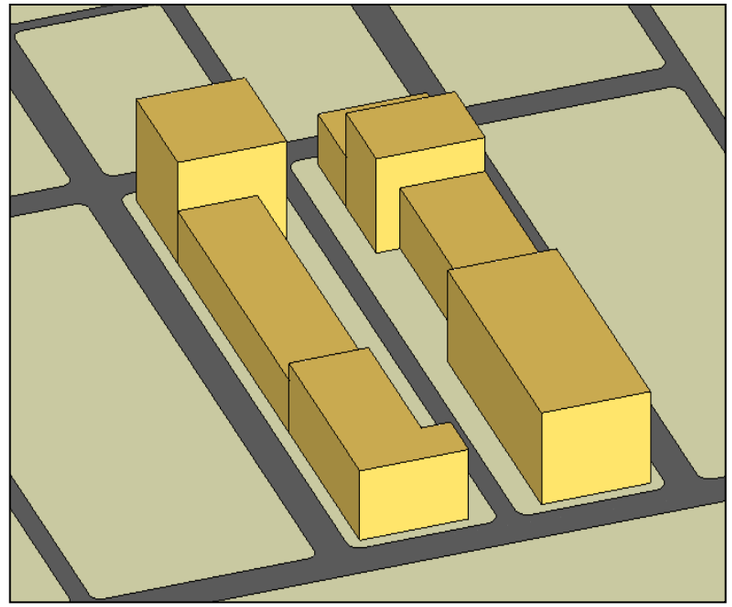


Figure 2.2

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.

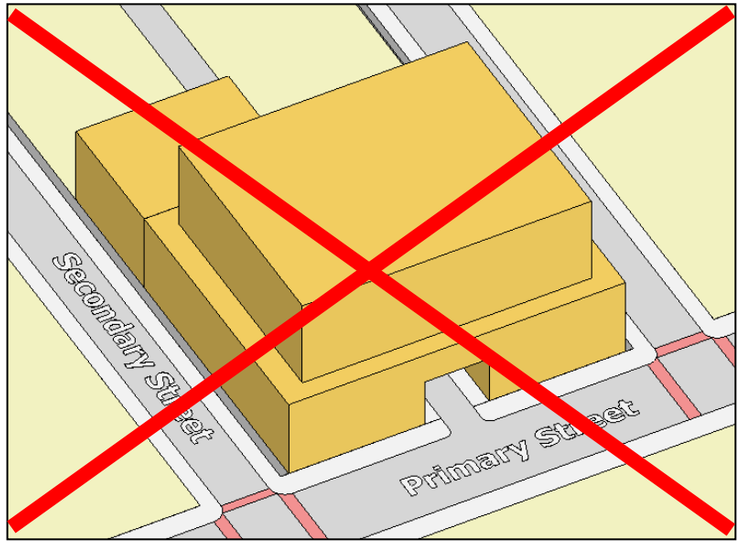


Figure 2.3

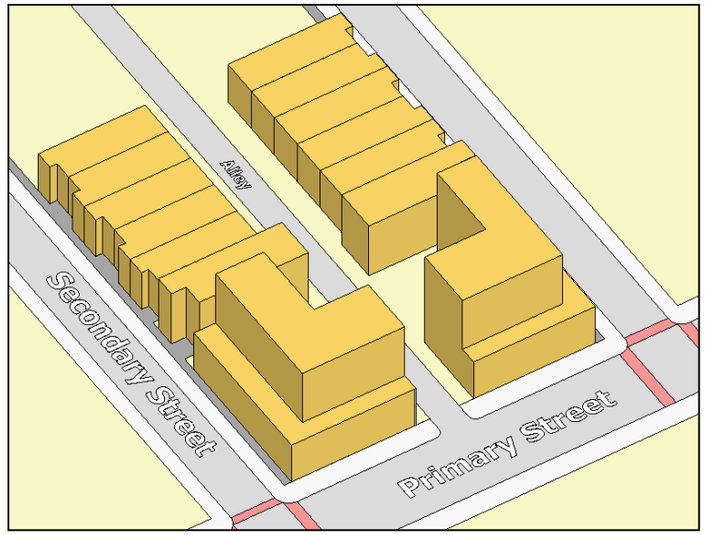


Figure 2.4

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 NWRAC-MU zoning districts.

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: NWRAC-MU

Plan Reference

The study additionally confirmed that the planned traffic calming measures will both enhance the entrance to adjoining neighborhoods and sufficiently discourage traffic on local through streets. (SB/NE6 46)

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.

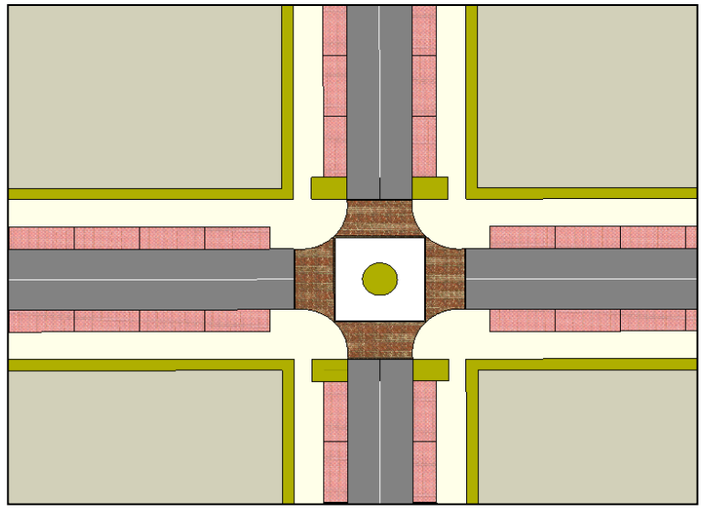


Figure 2.6

S-5

On-street parking is maximized on all streets.

Abundant parallel parking throughout the NWRAC-MU 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.

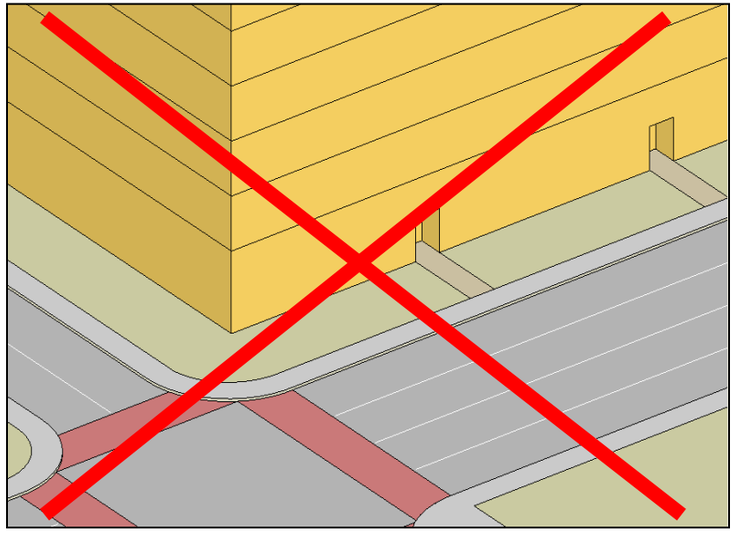


Figure 2.7

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

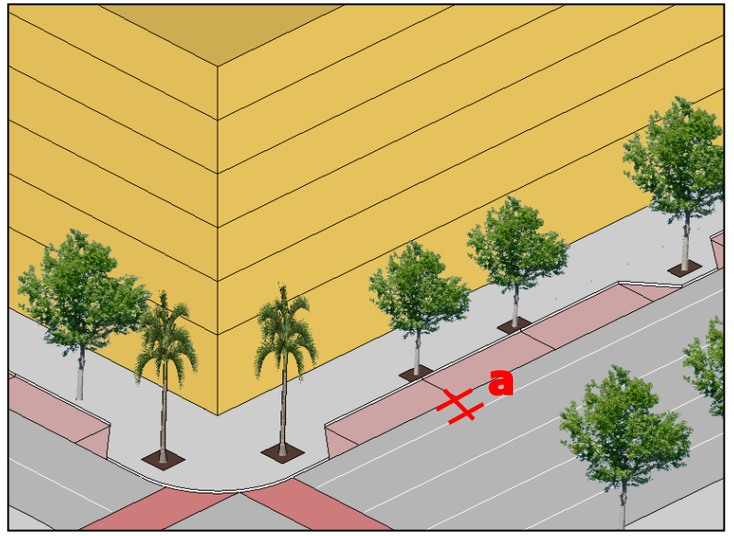


Figure 2.8

CODE ISSUE

Coordinate with Broward County Bikeways Program.

Plan Reference

The reconstruction of Sistrunk Boulevard and its conversion from a four lane street with limited on-street parking to a three lane street (two east bound and one west bound) with dedicated street parking will calm traffic and also restore Sistrunk Boulevard (historic "Sixth Street") to the local neighborhood shopping street that it once was (NPFHIP 30)

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 NWRAC-MU zoning districts.

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: NWRAC-MU

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.

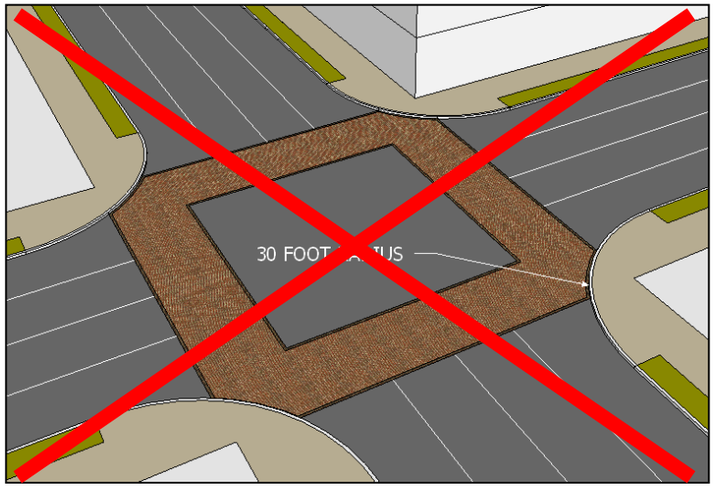


Figure 2.9

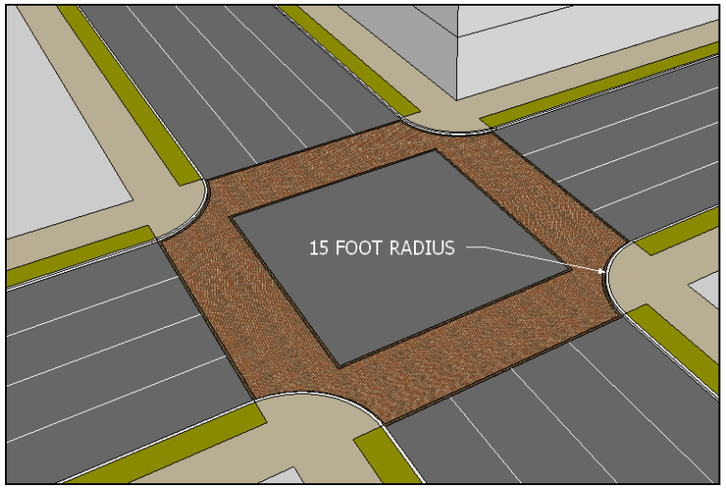


Figure 2.10

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 NWRAC-MU 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.

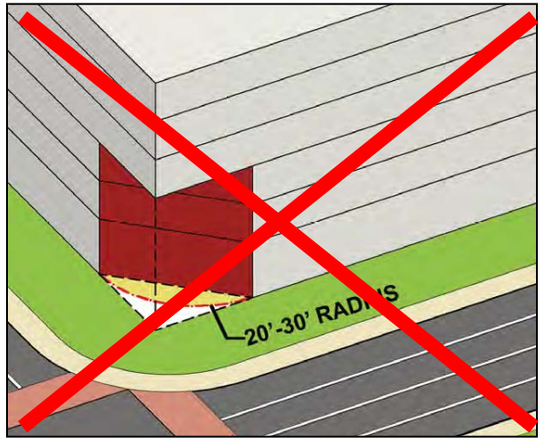


Figure 2.11

S-9

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

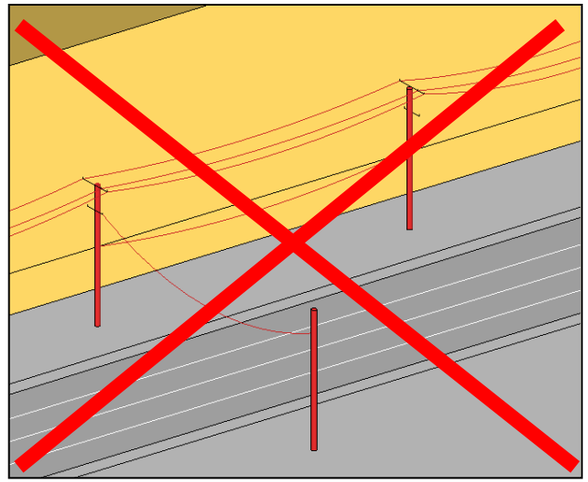


Figure 2.12

Figure 2.13

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 NWRAC-MU zoning districts.

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: NWRAC-MU

Plan Reference

Street trees will be planted along the entire length of the corridor, providing welcome shade and relief from the sun, and creating visual cohesiveness, connectivity, and sense of place. (SB/NE6 46)

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.

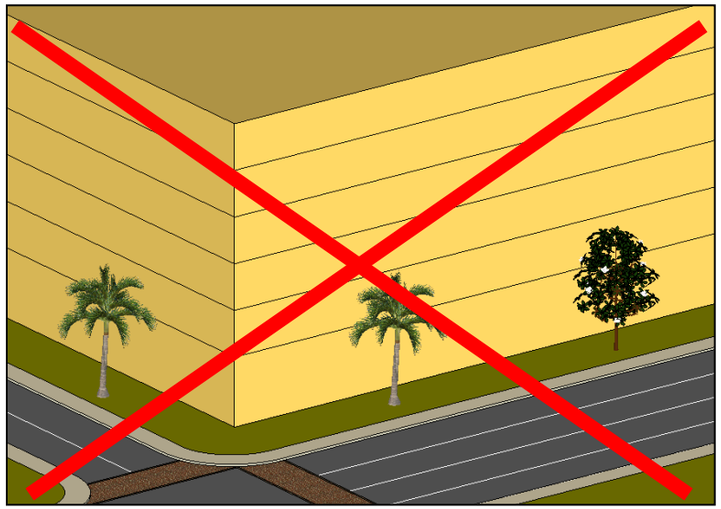


Figure 2.14

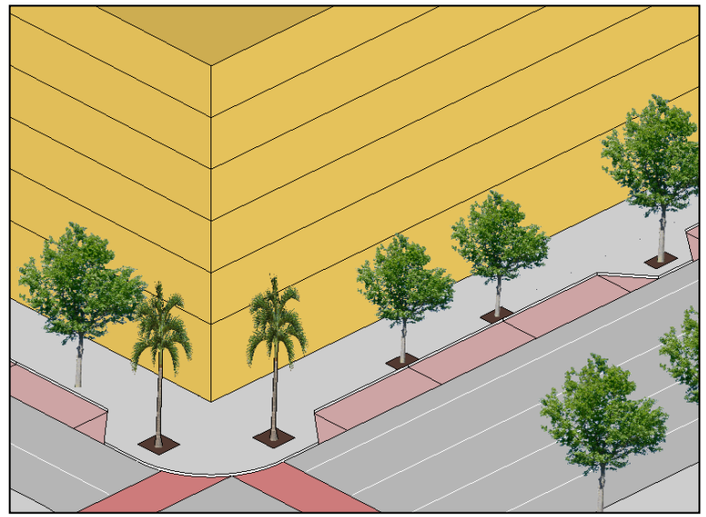


Figure 2.15

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)

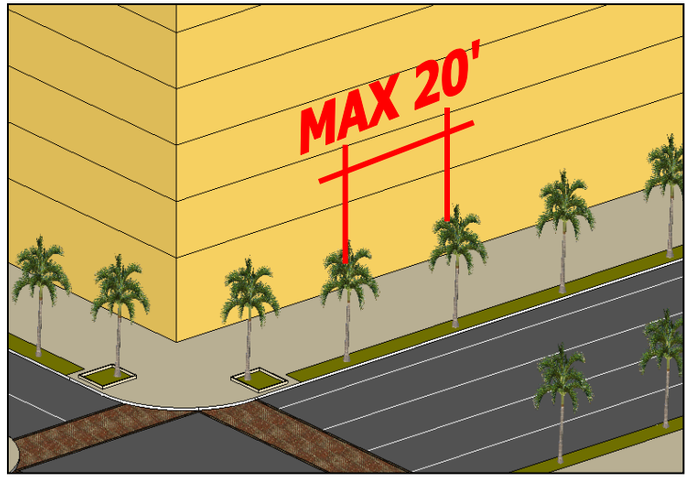


Figure 2.16

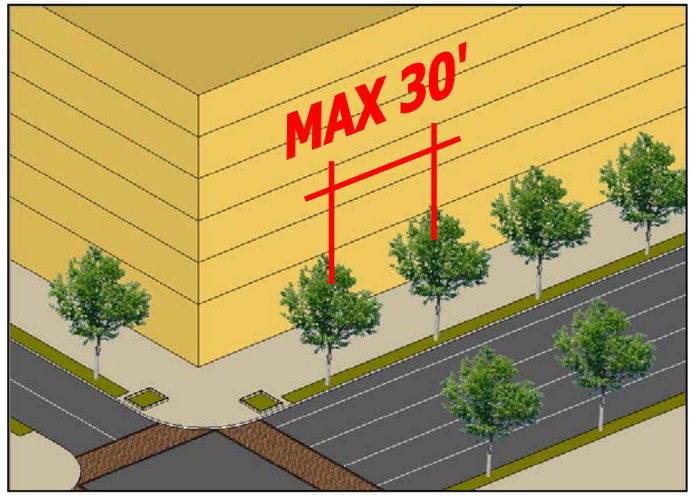


Figure 2.17

NOTE

* The minimum canopy clearance for shade trees may be reduced based upon tree species and available planting width as approved by the Department.

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 NWRAC-MU zoning districts.

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: NWRAC-MU

S-11

Landscaping (other than street trees) plays a supporting role 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.

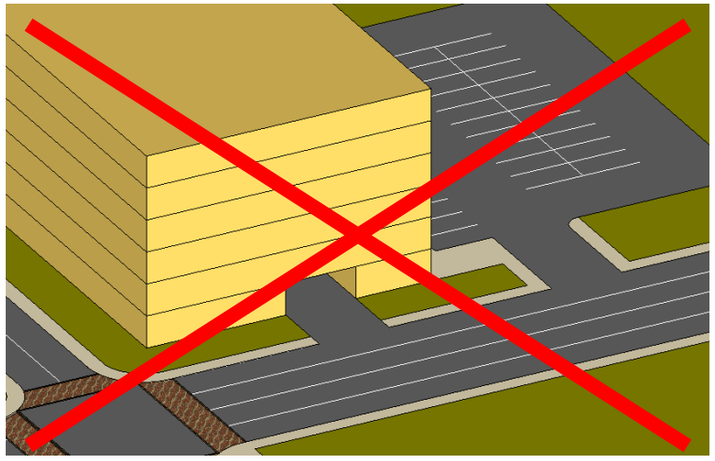


Figure 2.21

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.

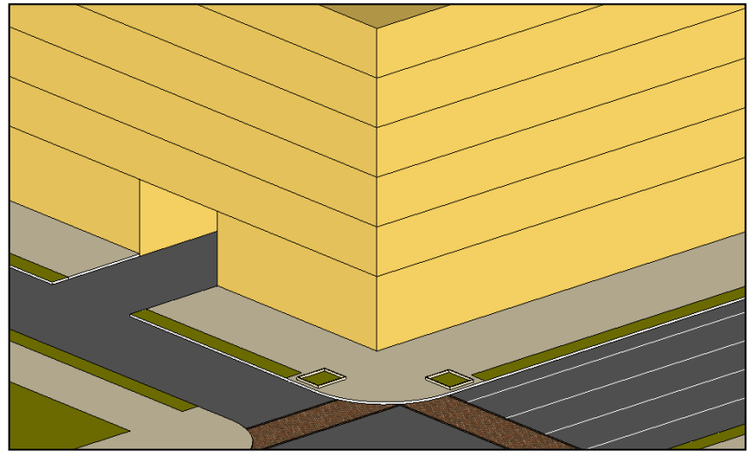


Figure 2.22

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 NWRAC-MU zoning districts.

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 EXAMPLES: NWRAC-MU

Important concepts regarding street design are referenced in the South Andrews Avenue Master Plan and Development Guide and used as the basis for the NWRAC-MU 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.

Figure 3.1, Northwest/Progresso/Flagler Heights Implementation Plan Sistrunk Boulevard at 10th Avenue (looking west)

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 NWRAC-MU 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, Sistrunk Boulevard/NW 6th Street Prior to Corridor Improvements

Figure 3.4, Sistrunk/NW 6th Street Prior to Corridor Improvements

Figure 3.5, Sistrunk Boulevard/NW 6th Street after Corridor Improvements

Figure 3.6, Sistrunk Boulevard/NW 6th Street after Corridor Improvements

STREET DESIGN EXAMPLES: NWRAC-MU

NOTE

It should be noted that any secondary streets included within the study area boundaries are required to be improved as part of development/redevelopment applications. Where these streets transition further into the areas outside of the study area a suitable design to accommodate this transition shall be coordinated with Engineering Division and the Department of Transportation and Mobility.

General ROW Design

Right-of-ways within the NWRAC-MU zoning districts vary in width, number of travel lanes and overall design.

For those areas of Sistrunk Boulevard that have not been improved as part of the Sistrunk Boulevard/NE 6th Street Improvement Plans shall be designed consistently with the existing and established improvements as design and intended by that plan.

All street design examples provided in this document include a cross sections representing the preferred design solution, however it must be noted that due to unforeseen or unanticipated design obstacles, such as, but not limited to utilities and easements certain modifications to these standard designs may be necessary. However, any design alteration must meet the intent and spirit of the overall design solution presented within this document.

Sistrunk Boulevard:

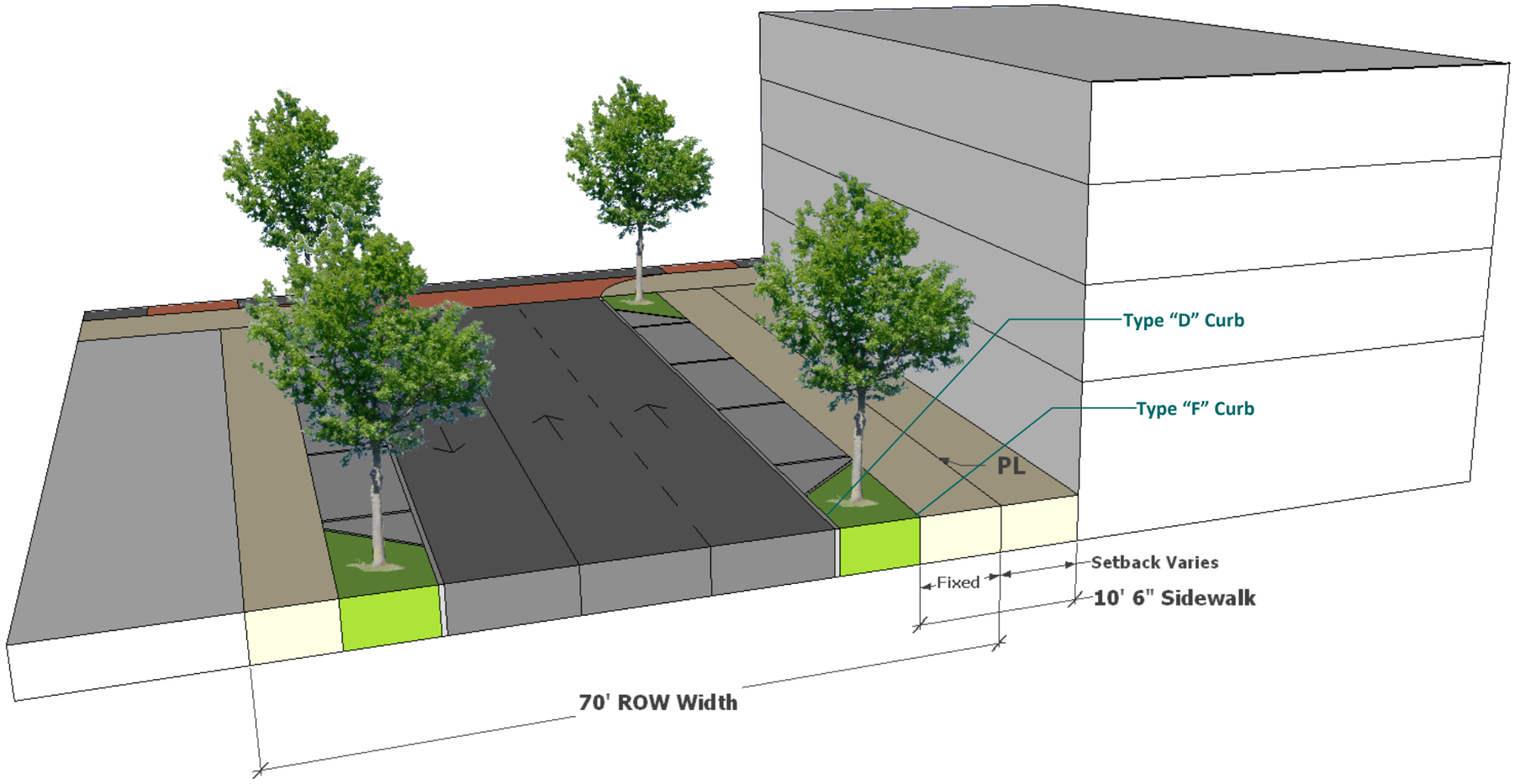
- ☐ All improvements associated with the Sistrunk Boulevard/NE 6th Street Improvement Plan that have been implemented at the time of development shall remain as they currently exist subject to providing a minimum sidewalk width of ten (10) feet six (6) inches. Additional width as needed to provide for the minimum sidewalk width shall be dedicated to the pedestrian realm.
- ☐ All areas of Sistrunk Boulevard that have not been improved as part of the Sistrunk Boulevard/NE 6th Street Improvement Plan at the time of development shall be development with improvements consistent with the existing street cross-sections for those areas of the corridor that have been established as part of that plan.

All Other ROWs:

- ☐ All other right-of-ways shall be improved at the time of development subject to the street cross-section examples contained in this document and as listed as primary or secondary streets.
- ☐ 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 dimension necessary to provide the minimum sidewalk width shall be dedicated to the pedestrian realm and shall include shade trees as indicated.

STREET DESIGN EXAMPLES: NWRAC-MU

Sistrunk Boulevard



NOTE

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

NOTE on Street Design

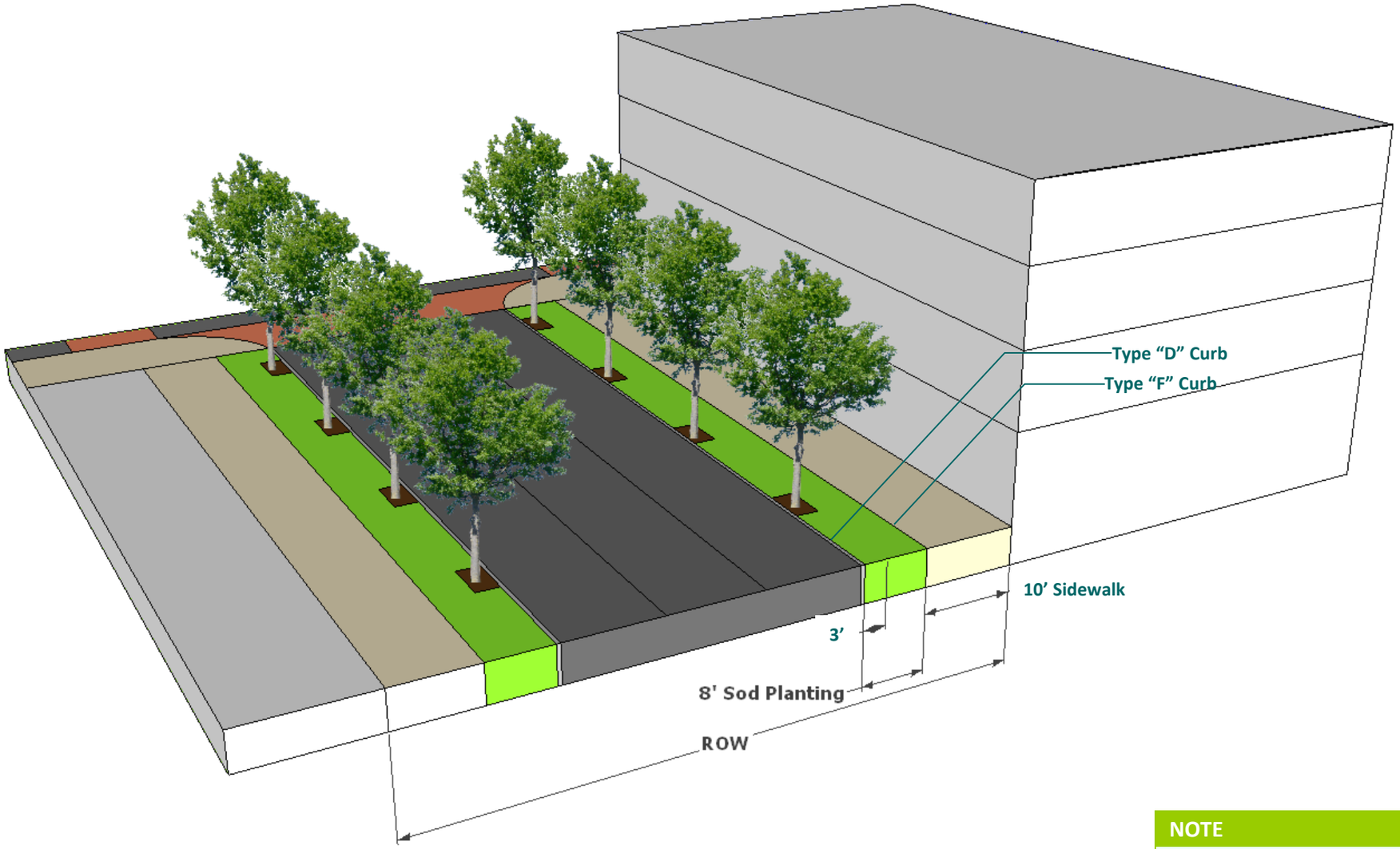
- A consistent sidewalk width of ten (10) feet six (6) inches shall be maintained for the entire length of the Sistrunk Boulevard corridor. Any additional width necessary to provide this minimum dimension shall be dedicated to the pedestrian realm.
- Those areas of Sistrunk Boulevard that have not been improved as part of the Sistrunk Boulevard/NE 6th Street Improvement Plan shall be designed and improved at the time of development in accordance with that plan.

NOTE on Street Design

A consistent sidewalk width of ten (10) feet six (6) inches shall be maintained for the entire length of the Sistrunk Boulevard corridor. Any additional width necessary to provide this minimum dimension shall be dedicated to the pedestrian realm.

STREET DESIGN EXAMPLES: NWRAC-MU

NW 7th Avenue

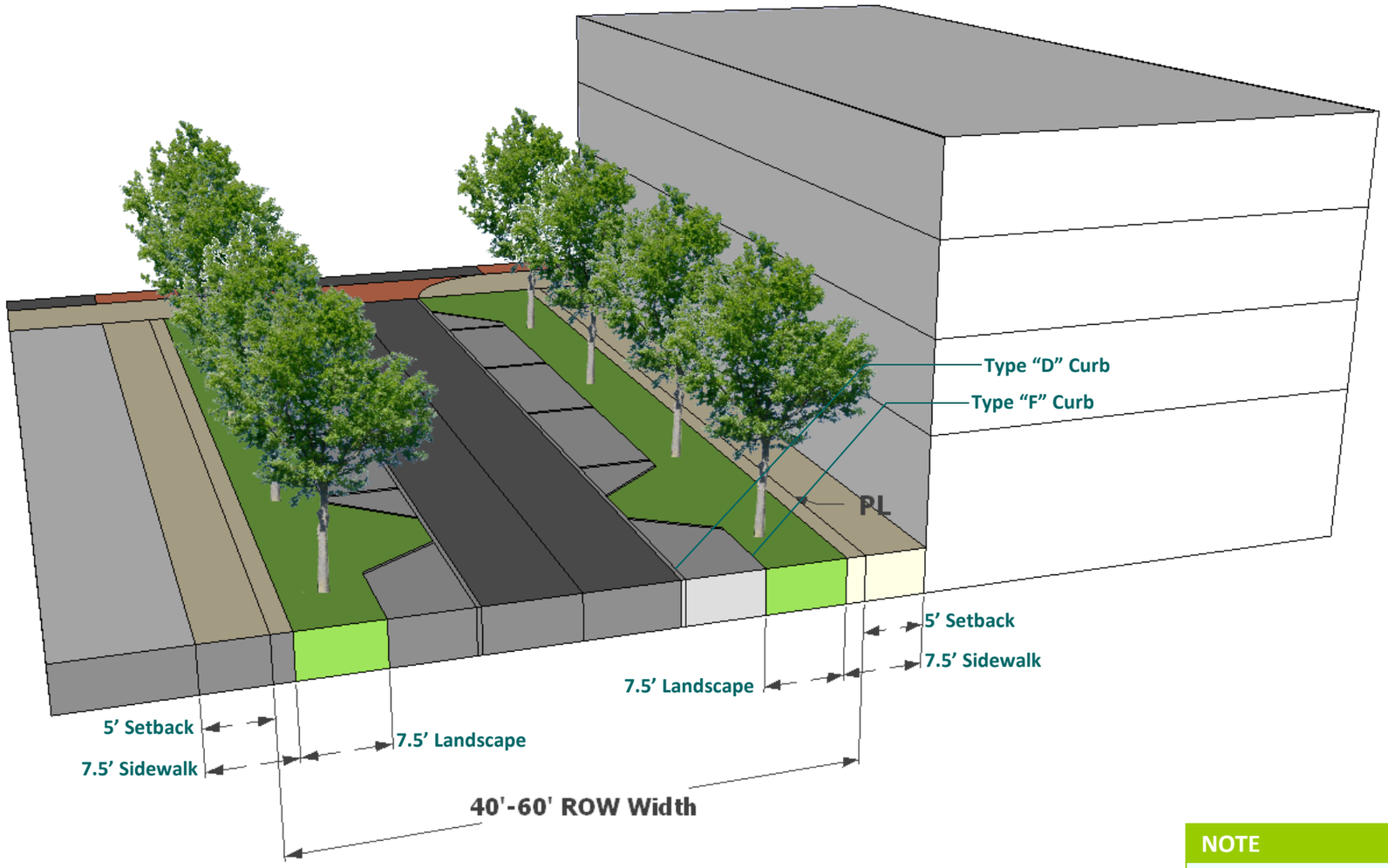


NOTE

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

STREET DESIGN EXAMPLES: NWRAC-MU

Secondary Streets



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 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

BUILDING DESIGN STANDARDS: NWRAC-MU

Street Classification

Streets in the NWRAC-MU 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 NWRAC-MU zoning districts is to promote development that reinforces the character of various streets according to the role they play in the urban fabric.

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 NWRAC-MU 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

Sistrunk Blvd
Sunrise Boulevard
Andrews Avenue
NW 7th Avenue
Broward Boulevard
Progresso Drive

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 as primary transit routes.

While design solutions have been developed for the corridors of Sistrunk Boulevard and NE 7th Avenue, street cross-sections have not been developed for Sunrise Boulevard as only a small section of this corridor if effected by this document. As development/redevelopment occurs street design solutions we be reviewed on a case-by-case basis in conjunction with the applicant to determine best possible design solution and to ensure the entire length of Sunrise Boulevard is considered. Further, Broward Boulevard is not included within the study boundaries. Should these corridors be included within the study boundary at a future date design solutions shall be developed to establish minimum requirements for development along these streets.

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 NWRAC-MU zoning districts. 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.

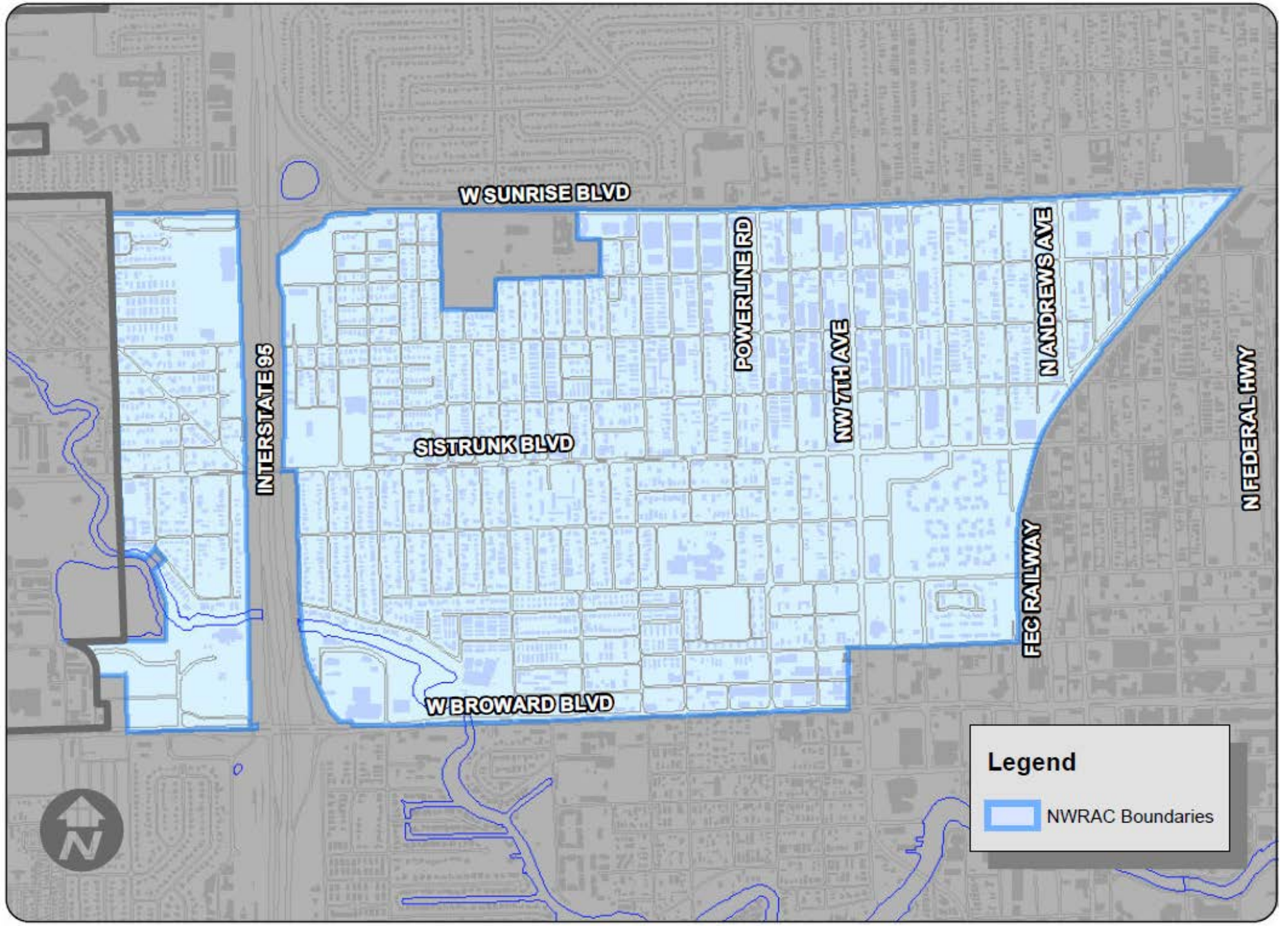


Figure 4.1

Plan Reference

Overall the goal should be to protect the existing efficient street grid by avoiding street closures and cul de sacs, maintaining alleys, prohibiting super blocks, and generally avoiding widening of streets. (NPLFHIP 16)

Plan Reference

The Sistrunk Boulevard and NW Seventh Avenue Initiative is the preferred location for new multi-family housing, retail and mixed use development. The goal is to reestablish this area as the "heart" of the Northwest as it was historically. Combining the planned reconstruction of Sistrunk Boulevard with the revitalization of NW Seventh Avenue from Sistrunk Boulevard to Broward Boulevard will not only energize the CRA area internally but will help to connect the CRA area to the jobs and amenities of Downtown Fort Lauderdale (NPLFHIP 29)

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 NWRAC-MU zoning districts.

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.

DRAFT
January 21, 2015

BUILDING DESIGN STANDARDS: NWRAC-MU

Summary of Dimensional Standards

NWRAC-MUne and those properties that are located east of NW 2nd Avenue within the NWRAC-MUe

Permitted Height	up to, but no higher than 65 ft
Max Height	up to, but no higher than 120 ft *

NWRAC-MUe west of NW 2nd Avenue

Permitted Height	up to, but no higher than 65 ft
Max Height	up to, but no higher than 110 ft *

NWRAC-MUw

Permitted Height	up to, but no higher than 45 ft
Max Height	up to, but no higher than 65 ft*

*Structures exceeding the permitted height threshold of the NWRAC-Mune, NWRAC-MUe, and NWRAC-MUw shall be reviewed subject to the process for a Site Plan Level II permit, with City Commission review and approval.

Build-to Line	**Front**	**Corner**	
Primary Street:	0 ft	0 ft	(5 ft front build-to line on 7th Street)
Secondary Street:	5 ft	5 ft	

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

*side/rear yard setback = 15 ft when abutting existing residential

Shoulder Height	**Minimum**	**Maximum**
*For buildings with towers	2 stories or 25 ft	5 stories or 65 ft

(development abutting residential shall provide a maximum 4 stories or 45 ft for shoulder height)

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

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

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 when 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

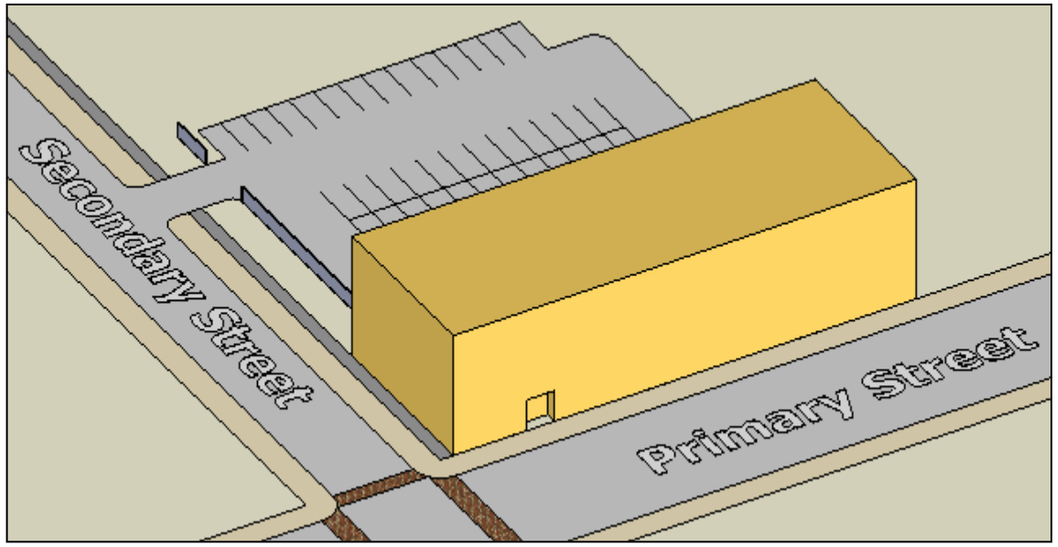


Figure 4.3

NOTE

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

Plan Reference

As along Sistrunk Boulevard, parking lots and structures will be behind the buildings and not visible from Seventh (NPFHIP 31)

Locate parking and service areas (and access) to the side or the rear of the property (SB/NE6 45)

BUILDING DESIGN STANDARDS: NWRAC-MU

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.

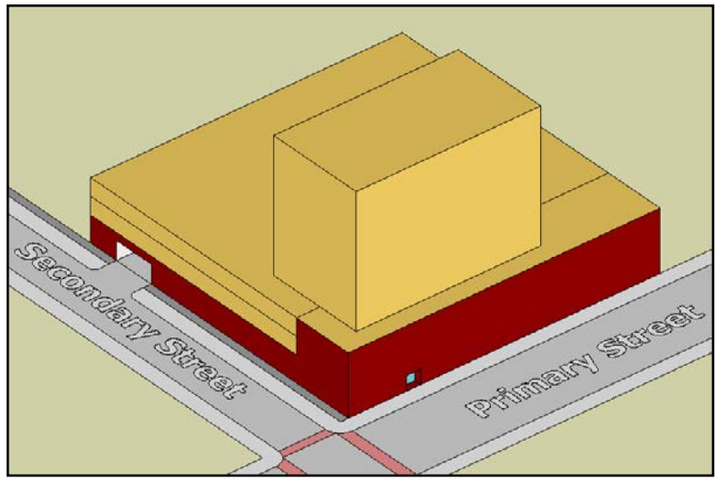


Figure 4.4

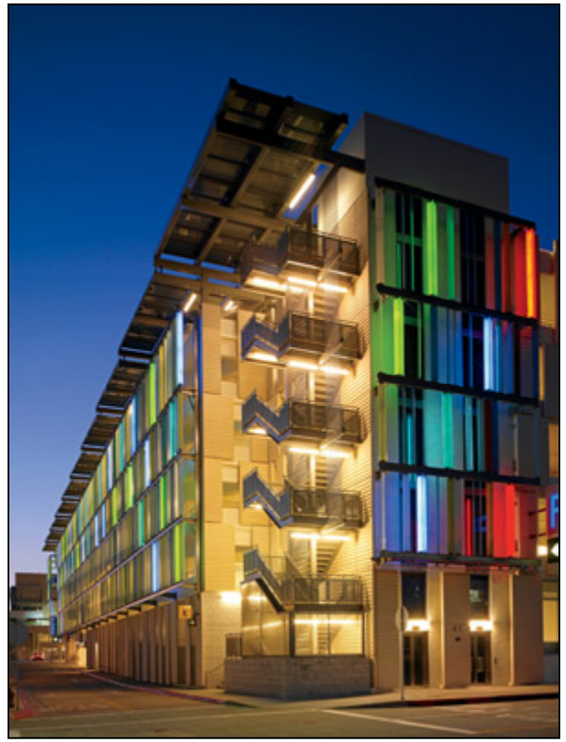


Figure 4.5

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.

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.

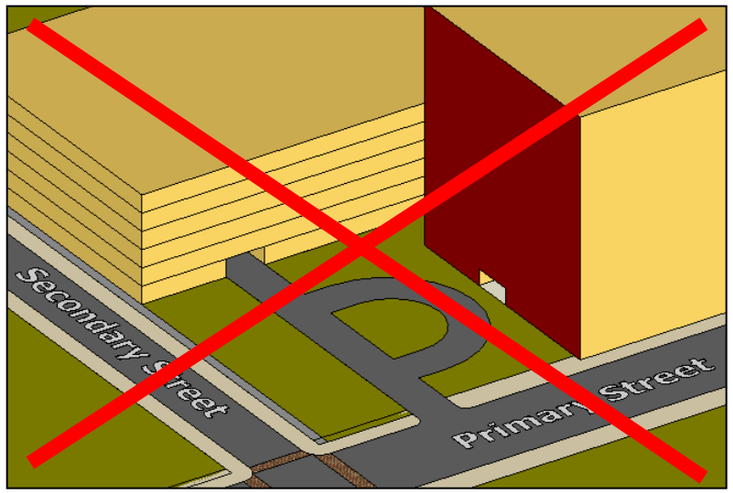


Figure 4.6

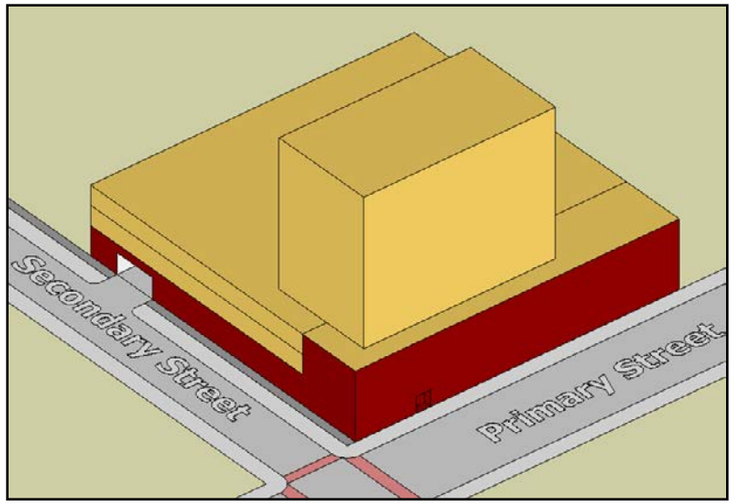


Figure 4.7

Plan Reference

"buildings should locate close to the front property line (through a build-to line or maximum front setback, still allowing for a wide sidewalk) and parking should be located to the rear or side of the buildings." (SB/NE6 48)

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 NWRAC-MU 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.

BUILDING DESIGN STANDARDS: NWRAC-MU

Plan Reference

The integration of additional open space into the design of the proposed development is encouraged, provided that the visual character of the development remains compatible with that of the surrounding area, and consistent with the overall character of the corridor. (SB/NE6 2-24)

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 4.8

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 4.9

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 brought to the build-to-ling consistent with the established street cross-sections as illustrated within this document.

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.

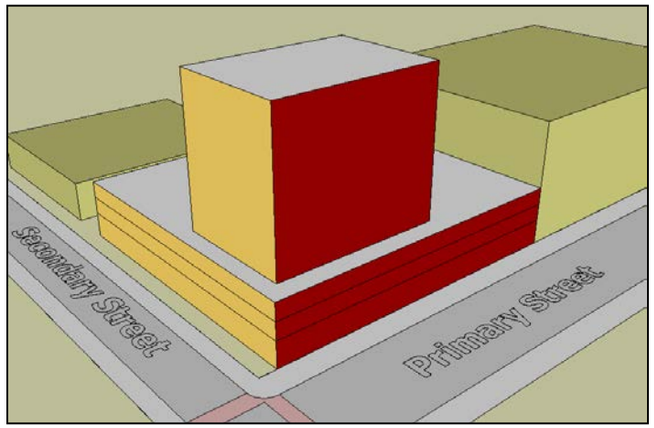


Figure 4.10

B-6

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

Side / Rear Yard Setbacks: 0 ft*
*15 ft when abutting existing residential

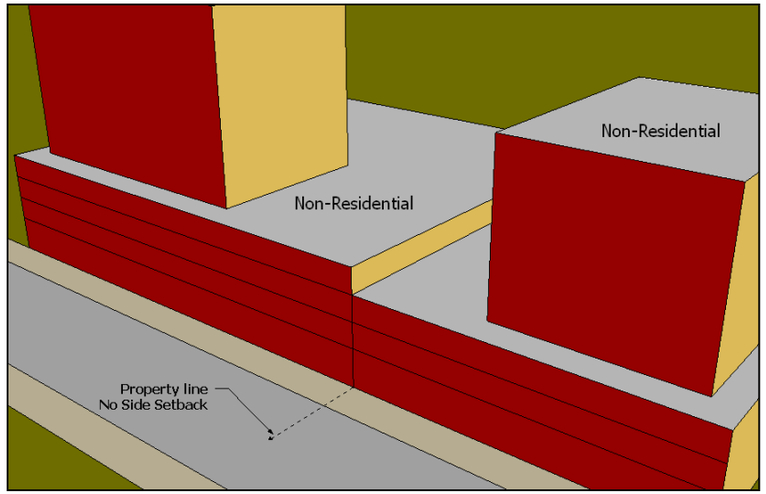


Figure 4.11

Plan Reference

…buildings should locate close to the front property line (through a build-to line or maximum front setback, still allowing for a wide sidewalk) and parking should be located to the rear or side of the buildings, in order to promote a more pedestrian-friendly street environment. (SB/NE6 48)

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 NWRAC-MU 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.

BUILDING DESIGN STANDARDS: NWRAC-MU

Plan Reference

The height of a tower should be proportioned to the overall massing of your building, but generally should be no taller than one and one-third (1-1/3) of the maximum roof height. (SB/NE6 3-7)

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	5 stories or 65 ft

Maximum tower height shall be limited to 120-feet in height in the NWRAC-Mune and those properties that are located east of NW 2nd Avenue within the NWRAC-MUe, and 110-feet in the NWRAC-MUe west of NW 2nd Avenue and 65-feet in the NWRAC-MUw zoning districts subject to City Commission approval.

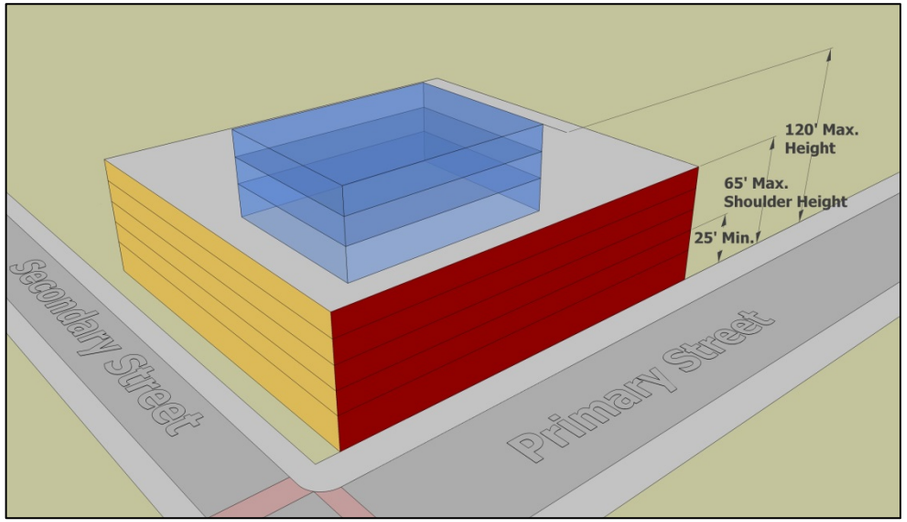


Figure 4.12

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-feet 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

DRAFT
January 21, 2015

B-9

Buildings do not exceed maximum height dimensions.
Height may be permitted up to 65-feet when located in the NWRAC-Mune zoning district, but no higher than 120 feet, if approved by City Commission

Height may be permitted up to 65-feet when located in the NWRAC-MUe zoning district, but no higher than 110 feet, if approved by City Commission.

Height may be permitted up to 45-feet when located in the NWRAC-MUw, but no higher than 65-feet, if approved by City Commission

Height shall be subject to the following limitations:

Max. Height:
120 feet – NWRAC-Mune and those properties that are located east of NW 2nd Avenue within the NWRAC-MUe (subject to City Commission approval)

110 feet – NWRAC-MUe west of NW 2nd Avenue (subject to City Commission approval)
65 feet (5 Stories) – NWRAC-MUw (subject to City Commission approval)

Max. Floorplate:
Commercial 32,000 s.f.
Residential 12,000 s.f.

Min. Tower Separation:
40 ft (depending on floorplate)

Min. First Floor Height:
Fifteen (15) feet

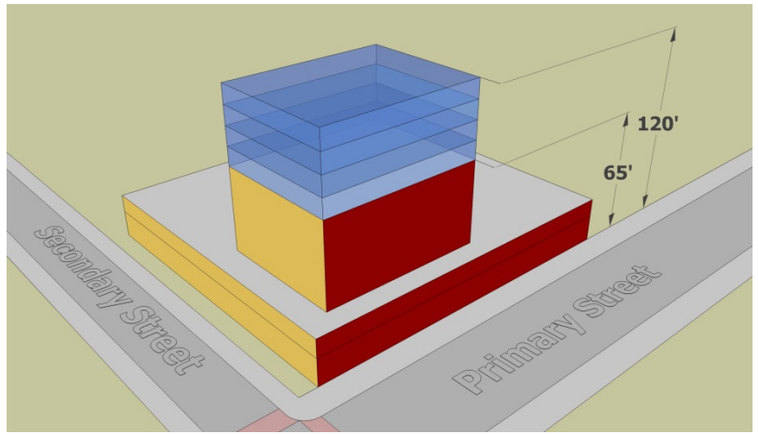


Figure 4.14

Plan Reference

The building height limits provide an appropriate progression—from low rise buildings in the MX-R district, to mid-rise in the MX-R/C district, and taller buildings in the UV-M district—to transition into the higher rise buildings anticipated in the Flagler Heights area and Downtown. (SB/NE6 2-12)

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 NWRAC-MU zoning districts.

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.

BUILDING DESIGN STANDARDS: NWRAC-MU

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.

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*	[Dependent on floorplate]	
Secondary Street:	15 ft	15 ft	[Dependent on floorplate]	

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

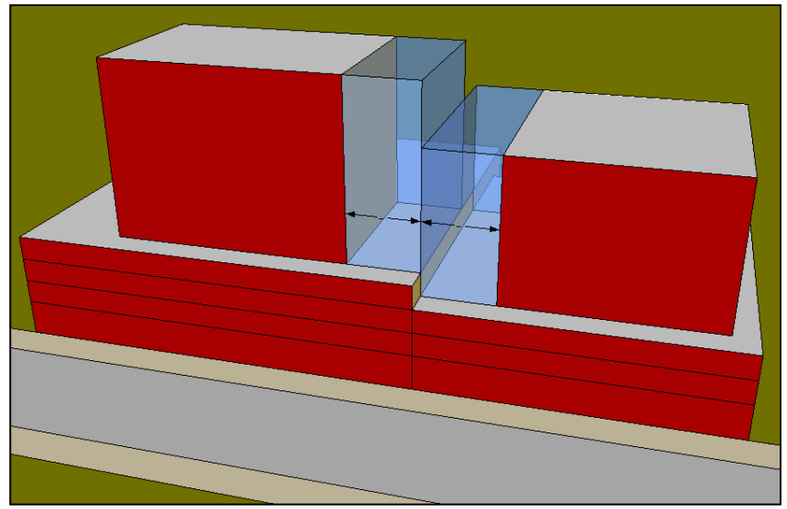


Figure 4.15

B-11

Where buildings abut existing residential development a transition zone shall be established.

Min. Yard Setback
15-feet
Max Shoulder Height
45 ft
Min. Tower Stepback
15-feet

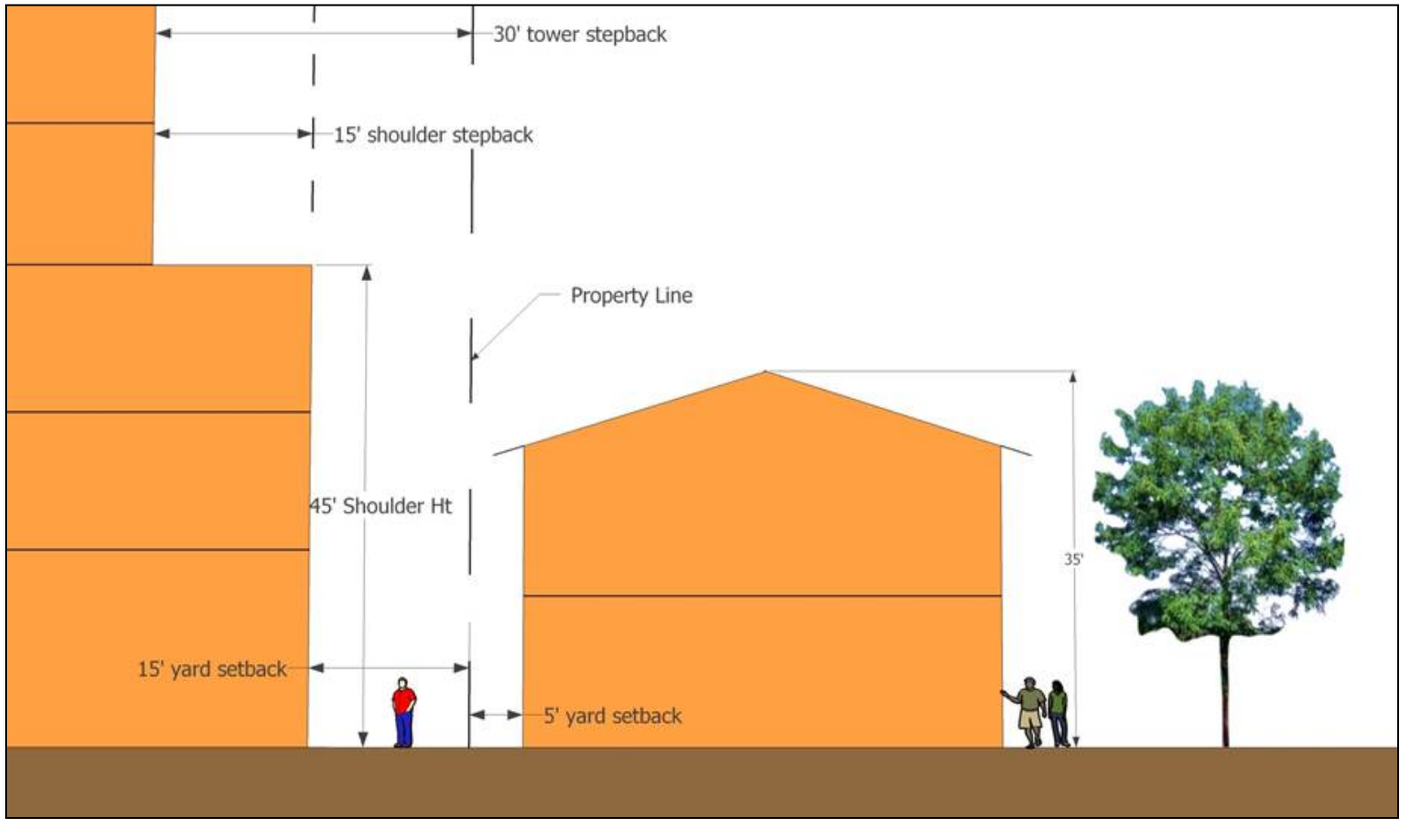


Figure 4.16

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 NWRAC-MU zoning districts.

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.

BUILDING DESIGN STANDARDS: NWRAC-MU

Plan Reference

Front setback requirements represent a desired build-to line. Some variation is encouraged, but using a relatively consistent front setback from structure to structure helps to define the street edge, reinforce a pedestrian scale, and create a sense of place (SB/NE6 2-12)

B-12

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.

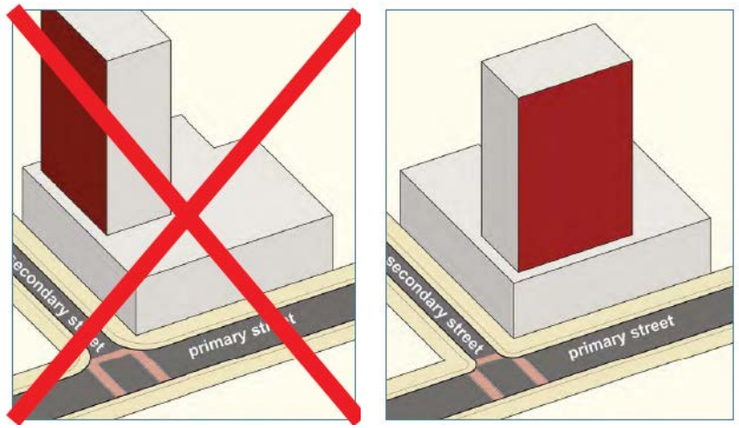


Figure 4.17

B-13

Towers contribute to the overall skyline composition.

Buildings that propose tower elements should be designed to contribute to the overall skyline composition of Fort Lauderdale. Buildings should have architectural/sculptural elements designed to be seen from the appropriate distances.

Potential negative impacts from proposed towers elements should be reduced to the greatest extent possible.

Figure 4.18

B-14

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 4.19

Figure 4.20

Plan Reference

All façades that front on Sistrunk Boulevard or NE 6th Street shall be articulated architecturally along the length and height of the façade to emphasize a human scale. (SB/NE6 2-15)

Consideration was also given to whether a single theme should be applied to the entire corridor or whether each sub-district should have its own "style," integrated to the larger context by a few common, cohesive elements. A variation of the latter approach was taken at the behest of the community, making the public realm components the unifying element throughout the corridor, but applying a more performance-oriented approach to the development and design of structures. Thus, no architectural style is dictated. However, specific urban design and architectural elements will be required to achieve the desired pedestrian orientation and street-level vitality. (SB/NE6 49)

BUILDING DESIGN STANDARDS: NWRAC-MU

Plan Reference

The guidelines express only general design principles. They are intended to promote attractive, high-quality building designs, rather than to dictate a specific architectural style or a fixed set of specific design solutions. (SB/NE6 3-1)

B-15

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 4.21

Figure 4.22

Figure 4.23

B-16

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

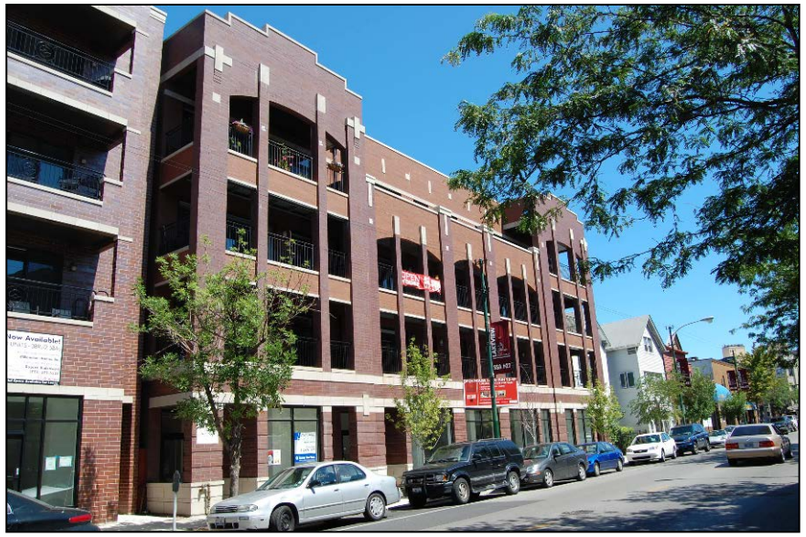


Figure 4.25

Figure 4.24

Figure 4.26

Plan Reference

Where arcades are used, the columns should be spaced between ten and twenty feet (10'-20') apart to ensure adequate visibility to the commercial units. The depth of the arcade should not exceed ten feet (10'), from the back face of the columns to the outer wall of the building's ground floor. The use of large, heavy piers is discouraged; instead, use slim columns to maximize light and visual surveillance into the arcade from the street.

Canopies may be rigid, retractable, or made of flexible fabric, but in all cases should be attached directly to the building and designed in a way that complements its architecture. (SB/NE6 3-6)

BUILDING DESIGN STANDARDS: NWRAC-MU

Plan Reference

For walls, the use of cast-in-place or pre-cast concrete is encouraged. Concrete block and brick may also be used, with an appropriate surface finish (stucco or plaster). Other acceptable choices include wood (painted or stained), stone and cast stone, non-reflective glass, and architectural metals (preferably with shop-applied color finishes such as powder coating or anodizing). (SB/NE6 3-16)

B-17

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 4.27

B-18

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 is 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 4.28

B-19

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 4.29

B-20

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

- Solar orientation
- Wind direction
- Rain

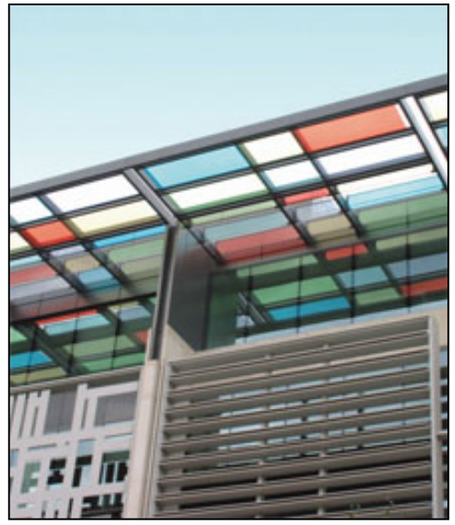


Figure 4.30

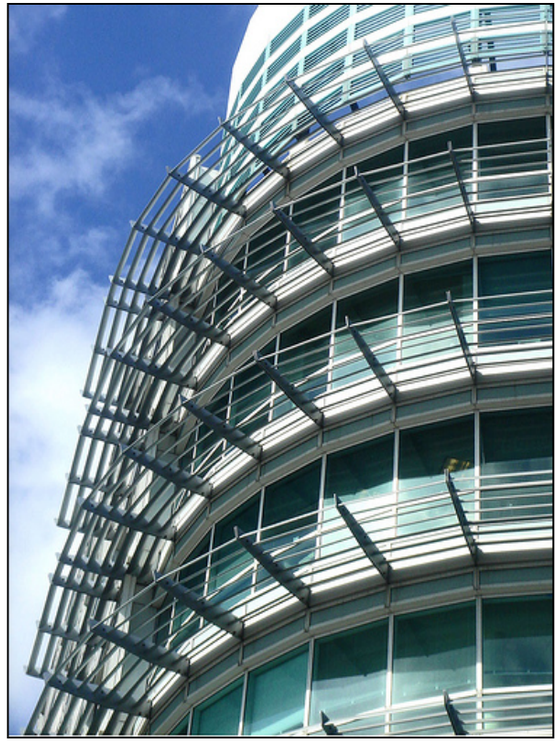


Figure 4.31

Plan Reference

Historic heritage of Sistrunk Boulevard, Progresso Village, and the African American culture. (NPFHIP 14)

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 NWRAC-MU zoning districts.

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.

BUILDING DESIGN STANDARDS: NWRAC-MU

Plan Reference

All façades that front on Sistrunk Boulevard or NE 6th Street shall be articulated architecturally along the length and height of the façade to emphasize a human scale. Features such as doors, windows, porches, columns, pilasters, cornices, balconies, roof decks, canopies, and arcades, can be used to express the hierarchy of the façade elements, provided their use is appropriate to the architectural style of the structure. (SB/NE6 2-15)

B-21

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 4.32

Figure 4.33

B-22

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

Plan Reference

The Sistrunk Boulevard and NW Seventh Avenue Initiative is the preferred location for new multi-family housing, retail and mixed use development. The goal is to reestablish this area as the "heart" of the Northwest as it was historically. (NPFHIP 29)

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 NWRAC-MU zoning districts.

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.

BUILDING DESIGN STANDARDS: NWRAC-MU

B-23

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

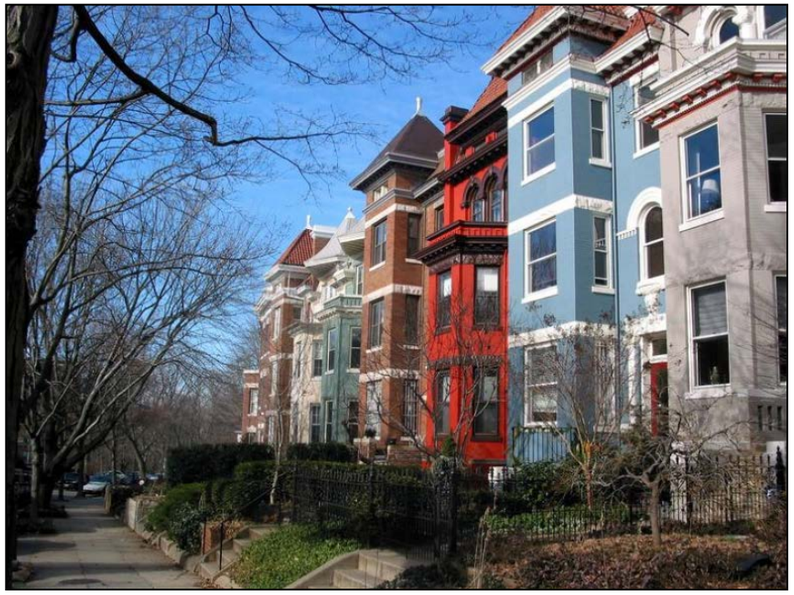


Figure 4.36

Figure 4.38

B-24

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

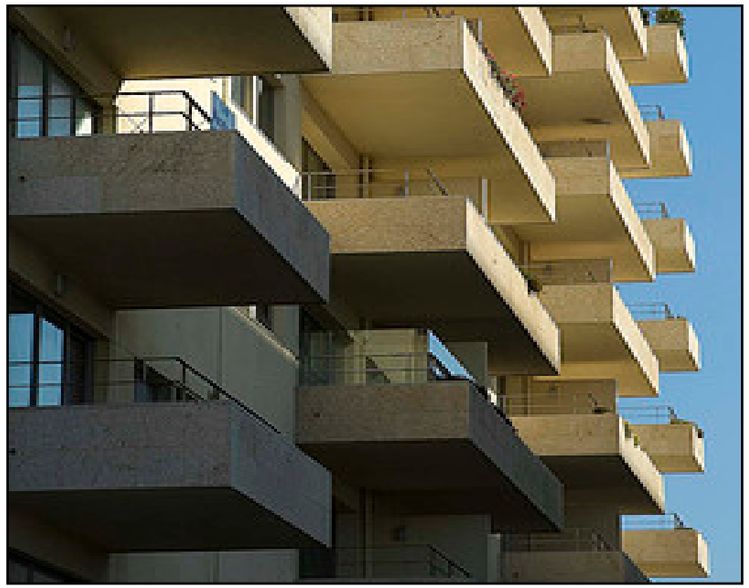


Figure 4.40

Plan Reference

Encouraging the use of architectural features such as towers, balconies, arcades, etc. (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 NWRAC-MU zoning districts.

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.

BUILDING DESIGN STANDARDS: NWRAC-MU

B-25

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

B-26

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

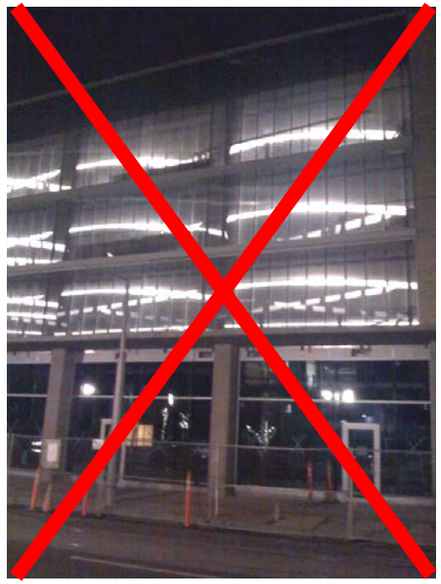


Figure 4.43

B-27

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

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 NWRAC-MU zoning districts.

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.

SECTION 2

Reserved