

ORDINANCE NO. C-00-26

AN ORDINANCE AMENDING THE UNIFIED LAND DEVELOPMENT REGULATIONS OF THE CITY OF FORT LAUDERDALE, FLORIDA, AMENDING SECTION 47-12, "CENTRAL BEACH DISTRICTS" TO REVISE CRITERIA FOR MODIFICATION OF YARDS, TO APPLY REQUIREMENTS FOR WATERWAY USES, TO REVISE THE LIST OF PERMITTED USES IN PRD, ABA, SLA, IOA, AND SBMHA DISTRICTS; TO ESTABLISH WIDTH AND LENGTH OF BUILDINGS AND DISTANCE BETWEEN BUILDING REQUIREMENTS, AMENDING SECTION 47-23.6, "BEACH SHADOW RESTRICTIONS" TO REVISE MEASUREMENT FOR SETBACKS, AMENDING TABLE 1 OF SECTION 47-24, "DEVELOPMENT PERMITS AND PROCEDURES" TO APPLY ADEQUACY AND COMPATIBILITY CRITERIA TO CENTRAL BEACH DEVELOPMENTS; AMENDING SECTION 47-25.2, "ADEQUACY REQUIREMENTS" TO REQUIRE HURRICANE EVACUATION REVIEW; AMENDING SECTION 47-25.3, "NEIGHBORHOOD COMPATIBILITY REQUIREMENTS" TO INCLUDE THE DESIGN GUIDELINES IN THE ULDR, AND TO REVISE AND APPLY THEM TO THE RMH-25, RMH-60 AND RMM-25 ZONING DISTRICTS EAST OF THE INTRACOASTAL WATERWAY.

BE IT ORDAINED BY THE CITY COMMISSION OF THE CITY OF FORT LAUDERDALE, FLORIDA:

SECTION 1. That Section 47-12.4, Central Beach District Requirements, of the Unified Land Development Regulations (hereinafter referred to as "ULDR") of the City of Fort Lauderdale, Florida is hereby amended to read as follows:

Sec. 47-12.4 Central Beach District Requirements

B. Street Treatment. There are hereby identified streets within the Central Beach Area which are currently accommodating, or are intended to accommodate, intensive pedestrian traffic, or which serve as major pedestrian streets and major vehicular entryways, or major gateways into the Central Beach Area and which will, therefore,

require development on said streets to accommodate said pedestrian and vehicular usage and aesthetic considerations. The streets are identified below:

1. People streets:
  - a. Southeast 5th Street
  - b. Las Olas Boulevard
  - c. Cortez Street
  - d. Sebastian Street
  - e. Granada Street
  - f. Riomar Street
  - g. Terramar Street
  - h. Vistamar Street
  - i. Las Olas Circle Loop

Special regulations for People Streets are provided in this Section 47-12.

C. Additional requirements for modification of yards fronting on rights-of-way in the PRD, ABA, SBMHA and SLA zoning districts are as follows:

- a. The development is on a People Street. See Section 47-12.5.B; and
- b. there is a cornice at a minimum height of 12 feet and a maximum height of 35 feet and is at a height similar to the height of a cornice on adjacent property if applicable; and
- c. at the cornice required in subsection b. there is a setback of at least 10 feet; and
- d. at a level between the 4th and 10th floors, an additional setback of at least 10 feet, or multiple setbacks which total a minimum of at least 10 feet; and
- e. there is fenestration on a minimum of 50 percent of the facade of the first floor of habitable space (windows, doors,

openings or other transparent features);  
and

- f. there is a recess of a minimum of 8 inches of all exterior windows and doors and similar architectural features or other architectural features that distinguish the doors and windows from the building shaft; and
- g. canopies or arcades are located over ground floor windows, doors or other transparent features required in subsection c. of this section. Such features shall be a minimum of 10 feet in depth and a height between 7'-6" and 12 feet and designed as a fixed nonretractable element integral to the buildings architectural mass.

D. The provisions of Section 47-23.8, Waterway Use, shall apply to uses on a waterway. All other provisions of the ULDR with general applicability shall apply in the CBA zoning districts to the extent they are not in conflict with the specific provisions of section 47-12.

SECTION 2. That Section 47-12.5, District Requirements and Limitations, of the ULDR of the City of Fort Lauderdale, Florida is hereby amended to read as follows:

Sec. 47-12.5 District Requirements and Limitations

A. Planned Resort (PRD) District:

- 1. Setbacks. No structure shall be constructed, remodeled or reconstructed so that any part of the structure is located within twenty (20) feet of the proposed public right-of-way along A-1-A as shown in the revitalization plan, and within twenty (20) feet of any other public right-of-way, unless the development or

redevelopment of the structure is approved as if it were a development of significant impact. In addition, those yards fronting on People Streets must meet the requirements of Section 47-12.4.C.

2. Height. No structure shall be constructed, remodeled or redeveloped so that any part of the structure exceeds the following height standards:

...

- c. No structure shall exceed ~~three hundred feet in height~~ two hundred fifty (250) feet in height, except a beach development permit may be issued that exceeds the height limitations set out herein if it meets the criteria provided in Section 47-12.5.B.2.b.

- ...
7. Minimum distance between buildings. The minimum distance between buildings on a development site shall be twenty (20) feet or twenty (20) percent of the tallest building whichever is greater. For purposes of this subsection, a parking garage shall be considered a building.

B. A1A Beachfront Area (ABA) District:

1. Setbacks.

- a. No structure shall be constructed, remodeled or reconstructed so that any part of the structure is located within twenty (20) feet of the proposed public right-of-way along A-1-A as shown in the

revitalization plan, and within twenty (20) feet of any other public right-of-way, unless the development or redevelopment of the structure is approved as if it were a development of significant impact. In addition, those yards fronting on People Streets must meet the requirements of Section 47-12.4.C.

8. Minimum distance between buildings. The minimum distance between buildings on a development site shall be twenty (20) feet or twenty (20) percent of the tallest building whichever is greater. For purposes of this subsection, a parking garage shall be considered a building.

C. Sunrise Lane (SLA) District:

1. Setbacks.

- d. The side and rear yard setbacks are the minimum requirements. Unless otherwise approved as a development of significant impact, in no case shall the yard setback requirements be less than an amount equal to one-half the height of the building when this is greater than the above minimums.

- e. If a development is located on Sunrise Boulevard, any yard on such development site abutting a street may be reduced to (0) if approved as a development of significant impact. If the yard to be

modified is on a People Street, it must also meet the requirements of Section 47-12.4.C. Except as provided herein, in no instance shall yard modifications below the twenty (20) foot front yard, ten (10) foot side yard or twenty (20) foot rear yard be permitted for properties lying west of the centerline of Breakers Avenue.

- f. Length and width. The maximum length and width of a structure shall be two hundred (200) feet.
- g. Minimum distance between buildings. The minimum distance between buildings on a development site shall be twenty (20) feet or twenty (20) percent of the tallest building whichever is greater. For purposes of this subsection, a parking garage shall be considered a building.

D. Intracoastal Overlook Area (IOA) District:

- ...
- 5. Length and width. The maximum length and width of a structure shall be two hundred (200) feet.
  - 6. Minimum distance between buildings. The minimum distance between buildings on a development site shall be twenty (20) feet or twenty (20) percent of the tallest building whichever is greater. For purposes of this subsection, a parking garage shall be considered a building.

E. North Beach Residential Area (NBRA) District:

- ...
5. Length and width. The maximum length and width of a structure shall be two hundred (200) feet.
  6. Minimum distance between buildings. The minimum distance between buildings on a development site shall be twenty (20) feet or twenty (20) percent of the tallest building whichever is greater. For purposes of this subsection, a parking garage shall be considered a building.

F. South Beach Marina and Hotel Area (SBMHA) District:

1. Setback Requirements:
  - a. No structure shall be constructed, remodeled or reconstructed so that any part of the structure is located within twenty (20) feet of the proposed public right-of-way along Seabreeze Boulevard or State Road A-1-A unless otherwise approved as a development of significant impact. In addition, those yards fronting on People Streets must meet the requirements of Section 47-12.4.C.

...

5. Length and width. The maximum length and width of a structure shall be 200 feet.
6. Minimum distance between buildings. The minimum distance between buildings on a development site shall be 20 feet or 20

percent of the tallest building whichever is greater. For purposes of this subsection, a parking garage shall be considered a building.

SECTION 3. That Section 47-12.5, District Requirements and Limitations, of the ULDR of the City of Fort Lauderdale, is hereby amended to read as follows:

Sec. 47-12.5 District Requirements and Limitations

A. Planned Resort (PRD) District:

. . . .

5. List of permitted uses - PRD District:

a. Developments of significant impact.

. . . .

vii. Marinas as a conditional use. See Section 47-24.3.

viii. Moped/scooter rental as a conditional use

. . . .

c. Developments of limited impact: Accessory buildings and structures; improvements outside of the principal structure including but not limited to fences, walls, landscaping, parking, signs and nonstructural alterations to the exterior of structures located on a parcel; and expansion or change of a permitted use within an existing structure. Automobile rental limited to 12 cars per development site as an accessory to a hotel or marina

and Section 47-18.3 shall not be applicable.

B. A1A Beachfront Area (ABA) District:

....

5. List of permitted uses - ABA District:

a. Developments of significant impact.

....

iii. Moped/scooter rental as a conditional use.

....

c. Developments of limited impact.

....

iii. Automobile rental limited to 12 cars per development site as an accessory to a hotel or marina and Section 47-18.3 shall not be applicable.

....

C. Sunrise Lane (SLA) District:

....

4. List of Permitted Uses - SLA District:

a. Developments of significant impact.

....

iv. Moped/scooter rental as a conditional use.

....

c. Developments of limited impact.

....

iii. Automobile rental limited to 12 cars per development site as an accessory to a hotel or marina and Section 47-18.3 shall not be applicable.

D. Intracoastal Overlook Area (IOA) District.

....

4. List of permitted uses - IOA District.

a. Development of significant impact.

....

v. Marinas as a conditional use. See Section 47-24.3

....

F. South Beach Marina and Hotel Area (SBMHA) District:

....

4. List of Permitted uses - SBMHA District:

a. Developments of significant impact.

....

iii. Marinas as a conditional use. See Section 47-24.3.

....

ix. Moped/scooter rental as a conditional use.

c. Developments of limited impact.

....

iii. Automobile rental limited to 12 cars per development site as an accessory to a hotel or marina and Section 47-18.3 shall not be applicable.

SECTION 4. That Section 47-23.6, Beach shadow restrictions, of the ULDR of the City of Fort Lauderdale, Florida, is hereby amended to read as follows:

Sec. 47-23.6 Beach shadow restrictions.

A. Any portion of a structure in excess of thirty-five (35) feet in height shall provide a setback of at least one (1) foot per one (1) foot of height from beginning the measurement at ground level of the western right-of-way line of State Road A-1-A (Fort Lauderdale Beach Boulevard) in the area between Seabreeze Boulevard and N.E. 18th Street. The foregoing is a minimum setback and if in conflict with provisions of other sections of the ULDR requiring greater setback, said other provisions of the other sections shall control.

....

SECTION 5. That Section 47-24, Development Permits and Procedures, of the ULDR of the City of Fort Lauderdale, Florida, is hereby amended to read as follows:

TABLE 1 - DEVELOPMENT PERMITS AND PROCEDURES							
PERMIT	Department	Development Review Committee	Planning & Zoning Board (Local Planning Agency)	Historic Preservation Board	City Commission	Board of Adjustment	Criteria for Review
CENTRAL BEACH AREA DISTRICTS - see Section 47-12 and other regulations provided in this Table 1	-----	-----	-----	-----	-----	-----	<u>1. Adequacy Review Sec. 47-25.2</u>  <u>2. Neighborhood Compatibility Review Sec. 47-25.3</u>

SECTION 6. That Section 47-25.2, Adequacy Requirements, of the ULDR of the City of Fort Lauderdale, Florida, is hereby amended to add a new subsection Q. as follows:

SECTION 47-25.2 ADEQUACY REQUIREMENTS

Q. Hurricane Evacuation. If a structure or site is located east of the Intracoastal Waterway, the applicant shall submit documentation from Broward County or such agency with jurisdiction over hurricane evacuation analysis either indicating that acceptable level of service of hurricane evacuation routes and hurricane emergency shelter capacity shall be maintained without impairment resulting from a proposed development or describing actions or development modifications necessary to

be implemented in order to maintain level of service and capacity.

SECTION 7. That Section 47-25.3, Neighborhood Compatibility Requirements, of the ULDR of the City of Fort Lauderdale, Florida, is hereby amended to read as follows:

Sec. 47-25.3 Neighborhood Compatibility Requirements.

A. The neighborhood compatibility requirements are as follows:

3. Design and Performance Standards:

...

e. Neighborhood compatibility and preservation. In addition to the review requirements provided in subsections A.1, A.2 and A.3.a,b,c, and d, the following review criteria shall also apply as provided below:

...

iv. All development that is located on land within the CBA zoning districts;

AND

All development that is zoned RMM-25, RMH-25 and RMH-60 east of the Intracoastal Waterway.

a) In addition to meeting the other applicable review requirements of this subsection 5, it shall be determined if a development meets the Design and Community Compatibility Criteria provided as follows:

~~Private Sector~~  
~~Design Guidelines~~  
~~Introduction~~  
~~Purpose~~

The purpose of this section is to define objectives for private sector development which either abuts or is readily visible from public corridors ~~throughout the Central Beach Revitalization Area~~. The relationship between private and public sector development must be carefully planned to avoid negative impacts of one upon the other. The City's intent in implementing these objectives is to:

Protect the investment of ~~General Obligation Bond (GOB) and other~~ public funds in public corridor improvements.

Improve the visual and functional quality of both public and private development by coordinating the transition between these areas.

The ultimate goal of these objectives is to integrate buildings, vehicular circulation, pedestrian circulation, open space and site elements into a unique, pedestrian sensitive environment which stimulates revitalization ~~of the Central Beach area~~.

~~Impact Zones~~  
~~AIA Northbound/Southbound~~

~~SR A1A (Seabreeze Boulevard to Sunrise Boulevard) is the most important public corridor in the Central Beach Revitalization Area, especially where it~~

~~immediately adjoins the beach. A1A Southbound (formerly Bayshore Drive, Birch Road and Seabreeze Boulevard) is also an important corridor as viewed by southbound motorists. Private sector development which abuts or is readily visible from this corridor should be carefully reviewed to insure total integration with the public sector streetscape. Only development which complies with these objectives and contributes to the positive image of this corridor should be permitted.~~

~~Introduction  
Sidestreets~~

~~Both north/south and east/west sidestreets are important public corridors, especially those sidestreets designated as People Streets, where applicable which will carry pedestrians from public parking facilities to the beach. Development which abuts or is readily visible from these streets should be reviewed for compliance with these objectives.~~

~~Building Objectives~~

~~Bulk Controls~~

~~Density:~~

~~Building density should be consistent with the proposed use, adjacent development, and as required under the Central Beach Area, Revitalization Area Zoning Ordinance (Section 47-72). RMM-25, RMH-25 and RMH-60 zoning districts.~~

**Floor Area Ratio:**

Building floor area ratio (F.A.R.) should be consistent with the proposed use, and as required under the Central Beach Area, ~~Revitalization Area Zoning Ordinance (Section 47-72)~~.

**Maximum Height:**

Building height should be consistent with the proposed use, adjacent development, and as required under the Central Beach Area, ~~Revitalization Area Zoning Ordinance (Section 47-72)~~, RMM-25, RMH-25 and RMH-60 zoning districts. No portion of a structure in excess of thirty-five (35) feet in height shall exceed the prescribed Beach Shadow Ordinance setback. ~~(required under City Zoning Ordinance Section 47-72) unless that structure has been approved under the Planned Resort Development (PRD) district community redevelopment plan.~~

**Setbacks Yards:**

Building setbacks yards should be consistent with the proposed use, adjacent development, and as required under the Central Beach Area, ~~Revitalization Area Zoning Ordinance (Section 47-72)~~, RMM-25, RMH-25 and RMH-60 zoning districts. Building setbacks yards are in addition to any easements or reserve right-of-way which may be required by the city, county or state. Portions of a structure, up to thirty-five (35) feet in heights, may encroach within the SR A1A setback if the

building's street level use is predominantly pedestrian active (pedestrian-oriented retail, sidewalk cafes, etc.). No portion of any structure is permitted to extend, however, into the future right-of-way.

In the PRD, ABA and SBMHA zoning districts, to insure continuity of the ocean front streetscape "edge" a minimum 75% of the northbound SR A1A frontage must be built to the setback line (or approved encroachment limit). In the Planned Resort Development (PRD) district the entire northbound SR A1A frontage should be built to the future right-of-way line unless otherwise approved under that districts' community redevelopment plan.

#### Massing Guidelines

##### Overall Height:

Buildings should be encouraged to vary in overall height and not be contained in a single volume of continuous height.

##### Vertical Plane Moderation:

Buildings exceeding thirty-five (35) feet in height should be encouraged to maintain no more than three stories without horizontal moderation in vertical surface plane. This moderation should consist of a minimum four feet horizontal variation in surface plane such as brise soleil, balconies, building projections, etc. Repetitive moderations should be discouraged.

**Cornice Height:**

All buildings should be encouraged to display a uniform cornice height of a maximum of thirty-five (35) feet in height. This cornice height should consist of a uniform alteration to the building massing for a minimum of twenty (20) feet perpendicular to the vertical surface.

**Facade Treatment:**

The first thirty-five (35) feet of exterior façade vertical plan should be encouraged to enhance the pedestrian environment by incorporating appropriate architectural features. Such features include cornice detailing, belt courses, corbelling, molding, stringcourses, ornamentation, changes in material or color, and other sculpting of the architectural surface which add special interest and are compatible with public sector site elements.

**Overstreet Connections:**

Connections between structures which pass over public right-of-way may be permitted providing those connections have secured legitimate air rights over the public corridor and meet all applicable codes. Connections over SR A1A to the beach should be limited to select locations where significant amounts of above grade pedestrian traffic will be generated. Where possible, overstreet connections should access the promenade/beach at or near major beach portal features. All

overstreet connections should be of exceptional design, which enhance the visual and functional quality of the streetscape and should be compatible with public sector site elements.

#### Street Level Guidelines

##### Active Use:

The first floor of all buildings, including structured parking, should be designed to encourage pedestrian scale activity. To stimulate pedestrian activity, buildings which front on SR A1A northbound should devote a majority of their net first floor area to retail activities such as restaurants, shops, galleries and similar active uses. Street level retail uses should have direct access to the adjoining public sector sidewalk in addition to any other access which may be provided.

Structured parking facilities should be designed with street level frontages consisting of either occupied retail space or an architecturally articulated façade which screens the parking area of the structure. Street level openings to parking structures should occur only on sidestreets and be minimized to accommodate necessary vehicle entrances and pedestrian access only.

Buildings which provide pedestrian active retail uses along a majority of their SR A1A northbound street level frontage may be permitted to exceed setbacks established under the Central Beach

Revitalization Area Zoning Ordinance Districts (Section 47-72 12). In addition, street level retail and restaurant uses may be permitted to use a portion of the public sector sidewalk for sidewalk displays and/or outdoor dining areas. Private use of public sector sidewalks must be temporary only and subject to all applicable codes and lease arrangements. All displays, furnishings and other elements associated with these active street level uses should be designed and maintained to enhance to visual and functional quality of the streetscape and should be compatible with public sector site elements.

Fenestration:

To complement pedestrian scale activity on SR A1A and all People Streets, a majority of the first floor facade on these frontages should be windows, doors or other transparent architectural features. Expanses of solid wall should be minimized. Reflective surfaces on windows or doors should be discouraged. Street level windows and doors should be recessed or receive special design detailing which distinguish them from the building shaft and add variety to the streetscape.

Arcades/Canopies:

Buildings which border directly on SR A1A northbound or Las Olas Boulevard within the Planned Resort Development (PRD) district should incorporate an arcade or continuous architectural canopy along

these frontages. Unless otherwise approved under a community redevelopment plan. Buildings in other districts should be encouraged to incorporate an arcade or continuous canopy along their SR 1A northbound frontage providing the feature is consistent with the proposed use, adjacent development and meets all applicable codes. Arcades or continuous canopies should be a minimum of ten feet wide and maintain acceptable minimum clear height. Arcades and canopies should be designed as a fixed non-retractable element integral to the buildings architectural mass and compatible with public sector site elements.

Non-continuous canopies, awnings and marquees should also be encouraged provided over street level window treatments and building entrances. Such features may be constructed of either rigid or flexible material but should complement the visual and functional quality of the streetscape and be compatible with public sector site elements. No arcade, canopy, awning or marquee should extend into the future public right-of-way nor interfere with street light fixtures or the growth and maintenance of street trees.

#### Trash/Loading Facilities:

All building facilities for loading, trash and service should be incorporated within building volume and screened so as not to be visible from the street and pedestrian circulation areas.

Trash/loading facilities should be discouraged on SR A1A and People Street frontages. Where buildings are of inadequate volume to accommodate these facilities, trash/loading facilities should be architecturally treated as part of the building mass and screened by solid walls, fences, planting or architectural devices which are compatible with public sector site elements. Trash/loading facilities must be of sufficient size and design to accommodate access by large vehicles.

#### Other Guidelines

##### Energy Conservation:

Buildings should be oriented to take advantage of southeasterly breezes for summer cooling and interrupt occasionally strong northeasterly winds. Exterior glass surfaces should be shaded to improve energy efficiency. Roof and exterior wall finishes should be light in color to encourage maximum reflection/minimum transmission of heat loadings.

##### Building Separation:

Buildings should allow adequate space between structural masses for the passage of natural breezes. New building masses should be sited to the extent feasible so they maintain reasonable views to the ocean and Intracoastal Waterway from existing structures.

#### Rooftop Design:

Where possible, rooftops should be designed to accommodate various forms of human activity such as sun decks, tennis courts, outdoor cafes, etc. Roof surfaces not allocated to human activity should be finished with a surface material that does not effect the quality of views from surrounding buildings.

All rooftop mechanical equipment, stair and elevator towers should be designed as an integral part of the building volume and/or adequately screened.

#### ~~Circulation Objectives~~

##### Vehicular Circulation

##### Ingress/Egress:

For the CBA zoning districts, access drives to individual parcels should be limited to those necessary for the adequate function of the use contained therein. Direct vehicular access from SR A1A northbound should be discouraged unless otherwise approved under the Planned Resort Development (PRD) district community redevelopment plan. Direct vehicular access from SR A1A southbound should be limited to minimize traffic impacts on the state roadway. Direct vehicular access from sidestreets should be encouraged. Smaller parcels should be encouraged to share common access with adjacent parcels keeping curb cuts to a minimum.

#### Arrival/Drop-off Areas:

Major arrival/drop-off areas should only be encouraged along sidestreets, especially those designated as People Streets. Arrival/drop-off areas should be encouraged to provide sufficient room for vehicle stacking, loading, unloading, and other main entrance functions. Pedestrian entries for all residential, hotel and commercial structures should be located the maximum possible distance from loading and service areas.

#### Other:

Individual parcels should be encouraged to accommodate transit stops for the county bus service, the proposed water taxi and other transit systems. Fire access lanes and other emergency vehicular accessways may be designated by the appropriate public agency. Uses which require service by large vehicles should be designed to allow large vehicle access without blockage of adjoining vehicular or pedestrian circulation.

#### Pedestrian Circulation

##### Urban Open Spaces/Plazas

Open spaces for public congregation and recreation should be encouraged to the extent that these spaces do not substantially interrupt the streetscape edge at the building line. Open spaces should be permitted both within and behind building setbacks yards in proportion to the bulk of the adjacent

building. The streetscape edge should be maintained by architectural features (arcades) site furnishings (flagpoles, light standards) for landscape elements (palms, etc.) which provide continuity between the building line of adjoining structures.

All urban open spaces should be accessible and visible from the adjoining public sector corridor while providing for the safety and security of patrons. Severe elevation change and walls should be discouraged between the adjoining public corridor and the open space. Entryways and steps to these openspaces should be kept wide and welcoming in character. All urban open space must be kept handicap accessible.

The following amenities should be encouraged within urban open spaces: ornamental fountains, waterfalls, sculpture, trellises, arbors, seating facilities, landscape features, etc. Design features of these open spaces should serve to enhance the visual and functional quality of the adjoining corridor and be compatible with public sector site elements.

#### Pedestrian Corridors:

Private sector pedestrian corridors should be encouraged, which supplement public sector pedestrian facilities and improve access to the beach and/or Intracoastal Waterway. These corridors should be of a width and design which encourages pedestrian use and whenever

possible allows for emergency vehicle access. The corridors may pass through open air or enclosed portions of surrounding buildings providing the pedestrian experience is largely uninterrupted.

#### Parking

Parking should be provided consistent with the proposed use, adjacent development and as required under Section 47-72 20 of the ~~City Zoning Ordinance~~ ULDR. Access drives to parking should be limited to those necessary for the function of the facility and comply with vehicular ingress/egress guidelines outlined herein. Direct backout or "head-in" parking should be expressly prohibited.

Parking facilities should be located in close proximity to the building they serve with direct pedestrian access from parking to building which does not impact public pedestrian facilities. Vehicular circulation within parking areas should remain internal to the parking facility and public roads should not be utilized as part of the parking circulation system.

Structure parking should be encouraged subject to the street level building guidelines outlined herein. Covered parking should also be encouraged providing the overhead structures are compatible with adjoining architecture/site elements and comply with the building rooftop design guidelines outlined herein. Grade level parking

must be adequately screened so parked cars are not visible from adjoining public corridors, and landscaped to moderate views from surrounding buildings.

Parking perimeters may incorporate walls, fencing, mounds and/or landscape treatments to meet the screening requirement providing these elements are compatible with adjoining public sector site elements and allow safe and secure use of parking facilities. Trash, storage and mechanical equipment located within parking facilities should also comply with the screening requirements outlined herein.

#### Perimeter Treatments

##### Screening

All exterior trash, loading and equipment storage facilities should be screened so as not to be visible from adjoining public corridors and landscaped to moderate views from surrounding buildings. Mechanical equipment including all handling units, exhaust outlets, transformer boxes, electric switching units, etc. should be appropriately screened by planting and/or low walls wherever it cannot be concealed within the building volume.

Grade level parking lots should be appropriately screened from adjacent pedestrian areas with walls, fencing and/or planting. Shrubs surrounding ground level parking lots should be of

sufficient height to hide automobile grill work. Landscape material used to meet the above requirements should provide 100% screening within one growing season, and must be provided with an automatic irrigation system.

Any lot which becomes vacant through removal of a structure or structures should be screened from the abutting public corridor. Vacant lot screening should utilize the elements described above and additional treatments as necessary to protect the visual and functional quality of the adjoining public corridor. Screening design, materials and maintenance should be compatible with public sector site elements.

#### Paving

Public sector paving shall be as shown on the approved Beach Revitalization streetscape plans or as specified in other sections of these guidelines. Paving systems used on private plazas and walkways should be compatible in pattern and scale to public sector paving. Private paving systems which immediately abut and are readily visible from adjoining public corridors should reflect the same color, material and texture as the public sector paving and provide a cohesive visual and functional transition without interruption.

While private paving systems should be of outstanding design and character, they should be encouraged to fit within the

overall fabric of the streetscape and not dominate the visual experience. Private paving should be sensitive to the needs of the beach-going public and be handicap accessible. Paving design, materials and maintenance should be compatible with public sector site elements.

#### ~~Perimeter Treatments~~

#### Landscape

Private sector landscape planting should be consistent with the proposed use, adjacent development, and as required under Section 47-72 12 of the ~~City Zoning Ordinance~~ ULDR. Existing trees should be preserved or otherwise mitigated as outlined in the ordinance. Plant material should be used in a contemporary urban context, acknowledging the limitations of the beach environment, and creating a lush tropical environment in keeping with the visual quality of the beach and adjoining public corridors. Plant massings should be rich in material, with special attention given to the ground plane treatment. Color should be used in bold, massive statements where appropriate.

Private sector plant material which immediately abuts and is readily visible from adjoining public corridors should reflect the species, size, and spacing of the public sector landscape and provide a cohesive visual and functional transition without interruption. Landscape design and maintenance should be compatible with public sector site elements.

Private sector landscape planting should be consistent with the proposed use, adjacent development, and as required under Section 47-72 of the ~~City Zoning Ordinance~~ ULDR. Existing trees should be preserved or otherwise mitigated as outlined in the ordinance. Plant material should be used in a contemporary urban context, acknowledging the limitations of the beach environment, and creating a lush tropical environment in keeping with the visual quality of the beach and adjoining public corridors. Plant massings should be rich in material, with special attention given to the ground plane treatment. Color should be used in bold, massive statements at intersections and where appropriate.

Private sector plant material which immediately abuts and is readily visible from adjoining public corridors should reflect the species, size, and spacing of the public sector landscape and provide a cohesive visual and functional transition without interruption. This street frontage landscaping should not be blocked visually by fences or other architectural treatments. All street frontages should have palms and shade trees. One half of the trees on these frontages should be shade trees. Shade trees should have 225 sq. ft. or pervious area with 15-ft. smallest dimension and palms and other trees should have 100 sq. ft. of pervious area with 8 ft. smallest dimension. Property abutting the Intracoastal Waterway should have trees and palms planted along this water frontage. The palms and trees should

~~have the pervious area as indicated above  
but not a minimum of shade trees.~~

Landscape design and maintenance should be compatible with public sector site elements.

#### Site Furnishings

Private sector site furnishings should be consistent with the proposed use, adjacent development, and as required by applicable codes. Site furnishings should be considered an integral component of the urban streetscape and designed/located accordingly. Emphasis should be given to maximizing passive relaxation opportunities in locations which allow varying degrees of interaction with adjacent pedestrian corridors. Visual clutter and haphazard distribution of site furnishings should be discouraged. Site furnishing design, materials, and maintenance should be compatible with public sector site elements.

Vending machines visible from public rights-of-way should be located and/or designed to be compatible with the adjacent development and public sector site elements. The location of these vending machines shall be compatible with adjacent architectural color and style; uniform in style, material, height and color when located next to other vending machines and must not interfere with public automobile or pedestrian access.

### Signage

Private sector signage should be consistent with the proposed use, adjacent development, and as required under Section 47-72 12 of the City's ~~Zoning code~~ ULDR. Signage should be considered an integral component of the urban streetscape and designed/located accordingly. Signage should be restrained in character and no larger than necessary for adequate identification. Wherever possible, signage should be integrated with the building architecture, arcades or canopies. Private signage which improves the pedestrian's orientation to adjoining pedestrian and vehicular circulation systems should be encouraged.

Building signage should be discouraged above the building's second floor elevation except on hotels which may be permitted to display a single discrete sign on both the north and south faces of the main building mass. Roof signs and billboards should be expressly prohibited. Freestanding signs should be located and sized so they do not obstruct views to/from adjoining parcels or impede clear view of pedestrian and vehicular traffic and traffic control devices.

The intensity and type of signage illumination should not be offensive to surrounding parcels or the uses therein. Signage style and character should enhance the visual and functional quality of the adjoining public corridor. Signage design, material and maintenance

should be compatible with public sector site elements.

#### Lighting

Private sector site lighting should be consistent with the proposed use, adjacent development, and as required under applicable codes. Site lighting should be considered an integral component of the urban streetscape and designed/located accordingly. Emphasis should be placed on both the nighttime effects of illumination quality and the daytime impact of the standards appearance.

Site lighting should be consistent with the theme of the immediate context and compatible with the lighting of adjacent parcels. Light distributions should be relatively uniform and appropriate foot-candle levels should be provided for various uses. (Refer to adopted Public Sector Site Lighting Guidelines for average maintained foot-candle recommendations). All exterior private sector spaces should be sufficiently lit to allow police and citizen surveillance, enhance personal security, and discourage undesirable activities. Exterior lighting should be controlled by an automatic timer or photocell to insure regular activation.

Site lighting which immediately abuts and is readily visible from adjoining public corridors should reflect the fixture style, lightsource and illumination intensity of adjoining public lighting

and provide a cohesive visual and functional transition without interruption. Site lighting design, materials and maintenance should be compatible with public sector site elements.

#### Utilities

Private sector utilities should be consistent with the proposed use, adjacent development, and as required under applicable codes. Above-grade utilities should be integrated with surrounding uses and carefully located to minimize visual and functional impact on the adjoining streetscape.

New development should be encouraged to provide underground utility lines. Existing or renovated development should be encouraged to relocate overhead utility lines underground.

Any above-grade utility elements should be consistent in placement, orientation, mounting and material. All above-grade utility elements should be painted one unobtrusive color which allows the elements to blend with their surroundings. All above-grade utilities should be screened by planting and/or low walls so they are not visible from the street and pedestrian circulation areas.

#### Site Plan Objectives

The following Site Plan Objectives shall be incorporated in all development

proposals for the Central Beach Revitalization Area and RMM-25, RMH-25 and RMH-60 zoning districts. This section provides an outline on how and what outdoor spaces need to be provided as part of development proposals. The intent is to ensure that development is more than buildings and structures. The quality of the Central Beach Revitalization area will be enhanced with the addition of planned outdoor spaces.

Usable Outdoor Spaces:

Hotel and residential development shall provide usable outdoor recreation spaces designated to accommodate passive areas (sitting, etc.) and active areas (pools, etc.). Commercial development shall provide usable outdoor sitting and gathering spaces designed to furnish a place for pedestrians to view, use or consume the goods and services offered.

There shall be a variety in the sizes of outdoor spaces and the level of detail shall be such as ornamental fountains, waterfalls, sculptures, trellises, arbors, seating facilities and landscape features.

The total size required for the outdoor spaces will be evaluated on the size and use of the proposed development.

Pedestrian Accessible Spaces:

Hotel and commercial development shall provide direct access to adjoining public sidewalks in order to stimulate

pedestrian activity. These spaces shall supplement public sector walkways and improve access to the beach and, the Intracoastal Waterway, or both.

Defensible Space:

All projects shall promote a secure environment. This is to be accomplished by designing with CPTED (Crime Prevention Through Environmental Design) principles.

In addition to the above requirements, the following may be required based on the site specifics of each project:

Provide plant material in the adjacent right-of-way.

Provide foundation/entry plantings to the development. All sites should exhibit lush tropical landscaping.

Provide large trees/shrubs (mature plantings). This may be required in order to mitigate certain objectionable uses or needed to assist in the neighborhood compatibility of the proposed development.

Preserve or screen view corridors. The City recognizes that existing and new views to and from the Intracoastal Waterway, Atlantic Ocean, Bonnet House and public parks are important to maintain.

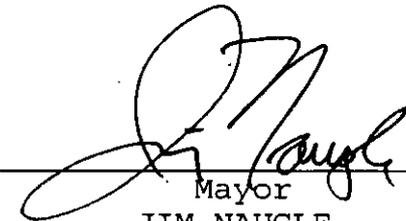
SECTION 8. That if any clause, section or other part of this Ordinance shall be held invalid or unconstitutional by any court of

competent jurisdiction, the remainder of this Ordinance shall not be affected thereby, but shall remain in full force and effect.

SECTION 9. That all ordinances or parts of ordinances in conflict herewith, be and the same are hereby repealed.

SECTION 10. That this Ordinance shall be in full force and effect ten days from the date of final passage.

PASSED FIRST READING this the 16th day of May, 2000.  
PASSED SECOND READING this the 6th day of June, 2000.

  
\_\_\_\_\_  
Mayor  
JIM NAUGLE

ATTEST:

  
\_\_\_\_\_  
City Clerk  
LUCK MASLIAH

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