

ARTICLE 3

PART 5 SPECIAL BASE ZONING DISTRICTS

155.3501. TRANSIT-ORIENTED (TO)

A. PURPOSE

The Transit-Oriented (TO) district is established and intended to encourage transit use as an alternative to auto dependency by accommodating moderate- to high-intensity, compact, mixed-use, and pedestrian-oriented development within convenient walking distance of existing and planned rail stations, major transit hubs, regional and neighborhood transit hubs, and high-priority corridors for bus rapid transit or high performance transit. The purpose of the district is bring together people, jobs, services, and public spaces and amenities in a way that allows people to safely and conveniently walk, bike, and/or take transit to meet their day-to-day housing, employment, shopping, service, and recreational needs. Unlike other zoning districts, the TO district only includes development standards related to the overall urban form of the district, including landscaping and urban design criteria. Standards regarding specific lot and block development, such as intensity and dimensional standards, are included in an overlay district, which is concurrently established in conjunction with the rezoning to a TO district.

B. USE STANDARDS

See Appendix A: Consolidated Use Table, and use-specific standards in Article 4: Use Standards. A list of Permitted and/or Prohibited Uses may be established during the Rezoning process.

C. INTENSITY AND DIMENSIONAL STANDARDS

Lot Area, maximum (sq ft)	5,000 ²
Lot Width, minimum (ft)	50 ²
Density, maximum (% of lot area)	46 ²
Lot Coverage, maximum (% of lot area)	60 ²
Pervious area, minimum (% of lot area)	20 ²
Height, maximum (ft)	105 ³
Front yard setback, minimum (ft)	0
Front yard setback, maximum (ft)	15
Street side yard setback, minimum (ft)	0
Setback from a waterway or canal, minimum	15
Setback from a dune vegetation line, minimum	25
Interior side yard setback, minimum (ft)	0
Rear yard setback, minimum (ft)	0
Dimensional Standards for Accessory Structures	See Accessory Use-Specific standards

NOTES: [sq ft = square feet; ft = feet; du/ac = dwelling units/acre]

1. See measurement rules and allowed exceptions/variations in Article 9:Part 4.
2. For townhouse development, applies only to the development site as a whole, provided individual townhouse lots have a minimum area of 1,800 sq ft and a minimum width of 18 ft.
3. Structures within the Air Park Overlay (APO) zoning district must also comply with the height limits in Section 155.3707.
4. Applies in addition to interior side and rear setbacks.

Intensity and Dimensional Standards shall be established in the Overlay district developed in conjunction with the TO Rezoning. The Intensity and Dimensional Standards may include but not be limited to: Residential Density, Non-Residential Intensity, FAR, Floor Area Per Dwelling Unit, Lot Area, Lot Width, Lot Coverage, Pervious Area, Individual Building Size, Building Height, Setbacks, and Accessory Structures standards.

D. APPLICATION OF TRANSIT-ORIENTED (TO) DISTRICT ZONING

A TO district may only be applied to land within one-quarter mile (1,320 feet) of the right-of-way of an existing or planned high-priority corridor for bus rapid transit or high performance transit, or one-half mile (2,640 feet) of a rail station, major transit hub, or regional or neighborhood transit center, as designated in Broward County's Comprehensive Plan, Transit Master Plan, or Transit Development Plan, the Broward County Metropolitan Planning Organization's Long Range Transportation Plan, or a city-adopted transportation or transit plan. The district may extend to up to one-half mile (2,640 feet) around major intersections and activity nodes along a designated transit corridor, or to locations served by an existing or funded community shuttle service.

In conjunction with the establishment of a TO District, an Overlay District shall be established which, at a minimum, creates the lot and dimensional standards relevant to the characteristics of the newly established TO district.

E. TO DISTRICT USE STANDARDS

The following use standards shall apply to development in TO districts in addition to any applicable standards in Article 4: Use Standards, and ~~Article 5: Development Standards~~:

1. Use Mixing

- ~~a. Residential uses shall make up a principal component of development in the district, comprising at least 30 percent of the total gross floor area within the district. No new nonresidential use shall be approved within the district unless a moderate- to high-density residential development exists or has been approved in the district, or is proposed in conjunction with the nonresidential use.~~
- ~~b. The district shall include at least two nonresidential principal uses, such as restaurants, retail sales and service uses, offices, hotels or motels, research business uses, or institutional uses, and light industrial uses (including live/work dwellings).~~
- e 1.** The vertical mixing of residential uses with nonresidential uses within a single project or building, with residential development on upper floors, is encouraged. The horizontal mixing of stand-alone residential developments and adjacent stand-alone nonresidential or mixed-use developments in the district is allowed, provided the developments are well integrated in terms of complementary uses, access and circulation, and compatible design.
- ~~d 2.~~ **d 2.** The incorporation of high-activity nonresidential uses such as retail shops and restaurants at street level is encouraged, especially along those building facades abutting or most visible from the transit corridor, other major arterial streets, major pedestrian walkways, or public spaces.
- e 3.** Additional or stand-alone auto-oriented uses (~~e.g., gasoline filling stations, automotive repair and servicing, automotive sales, car washes, self-storage facilities, large retail sales establishments, uses with drive-through service~~) are prohibited.

F. TO DISTRICT ACCESS, CIRCULATION, PARKING AND LOADING STANDARDS

The following standards shall apply to development in TO districts in addition to any applicable standards in Part 1 (Access, Circulation, Parking and Loading) of Article 5 (Development Standards):

2.1. Bicycle and Pedestrian Access and Circulation

- a. Bicycle access shall be provided in accordance with Section 155.5101.H, except that bike paths shall be at least five feet wide.
- b. The periphery of any site fronting on a public right-of-way shall be improved by the provision of sidewalk, streetlight, street furniture, street trees and other elements, covering the entire area from face of curb to face of building.
- c. Where there is insufficient area for the streetscape improvements within the existing right-of-way, the city may require an easement at its discretion.

- ~~a.d.~~ All developments shall provide a paved sidewalk at least ~~six~~ five feet wide along any frontage on the transit corridor, a major arterial street, or other street along which high level of pedestrian activity exists or is anticipated.
- ~~b.e.~~ Where a sidewalk or other pedestrian walkway crosses a parking lot, street, or driveway, ~~the walkway shall be made clearly visible to pedestrians and motorists through the use of one or more of the following delineation methods: the following standards shall apply:~~
 - ~~i.~~ The intersection shall be clearly marked and lighted for safety;
 - ~~ii.~~ The sidewalk shall be continuous and remain at a constant level at all instances; and
 - ~~iii.~~ A change of tactile surface texture shall be installed. The application of tactile surface textures shall be consistent, and designed as a component of way finding/directional.
 - ~~i.~~ A change in paving material or paving color;
 - ~~ii.~~ A change in paving height;
 - ~~iii.~~ Decorative bollards;
 - ~~iv.~~ A painted crosswalk; or
 - ~~v.~~ A raised median walkway buffered by landscaping.
- ~~f.~~ Street intersections shall be improved with curb extensions sufficient to provide fully accessible landings and a pedestrian rest area. Rest areas shall occur at intersections and mid-block. Rest areas shall be furnished with way finding/directional signage, sufficient clearance for a wheelchair, and other pedestrian amenities such as benches, or bicycle racks.

3.2. Parking

- ~~a.~~ Surface off-street vehicle parking lots with more than 100 spaces are prohibited unless located and designed to encourage pedestrian or transit use (e.g., park-ride lots).
- ~~b.a.~~ The use of off-street parking alternatives (See Section 155.5102.J, Off-Street Parking Alternatives.) and parking reduction incentives (See Section 155.5102.K, Reduced Parking Requirements for Parking Demand Reduction Strategies.) is encouraged.
- ~~c.~~ All surface off-street parking shall be located to the side or rear of buildings. No surface off-street parking shall be located between a building's primary facade and the street.
- ~~d.~~ Parking structures shall be "wrapped" with retail or office uses along a minimum of 50 percent of their ground floor street frontage to provide visual interest and create pedestrian activity at the street level. The Development Services Director may approve alternative requirements if the site lacks sufficient depth to accommodate both a parking structure and usable retail and office space at the ground floor level.
- ~~e.~~ Portions of the street-facing facades of parking structures not occupied by retail or office space shall be articulated through the use of at least three of the following architectural features:
 - ~~i.~~ Windows or window-shaped openings;
 - ~~ii.~~ Masonry columns;
 - ~~iii.~~ Decorative wall recesses or projections;
 - ~~iv.~~ Awnings;
 - ~~v.~~ Changes in color or texture of materials;
 - ~~vi.~~ Approved public art;
 - ~~vii.~~ Integrated landscape planters; or
 - ~~viii.~~ Other features approved by the Development Services Director.

b. Surface Parking Lots

Surface level parking lots, whether stand-alone or part of a larger development, shall comply with the following standards:

- ~~i.~~ Surface parking is prohibited along building frontages;
- ~~ii.~~ Surface parking shall be located to the side or rear of the property and accessed off an alley or tertiary street;

- iii. Openings off any street shall not exceed 2 lanes in width or 30' maximum per entrance/exit. Entrances/exits on alleys are exempt from this requirement.
- iv. If the parking lot is accessed from a primary or secondary street, there shall be only one point of access to the parking lot area.
- v. Pedestrian entrances to the parking lot shall be directly from a frontage line through an exterior or interior pedestrian passage or a combination thereof running from the rear to the front of the lot. Parking spaces serving residential units are exempt from these requirements.
- vi. Except along an alley, parking lots may either be screened by a Liner building or in compliance with the standards in Section 155.5203.D.3.b.

c. Parking Garages

Multi-level parking garage structures, whether stand-alone or part of a larger development, shall comply with the following standards:

- i. Except along an alley or a pedestrian passage the garage shall be screened along all frontages by a liner building containing a minimum depth of 20 feet of habitable space. The requirement for a liner building along the side and rear frontage maybe waived by the Development Services Director if the applicant demonstrates compliance with the standards in subsections ii, iii, iv, v, vi, and vii.;
- ii. All architectural elements that face a street or an open space shall appear consistent and harmonious with that of habitable space;
- iii. No vehicles parked within the garage shall be visible from the street;
- iv. Openings off any street shall not exceed 2 lanes in width or 30' maximum per entrance/exit. Entrances/exits on alleys are exempt from this requirement.
- v. The garage shall be accessed from an alley or tertiary street, when possible.
- vi. If the garage is accessed from a primary or secondary street, there shall be only one point of access to the garage area.
- vii. Pedestrian entrances to the garage shall be directly from a frontage line through an exterior or interior pedestrian passage or a combination thereof running from the rear to the front of the lot. Parking spaces serving residential units are exempt from these requirements.

d. Off-Site Parking

Off-site parking, developed in compliance with the standards in Section 155.5102.J.4. (Off-Site Parking) is permitted, with the following modifications:

- i. Only non-residential uses may provide parking spaces off-site;
- ii. A maximum of 100% of the required off-street parking spaces may be located off-site; and
- iii. The off-site parking spaces may be located in a parking lot or parking garage up to 1,320 feet away from the primary pedestrian entrance to the use served by the parking.

e. On-Street Parking

On-street parking, along the corresponding frontage lines touching the adjacent sidewalk to the property, may be used to satisfy a portion of the off-street parking requirements for all uses, except single family.

f. Bicycle Parking

All developments, except single family, shall provide a minimum of ~~The development shall provide at least~~ one bicycle rack or locker sufficient to accommodate the parking of at least four bicycles. ~~Developments with parking areas containing more than ten parking spaces shall provide bicycle parking in compliance with the standards in Section 155.5102.L.1 (Bicycle Racks or Lockers Required).~~ Such racks or lockers shall be located within 100 feet of a primary entrance to the buildings served ~~and/or an existing or planned transit stop.~~

3. Loading

Properties within the TO District shall comply with the standards for Off-Street Loading in Section 155.5102.M, Loading Area Standards. Properties within the TO District may be permitted to have on-street loading if the following standards are achieved:

- a. An On-Street Loading Plan, subject to Minor Site Plan approval, is approved. The On-Street Loading Plan shall demonstrate the location of the loading berth(s), the hours for loading and unloading, and a list of the uses in abutting properties and their respective hours of operation;
- b. The on-street loading area shall not be located along building frontages;
- c. The on-street loading area shall be located along a tertiary street in the area designated for on-street parking in the public right-of way; and
- d. The hours of loading and unloading, as demonstrated in the On-Street Loading Plan, do not create a conflict with the proposed and/or uses in abutting properties. Should the hours of loading and unloading create a conflict with current or future uses in abutting properties, the on-street loading plan shall be revised and/or revoked accordingly.

4. Shared Driveways

- a. Driveway access shared between adjoining lots shall be required for non-residential and mixed-use development in order to limit direct vehicular access along streets or comply with driveway intersection spacing requirements.
- b. Parking facilities on adjoining lots may share access points, driveways and parking subject to a recorded covenant running with the property on which the facilities are located.

G. TO DISTRICT LANDSCAPING AND TREE PRESERVATION STANDARDS

The following standards shall apply to development in TO districts in addition to any applicable standards in Part 2 (Landscaping and Tree Preservation) of Article 5 (Development Standards):

1. Exceptions

Properties within the TO district shall not be required to comply with the following standards:

- a. Section 155.5203.B.2.h (Berms).
- b. Buildings with commercial uses on the ground floor, and whose building line is setback no more than 10 feet from the front and street side property lines shall also be exempted from Sections 155.5203.E.2 and 155.5203.E.3 (Building Base Plantings).

2. Modified Landscaping Requirements

The following standards from Part 2, of Article 5, are modified for properties within the TO District:

- a. Section 155.5203.D.3.c.: The minimum width of the perimeter landscaping strip shall be always be 5 feet, regardless of development type.
- b. Section 155.5203.D.4.b.ii. - Each landscaped island shall be at least five feet wide.
- c. Section 155.5203.D.4.c. - The landscape area between abutting parallel parking bays shall be at least five feet wide.
- d. Section 155.5203.D.5.a. - The minimum width of the landscape area shall be five feet.
- e. Section 155.5203.G.2.c - In order to encourage shade, street trees should be clustered. Street trees shall be spaced no closer than 15 feet apart and no farther than 25 feet apart. A maximum of 50% of the length of the lot frontage can be without trees. (For example, a lot with 120 ft of street frontage is required to plant three street trees. The first 60 ft of street frontage may have no trees. Within the remaining 60 ft of street frontage, then three trees should be placed at least 15 feet and no more than 25 feet apart.)

3. Additional Landscaping Requirements

In addition to the landscaping standards within Part 2, of Article 5, properties within the TO district shall comply with the following additional landscaping standards:

- a. Landscaping elements shall align with adjacent building elements and be compatible with the character of the district in size, scale, and type.
- b. Native trees shall be preserved where feasible. Building setback should be adjusted to preserve tree canopy. A native tree as a focal point in a courtyard or expanded sidewalk area is encouraged.
- c. Shrubs and ground cover shall only be placed between the effective width of the sidewalk and the curb. Exception shall be made only for residential uses on the ground floor. This exception shall not apply at entrances to residential uses located on the second floor or above.
- d. Use of trees to provide shade, color, and interest, and use of vines, or trained plant materials is appropriate.
- e. Street Trees**
 - i. Street trees shall not be required when colonnades are being provided along the street and the colonnade is placed at a maximum of 5 feet from the curb.
 - ii. When a landscape strip is not provided, street trees shall be placed in tree pits covered with ADA compliant grates. Tree grates shall be sized appropriately for each tree species at maturity.
 - iii. Tree placement shall reinforce the rhythm of the sidewalk.
 - iv. Adequate clearance to the building facade for uniform development of the street tree canopy shall be demonstrated for the type and species selected.
 - v. Street trees may be placed within the street side shy distance of the sidewalk or within curb extensions between the sidewalk and the street.

H. TO DISTRICT SCREENING, FENCES, AND WALLS STANDARDS

The following standards shall apply to development in TO districts in addition to any applicable standards in Part 3 (Screening, Fences and Walls) of Article 5 (Development Standards):

1. Mechanical Equipment and Service Utilities

In addition to the standards found within Section 155.4303.JJ (Mechanical Equipment and similar features) and Section 155.5301.A (Screening of Mechanical Equipment), the following standards shall apply:

- a. Mechanical equipment and service areas shall not be visible from the public sidewalk; and shall be located to the rear of a building or on an alley where feasible.
- b. All mechanical equipment shall be screened from public view.
- c. Window air conditioning units shall not be located on the primary building facade.
- d. Satellite dishes and other appurtenances shall be placed out of public view to the extent feasible.
- e. Utility connections and service boxes shall be placed on secondary walls and away from corners.

2. Fences and Ornamental Walls not permitted

Fences and Ornamental walls are not permitted throughout the TO District. However when used in conjunction with the following, fences and walls may be permitted:

- a. Screening of mechanical equipment;
- b. Screening of off-street loading and service areas;
- c. Screening of commercial containers;
- d. Required perimeter buffer; and
- e. Screening of off-street parking lots.

4 I. ~~Exterior Lighting~~ TO DISTRICT EXTERIOR LIGHTING STANDARDS

Exterior lighting shall comply with the standards in Part 4 (Exterior Lighting) of Article 5: Development Standards, ~~except that light poles shall not exceed a height of 14 feet above the adjacent finished grade.~~ as well as the following additional and /or modified standards:

- 1. Light poles shall not exceed a height of 17.5 feet above the adjacent finished grade;
- 2. No cobra head lights are permitted;
- 3. All lighting shall be weather and vandal resistant; and

4. TO properties are exempt from the standards in Section 155.5401.C (Lighting Location and Required Landscaping and Tree Protection)

J. TO DISTRICT DESIGN STANDARDS

The following standards shall apply to development in TO districts in addition to any applicable standards in Part 6 (Design Standards) of Article 5 (Development Standards):

1. Exceptions

Properties within the TO District shall be exempted from the following standards:

- a. Section 155.5601.C.2.a (Maximum Building Size);
- b. Section 155.5601.C.2.b (Maximum Building Size);
- c. Section 155.5601.C.3.a (Building Facades);
- d. Section 155.5601.C.3.c (Building Facades);
- e. Section 155.5601.C.5.b (Roofs);
- f. Section 155.5601.C.7 (Location of Off-Street Parking);
- g. Section 155.5602.C.3 (Outparcel Development); and
- h. Section 155.5602.C.7.a (Fenestration/Transparency)

5 2. Building Configuration and Design

- ~~a. The standards in Section 155.5602.C.1.c, Multi-Building Development, shall apply to all commercial and mixed-use development composed of multiple buildings, irrespective of total floor area.~~
- ~~b. At least 60 percent of any lot or site frontage along the transit corridor or a major arterial shall be occupied by a building wall.~~
- ~~c. Primary building entrances shall be clearly distinguished through the use of one or more of the following architectural features:~~
 - ~~i. Covered walkways or arcades;~~
 - ~~ii. Awnings, canopies, or porches; or~~
 - ~~iii. Projected or recessed building mass.~~
- ~~d. At least 35 percent of the facade area of the ground-level floor of buildings facing the transit corridor, a major arterial street, or public space shall be comprised of windows or doorways.~~
- a. Projects with three or more distinctly separate buildings/building groups shall have substantially different front elevations. Substantially different front elevations shall include but not be limited to variations in fenestration, material, massing and color.
- b. The primary entrance of a building shall provide access to a public right-of-way or an open space.
- c. The primary entrance to the upper levels of mixed-use building shall be from a public right-of-way.
- d. Porticoes, canopies, and colonnades shall be guttered, and drainage shall be deposited onsite.
- e. Storefront Standards**

Storefronts are habitable uses located along the first floor of a building. They typically contain retail uses, but can contain any use that generates pedestrian activity. Storefronts shall be provided in compliance with the following standards:

 - i. They shall be provided on the first floor of all mixed-use buildings;
 - ii. They shall be directly accessible from a street frontage or an open space;
 - iii. For properties with two or more frontages, they shall be located on a minimum of two frontages, with priority given to frontages on an open space and the highest ranking street;
 - iv. They shall have a transparent clear glazed area of not less than 70 percent of the facade area;
 - v. Ground floor window sills shall be placed at a maximum height of 24 inches above grade; and
 - vi. Security enclosures, if any, shall be of the mesh type that pedestrians can see through, and shall be located behind storefront displays.
- f. Fenestration Standards**

All building types, except single-family, shall comply with the following fenestration standards:

- i. A minimum of 30% of all first floor street walls shall be fenestrated with windows;
- ii. Mirror type glass shall be prohibited;
- iii. All glazing shall be of a type that permits view of human activities and spaces within the structure;
- iv. Colonnade column spacing, windows, and doors shall be proportioned such that the height of each opening is greater than its width; and
- v. At least 50 percent of the area of security screens and gates shall be transparent.

g. Live-Work Units

A live-work unit shall have two components: a nonresidential use space and a residential unit and shall comply with the following standards:

- i. The nonresidential use's space shall be located on the first floor and shall be directly accessible from the primary street frontage or an open space;
- ii. The nonresidential use's facade shall have a transparent clear glazed area of not less than 70 percent; and
- iii. The primary entrance of the residential component of a live-work unit shall be separate from the nonresidential use's portion of the unit and shall directly lead to a primary street frontage or an open space.

3. Block Requirements

The following standards for blocks shall apply to property with a minimum area of 2.3 acres (100,000 sq ft):

- a. The maximum length of a block shall be 500 feet.
- b. The maximum perimeter of a block shall be 1400 feet. **The perimeter of a block is the sum of the block's length and depth, multiplied by two.**

6. Community Amenities

- a. At least 25 percent of the required landscaped area shall be devoted to community amenities (e.g., public plaza or similar outdoor gathering space) that are accessible to the public.
- b. Community amenities shall be located adjacent to and/or be integrated with any transit stops existing or planned within or adjoining the site. If no transit stop exists or is planned within or adjoining the site, community amenities shall be located in any area of high pedestrian activity—i.e., an area adjacent to land uses or activities that attract or involve high volumes of pedestrians, such as "Main Street" shopping areas, neighborhood commercial areas, tourist destinations, colleges and universities, hospitals, schools, parks, senior centers, and youth centers.
- c. Community amenity areas shall be clearly defined through the use of decorative paving (e.g., stamped or colored concrete, ornamental pavers) and be furnished with at least three of the following:
 - i. Benches or seating areas;
 - ii. Raised landscape planters;
 - iii. Shade structures;
 - iv. Public art (e.g., sculptures, murals, water elements, carvings, frescos, mosaics, mobiles);
 - v. Courtyard;
 - vi. Decorative transit shelters (as approved by the city); or
 - vii. Similar features approved by the city.

4. Maximum Allowable Projections of Awnings and similar features.

Awnings, balconies, stoops, stairs, open porches, and bay windows may be permitted to extend into the minimum required setbacks. All features must be fully located within the boundaries of the applicant's property, except for the features permitted to extend past a property line. The maximum allowable projections are listed below in Table 155.155.3501.J.4:

Table 155.3501.J.4: Maximum Allowable Projections of Awnings and similar features.

<u>Feature</u>	<u>Front, Street Side, and Rear Setbacks</u>		<u>Interior Side Setback</u>	<u>0 ft setback</u>
	<u>Setback = 10 ft or less</u>	<u>Setback = greater than 10 ft</u>		
<u>Bay Windows</u>	<u>3 feet</u> ⁵	<u>3 feet</u> ⁵	<u>3 feet</u>	<u>Upper floor only, 3 ft into a public right-of-way</u> ²
<u>Balconies</u>	<u>6 feet</u> ⁵	<u>6 feet</u> ⁵	<u>3 feet</u>	<u>Upper floor only, 3 ft into a public right-of-way</u> ²
<u>Awnings</u> ⁴	<u>6 feet</u>	<u>6 feet</u>	<u>3 feet</u>	<u>24 in. from the face of the curb</u> ²
<u>Stoops</u>	<u>6 feet</u>	<u>6 feet</u>	<u>3 feet</u>	<u>Not Permitted</u>
<u>Stairs</u>	<u>6 feet</u>	<u>8 feet</u>	<u>3 feet</u>	<u>Not Permitted</u>
<u>Porches</u> ¹	<u>6 feet</u>	<u>8 feet</u>	<u>3 feet</u>	<u>Not Permitted</u>
<u>Roof eaves, chimneys, and ramps</u>	<u>May encroach into all setbacks</u>			<u>Roof Eaves only, 3 ft into a public right-of-way</u> ²
<u>Cornice</u> ³	<u>May encroach into all setbacks</u>			<u>1 ft into a public right-of-way</u> ²

Notes:

1. The encroachment of porches shall only be permitted in conjunction with residential single-family units.
2. Right-of-way encroachments shall be a minimum of 11 feet above the sidewalk.
3. A cornice line shall project a minimum of 2 inches from the front elevation of the structure.
4. The placement of awnings shall take into consideration the overall composition of the facade. Awnings shall be designed to fit between vertical architectural elements or features including but not limited to columns, etc. In no case shall the length of an awning exceed 20 feet.
5. Accessory buildings shall be permitted to have balconies or bay windows that encroach a maximum of 3 feet into the rear yard setback.

PART 7 OVERLAY ZONING DISTRICTS

155.3705 COMMUNITY REDEVELOPMENT AREA OVERLAY (CRAO) DISTRICT**F. SPECIFIC COMMUNITY REDEVELOPMENT AREA OVERLAY DISTRICTS****I. Historic Downtown Core Overlay District****a. Purpose**

~~The Historic Downtown Core Overlay district is a CRAO district established and intended to invigorate the economic and social vitality of the core of the Old Pompano Downtown area so it will be a destination for residents from throughout the community. Specifically, it is intended to emphasize retail uses, promote cohesive development and redevelopment that will create a safe, attractive and pedestrian oriented area (through the use of incentives and parking and landscaping standards), and emphasize preservation and revitalization of some of the existing elements of the area and its historic development pattern.~~

b. Applicability

- ~~i. The standards in this subsection shall apply to lands designated Historic Downtown Core Overlay district on the Official Zoning Map.~~
- ~~ii. The use standards in subsection c below, shall apply to all development in the district.~~

- iii. ~~The intensity, dimensional, and development standards in subsections d through k below shall apply only to buildings no more than 35 feet in height.~~
- iv. ~~To the extent that conflicts occur between standards of the overlay district and other regulations in this Code, the provisions set forth in Historic Downtown Core Overlay district shall prevail.~~
- e. ~~Modified Use Standards~~
 - Uses in the district shall be subject to the use standards applicable in the underlying base zoning district except as otherwise provided below.
 - i. ~~Irrespective of the use standards applicable in the underlying base zoning district, the following categories of principal uses are permitted in the Historic Downtown Core Overlay district:~~
 - (A) ~~Business Support Uses;~~
 - (B) ~~Eating and Drinking Establishments;~~
 - (C) ~~Office Uses;~~
 - (D) ~~Retail Sales and Service Uses Personal Services;~~
 - (E) ~~Retail Sales and Service Uses Retail Sales; and~~
 - (F) ~~Visitor Accommodation Uses.~~
 - ii. ~~Irrespective of the use standards applicable in the underlying base zoning district and subsection i above, the following principal uses shall be prohibited in the Historic Downtown Core Overlay district:~~
 - (A) ~~Child care facility;~~
 - (B) ~~Blood/tissue collection center;~~
 - (C) ~~Boat or marine sales or rental;~~
 - (D) ~~Marina;~~
 - (E) ~~Employment agency;~~
 - (F) ~~Automotive parts sales and installation;~~
 - (G) ~~Automotive repair and maintenance facility;~~
 - (H) ~~Motor vehicle/trailer sales or rental;~~
 - (I) ~~Gasoline filling station;~~
 - (J) ~~Truck/recreational vehicle/trailer repair and servicing;~~
 - (K) ~~Crematory;~~
 - (L) ~~Fortune telling establishment;~~
 - (M) ~~Funeral home or mortuary;~~
 - (N) ~~Lawn care, pool, or pest control service;~~
 - (O) ~~Tattoo or body piercing establishment;~~
 - (P) ~~Auction house;~~
 - (Q) ~~Consignment shop;~~
 - (R) ~~Home and building supply center;~~
 - (S) ~~Pawn shop;~~
 - (T) ~~Thrift shop;~~
 - (U) ~~Sexually oriented business;~~
 - (V) ~~Showroom, wholesale; and~~
 - (W) ~~Laundry, dry cleaning, carpet cleaning, or dyeing facility.~~
 - iii. ~~Irrespective of the use standards applicable in the underlying base zoning district, a drive-through service accessory use shall be prohibited in the Historic Downtown Core Overlay district.~~

- iv. ~~Irrespective of the generally applicable use specific standards, the following uses shall not be subject to Section 155.4501, Separation Requirements for Alcoholic Beverage Establishments:~~
 - ~~(A) Bar or lounge (whether a principal use or an accessory use to a restaurant or hotel, and including any accessory outdoor seating);~~
 - ~~(B) Brewpub (whether a principal use or an accessory use to a hotel, and including any accessory outdoor seating);~~
 - ~~(C) Restaurant (whether a principal use or an accessory use to a hotel, and including any accessory outdoor seating);~~
 - ~~(D) Specialty eating or drinking establishment (whether a principal use or an accessory use to a hotel, and including any accessory outdoor seating); and~~
 - ~~(E) Hotel or motel.~~
- d. ~~Modified Intensity and Dimensional Standards~~

~~Irrespective of the intensity and dimensional standards applicable in the underlying base zoning district, the following dimensional standards shall apply in the Historic Downtown Core Overlay district to buildings no more than 35 feet in height:~~

 - i. ~~Maximum lot coverage is 100 percent.~~
 - ii. ~~Setbacks of all rehabilitated, expanded, or newly constructed structures within the district shall conform to the setbacks existing as of August 1, 2007 along all streets. The maintenance of the existing building wall is a key to preserving the look and feel of the district.~~
- e. ~~Development Standards~~

~~Irrespective of the generally applicable development standards established in Article 5: Development Standards, the following development standards shall apply in the Historic Downtown Core Overlay district to buildings no more than 35 feet in height:~~

 - i. ~~Parking and Loading~~
 - ~~(A) Buildings undergoing rehabilitation (as defined in Part 5 (Terms and Uses Defined) of Article 9: Definitions and Interpretation) are not required to provide off-street parking.~~
 - ~~(B) For any other development, the following standards apply:~~
 - ~~(1) Retail stores and offices shall provide at least one parking space for each 500 square feet, or fraction thereof, of gross floor area above 1,000 square feet.~~
 - ~~(2) Direct pedestrian access shall be provided from rear parking areas to ground floor uses. Connections can be interior thoroughways with rear or side entrances. Pedestrian thoroughways may also be exterior, located adjacent or between buildings. Interior and exterior thoroughways shall be a minimum of five feet unless located between buildings, in which case, thoroughways shall be a minimum of ten feet.~~
 - ~~(3) Exterior thoroughways and outside areas shall provide a minimum 0.5 foot candle of illumination. Lighting fixtures, placement and design shall be compatible with building design.~~
 - ~~(C) Surface and structured parking, as well as all loading and service areas, shall be placed to the rear or to the side of buildings.~~
 - ~~(D) All surface parking and loading areas shall be screened from public areas, public sidewalks, and adjacent residentially zoned properties by landscaping and a four foot high solid wall.~~
 - ~~(E) When parking is provided at or above grade within a structure, a facade treatment which is consistent (in terms of materials and design) with the building facade shall be provided for the parking area.~~

- (F) ~~Parking structures shall be constructed so that commercial uses occupy the ground level floor on all street fronts.~~
- (G) ~~The Development Services Director may reduce the minimum number of off street parking spaces otherwise required by Section 155.5102.D.1, Minimum Number of Off Street Parking Spaces, in accordance with the reduction ranges in Table 155.3705.F.1.e.i below for developments that include all the features required to qualify for the particular reduction range, on finding that the actual percentage reduction is warranted by reduced parking demand. Any such finding shall be based on a study prepared by the applicant for or owner of the development that estimates parking demand based on the recommendations of the Institute of Traffic Engineers (ITE) or other acceptable source of parking demand data, and that includes relevant data collected from uses or combinations of uses that are the same or comparable to the proposed use in terms of density, scale, bulk, area, type of activity, and location.~~

TABLE 155.3705.F.2.E.I: REDUCTION OF PARKING REQUIREMENTS FOR HISTORIC DOWNTOWN POMPANO CORE OVERLAY DISTRICT

RANGE OF REDUCTION PERCENTAGE	REQUIRED DEVELOPMENT FEATURES
76% — 100%	The site is designated as a city, county, or national historic landmark or contains a building over 50 years old
	Lot coverage is between 75 and 100 percent
	The ground floor of the principal building is used for retail uses
	Parking facilities for bicycles are provided
	Lockers, changing facilities, and showers for employees are provided
	Signs directing visitors and customers to parking facilities are provided
	The site is adjacent to on-street parking
	Long-term parking is available on the periphery of the district
51% — 75%	A strategy to minimize parking in adjacent residential areas (e.g., license registration with employer for enforcement) is provided
	Lot coverage is between 75 and 100 percent
	The ground floor of the principal building is used for retail uses
	Parking facilities for bicycles are provided
	Signs directing visitors and customers to parking facilities are provided
	The site is adjacent to on-street parking
26% — 50%	Long-term parking is available on the periphery of the district
	A strategy to minimize parking in adjacent residential areas (e.g., license registration with employer for enforcement) is provided
	Lot coverage is between 50 and 75 percent
	The ground floor of the principal building is used for retail uses
0% — 25%	Parking facilities for bicycles are provided
	The site is within 200 feet of on-street parking
0% — 25%	Lot coverage is less than 50 percent
	The ground floor of the principal building is used for retail uses

ii. ~~Landscaping Standards~~

- (A) ~~Landscaping shall be compatible with the design of adjacent structures.~~
- (B) ~~Use of native or xeriphytic plant materials is encouraged.~~
- (C) ~~Public safety and utilization of CPTED principles, to create high visibility areas and natural access control is required.~~
- (D) ~~Landscaping elements shall align with adjacent building elements and be compatible with the character of the district in size, scale, and type.~~
- (E) ~~Native trees shall be preserved where feasible. Building setback should be adjusted to preserve tree canopy. A native tree as a focal point in a courtyard or expanded sidewalk area is encouraged.~~
- (F) ~~Shrubs and ground cover shall only be placed between the effective width of the sidewalk and the curb. Exception shall be made only for~~

~~residential uses on the ground floor. This exception shall not apply at entrances to residential uses located on the second floor or above.~~

- ~~(G) Use of trees to provide shade, color, and interest, and use of vines, or trained plant materials is appropriate.~~
- ~~(H) Street trees shall be placed in tree pits covered with ADA compliant grates. Tree grates shall be sized appropriately for each tree species at maturity.~~
- ~~(I) Tree placement shall reinforce the rhythm of the sidewalk.~~
 - ~~(1) Street trees shall be placed 30 feet apart as measured from the centerline of the tree trunk.~~
 - ~~(2) Adequate clearance to the building facade for uniform development of the street tree canopy shall be demonstrated for the type and species selected.~~
 - ~~(3) Street trees may be placed within the street side shy distance of the sidewalk or within curb extensions between the sidewalk and the street.~~

iii. Streetscape

- ~~(A) The periphery of any site fronting on a public right-of-way shall be improved by the provision of sidewalk, streetlight, street furniture, street trees and other elements, covering the entire area from face of curb to face of building.~~
- ~~(B) Sidewalks shall maintain an effective clear width of four feet and a design width of 11 feet.~~
- ~~(C) Street trees and other streetscape elements (luminaries, street furniture, benches, trash receptacles, way finding/directional signage, etc.) may be placed within the shy distance, parallel and contiguous with the effective width, of no more than five feet along the street edge or curb, and no more than two feet from the face of a building. (See Figure 155.3705.F.1.e.ii.)~~
- ~~(D) The area between street trees shall be paved with semi permeable pavers.~~
- ~~(E) Street intersections shall be improved with curb extensions sufficient to provide fully accessible landings and a pedestrian rest area. Rest areas shall occur at intersections and mid-block. Rest areas shall be furnished with way finding/directional signage, sufficient clearance for a wheelchair, and other pedestrian amenities such as benches, or bicycle racks.~~
- ~~(F) A change of tactile surface texture shall be installed at all corner pedestrian crossings. The application of tactile surface textures shall be consistent, and designed as a component of way finding/directional.~~
- ~~(G) Where there is insufficient area for the streetscape improvements within the existing right-of-way, the city may require an easement at its discretion.~~

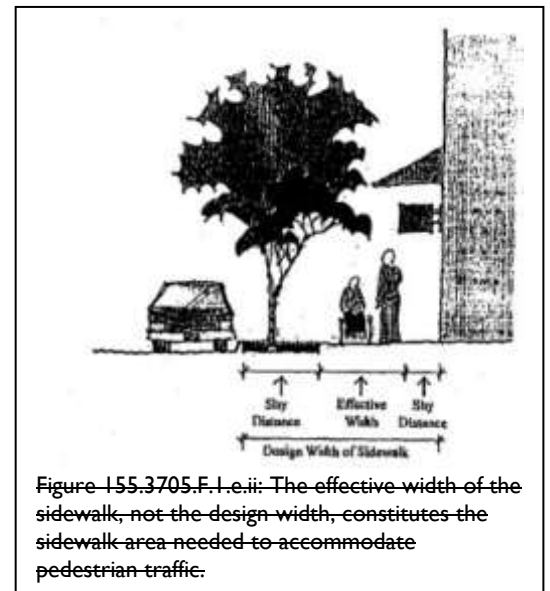


Figure 155.3705.F.1.e.ii: The effective width of the sidewalk, not the design width, constitutes the sidewalk area needed to accommodate pedestrian traffic.

~~iv. First Floor and Building Entrances~~

- ~~(A) First floor entrances to new developments shall be placed at street corners when possible.~~
- ~~(B) Buildings shall be accessible from Atlantic Boulevard, NE 1st Street, NE 2nd Street, NE 3rd Street, or NE 1st Avenue.~~
- ~~(C) Buildings shall contain commercial uses on the first floor along Atlantic Boulevard and NE 1st Avenue.~~
- ~~(D) Along these streets, new first floor commercial development must have a minimum of 70 percent transparent area as measured between three feet and nine feet above the sidewalk.~~

~~v. Architectural Design~~

~~All new or improved structures, site improvements and appurtenances must comply with the standards in this section.~~

~~(A) Site Plan~~

~~Most structures in the district contribute to a strong "building wall" framing the public space of the street because they align at the front property line and are usually built out to the full width of the lot. Gaps between lots, if they occur, provide pedestrian access to an alley or through the block. These site plan characteristics of building to sidewalk should be preserved and maintained.~~

- ~~(1) Align building fronts at the sidewalk line when feasible. (See Figure 155.3705.F.1.e.v(A).)~~
- ~~(2) Orient the primary entrance of a building toward the street.~~
- ~~(3) Provide a clearly defined primary entrance. Recessed entryways are preferred.~~
- ~~(4) Align the building front at the edge of the sidewalk.~~

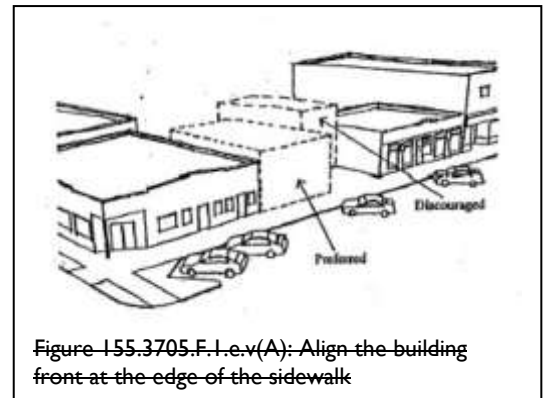


Figure 155.3705.F.1.e.v(A): Align the building front at the edge of the sidewalk

~~(B) Architectural Character~~

~~The buildings within the district are small in scale, two stories or less, and characteristic of various architectural styles including beaux arts, commercial mission and Mediterranean revival, art moderne, art deco, mid-century modern, and vernacular. While it is important that new buildings and alterations be compatible with the historic context, it is not necessary that they imitate older historic styles. In fact, stylistically distinguishing new buildings from their historic neighbors is encouraged by the Secretary of the Interior's historic preservation guidelines. New infill shall reinforce traditional development patterns and maintain the mass, scale, form, and ordering elements of the neighboring context.~~

- ~~(1) The first floor height of all newly constructed buildings containing retail uses shall be at least 12 feet.~~
- ~~(2) New interpretations of traditional building styles, drawing upon the fundamental similarities among the older buildings, are encouraged. This will allow infill to be viewed as a product of its own time, yet still compatible with its historic neighbors and a balance of old and new.~~

- (3) New buildings shall incorporate a base, middle, and a cap. Traditionally building facades were composed of these three basic elements. Maintaining this compositional system will help reinforce the visual continuity of the Historic Downtown Core Area. (See Figure 155.3705.F.I.e.v(B).) The three basic elements that compose a traditional building: (1) base, (2) middle, and (3) cap. Interpreting this traditional composition in new buildings will help reinforce visual continuity of a block.

- (4) New buildings shall maintain the alignment of horizontal facade elements of the block. Canopies, window headers, windowsills, moldings, cornices, parapets, signage cornices, and storefront sills are among the elements of a facade that may be aligned.

- (5) The established building scale shall be maintained. Primary facades shall be in scale and aligned with surrounding historic buildings.

- (6) Floor to floor heights should be similar to those seen historically. Windows in new construction should be similarly proportioned and of similar height and rhythm as those seen traditionally along the street.

- (7) Roofs may be parapet, or sloped to a maximum pitch of 4 in 12.

- (8) Larger buildings shall be divided into modules scaled to buildings seen historically. The height and width of each module should be similar to the traditional height and width of the historical buildings of the surrounding context.

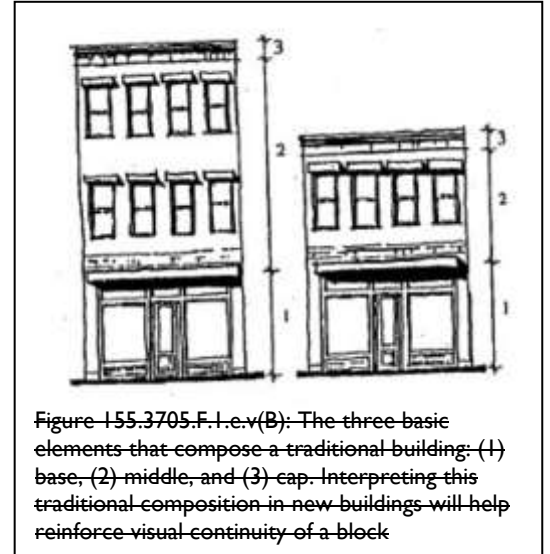


Figure 155.3705.F.I.e.v(B): The three basic elements that compose a traditional building: (1) base, (2) middle, and (3) cap. Interpreting this traditional composition in new buildings will help reinforce visual continuity of a block

(C) **Materials**

- (1) Exterior building materials shall conform to the limited material palette used within the district, primarily stucco on concrete masonry, or brick. Use of foam moldings, faux finishes, large expanses of featureless materials, highly reflective materials is inappropriate.
- (2) New materials shall be environmentally sustainable and relate to those used historically through scale, texture, finish, and detailing.
- (3) Stucco on concrete or terra cotta masonry was the traditional material and is preferred for new construction. This includes brick and natural stone finishes. Appropriate stucco finishes include dash, float, glacier, or California finish (as defined in the Plaster/Stucco Manual, 5th Edition, Portland Cement Association). Use of foam stucco moldings for spray-applied veneer finishes is not appropriate.
- (4) Wood and metal were used for door, storefront, and window frames and should be used in new construction.
- (5) If new materials are used, they shall appear similar in character to those used historically through detailing. Detailing should provide continuity through combined use of scale, proportion, texture or color.

- ~~(6) Durability of new materials must be demonstrated for the hot humid climate of Pompano Beach.~~
- ~~(7) Non-corrosive metals, such as coated or anodized aluminum, or molybdenum-stainless steel are appropriate.~~
- ~~(8) Exterior wood shall be protected from the weather, or shall have a stained or painted finish.~~
- ~~(9) Roofing materials shall be standing seam or batten metal, flat concrete tile, traditional barrel tile, or flat asphalt shingle, similar to those seen historically.~~

~~(D) Canopies, Awnings, and Overhangs~~

- ~~(1) Canopies and awnings shall provide shade and rain protection over the sidewalk area, similar to those seen historically.~~
- ~~(2) Canopies, awnings, or overhangs shall be demonstrated to achieve 40 percent shaded coverage of the ground floor building facade below the canopy between the hours 9:00 a.m. and 5:00 p.m. year-round.~~
- ~~(3) Canopies, awnings, or overhangs shall reflect historical placement patterns and follow the length of the building along the street front.~~
- ~~(4) Canopies, awnings, or overhangs shall be integrated into the design of the building to provide protection from rain to pedestrians within the sidewalk area.~~
- ~~(5) Canopies, awnings, or overhangs shall accentuate the character-defining feature of a window or storefront.~~
- ~~(6) Fabric awnings shall be simple shed types. Odd-shaped, bullnose, and bubble awnings, and internally illuminated glowing awnings are inappropriate.~~
- ~~(7) Illumination of canopies and overhangs should complement the canopy and not be a primary design feature, and should increase the safety of the environment by illuminating the pedestrian sidewalk area. Illumination under an awning to illuminate the pedestrian sidewalk area is acceptable; however, fixtures that shine through an awning and make it glow are not~~

~~(E) Exterior Lighting~~

- ~~(1) Building lighting shall be consistent with that seen historically, relatively low in intensity, casting a warm color, shielded with simple devices, and modest in appearance and character.~~
- ~~(2) Luminaries may appropriately accent architectural details, building entrances, and signs.~~
- ~~(3) Luminaries may illuminate sidewalks.~~
- ~~(4) Prevent glare with shielded and focused light sources casting illumination downward.~~
- ~~(5) Lighting associated with service areas and parking shall be shielded from view from public sidewalk areas.~~
- ~~(6) Luminaries shall not illuminate an entire building facade in light.~~

~~vi. Mechanical Equipment and Service Utilities~~

- ~~(A) Mechanical equipment and service areas shall not be visible from the public sidewalk; and shall be located to the rear of a building or on an alley where feasible.~~
- ~~(B) All mechanical equipment shall be screened from public view.~~
- ~~(C) Window air conditioning units shall not be located on the primary building facade.~~

- ~~(D) Satellite dishes and other appurtenances shall be placed out of public view to the extent feasible.~~
- ~~(E) Utility connections and service boxes shall be placed on secondary walls and away from corners.~~
- ~~(F) Standpipes and other service equipment shall not damage historic building facade materials.~~
- ~~(G) New curb cuts are not allowed along the street front.~~
- ~~(H) All utilities shall be located underground, including those located to the rear of developments.~~

~~vii. Signage~~

~~Signage shall comply with standards in the Sign Code (Chapter 156 of the Code of Ordinances).~~

~~2. Historic Downtown Transition Area Overlay District~~

~~a. Purpose~~

~~The Historic Downtown Transition Area Overlay district is a CRAO district established and intended to create a pedestrian-oriented, mixed-use environment in the periphery of the Old Pompano Downtown area that will be a destination for residents from throughout the community. Specifically, it is intended to promote cohesive development and redevelopment that will create a safe, attractive and pedestrian-oriented area (through the use of incentives and parking and landscaping standards), emphasize the recapture and preservation of some of the existing elements of the area and its historic development pattern, be compatible with development in the adjacent Historic Core Overlay district, and introduce residential uses while providing additional height for new development.~~

~~b. Applicability~~

- ~~i. The standards in this subsection shall apply to lands designated Historic Downtown Transition Area Overlay district on the Official Zoning Map.~~
- ~~ii. The use standards in subsection c below shall apply to all development in the district.~~
- ~~iii. The intensity, dimensional, and development standards in subsections d through k below shall apply only to buildings no more than 45 feet in height.~~
- ~~iv. To the extent that conflicts occur between standards of the overlay district and other regulations in this Code, the provisions set forth in Historic Downtown Transition Area Overlay district shall prevail.~~

~~c. Modified Use Standards~~

~~Uses in the district shall be subject to the uses standards applicable in the underlying base zoning district except as otherwise provided below.~~

- ~~i. Irrespective of the use standards applicable in the underlying base zoning district, the following uses are permitted in the Historic Downtown Transition Area Overlay district:~~
 - ~~(A) Multifamily dwellings, as a principal use;~~
 - ~~(B) Mixed use developments containing multifamily dwellings and commercial uses allowed in the underlying base zoning district, as a principal use; and~~
 - ~~(C) Bars, as an accessory use to a restaurant.~~
- ~~ii. Irrespective of the use standards applicable in the underlying base zoning district, the following principal uses shall be prohibited in the Historic Downtown Transition Area Overlay district:~~
 - ~~(A) Single family dwelling~~
 - ~~(B) Two family dwelling~~

- ~~(C) — Blood/tissue collection center~~
- ~~(D) — Boat or marine sales or rental~~
- ~~(E) — Marina~~
- ~~(F) — Employment agency~~
- ~~(G) — Automotive parts sales and installation~~
- ~~(H) — Automotive repair and maintenance facility~~
- ~~(I) — Motor vehicle/trailer sales or rental~~
- ~~(J) — Gasoline filling station~~
- ~~(K) — Truck/recreational vehicle/trailer repair and servicing~~
- ~~(L) — Fortune telling establishment~~
- ~~(M) — Tattoo or body piercing establishment~~
- ~~(N) — Auction house~~
- ~~(O) — Consignment shop~~
- ~~(P) — Pawn shop~~
- ~~(Q) — Thrift shop~~
- ~~(R) — Sexually oriented business~~
- ~~(S) — Showroom, wholesale~~

~~iii. — Irrespective of the use standards applicable in the underlying base zoning district, a drive through service accessory use shall be prohibited in the Historic Downtown Transition Area Overlay district.~~

~~d. — Modified Intensity and Dimensional Standards~~

~~Irrespective of the intensity and dimensional standards applicable in the underlying base zoning district, the following dimensional standards shall apply in the Historic Downtown Transition Area Overlay district to buildings no more than 45 feet in height:~~

- ~~i. — Maximum lot coverage is 100 percent.~~
- ~~ii. — Setbacks shall conform to the following:~~
 - ~~(A) — For at least 75 percent of the frontage along Atlantic Boulevard, NE 1st Street, NE 2nd Street, NE 3rd Street, or NE 1st Avenue, buildings shall be set back zero feet from the front lot line where adequate sidewalks exist. Where adequate sidewalks do not exist, and when deemed appropriate, a sidewalk shall be required either on or off site and be dedicated to the public, in accordance with the standards in Section 155.3705.F.2.g, Streetscape.~~
 - ~~(B) — Building walls shall be set back zero feet from a street side lot line if a sidewalk exists. Where adequate sidewalks do not exist and when deemed appropriate, a sidewalk shall be required either on or off site and be dedicated to the public, in accordance with the standards in Section 155.3705.F.2.g, Streetscape.~~
 - ~~(C) — Buildings shall be set back zero feet from any interior side lot line unless a walkway, plaza, or courtyard is provided adjacent to buildings to provide access to rear parking areas and to create outside areas. If such spaces are provided, the interior side yard setback shall be a minimum of ten feet.~~
 - ~~(D) — Arcades, walkways, pedestrian plazas/courtyards, landscaping, lighting, street furniture, and outdoor seating that does not obstruct pedestrian movement are permitted in required front yards and side yards.~~

~~e. Development Standards~~

~~Irrespective of the generally applicable development standards established in Article 5: Development Standards, the following development standards shall apply in the Historic Downtown Core Overlay district to buildings no more than 45 feet in height:~~

~~i. Parking and Loading~~

~~(A) The following parking space requirements apply:~~

- ~~(1) Multifamily dwellings shall provide at least 1.2 parking spaces for every efficiency, one-bedroom, or two-bedroom dwelling unit, and two spaces for every dwelling unit with three or more bedrooms.~~
- ~~(2) Retail stores and offices shall provide at least one parking space for each 500 square feet, or fraction thereof, of gross floor area above 1,000 square feet.~~

~~(B) Direct pedestrian access shall be provided from rear parking areas to ground floor uses. Connections can be interior throughways with rear or side entrances. Pedestrian throughways may also be exterior, located adjacent or between buildings. Interior and exterior throughways shall be a minimum of five feet unless located between buildings, in which case, throughways shall be a minimum of ten feet.~~

~~(C) Exterior throughways and outside areas shall provide a minimum 0.5 foot candle of illumination. Lighting fixtures, placement and design shall be compatible with building design.~~

~~(D) Surface and structured parking, as well as all loading and service areas, shall be placed to the rear or to the side of buildings.~~

~~(E) All surface parking and loading areas shall be screened from public areas, public sidewalks, and adjacent residentially zoned properties by landscaping and a four foot high solid wall.~~

~~(F) When parking is provided at or above grade within a structure, a facade treatment which is consistent (in terms of materials and design) with the building facade shall be provided for the parking area.~~

~~(G) Parking structures shall be constructed so that commercial or residential uses occupy the ground level floor on all street fronts.~~

~~(H) The Development Services Director may reduce the minimum number of off street parking spaces otherwise required by Section 155.5102.D.1, Minimum Number of Off-Street Parking Spaces, in accordance with the reduction ranges in Table 155.3705.F.2.e. below for developments that include all the features required to qualify for the particular reduction range, on finding that the actual percentage reduction is warranted by reduced parking demand. Any such finding shall be based on a study prepared by the applicant for or owner of the development that estimates parking demand based on the recommendations of the Institute of Traffic Engineers (ITE) or other acceptable source of parking demand data, and that includes relevant data collected from uses or combinations of uses that are the same or comparable to the proposed use in terms of density, scale, bulk, area, type of activity, and location.~~

~~TABLE 155.3705.F.2.E.1: REDUCTION OF PARKING REQUIREMENTS FOR HISTORIC DOWNTOWN POMPANO TRANSITION OVERLAY DISTRICT~~	
~~RANGE OF REDUCTION PERCENTAGE~~	~~REQUIRED DEVELOPMENT FEATURES~~
~~76%—100%~~	~~The site is designated as a city, county, or national historic landmark or contains a building over 50 years old~~
	~~Lot coverage is between 75 and 100 percent~~
	~~The ground floor of the principal building is used for retail uses~~
	~~Parking facilities for bicycles are provided~~

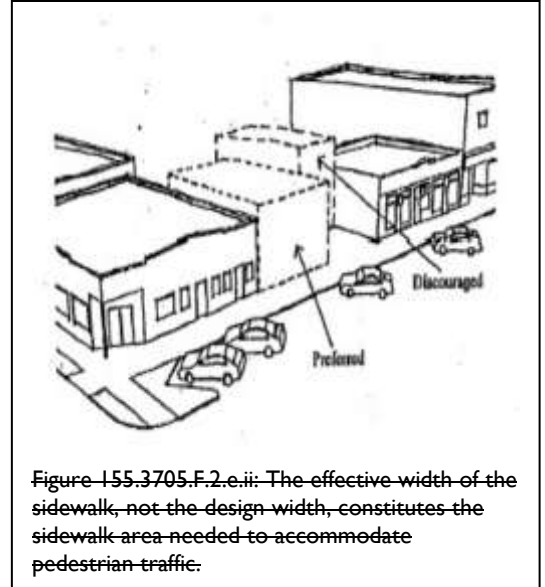
TABLE 155.3705.F.2.E.I: REDUCTION OF PARKING REQUIREMENTS FOR HISTORIC DOWNTOWN POMPANO TRANSITION OVERLAY DISTRICT	
RANGE OF REDUCTION PERCENTAGE	REQUIRED DEVELOPMENT FEATURES
	Lockers, changing facilities, and showers for employees are provided
	Signs directing visitors and customers to parking facilities are provided
	The site is adjacent to on-street parking
	Long-term parking is available on the periphery of the district
	A strategy to minimize parking in adjacent residential areas (e.g., license registration with employer for enforcement) is provided
51% – 75%	Lot coverage is between 75 and 100 percent
	The ground floor of the principal building is used for retail uses
	Parking facilities for bicycles are provided
	Signs directing visitors and customers to parking facilities are provided
	The site is adjacent to on-street parking
	Long-term parking is available on the periphery of the district
26% – 50%	A strategy to minimize parking in adjacent residential areas (e.g., license registration with employer for enforcement) is provided
	Lot coverage is between 50 and 75 percent
	The ground floor of the principal building is used for retail uses
	Parking facilities for bicycles are provided
0% – 25%	The site is within 200 feet of on-street parking
	Lot coverage is less than 50 percent
	The ground floor of the principal building is used for retail uses

ii. ~~Landscaping Standards~~

- (A) ~~Landscaping shall be compatible with the design of adjacent structures.~~
- (B) ~~Use of native or xeriphytic plant materials is encouraged.~~
- (C) ~~Public safety and utilization of CPTED principles, to create high-visibility areas and natural access control is required.~~
- (D) ~~Landscaping elements shall align with adjacent building elements and be compatible with the character of the district in size, scale, and type.~~
- (E) ~~Native trees shall be preserved where feasible. Building setback should be adjusted to preserve tree canopy. A native tree as a focal point in a courtyard or expanded sidewalk area is encouraged.~~
- (F) ~~Shrubs and ground cover shall only be placed between the effective width of the sidewalk and the curb. Exception shall be made only for residential uses on the ground floor. This exception shall not apply at entrances to residential uses located on the second floor or above.~~
- (G) ~~Use of trees to provide shade, color, and interest, and use of vines, or trained plant materials is appropriate.~~
- (H) ~~Street trees shall be placed in tree pits covered with ADA compliant grates. Tree grates shall be sized appropriately for each tree species at maturity.~~
- (I) ~~Tree placement shall reinforce the rhythm of the sidewalk.~~
 - (1) ~~Street trees shall be placed 30 feet apart as measured from the centerline of the tree trunk.~~
 - (2) ~~Adequate clearance to the building facade for uniform development of the street tree canopy shall be demonstrated for the type and species selected.~~
 - (3) ~~Street trees may be placed within the street side shy distance of the sidewalk or within curb extensions between the sidewalk and the street.~~

iii. ~~Streetscape~~

- (A) ~~The periphery of any site fronting on a public right of way shall be improved by the provision of sidewalk, streetlight, street furniture, street trees and other elements, covering the entire area from face of curb to face of building.~~
- (B) ~~Sidewalks shall maintain an effective clear width of four feet and a design width of 11 feet.~~
- (C) ~~Street trees and other streetscape elements (luminaries, street furniture, benches, trash receptacles, way finding/directional signage, etc.) may be placed within the shy distance, parallel and contiguous with the effective width, of no more than five feet along the street edge or curb, and no more than two feet from the face of a building. (The effective width of the sidewalk, not the design width, constitutes the sidewalk area needed to accommodate pedestrian traffic.) (See Figure 155.3705.F.2.e.ii.)~~
- (D) ~~The area between street trees shall be paved with semi-permeable pavers.~~
- (E) ~~Street intersections shall be improved with curb extensions sufficient to provide fully accessible landings and a pedestrian rest area. Rest areas shall occur at intersections and mid-block. Rest areas shall be furnished with way finding/directional signage, sufficient clearance for a wheelchair, and other pedestrian amenities such as benches, or bicycle racks.~~
- (F) ~~A change of tactile surface texture shall be installed at all corner pedestrian crossings. The application of tactile surface textures shall be consistent, and designed as a component of way finding/directional.~~
- (G) ~~Where there is insufficient area for the streetscape improvements within the existing right of way, the city may require an easement at its discretion.~~

iv. ~~First Floor and Building Entrances~~

- (A) ~~First floor entrances to new developments shall be placed at street corners when possible.~~
- (B) ~~Buildings shall be accessible from Atlantic Boulevard, NE 1st Street, NE 2nd Street, NE 3rd Street, or NE 1st Avenue.~~
- (C) ~~Buildings shall contain commercial uses on the first floor along Atlantic Boulevard and NE 1st Avenue.~~
- (D) ~~Along these streets, new first floor commercial development must have a minimum of 70 percent transparent area as measured between three feet and nine feet above the sidewalk.~~
- (E) ~~The first floor height of all newly constructed buildings containing retail uses shall be at least 12 feet.~~

v. ~~Design Theme~~

All new or improved structures, site improvements and appurtenances must comply with the standards in this section

(A) ~~The building designs should be asymmetrical in shape and consists of textured or smooth stucco, terra cotta or fired clay.~~

(B) ~~Windows and door frames shall be steel or aluminum. Windows should be recessed and roof types are usually flat and not visible behind the parapet which may be shaped. Styrofoam moldings, Dryvit, plastic fixtures and signage shall not be allowed.~~

(C) ~~Public safety will be a priority using the principles of CPTED, to create high visibility areas and natural access control.~~

(D) ~~Residential structures may include a porte cochere and tile coping could be used along the parapet.~~

vi. ~~Utilities~~

All utilities shall be located underground, including those located to the rear of developments.

vii. ~~Signage~~

Signage shall comply with standards in the Sign Code (Chapter 156 of the Code of Ordinances).

155.3708. DOWNTOWN POMPANO BEACH (DP) OVERLAY DISTRICT**A. PURPOSE**

The Downtown Pompano Beach Overlay district (DPOD) is established and intended to encourage an urban form that promotes transit usage and pedestrian oriented development.

B. APPLICABILITY**1. GENERAL**

- a. These standards apply to all land within the Downtown Pompano Beach Overlay district (DPOD), as delineated on the Official Zoning Map.
- b. These standards replace or supplement the use, intensity, dimensional, and development standards applicable to the underlying base district. If DPOD standards directly conflict with those governing an underlying base district, the DPOD standards shall govern. If land within the district is classified as one or more other overlay zoning districts, and DPOD standards directly conflict with those of the other overlay district(s), the more restrictive standard shall govern. If land within the district is classified as a planned development (PD) zoning district, the planned development district's regulations shall govern.

2. EXEMPTIONS**a. Permitted Auto-Oriented Uses**

- i. Irrespective of the standards applicable in Transit Oriented (TO) District or in the DPOD, the following auto-oriented uses and auto-oriented use categories shall be permitted in the DPOD, provided they shall only be permitted at locations that had a site plan approved for such use prior to January 1, 2013:
 - (A) Section 155.4202.D: Dwelling, Single Family. However single family dwellings located in the RS Use Area (as designated on the Use Regulating Plan) are permitted uses.
 - (B) Section 155.4202.F: Dwelling, Two-Family.
 - (C) All use types included in use category Commercial: Boat and Marine Sales and Service Uses, Section 155.4215.
 - (D) All use types, including but not limited to Car Wash or Auto Detailing 155.4219.H, included in use category Commercial: Motor Vehicle Sales and Service Uses, Section 155.4219, and
 - (E) Section 155.4303.I: Drive-Through Service. However the entire principal use associated with the Drive-Through Service shall also be considered as permitted.
 - ii. Until such time that the permitted auto-oriented use converts to a new principal use type, the permitted auto-oriented uses shall be exempt from compliance with all Transit Oriented (TO) and DPOD Standards.
 - iii. Until such time that the permitted auto-oriented use converts to a new principal use type, the permitted auto-oriented uses, including the structures and lots, shall be governed by the development standards for the previous Zoning District, including but not limited to all applicable Application Specific Review Procedures in Article 2, Use Standards in Article 4, Development Standards in Article 5, Nonconformities Standards in Article 7, and Interpretation Standards in Article 9.
- b. Existing Structures and Lots used for Places of Worship**
- i. Structures and lots approved for use as a Place of Worship, including lots approved for off-street parking for a Place of Worship, prior to January 1, 2013 shall be exempt from compliance with all Transit Oriented (TO) and DPOD Standards until such time that the Place of Worship converts to a new principal use type.
 - ii. Until such time that the Place of Worship converts to a new principal use type, the structures and lots approved for a Place of Worship shall be governed by the development standards for the previous Zoning District, including but not limited to all applicable Application Specific Review Procedures in Article 2, Use Standards in Article 4, Development Standards in Article 5, Nonconformities Standards in Article 7, and Interpretation Standards in Article 9.

C. REGULATING PLANS

The DPOD is governed by a series of controlling plans called Regulating Plans. The Regulating Plans demonstrate DPOD development standards in both words and diagrams, and include maps designating the locations where the various standards apply. Unless otherwise noted, all

development shall be in compliance with the Regulating Plans. The Regulating Plans for the DPOD include the following:

1. The Sub-areas Regulating Plan, which divides the DPOD into three Sub-areas: Core, Center and Edge. The highest density and intensity within the DPOD shall be allocated to the Core Sub-area, a mixed-use area within the 1/4 mile (1,320 feet) radius of a transit station(s) or major transit stop(s). The densities and intensities shall then gradually decrease from the Core to the Center Sub-area where mixed-uses are still permitted and then further decrease to the Edge Sub-area which is characterized by single uses, including low density residential.
2. The Building Heights Regulating Plan, which establishes the maximum building height.
3. The Density Regulating Plan, which establishes the minimum and maximum allowable residential density permitted.
4. The Building Placement Regulating Diagrams, which provide a schematic representation of the various building typologies, based on their sub-area. The diagrams demonstrate the required setbacks, lot standards, and profiles of structures. Not all building typologies are permitted in each sub-area.
5. The Use Regulating Plan, which delineates the areas where specified land uses and development of various types shall be permitted.
6. The Designated Open Space and Greenway System Regulating Plan, which designates open spaces and a greenway system, shall be shown in all development plans.
7. The Street Network Connectivity Regulating Plan, which shows the location of existing and new streets needed to create the prescribed network of streets within the DPOD. This Plan also establishes the hierarchy of the streets.

D. SUB-AREAS REGULATING PLAN

All new and existing development shall comply with the standards found within the Sub-Areas Regulating Plan.

E. BUILDING HEIGHT REGULATING PLAN AND MODIFIED HEIGHT STANDARDS.

1. Building Height Regulating Plan

All new and existing development shall comply with the standards found within the Building Height Regulating Plan. Table 155.3708.E.1.a provides a summary of the heights per sub-area. However since maximum building heights vary within the Core and Edge sub-areas, the Building Height Regulating Plan shall be referred to.

<u>Table 155.3708.E.1 Maximum Permitted Height</u>	
<u>Area</u>	<u>Maximum Height</u>
<u>Core</u>	<u>35 ft to 105 ft, depending on exact location. Refer to Height Regulating Plan.</u>
<u>Center</u>	<u>80 ft</u>
<u>Edge</u>	<u>35 ft to 55 ft, depending on exact location. Refer to Height Regulating Plan.</u>

2. Height Bonus Options

In addition to the maximum building shown the Building Height Regulating Plan, properties within the DPOD may be eligible for a height bonus in accordance with Table 155.3708.E.2. In no case shall a property be permitted to utilize more than one height bonus.

<u>TABLE 155.3708.E.2: Height Bonus Options</u>			
<u>Bonus Option</u>	<u>Sub-Area</u>	<u>Height Bonus</u>	<u>Requirement</u>
<u>#1</u>	<u>Core and Center</u>	<u>24 ft.</u>	<u>Properties whose front lot line or street side lot line is directly abutting or located across a street from the designated public open space.</u>
<u>#2</u>	<u>All</u>	<u>12 ft.</u>	<u>Buildings at the end of a street vista. The additional height / story shall occupy up to 15% of the floor area of the story immediately below.</u>
<u>#3</u>	<u>All</u>	<u>12 ft.</u>	<u>Properties located within the 1/4 mile radius (1,320 feet) of the BCT North East Transit Center, that provide public parking in accordance with the following:</u> <u>a. The minimum number of spaces required for off-street parking are provided using one or more of the Off-street Parking Alternatives;</u> <u>b. A minimum of 10% of the parking spaces are reserved for public parking. The 10% of parking spaces shall be calculated including the spaces required for the height bonus.</u> <u>c. A lease agreement with the City, at a rate established by the City, shall be recorded for a term not less than 50 years.</u>
<u>#4</u>	<u>All</u>	<u>12 ft.</u>	<u>All new non-residential, multi-family residential and mixed-use construction that provide public art using one or a combination of the following strategies:</u> <u>1. A fee equal to 1 percent of the project's construction costs;</u> <u>2. A piece of artwork valued at 1 percent of the project's construction costs.</u> <u>a. The artwork shall be accessible to the public and may be displayed in the building's common areas, public open spaces or areas along the street abutting the building.</u> <u>b. Public art proposed for public areas shall be required to receive approval from the City Commission.</u>
<u>#5</u>	<u>Core and Center</u>	<u>12 ft.</u>	<u>Development which achieves at least 28 points per Table 155.5802, Sustainable Development Options and Points.</u>

3. Accessory Structures

- a.** The height of all accessory structures and buildings, including colonnades, shall not exceed the height of the principal building.
 - i.** Colonnades built to satisfy setback requirements shall be attached to the principal structure.
 - ii.** Colonnades shall have a minimum unobstructed clear height of 10 feet and minimum clear width of 10 feet.
 - iii.** In no case shall the depth of the colonnade exceed the colonnade's height.
 - iv.** The finished floor elevation of the colonnade shall match the adjoining sidewalk.
- b.** Attached accessory structures, including mechanical equipment, may be permitted to exceed the height of the principal building, in accordance with the standards of this code.

F. DENSITY REGULATING PLAN AND MODIFIED DENSITY STANDARDS.

1. Density Regulating Plan

All new and existing development shall comply with the standards found within the Density Regulating Plan. The Density Regulating Plan separates the DPOD into twelve density areas. The density areas, along with their required minimum and maximum residential density are shown in Table 155.3708.F.1 (Minimum and Maximum Residential Densities). Density Areas with an (OR) signifies the density area does not require residential units; rather residential density is optional. However if residential units are developed they shall comply with the minimum and maximum residential density per net acre requirements.

TABLE 155.3708.F.1: Minimum and Maximum Residential Densities		
Density Area	Residential Density per Acre Net	
	Minimum	Maximum
<u>36 / 80</u>	<u>36</u>	<u>80</u>
<u>36 / 80 (OR)</u>	<u>36</u>	<u>80</u>
<u>36 / 60</u>	<u>36</u>	<u>60</u>
<u>36 / 60 (OR)</u>	<u>36</u>	<u>60</u>
<u>18 / 36</u>	<u>18</u>	<u>36</u>
<u>18 / 36 (OR)</u>	<u>18</u>	<u>36</u>
<u>12 / 18</u>	<u>12</u>	<u>18</u>
<u>12 / 18 (OR)</u>	<u>12</u>	<u>18</u>
<u>9 / 18</u>	<u>9</u>	<u>18</u>
<u>4 / 9</u>	<u>4</u>	<u>9</u>
<u>1 / 9</u>	<u>1</u>	<u>9</u>
<u>1 / 4</u>	<u>1</u>	<u>4</u>
<u>0 / 18 (OR)</u>	<u>0</u>	<u>18</u>
<u>0 / 60 (OR)</u>	<u>0</u>	<u>60</u>
<u>0 / 80 (OR)</u>	<u>0</u>	<u>80</u>

2. Density Bonus Options

In addition to the maximum densities shown in Table 155.3708.F.1, properties within the DPOD may be eligible for a density bonus in accordance with Table 155.3708.F.2. In no case shall a property be permitted to utilize more than one density bonus.

<u>TABLE 155.3708.F.2: Density Bonus Options</u>			
<u>Bonus Option</u>	<u>Sub-Area</u>	<u>Density Bonus</u>	<u>Requirement</u>
<u>#1</u>	<u>Core and Center</u>	<u>20 units/acre</u>	<u>Properties whose front lot line or street side lot line is directly abutting or located across a street from the designated public open space.</u>
<u>#2</u>	<u>All</u>	<u>10 units/acre</u>	<u>Properties located within the 1/4 mile radius (1,320 feet) of the BCT North East Transit Center, that provide public parking in accordance with the following:</u> <u>The minimum number of spaces required for off-street parking are provided using one or more of the Off-street Parking Alternatives;</u> <u>A minimum of 10% of the parking spaces are reserved for public parking. The 10% of parking spaces shall be calculated including the spaces required for the density bonus.</u> <u>A lease agreement with the City, at a rate established by the City, shall be recorded for a term not less than 50 years.</u>
<u>#3</u>	<u>All</u>	<u>10 units/acre</u>	<u>All new non-residential, multi-family residential and mixed-use construction that provide public art using one or a combination of the following strategies:</u> <u>A fee equal to 1 percent of the project's construction costs;</u> <u>A piece of artwork valued at 1 percent of the project's construction costs.</u> <u>The artwork shall be accessible to the public and may be displayed in the building's common areas, public open spaces or areas along the street abutting the building.</u> <u>Public art proposed for public areas shall be required to receive approval from the City Commission.</u>
<u>#4</u>	<u>Core and Center</u>	<u>10 units / acre</u>	<u>Development which achieves at least 28 points per Table 155.5802, Sustainable Development Options and Points.</u>

G. BUILDING PLACEMENT REGULATING DIAGRAMS AND MODIFIED DIMENSIONAL STANDARDS.

1. Building Typology

Unlike other zoning districts, the DPOD is a form based district that includes a list or permitted building typologies. All new buildings shall conform to one of the permitted building typologies. The building typologies are demonstrated in the Building Placement Regulating Diagrams. The Building Placement Regulating Diagrams provide a schematic representation of the various building typologies, based on their sub-area. The diagrams demonstrate the required setbacks, lot standards, and profiles of structures. Not all building typologies are permitted in each sub-area. (For instance, the Tower and Liner building typologies are considered the most intense and are not permitted in the Edge.). Existing buildings which do not fit a prescribed typology, shall follow the standards required for the Flex building typology. The building typologies permitted in the DP Overlay District and their allowable sub-area locations are listed below:

Table 155.3708.G.1: Building Typologies and Sub-Area Locations			
Building Typology	Permitted in Sub-area		
	Core	Center	Edge
<u>Tower</u>	<u>Yes</u>	<u>Yes</u>	<u>No</u>
<u>Liner</u>	<u>Yes</u>	<u>Yes</u>	<u>No</u>
<u>Courtyard Building</u>	<u>Yes</u>	<u>Yes</u>	<u>Yes</u>
<u>Flex</u>	<u>Yes</u>	<u>Yes</u>	<u>Yes</u>
<u>Townhouse</u>	<u>Yes</u>	<u>Yes</u>	<u>Yes</u>
<u>Zero Lot Line (Courtyard House with Alley)</u>	<u>No</u>	<u>Yes</u>	<u>Yes</u>
<u>Zero Lot Line (Sideyard House with Alley)</u>	<u>No</u>	<u>Yes</u>	<u>Yes</u>
<u>Zero Lot Line (Courtyard House without Alley)</u>	<u>No</u>	<u>No</u>	<u>Yes</u>
<u>Zero Lot Line (Sideyard House without Alley)</u>	<u>No</u>	<u>No</u>	<u>Yes</u>
<u>Detached Single Family with Alley</u>	<u>No</u>	<u>No</u>	<u>Yes</u>
<u>Detached Single Family without Alley</u>	<u>No</u>	<u>No</u>	<u>Yes</u>

2. Setbacks

- a. Setbacks are determined based on the selected building typology and the sub-area location. Within the DPOD there are minimum and maximum setbacks. The distance between the minimum and maximum setbacks is called the Build-To Zone. Based on building typology and sub-area location, Table 155.3708.G.2.a lists the minimum and maximum setbacks and the percentage of the front and street side build-to zones that must include a principal building.
 - i. For purposes of the build-to zone, an attached colonnade shall be considered as a principal building.
 - ii. For purposes of the build-to zone, in the Core and Center Sub-areas a forecourt shall be considered as a principal building. The building may be set back up to 25 feet to accommodate a forecourt.
- b. In addition to the setbacks listed in Table 155.3708.G.2.a, properties abutting specific streets within the DPOD shall be required to provide a larger minimum setback. The minimum front and street side setbacks are required due to the narrow rights-of-ways and will result in necessary space to ensure a safe pedestrian access. Table 155.3708.G.2.b lists the minimum front and street side setbacks for properties abutting a specific street, regardless of building type of sub-area.

TABLE 155.3708.G.2.b: Minimum Setbacks for Specific Streets	
<u>Street Frontage</u>	<u>Minimum Front/Street Side Setback</u>
<u>Dr. Martin Luther King (MLK) Jr. Blvd.</u>	<u>6 feet</u>
<u>Dixie Highway</u>	<u>6 feet</u>
<u>NW 6th Avenue</u>	<u>6 feet</u>
<u>NW 7th Ave. (Between Atlantic Blvd. & MLK Blvd.)</u>	<u>6 feet</u>

3. Lot Standards

Lot standards, including but not limited to Lot Width and Lot Coverage, are determined based on the selected building typology and the sub-area location. Table 155.3708.G.3 lists the lot standards based on building typology and sub-area location.

H. USE REGULATING PLAN AND MODIFIED USE STANDARDS.**1. Use Regulating Plan**

- a. All new and existing development shall comply with the standards found within the Use Regulating Plan and the Principal Uses Regulating Table. The Use Regulating Plan separates the DPOD into use areas. Table 155.3708.H.1.a lists the Use Areas with the requirements of Residential and Nonresidential Uses.

TABLE 155.3708.H.1.A: USE AREAS WITH REQUIREMENTS ON RESIDENTIAL AND NONRESIDENTIAL USES		
<u>USE AREA</u>	<u>RESIDENTIAL</u>	<u>NONRESIDENTIAL</u>
<u>MM-1: Mixed Use Main Street 1</u>	<u>Not Permitted on 1st Floor</u> <u>Optional on 2nd Floor</u> <u>Required on 3rd Floor and above</u>	<u>Required on 1st Floor</u> <u>Optional on 2nd Floor</u> <u>Not Permitted on 3rd Floor and above</u>
<u>MM-2: Mixed Use Main Street 2</u>	<u>Not Permitted on 1st Floor</u> <u>Optional on 2nd Floor and above</u>	<u>Required on 1st Floor</u> <u>Optional on 2nd Floor and above</u>
<u>MUR: Mixed Use Residential</u>	<u>Optional on 1st and 2nd Floor</u> <u>Required on 3rd Floor and above</u>	<u>Optional on 1st and 2nd Floor</u> <u>Not Permitted on 3rd Floor and above</u>
<u>MO: Mixed Use Optional</u>	<u>Optional on all Floors</u>	<u>Optional on all Floors</u>
<u>RM: Residential Multifamily</u>	<u>Required on all floors</u>	<u>Not Permitted</u>
<u>RS: Residential Single Family</u>	<u>Required on all floors</u>	<u>Not Permitted</u>
<u>MUCP: Mixed Use Commerce Park</u>	<u>Optional on all Floors</u>	<u>Required on all Floors</u>
<u>CC-1: Civic Campus 1</u>	<u>Not Permitted</u>	<u>Required on all floors</u>
<u>CC-2: Civic Campus 2</u>	<u>Optional on all Floors</u>	<u>Optional on all Floors</u>
<u>RO: Recreation / Open Space</u>	<u>Not Permitted</u>	<u>Required on all Floors</u>
<u>CF: Community Facilities</u>	<u>Not Permitted</u>	<u>Required on all Floors</u>
<u>PU: Public Utilities</u>	<u>Not Permitted</u>	<u>Required on all Floors</u>
<u>TR: Transit Facilities</u>	<u>Not Permitted</u>	<u>Required on all Floors</u>

- b. The Use Regulating Plan also depicts the location of the Historic Core and Historic Transition Areas, which have modified use standards listed in Table 155.3708.H.2.

2. Principal Uses Regulating Table

Table 155.3708.H.2 includes the principal uses permitted in the DPOD along with any required restrictions on such uses, for each of the use areas listed above. Principal uses not included in Table 155.3708.H.2. are not permitted in the DPOD. Principal uses in the DPOD shall be subject to the use-specific standards as provided for in Part 2, of Article 4, unless specifically noted otherwise in Section 155.3708.H.5 (Modified Use Standards).

3. Permitted Accessory Uses and Structures

Accessory Uses and Structures permitted in the underlying base zoning district (TO) shall be permitted in the DPOD. Accessory uses and structures in the DPOD shall be subject to the use-specific standards as provided for in Part 3, of Article 4.

4. Modified Use Standards

The following use-specific standards are modified for the DPOD:

- a. The following Health Care Uses are permitted provided there is no overnight treatment or stays:
 - i. Section 155.4209.B (Drug and Alcohol Treatment Facility)
 - ii. Section 155.4209.E (Medical or Dental Clinic)
 - iii. Section 155.4209.I (Psychiatric Treatment Facility)
- b. Community Center, Library, and Civic Centers owned or operated by the City or CRA are permitted to have accessory use of outdoor musical performances (located not totally and permanently enclosed within a building) and are exempt from the requirements to obtain a permit per City Code Section 132.26.
- c. Civic Center shall be exempt from the requirement to be located on a lot with an area of at least five acres per Section 155.4211.A.3.a (Civic Center).
- d. Arena, stadium, or amphitheater shall be exempt from the requirement to be located on a lot with an area of at least five acres per Section 155.4217.B.3.a (Arena, stadium, or amphitheater).
- e. Parking Deck or Garage (as a Principal Use) and Parking Lot (as a Principal Use) shall be owned or leased by the City or the CRA. The design of the Parking Deck or Garage or Parking Lot shall be in a manner that encourages pedestrian and transit usage.
- f. When directly abutting MLK Boulevard, Dixie Highway, or Atlantic Boulevard, or located within the Historic Core Area, eating and drinking establishments with outdoor seating shall be exempt from the restriction on sound production or reproduction machine or device per Section 155.4303.V.3.a (Outdoor Seating, including Sidewalk Cafes (as accessory to an eating and drinking establishment)).
- g. When directly abutting MLK Boulevard, Dixie Highway, or Atlantic Boulevard, or located within the Historic Core Area, the below listed uses shall not be subject to Section 155.4501 (Separation Requirements for Alcoholic Beverage Establishments).
 - i. Bar or lounge (whether a principal use or an accessory use to a restaurant or hotel, and including any accessory outdoor seating);
 - ii. Brewpub (whether a principal use or an accessory use to a hotel, and including any accessory outdoor seating);
 - iii. Restaurant (whether a principal use or an accessory use to a hotel, and including any accessory outdoor seating);
 - iv. Specialty eating or drinking establishment (whether a principal use or an accessory use to a hotel, and including any accessory outdoor seating);
 - v. Hotel or motel; and
 - vi. Community Center, Library, and Civic Centers owned or operated by the City or CRA.

I. DESIGNATED PUBLIC OPEN SPACES AND GREENWAY SYSTEMS REGULATING PLAN

The Designated Public Open Spaces and Greenway Systems Regulating Plan designates the approximate location of open spaces and a greenway system throughout the DP Overlay District. Within the DP Overlay District, there are dedicated public open spaces, a dedicated public greenway system, and private open spaces.

1. Designated Public Open Spaces

Designated public open spaces are largely devoted to natural landscaping and outdoor recreation, and tend to have few structures. Golf courses, golf driving ranges, cemeteries and mausoleums shall not be included in this category. Accessory uses may include clubhouses, statuary, fountains, maintenance facilities and concessions. Example use types include public greens, greenways, arboretums, botanical gardens, squares, plazas and community gardens. Designated public open spaces shall be subject to the following requirements:

- a. The general location shall conform with the Designated Public Open Space Regulating Plan.
- b. Designated public open spaces shall be provided at grade level.
- c. Provided that all other parameters on the Regulating Plans are met and that an Individual/developer owns the entire designated public open space area and an adjacent

- area, the final location of the public open space may be proposed onto such adjacent area.
- d. Designated public open spaces shall be shaded, and their ground surface shall be a combination of paving materials, lawn, or ground cover.
 - e. No replatting or other land subdivision shall divide property in such a way that the required designated public open space is avoided or its location changed.
 - f. Off-street parking shall not be required for designated public open spaces.
 - g. Fences, walls and hedges are permitted around the perimeter of a designated open space in accordance of Table 155.3708.I.1.g.

TABLE 155.3708.I.1.g: Fence, Walls, and Hedges around Designated Open Space

<u>Location</u>	<u>Type and Material</u>	<u>Height</u>	<u>Transparency</u>
<u>Around perimeter of designated open space</u>	<u>Walls or Fences: Masonry, wood, electrostatic plated aluminum, or wrought iron</u>	<u>Max. 48" ¹</u>	<u>Min. 75%</u>
	<u>Hedges and shrubs</u>	<u>Min. 24" ² at time of planting; Max. 48"</u>	<u>N/A</u>
NOTES: 1. Excluding decorative elements of posts and pillars not to exceed 6" in height 2. With spread at least 24 inches wide.			

2. Designated Public Open Space Types

Designated Public Open Spaces shall be provided in the form of greens, plazas or squares.

a. Greens.

- i. Greens shall have more than 50% of their property lines abutting or across the street from residential uses.
- ii. Exclusive of dedicated rights-of-way, the maximum impervious area is 20%. The pervious areas shall consist primarily of turf, trees, and garden structures.

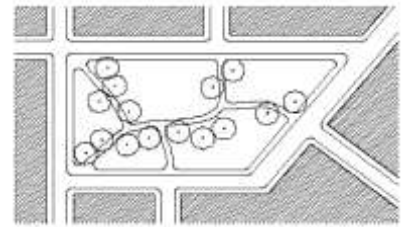


Figure 155.3708.I.2.a: Green

b. Plazas.

- i. Plazas shall have more than 50% of their property lines abutting or across the street from nonresidential uses.
- ii. Exclusive of dedicated rights-of-way, the minimum impervious area is 50% and the maximum impervious area is 75%. The pervious areas shall consist primarily of turf, trees that are regularly spaced, and garden structures. The impervious surfaces shall consist of paved areas, permanent architecture or water-oriented features.

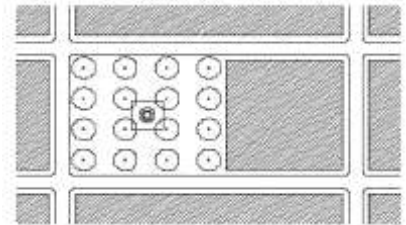


Figure 155.3708.I.2.b: Plaza

c. Squares.

- i. Squares shall be flanked by streets on at least three sides.
- ii. Exclusive of dedicated rights-of-way, the maximum impervious area is 50%. The pervious areas shall consist primarily of turf and trees that are regularly spaced. The impervious surfaces shall consist of hard-surfaced walks.

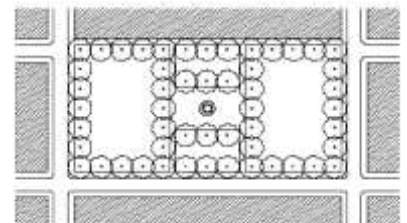


Figure 155.3708.I.2.c: Square

3. Designated Public Greenway Systems

The designated public greenway system is meant to provide a visual and physical connection between the designated open spaces, as illustrated in the Designated Public Open Space and Greenway Systems Regulating Plan. The designated public greenway system shall ensure pedestrian connectivity by:

- a. Providing a tree specie that provides substantial shade along the street. Palm trees alone are not acceptable.
- b. Providing adequate street furnishings such as benches, bus shelters, drinking water fountains etc.
- c. Providing a street landscape plan illustrating a significant tree specie along the greenway that is distinguishably different from the other streets in terms of color, type and shape.
- d. At the time of planting, the trunk of the tree shall be a minimum of 15' clear height to the bottom of the canopy.

4. Private open spaces

- a. Private open spaces shall be provided in the form of colonnades, courtyards, terraces, and lawns. Corridors, walkways, pedestrian passages, lobbies, parking courts, lakes, golf courses, and parking lot buffers shall not count towards the open space requirement.
- b. Private open spaces shall be shaded, and their ground surface shall be a combination of paving materials, lawn, or ground cover.

J. DESIGNATED STREET NETWORK CONNECTIVITY REGULATING PLAN AND STREET DEVELOPMENT REGULATING DIAGRAMS

The Street Network Connectivity Regulating Plan shows the location of existing and new streets needed to create the prescribed network of streets within the DPOD. This Plan also establishes the hierarchy of the streets. The Street Development Regulating Diagrams establish minimum standards for streets within the DPOD. The width of sidewalks, landscape strips etc. shall be as set forth in the Street Development Regulating Diagrams. In addition the following shall apply:

1. All streets shall be located according to the Street Network Connectivity Regulating Plan.
 - a. All Primary and Secondary Streets shall be required in the same general location as shown on the Street Network Connectivity Regulating Plan and may be modified with respect to alignment, provided that the final alignment is in keeping with the principles of good urban design. No Primary and Secondary Streets shall be deleted or otherwise vacated or removed.
 - b. Tertiary Streets and alleys shown on the Street Network Connectivity Regulating Plan are encouraged to promote connectivity and to conform to block length requirements. Tertiary streets and alleys may be modified or deleted.
2. The Director of Development Services shall approve the modification or deletion of tertiary streets and alleys provided the following conditions are satisfied:
 - a. The modification/deletion is reviewed and recommended by the CRA who shall review the proposed modification for compliance with good urban design principles.
 - b. The modification/deletion is reviewed and recommended by the Director of Public Works who shall review the proposed modification for traffic and safety issues.
 - c. The modification/deletion does not diminish the general size and location of an open space shown in the Designated Public Open Space and Greenway System Plan.
 - d. The modification/deletion maintains connectivity to the surrounding area.
 - e. The modification/deletion enhances pedestrian safety.
 - f. The modification/deletion is compatible with the surrounding area.
 - g. The modification/deletion allows for the appropriate use of private property.
 - h. The modification/deletion does not create block lengths that exceed the maximum allowed herein, thereby limiting walkability.
3. In the DPOD, the main streets shall be MLK Blvd. (from I-95 to Dixie Hwy.), Flagler Avenue (from NE 4th Street to NE 1st Street), NE 1st Avenue (from NE 4th Street to Atlantic Blvd.), NE 1st Street and NE 4th Street.
4. The design of new streets and modifications of existing streets shall comply with the following requirements:
 - a. All streets and alleys shall connect to other streets or alleys. Cul-de-sacs, T-turnarounds, and dead end streets shall be prohibited.

- b. All streets shall allow general public access. Privately built streets shall provide an approved plat restriction to allow general public access. No gates that impede through traffic are permitted along streets.
- c. All sidewalks shall provide the following:
 - i. Minimum width of 5 feet;
 - ii. Minimum unobstructed area of 60 inches;
 - iii. Where a colonnade is required, free and clear use of a continuous unobstructed area of at least 60 inches within the colonnade; and
 - iv. No utility poles, fire hydrants or any other temporary or permanent structures within the unobstructed area.
- d. The maximum distance between an alley and another intersecting alley or street shall be 300 feet, when the alley is the primary means of access for Fire.
- 4. Utilities other than fire hydrants shall run underground.
- 5. Water mains shall not be permitted within alleys. All other utilities such as sanitary sewer and drainage may be permitted in alleys.
- 6. Service road access from the front property line shall be limited to 1 point of access for every 250 feet of frontage.
- 7. Curb and gutter shall be provided at all intersections and roadway edges in the Core and Center Sub-areas.
- 8. Sharrows shall be permitted only on streets with no parking.
- 9. On-Street Lighting**
 - On-street lighting fixtures shall comply with the following standards:
 - i. Fixtures shall be of a pedestrian scale, with a maximum height of 17.5 feet and a maximum spacing between fixtures of 40 feet;
 - ii. No cobra head lights are permitted; and
 - iii. All lighting shall be weather and vandal resistant.

K. ADDITIONAL DPOD STANDARDS

In addition to the Regulating Plans, the following standards apply to properties within the DPOD.

1. REDUCED OFF-STREET PARKING

Properties developed in full compliance with the Use Regulating Plan and the Density Regulating Plan are eligible for reduced parking. However in no case shall a property be permitted to utilize one of the following parking reductions and a parking reduction per Section 155.5102.K (Reduced Parking Requirements for Parking Demand Reduction Strategies) or per Table 155.5803.A: Sustainability Bonuses.

- a. All developments, except single family detached dwellings and eating and drinking establishments, shall provide at least 80 percent of the minimum number of off-street parking spaces required per Table 155.5102.D1, Minimum Number of Off-Street Parking Spaces.
- b. Eating and drinking establishments shall provide a minimum of six spaces per 1,000 sq ft of customer service area.
- c. Off-street parking is not required for non-residential uses with a maximum 10,000 sf gfa and whose primary pedestrian entrance is located within 800 feet of the BCT North East Transit Center.
- d. When directly abutting MLK Boulevard, or located within the Historic Core and Historic Transition Areas, locally designated historic buildings and existing commercial buildings located, shall not be required to provide parking in addition to that which exists.
- e. Senior Housing**
 - i. Developments where all of the dwelling units are Senior Housing approved and/or funded by US HUD, the required off-street parking may be reduced to a minimum of one parking space per every dwelling unit.
 - ii. Developments where a portion of the dwelling units are Senior Housing approved and/or funded by US HUD, the required off-street parking may be reduced to a minimum of one parking space per every "Senior Housing" dwelling unit. The dwelling units that are not designated "Senior Housing" shall provide parking at the standard parking rate.

- iii. The applicant shall submit plans which demonstrate how the remaining parking will be accommodated in the event that the Senior Housing dwelling units are converted to non-Senior Housing.

2. MODIFIED PERIMETER BUFFER STANDARDS

Development required to obtain Major Site Plan or Minor Site Plan approval shall provide a perimeter buffer to separate it from abutting property which is a less intensive use or inconsistent use, including developed or vacant property in accordance with Table 155.5203.F.3 Required Buffer Types and Standards with the following modifications:

- a. A Type A Buffer is required between a proposed multifamily dwelling and land designated as "RS: Residential Single Family" as designated on the Use Regulating Plan. However, if an alley is provided, the buffer may be reduced to five feet.
- b. A Type B Buffer is required between a proposed non-residential or mixed use development and land designated as "RS: Residential Single Family" or "RM: Residential Multi-family" as designated on the Use Regulating Plan. However, if an alley is provided, the buffer may be reduced to five feet.

3. FENCE AND WALL STANDARDS FOR RS AND RM USE AREAS

Irrespective of the prohibition on fences and walls in the underlying base (TO) zoning district, residential developments located within the RS and RM (as designated on the Use Regulating Plan) may install fences, walls, and hedges in accordance with the standards in Table 155.3708.I.4.

- a. Figure 155.3708.K.3.a demonstrates the allowable fences, walls, and hedges for single family developments
- b. Figure 155.3708.K.3.b demonstrates the allowable fences, walls, and hedges for multifamily developments
- c. Regardless of the location of the building line, new fences, walls, and hedges shall line up with existing adjacent fences, walls, and hedges where feasible.

TABLE 155.3708.K.3: Fence, Walls, and Hedges in RS and RM

<u>Location</u>	<u>Type and Material</u>	<u>Height</u>	<u>Transparency</u>
<u>In front of the building line (BL): Along front (F), Street Side (S), and interior side (I) property lines</u>	<u>Walls or Fences: Masonry, wood, electrostatic plated aluminum, or wrought iron</u>	<u>Max. 48" ¹</u>	<u>Min. 75%</u>
	<u>Hedges and shrubs</u>	<u>Min. 24" ² at time of planting; Max. 48"</u>	<u>N/A</u>
<u>Behind the building line (BL): Along the building line (BL), interior side (I) and rear (R) property lines</u>	<u>Walls or Fences: Masonry, wood, electrostatic plated aluminum, wrought iron or chain link ³</u>	<u>Min. 48" ¹ Max. 72" ¹</u>	<u>N/A</u>
	<u>Hedges and shrubs</u>	<u>Min. 24" ² at time of planting; Max. 72"</u>	<u>N/A</u>
<u>Off-street parking areas along streets</u>	<u>Walls or Fences: Masonry, wood, electrostatic plated aluminum, wrought iron</u>	<u>Max. 36" ¹</u>	<u>Max. 25%</u>
	<u>Hedges and shrubs</u>	<u>Min. 24" ² at time of planting; Max. 36"</u>	<u>N/A</u>

NOTES:

1. Excluding decorative elements of posts and pillars not to exceed 6" in height
2. With spread at least 24 inches wide.
3. Chain link fences shall only be permitted in single family areas. The chain link fence shall only be permitted along and behind the building line, along interior side and rear property lines.

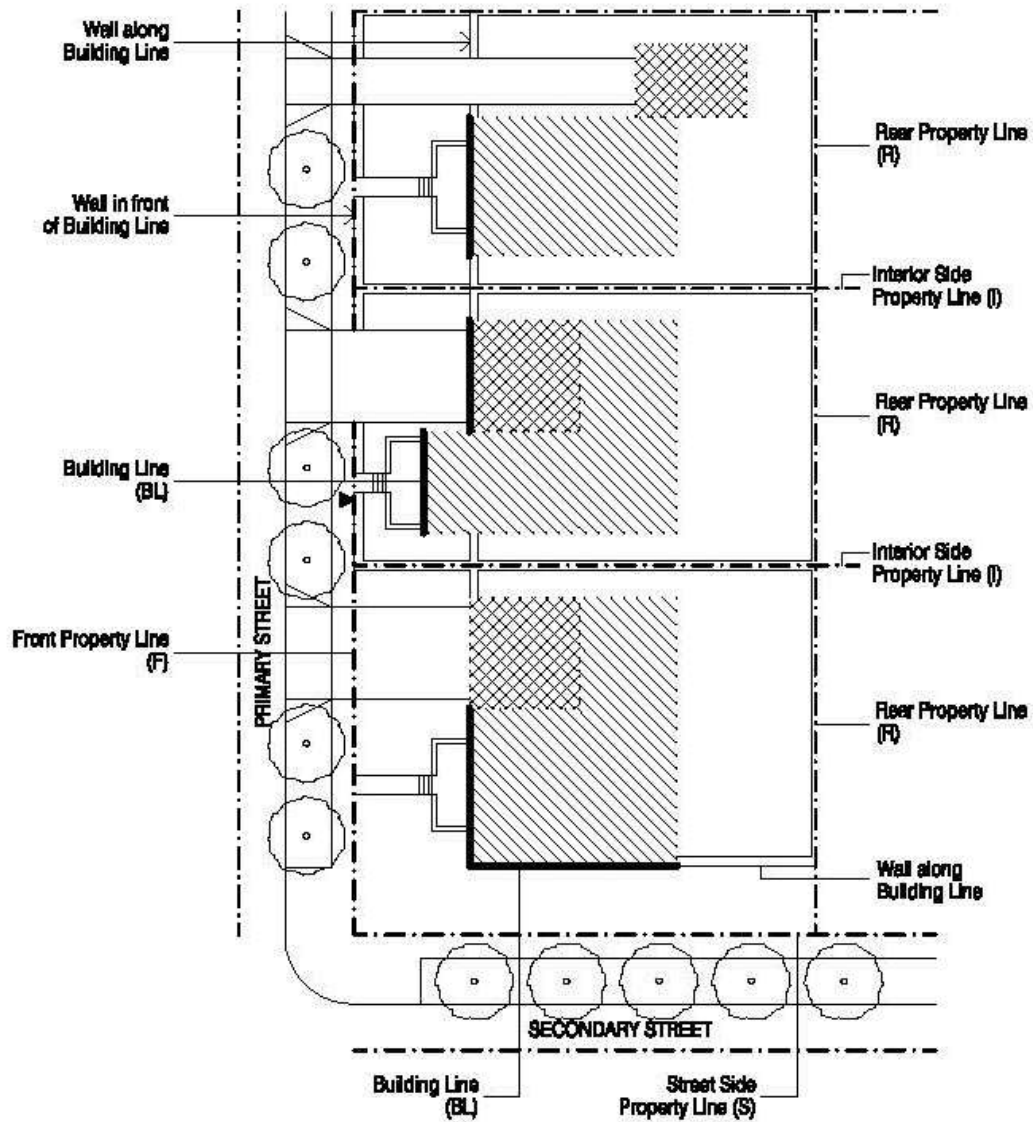


Figure 155.3708.K.3.a: Fences, Walls, and Hedges for Single Family Developments

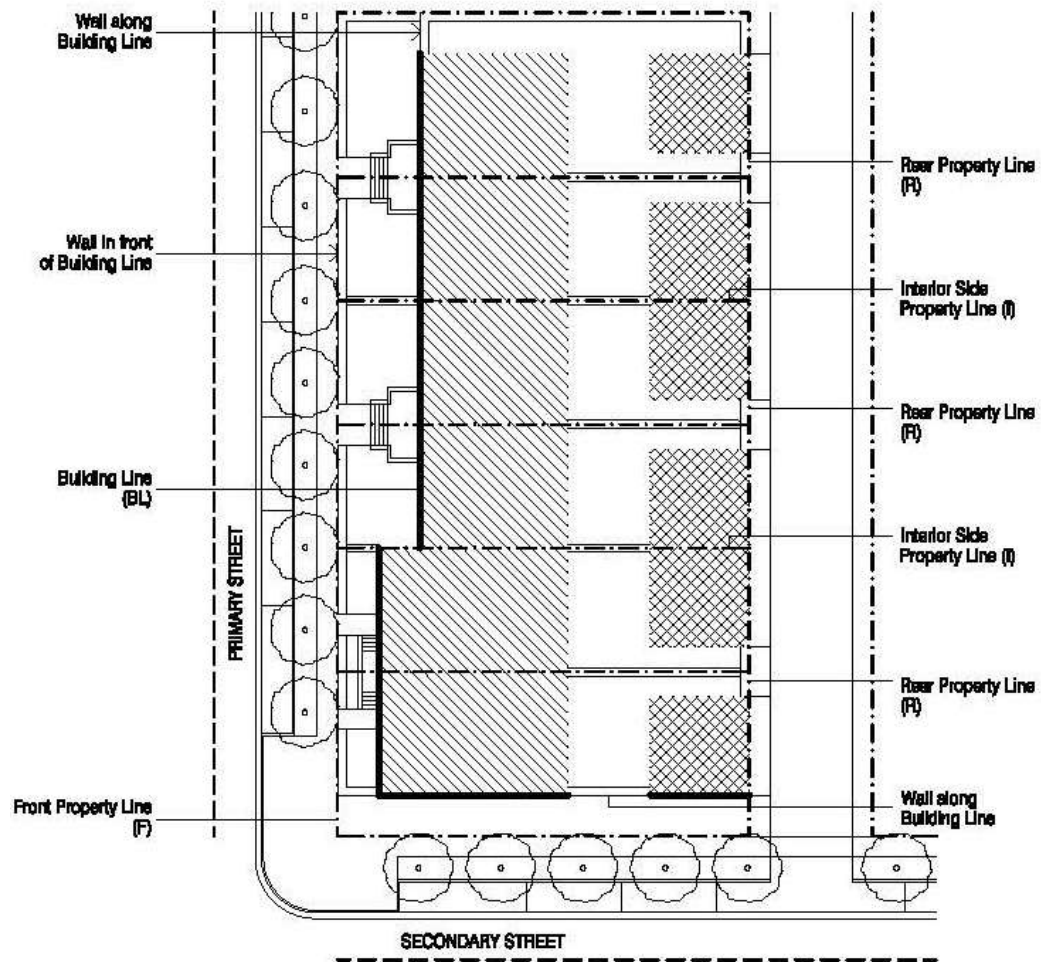


Figure 155.3708.K.3.b: Fences, Walls, and Hedges for Multifamily Developments

4. ADDITIONAL DESIGN STANDARDS FOR HISTORIC CORE AND HISTORIC TRANSITION AREAS

All new or improved structures, site improvements, and appurtenances in the Historic Core and Historic Transition Areas (as depicted on the Use Regulating Plan) must comply with the design standards in this section.

a. Massing Restrictions for Historic Transition Area

In order to limit the impacts of massing on the Historic Core Area, the following massing restrictions are required for buildings within the Historic Transition Area:

- i. The maximum height of the pedestal of a building shall not exceed 60 feet.
- ii. The pedestal area shall not exceed 90% of the lot area.
- iii. The portion of a building located above 60 feet in height shall not exceed 80% of pedestal area and shall be setback a minimum of 20 feet from the front building line.

b. Site Plan Characteristics

Most structures contribute to a strong "building wall" framing the public space of the street because they align at the front property line and are usually built out to the full width of the lot. Gaps between lots, if they occur, provide pedestrian access to an alley or through the block. These site plan characteristics of building to sidewalk should be preserved and maintained. Within the Historic Core and Historic Transition Areas the buildings fronts should be aligned at the sidewalk line, where feasible. (See Figure 155.3708.K.4.b)

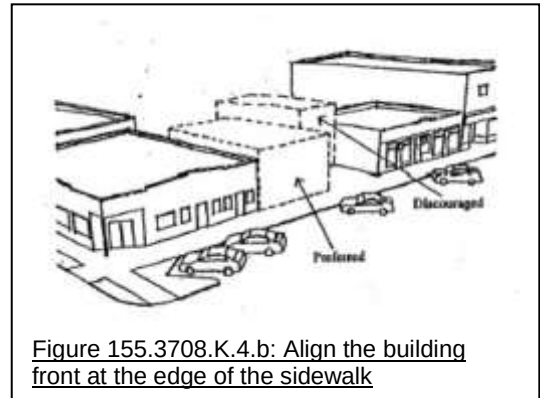


Figure 155.3708.K.4.b: Align the building front at the edge of the sidewalk

c. Architectural Character

- i. Within the Historic Core Area the buildings are small in scale, two stories or less, and characteristic of various architectural styles including beaux arts, commercial mission and Mediterranean revival, art moderne, art deco, mid-century modern, and vernacular. While it is important that new buildings and alterations be compatible with the historic context, it is not necessary that they imitate older historic styles. New infill development in the Historic Core Area shall reinforce traditional development patterns and maintain the mass, scale, form, and ordering elements of the neighboring context.
- ii. The Historic Transition Area is intended to create a pedestrian-oriented, mixed-use environment in the periphery of the Historic Core Area and introduce residential uses while providing additional height for new development. The Historic Transition Area is not subject to maintaining the mass, scale and form of the neighboring context. New infill development in the Historic Transition Area shall reinforce traditional development patterns and maintain the ordering elements of the neighboring context.
- iii. In the Historic Core and Historic Transition Areas, the first floor height of all newly constructed buildings containing retail uses shall be at least 12 feet.
- iv. In the Historic Core and Historic Transition Areas, new interpretations of traditional building styles, drawing upon the fundamental similarities among the older buildings, are encouraged. This will allow infill to be viewed as a product of its own time, yet still compatible with its historic neighbors and a balance of old and new.
- vi. In the Historic Core and Historic Transition Areas, new buildings shall maintain the alignment of horizontal facade elements of the block. Canopies, window headers, windowsills, moldings, cornices, parapets, signage cornices, and storefront sills are among the elements of a facade that may be aligned.

vii. In the Historic Core and Historic Transition Areas, floor to floor heights should be similar to those seen historically. Windows in new construction should be similarly proportioned and of similar height and rhythm as those seen traditionally along the street.

v. In the Historic Core and Historic Transition Areas, new buildings shall incorporate a base, middle, and a cap. Traditionally building facades were composed of these three basic elements. Maintaining this compositional system will help reinforce the visual continuity of the Historic Downtown Core Area. (See Figure 155.3708.K.4.c.v.) The three basic elements that compose a

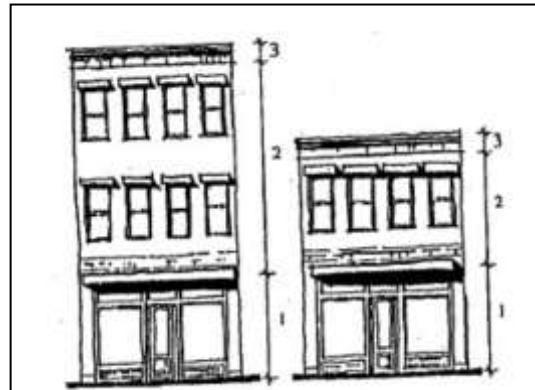


Figure 155.3708.K.4.c.v: The three basic elements that compose a traditional building: (1) base, (2) middle, and (3) cap. Interpreting this traditional composition in new buildings will help reinforce visual continuity of a block

traditional building: (1) base, (2) middle, and (3) cap. Interpreting this traditional composition in new buildings will help reinforce visual continuity of a block.

viii. In the Historic Core and Historic Transition Areas, roofs may be parapet, or sloped to a maximum pitch of 4 in 12.

ix. In the Historic Core Area only, the established building scale shall be maintained and primary facades shall be in scale and aligned with surrounding historic buildings.

x. In the Historic Core Area only, larger buildings shall be divided into modules scaled to buildings seen historically. The height and width of each module should be similar to the traditional height and width of the historical buildings of the surrounding context.

d. Materials

The following standards shall apply to both the Historic Core and Historic Transition Areas:

i. Exterior building materials shall conform to the limited material palette used within the district, primarily stucco on concrete masonry, or brick. Use of foam moldings, faux-finishes, large expanses of featureless materials, highly reflective materials is inappropriate.

ii. New materials shall be environmentally sustainable and relate to those used historically through scale, texture, finish, and detailing.

iii. Stucco on concrete or terra cotta masonry was the traditional material and is preferred for new construction. This includes brick and natural stone finishes. Appropriate stucco finishes include dash, float, glacier, or California finish (as defined in the Plaster/Stucco Manual, 5th Edition, Portland Cement Association). Use of foam stucco moldings for spray applied veneer finishes is not appropriate.

iv. Wood and metal were used for door, storefront, and window frames and should be used in new construction.

v. If new materials are used, they shall appear similar in character to those used historically through detailing. Detailing should provide continuity through combined use of scale, proportion, texture or color.

vi. Durability of new materials must be demonstrated for the hot-humid climate of Pompano Beach.

vii. Non-corrosive metals, such as coated or anodized aluminum, or molybdenum stainless steel are appropriate.

viii. Exterior wood shall be protected from the weather, or shall have a stained or painted finish.

ix. Roofing materials shall be standing seam or batten metal, flat concrete tile, traditional barrel tile, or flat asphalt shingle, similar to those seen historically.

e. Canopies, Awnings, and Overhangs

The following standards shall apply to both the Historic Core and Historic Transition Areas:

- i. Canopies and awnings shall provide shade and rain protection over the sidewalk area, similar to those seen historically.
 - ii. Canopies, awnings, or overhangs shall be demonstrated to achieve 40 percent shaded coverage of the ground floor building facade below the canopy between the hours 9:00 a.m. and 5:00 p.m. year-round.
 - iii. Canopies, awnings, or overhangs shall reflect historical placement patterns and follow the length of the building along the street front.
 - iv. Canopies, awnings, or overhangs shall be integrated into the design of the building to provide protection from rain to pedestrians within the sidewalk area.
 - v. Canopies, awnings, or overhangs shall accentuate the character defining feature of a window or storefront.
 - vi. Fabric awnings shall be simple shed types. Odd shaped, bullnose, and bubble awnings, and internally illuminated glowing awnings are inappropriate.
 - vii. Illumination of canopies and overhangs should complement the canopy and not be a primary design feature, and should increase the safety of the environment by illuminating the pedestrian sidewalk area. Illumination under an awning to illuminate the pedestrian sidewalk area is acceptable; however, fixtures that shine through an awning and make it glow are not.
- f. Within the Historic Core Area only, the area between street trees may be paved with semi-permeable or permeable pavers.

5. AFFORDABLE HOUSING

All new residential development in the DPOD which does not meet the definition of affordable housing per Code of Ordinances Chapter 154 (Planning), shall be required to implement the city's policies, methods and programs to achieve and/or maintain a sufficient supply of affordable housing in the DPOD using 15% of the total units proposed in that development as the "base" upon which the affordable housing implementation strategy will be applied. The City may apply to new housing projects one or a combination of the following affordable housing strategies, without limitation:

- a. A specific set-aside of all or a portion of the 15% base units as vertically integrated affordable housing;
- b. Contribute, through in-lieu-of fees as set forth in the City Code of Ordinances Chapter 154 (Planning), multiplied by the number of base units (15% of total units proposed in the project):
 - i. to programs that facilitate the purchase or renting of the existing affordable housing stock;
 - ii. to programs which facilitate the maintenance of the existing supply of affordable housing;
 - iii. to programs which facilitate the use of existing public lands, or public land-banking, to facilitate an affordable housing supply;
 - iv. to other programs or initiatives designed and implemented by the city to address specific affordable housing market needs and challenges in the TO-DP that may arise including but not limited to, strategies that reduce the cost of housing production; promote affordable housing development; prevent displacement; prevent homelessness; promote economic development; and promote transit amongst low-income populations.

ARTICLE 4: USE STANDARDS

PART 2: PRINCIPAL USES AND STRUCTURES

155.4202. RESIDENTIAL: HOUSEHOLD LIVING USES

E. DWELLING, SINGLE-FAMILY (ZERO LOT LINE)

2. Definition

A Single-family (zero lot line) dwelling is a single-family dwelling located on a lot in such a manner that one of the dwelling's sides rests directly on a side lot line. Single-Family (Zero Lot Line) Dwellings are developed in a multi-unit configuration and is therefore considered a multifamily dwelling for purposes of density and intensity. However for purposes of parking, landscaping, and other development standards, Single-Family (Zero Lot Line) Dwellings is considered a single family dwelling.

155.4220. COMMERCIAL: OFFICE USES

B. PROFESSIONAL OFFICE

1. Districts Where Permitted

RS-1	RS-2	RS-3	RS-4	RS-L	RD-1	RM-7	RM-12	RM-20	RM-30	RM-45	MH-12	B-1	B-2	B-3	B-4	M-1	CR	I-1	I-X	OIP	M-2	TO	PR	CF	PU	T	BP	RPUD	PCD	PD-TO	LAC	PD-I
							S	S	S	S		P	P	P	P	P	P		P	P	P		P		P			P	P	P	P	P

PART 5: ALCOHOLIC BEVERAGE ESTABLISHMENTS

155.4501. SEPARATION REQUIREMENTS FOR ALCOHOLIC BEVERAGE ESTABLISHMENTS

B. EXCEPTIONS

The separation requirements in subsection A above shall not apply to the following alcoholic beverage establishments:

- ~~3.~~ A bar or lounge, restaurant, or specialty eating establishment (whether a principal use or an accessory use to a hotel, and including any accessory outdoor seating) located within the Historic Downtown Core Overlay district;
- ~~4.~~ A bar or lounge, restaurant, or specialty eating establishment (whether a principal use or an accessory use to a hotel, and including any accessory outdoor seating) located on property adjacent to that portion of Martin Luther King, Jr. Boulevard bounded by the east right-of-way line of Interstate 95 and the west right-of-way line of North Dixie Highway;
- ~~5~~ 3. A bar or lounge operated as an accessory use to a restaurant whose dining area(s) accommodate 200 or more seated customers and occupy more than 3,000 square feet of floor area,—provided, however, that this exemption shall apply in respect to required separation from child care facilities, schools, and places of worship only if there is no display window, sign, or other externally visible indication of the bar's or lounge's existence other than a lounge sign indicating dancing and entertainment;
- ~~6~~ 4. A bar or lounge operated as an accessory use to a hotel or apartment hotel that has more than 25 sleeping rooms and/or dwelling units and that is operated by the same management as the hotel or apartment hotel—provided, however, that this exemption shall apply in respect to required separation from a child care facility, school, or place of worship

only if there is no display window, sign, or other externally visible indication of the bar's or lounge's existence other than a lounge sign indicating dancing and entertainment;

- ~~7~~ 5. An enclosed restaurant that sells only beer and/or wine—provided, however, that this exemption shall apply in respect to required separation from a child care facility, school, or place of worship only if there is no externally visible display window or sign indicating the sale of alcoholic beverages;
- ~~8~~ 6. A lodge or club that limits on-premise consumption of alcoholic beverages to only lodge or club members—provided, however, that this exemption shall apply in respect to required separation from a child care facility, school, or place of worship only if there is no externally visible display window or sign indicating the sale of alcoholic beverages;
- ~~9~~ 7. A bowling alley that contains ten or more bowling lanes within an enclosed building;
- ~~10~~ 8. A motion picture theater with more than 100 seats;
- ~~11~~ 9. A retail sales establishment that is an anchor store containing more than 10,000 square feet of gross floor area; or
- ~~12~~ 10. A use located on property owned by the city—provided, however, that this exemption applies only to required separation from a child care facility, school, or place of worship.

ARTICLE 5: DEVELOPMENT STANDARDS

PART 1: ACCESS, CIRCULATION, PARKING AND LOADING

155.5102. OFF-STREET PARKING AND LOADING

D. OFF-STREET PARKING SPACE REQUIREMENTS

4. Modified Parking Requirements in Northwest Community Redevelopment Area

~~b. Nonresidential Development Along a Segment of Martin Luther King, Jr. Boulevard~~

~~New nonresidential development in the Northwest Community Redevelopment Area that:~~

- ~~i. are located on property adjacent to that portion of Martin Luther King, Jr. Boulevard bounded by the east right-of-way line of Interstate 95 and the west right-of-way line of North Dixie Highway and~~
- ~~ii. are constructed by or have a valid building permit as of January 4, 2016 shall provide at least 80 percent of the minimum number of off-street parking spaces required for multifamily dwellings in Table 155.5102.D.1, Minimum Number of Off-Street Parking Spaces.~~

~~c. Mixed-Use Development Along a Segment of Martin Luther King, Jr. Boulevard~~

~~New mixed-use developments containing residential and nonresidential uses in the Northwest Community Redevelopment Area that:~~

- ~~i. are located on property adjacent to that portion of Martin Luther King, Jr. Boulevard bounded by the east right-of-way line of Interstate 95 and the west right-of-way line of North Dixie Highway,~~
- ~~ii. are located outside the Historic Downtown Core Overlay district and the Historic Downtown Transition Overlay district, and~~
- ~~iii. are constructed by or have a valid building permit as of January 4, 2016 shall provide at least 80 percent of the minimum number of off-street parking spaces required for multifamily dwellings in Table 155.5102.D.1, Minimum Number of Off-Street Parking Spaces.~~

ARTICLE 7: NONCONFORMITIES

PART 2 NONCONFORMING USES

155.7202 Extension, Expansion, or Relocation

Except as otherwise provided in Section 155.7305, Exceptions for Nonconforming Structures in ~~Redevelopment Districts~~ Transit Oriented District, a nonconforming use shall not be extended, expanded, or moved to occupy a different area. An existing nonconforming use may extend into any portion of a structure that was clearly designed or arranged for such use when the use became nonconforming.

155.7203 Change in Use

~~Except as otherwise provided in Section 155.7305, Exceptions for Nonconforming Structures in Redevelopment Districts, a~~ A nonconforming use may only be changed to a use that is permitted in the zoning district in which it is located. Once a nonconforming use is converted to a conforming use, it shall not be changed back to a nonconforming use.

155.7205 Conforming Structure Used for Nonconforming Use

A. Enlargement, Relocation, or Structural Alteration

~~Except as otherwise provided in Section 155.7305, Exceptions for Nonconforming Structures in Redevelopment Districts, a~~ A conforming structure used for a nonconforming use shall not be enlarged, reconstructed, relocated, or structurally altered unless the use of the structure is changed to a use allowed in the zoning district in which the structure is located.

C. Reconstruction or Restoration of Damaged Structure Used for Nonconforming Use

~~Except as otherwise provided in Section 155.7305, Exceptions for Nonconforming Structures in Redevelopment Districts, the~~ The reconstruction or repair of a damaged conforming structure used for a nonconforming use shall be subject to the following provisions.

PART 3 NONCONFORMING STRUCTURE

155.7304 Reconstruction or Repair after Damage

Except as otherwise provided in Section 155.7305, Exceptions for Nonconforming Structures in ~~Redevelopment Districts~~ Transit Oriented District, the reconstruction or repair of a damaged nonconforming structure shall be subject to the following provisions.

155.7305. EXCEPTIONS FOR NONCONFORMING STRUCTURES IN REDEVELOPMENT DISTRICTS-TRANSIT ORIENTED DISTRICT

~~Within a Community Redevelopment Area Overlay~~ the Transit Oriented district, an existing nonconforming structure may be enlarged or structurally altered, or reconstructed or repaired after damage, without regard to the limitations in Section 155.7202, Extension, Expansion, or Relocation, and Section 155.7304, Reconstruction or Repair after Damage subject to a ~~Special Exception approved in accordance with Section 155.2406, Special Exception, and with approval by the Development Services Director~~ based on the following additional findings:

- C. The enlargement or structural alteration, or the reconstruction or repair, is reasonably consistent with the comprehensive plan and adopted redevelopment plans for the ~~CRAO~~ TO district.

ARTICLE 9: DEFINITIONS AND INTERPRETATION

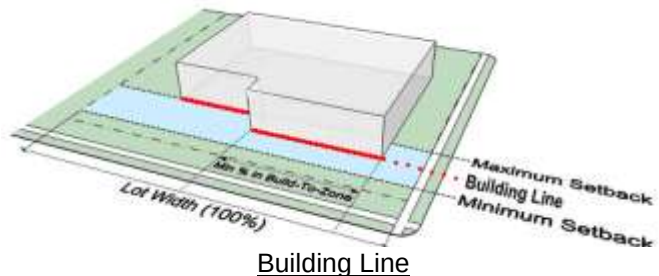
PART 5: TERMS AND USES DEFINED

AUTO-ORIENTED USE

Uses which include, but are not limited to, large surface parking lots (other than park and ride facilities for transit connections), gas stations, auto repair/service, car washes, auto/truck/trailer/boat sales, auto/truck/trailer/boat storage, auto/truck/trailer/boat rentals/leasing, self/equipment storage; "big box"/warehouse, single family detached dwelling units; two-family dwelling, drive-through or drive-in facilities and similar uses that, by their nature, are built with special accommodations for service directly to the automobile or the occupants of automobiles and require the extensive use of automobiles as part of their primary function.

BUILDING LINE

A line used to determine permitted locations of fences, walls, and hedges in the TO District. It is a line running parallel to a lot line, which is the same distance from the lot line as the closest portion of a building on the site.



Building Line

BUILD-TO ZONE

The area on a lot located between the minimum and maximum setbacks.

COBRA HEAD LIGHTS

A street light fixture that when viewed from beneath they resemble a cobra's flared neck.



Cobra Head Light

COLONNADE

A roofed structure, extending over a private walkway, open to the street and sidewalk except for supporting columns or piers.

COURTYARD BUILDING TYPOLOGY

A DPOD Building Typology that is a multifamily dwelling that is distinguished by the provision of an open-air courtyard or atrium. The courtyard is enclosed on at least three sides by habitable space and shall provide penetrable openings such as windows and doors between the interior of the dwelling and the courtyard.

COURTYARD HOUSE TYPOLOGY

A DPOD Building Typology that is a multifamily dwelling that is distinguished by the provision of an open-air courtyard or atrium. The courtyard is enclosed on at least three sides by habitable space and shall provide penetrable openings such as windows and doors between the interior of the dwelling and the courtyard.



Courtyard House

DESIGNATED OPEN SPACE

An outdoor, at-grade space dedicated to the public and including greens, squares, and plazas as indicated on the DPOD's Designated Open Space and Greenway System Plan.

DWELLING, SINGLE-FAMILY (ZERO LOT LINE)

A single-family dwelling located on a lot in such a manner that one of the dwelling's sides rests directly on a side lot line. Single-Family (Zero Lot Line) Dwellings are developed in a multi-unit configuration and is therefore considered a multifamily dwelling for purposes of density and intensity. However for purposes of parking, landscaping, and other development standards, Single-Family (Zero Lot Line) Dwellings is considered a single family dwelling.

FENESTRATION

Design and position of windows, entrances, and other structural openings in a building.

FLEX BUILDING TYPOLOGY

A DPOD Building Typology generally of a single massing element designed to respond to changes of function in a flexible way. The flex building is able to accept different internal configurations and easily adapt to its surroundings.

FORECOURT

The space between the principal building and the right-of way where the building façade is set back and replaced by a low wall at the building line. The forecourt is suitable for gardens and outdoor seating and is required to be fronted by buildings on three sides.



Forecourt

HABITABLE SPACE

A space in a structure which involves regular human presence and is commonly used for living, sleeping, eating or cooking. Habitable space shall not include self-service storage facilities, warehouses, utility space, and areas devoted to the parking of vehicles in parking garage structures.

LINER BUILDING TYPOLOGY

A DPOD Building Typology which is multi-story, designed for occupancy, and conceals a garage, or other faceless building.

MAIN STREET

A vehicular and pedestrian thoroughfare lined primarily with mixed-use buildings.

PEDESTRIAN PASSAGES

Interconnected paved walkways that provide pedestrian passage through blocks and that connect directly with the network of sidewalks and open spaces.

REGULATING PLAN

A controlling plan which demonstrates DPOD development standards in both words and diagrams, and includes maps designating the locations where the various standards apply.

SENIOR HOUSING

Housing for older persons that is exempt from the FHA's familial status requirement including HUD recognized dwellings specifically designed for and occupied by elderly persons under a Federal, State or local government program, housing occupied solely by persons who are 62 or older, or dwellings that houses at least one person who is 55 or older in at least 80 percent of the occupied units, and adheres to a policy that demonstrates intent to house persons who are 55 or older.

SIDE YARD HOUSE BUILDING TYPOLOGY

A DPOD Building Typology which is a Single-Family – Zero Lot Line Dwelling unit distinguished by the provision of an uncovered porch on the side of the house. The side porch is screened from the view of the street by a wall or fence located within the build-to zone.

Side Yard House

STREET TYPE DEVELOPMENT PARAMETERS

DPOD design criteria that establish the required elements for the placement and size of the following: sidewalks, curbs and gutters, parking, medians, bike lanes, traffic lanes, street trees, and landscape strips in the public right of way.

STREET NETWORK

A system of intersecting and interconnecting streets and alleys.

STREET VISTA

A view through or along a street centerline terminating with the view of a significant visual composition of an architectural structure or element. Garages and blank walls are not significant visual compositions.

TOWER BUILDING TYPOLOGY

A DPOD Building Typology which is multi story, composed of a base and a tower, and organized around a central core where a part of the building is higher in proportion to its width and length.

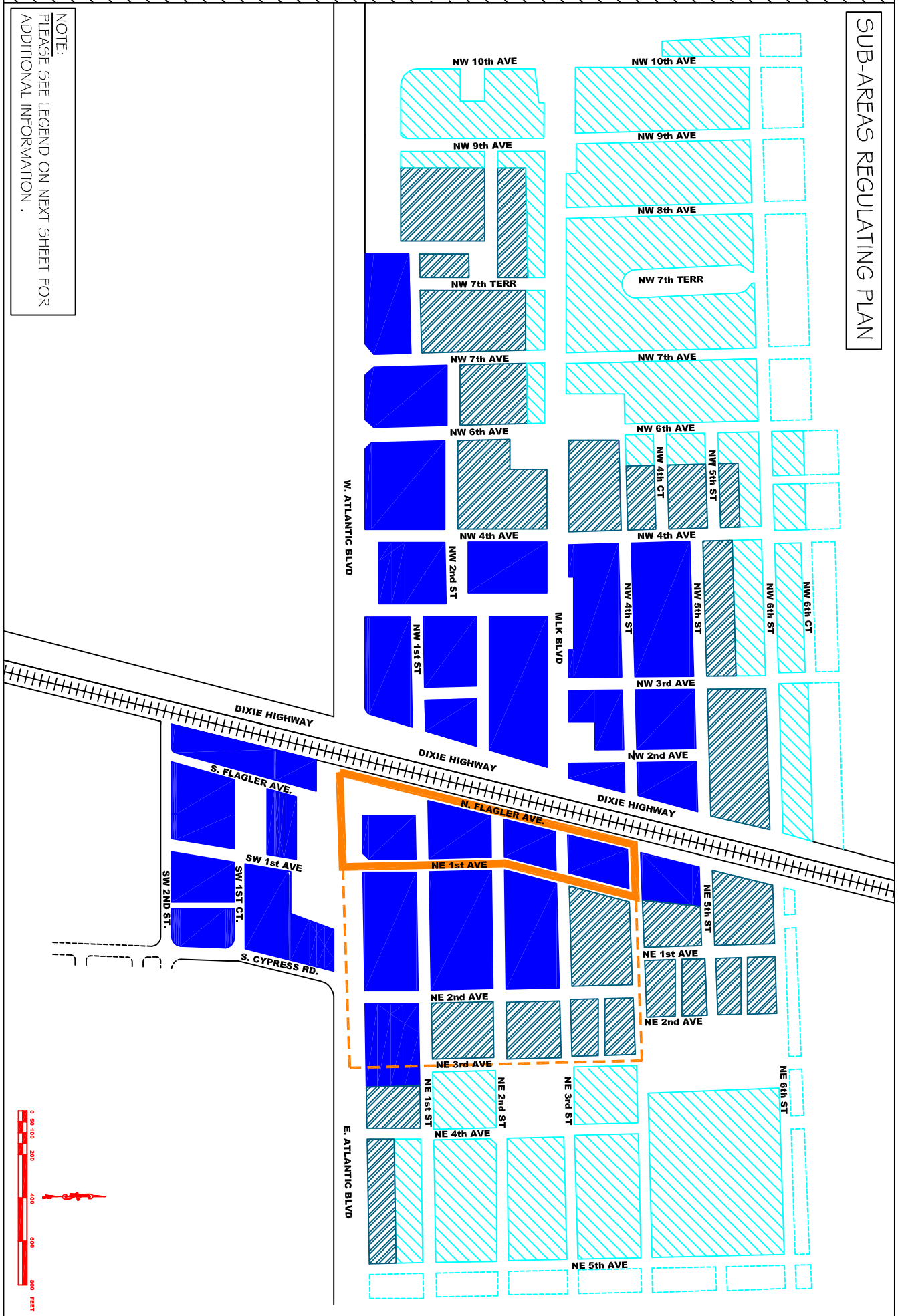
ZAGUAN

In Spanish architecture and derivatives, an entry; a massive wooden gate that was often sheltered and wide enough to permit large wagons or coaches to enter the courtyard of a house. Often had a small door adjacent to, or a door set within the zaguan, for pedestrian traffic. See figure

Zaguan exterior viewZaguan interior view

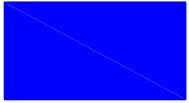
SUB-AREAS REGULATING PLAN

NOTE:
PLEASE SEE LEGEND ON NEXT SHEET FOR
ADDITIONAL INFORMATION .



LEGEND

SUB-AREAS REGULATING PLAN



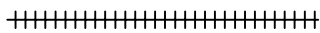
CORE SUB-AREAS



CENTER SUB-AREAS



EDGE SUB-AREAS



* F.E.C. RAILWAY



HISTORIC CORE



HISTORIC TRANSITION

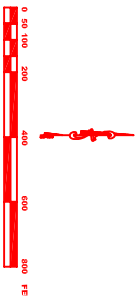
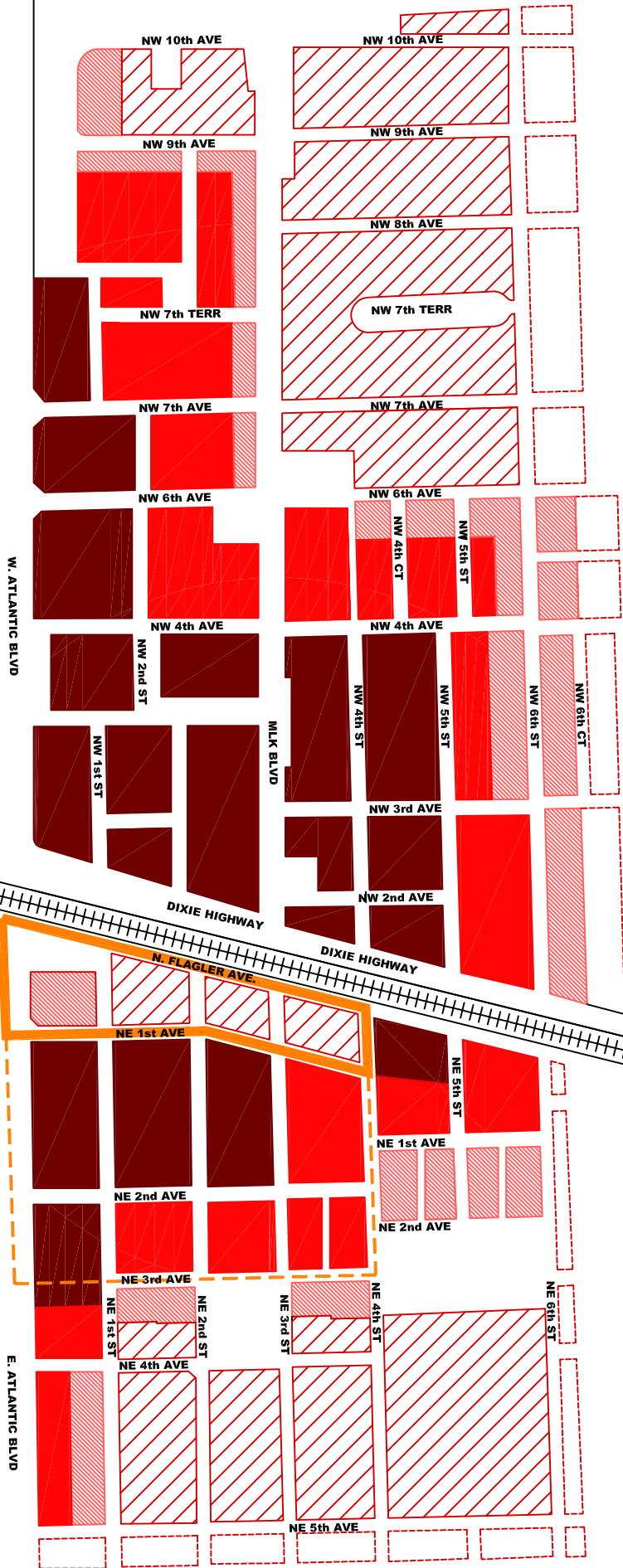
NOTE:

* FLORIDA EAST COAST RAILWAY

INTERSTATE -95 (I-95)

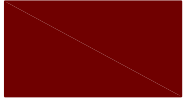
BUILDING HEIGHTS REGULATING PLAN

NOTE:
PLEASE SEE LEGEND ON NEXT SHEET FOR
ADDITIONAL INFORMATION .



LEGEND

BUILDING HEIGHTS REGULATING PLAN



MAX 105 FEET



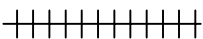
MAX 80 FEET



MAX 55 FEET



MAX 35 FEET



* F.E.C. RAILWAY



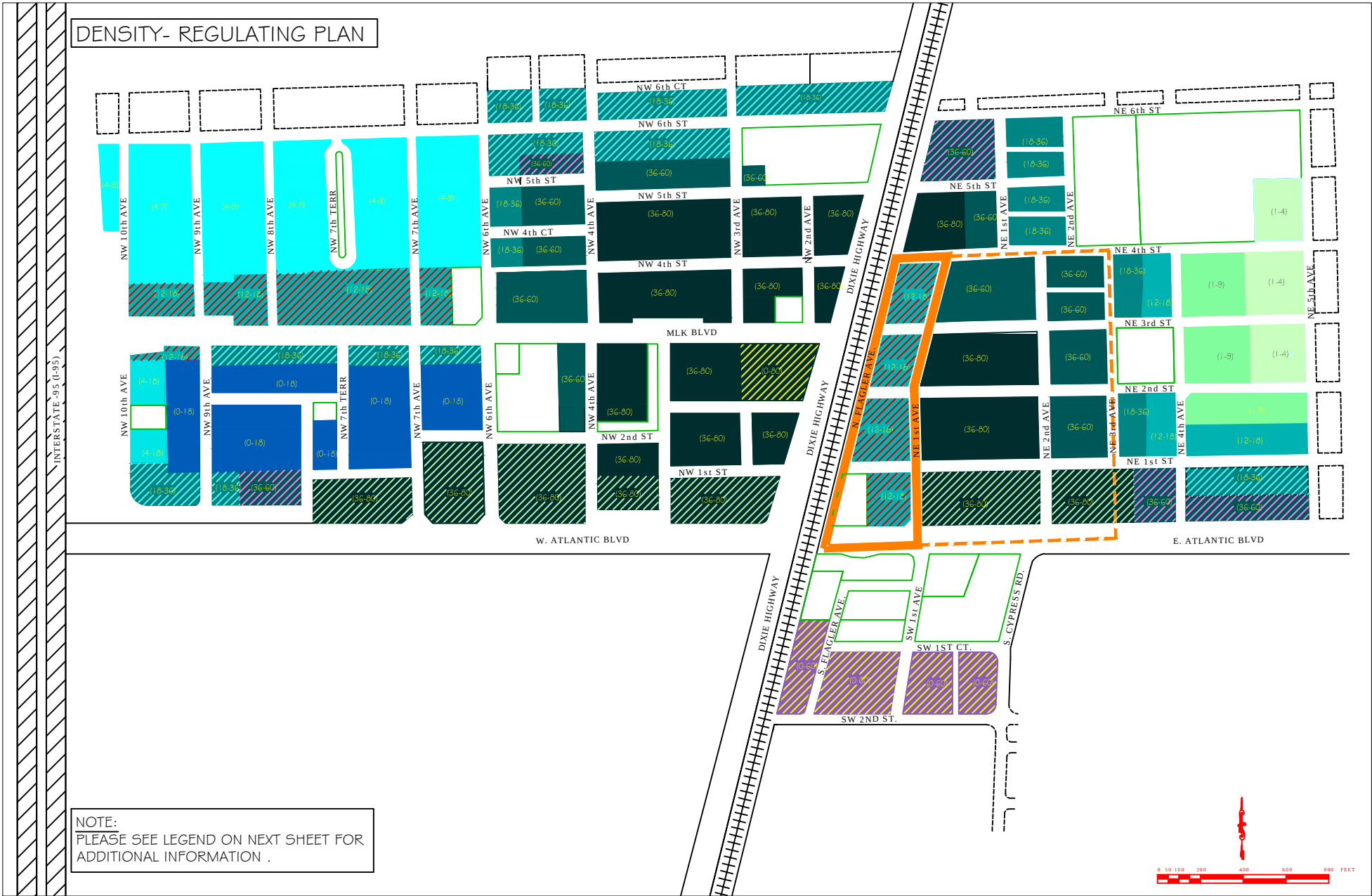
HISTORIC CORE



HISTORIC TRANSITION

NOTE:

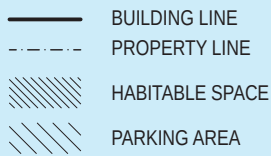
* FLORIDA EAST COAST RAILWAY

[illegible]

LEGEND	
DENSITY- REGULATING PLAN	
(36-80) 	(R.R.) RESIDENTIAL REQUIRED: (MIN. 36 UNITS / ACRE NET, MAX. 80 UNITS / ACRE NET).
(36-80)(O.R.) 	(O.R.) OPTIONAL RESIDENTIAL : (1) (MIN. 36 UNITS / ACRE NET, MAX. 80 UNITS / ACRE NET).
(36-60) 	(R.R.) RESIDENTIAL REQUIRED: (MIN. 36 UNITS / ACRE NET, MAX. 60 UNITS / ACRE NET).
(36-60)(O.R.) 	(O.R.) OPTIONAL RESIDENTIAL: (1) (MIN. 36 UNITS / ACRE NET, MAX. 60 UNITS / ACRE NET).
(18-36) 	(R.R.) RESIDENTIAL REQUIRED: (MIN. 18 UNITS / ACRE NET, MAX. 36 UNITS / ACRE NET).
(18-36)(O.R.) 	(O.R.) OPTIONAL RESIDENTIAL: (1) (MIN. 18 UNITS / ACRE NET, MAX. 36 UNITS / ACRE NET).
(12-18) 	(R.R.) RESIDENTIAL REQUIRED: (MIN. 12 UNITS / ACRE NET, MAX. 18 UNITS / ACRE NET).
(12-18)(O.R.) 	(O.R.) OPTIONAL RESIDENTIAL: (1) (MIN. 12 UNITS / ACRE NET, MAX. 18 UNITS / ACRE NET).
(4-18) 	(R.R.) RESIDENTIAL REQUIRED: (MIN. 4 UNITS / ACRE NET, MAX 18 UNITS / ACRE NET).
(4-9) 	(R.R.) RESIDENTIAL REQUIRED: (MIN. 4 UNITS / ACRE NET, MAX 9 UNITS / ACRE NET).
(1-9) 	(R.R.) RESIDENTIAL REQUIRED: (MIN. 1 UNIT / ACRE NET, MAX 9 UNITS / ACRE NET).
(1-4) 	(R.R.) RESIDENTIAL REQUIRED: (MIN. 1 UNIT / ACRE NET, MAX 4 UNITS / ACRE NET).
(0-18)(O.R.) 	(O.R.) OPTIONAL RESIDENTIAL: (MIN. 0 UNITS / ACRE NET,MAX 18 UNITS / ACRE NET).
(0-60)(O.R.) 	(O.R.) RESIDENTIAL OPTIONAL: (MIN. 0 UNITS / ACRE NET,MAX 60 UNITS / ACRE NET)
(0-80)(O.R.) 	(O.R.) OPTIONAL RESIDENTIAL: (MIN. 0 UNITS / ACRE NET,MAX 80 UNITS / ACRE NET)

SUB-DISTRICT: CORE / CENTER**DEFINITION:**

a multi level building organized around a central core where a part of the building is higher in proportion to its width and length.



LOT STANDARDS:	MIN.	MAX.
a. Lot Width	200'	250'
b. Lot Depth	200'	N/A
c. Lot Coverage	N/A	90%
d. Lot Area	N/A	N/A
e. Pervious Area	10%	N/A
f. Front Setback	0*	20'
g. Corner Side Setback	0*	20'
h. Interior Side Setback	0'	N/A
i. Rear Setback	0**	N/A

OPEN SPACE STANDARDS:

All multi-family residential, live-work units and mixed-use developments with residential dwellings shall reserve a minimum of 10% of the site for common, private open space.

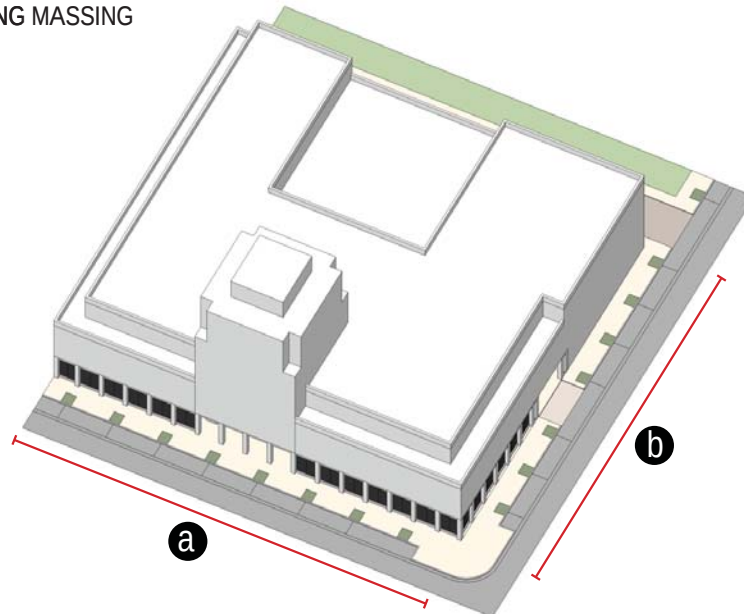
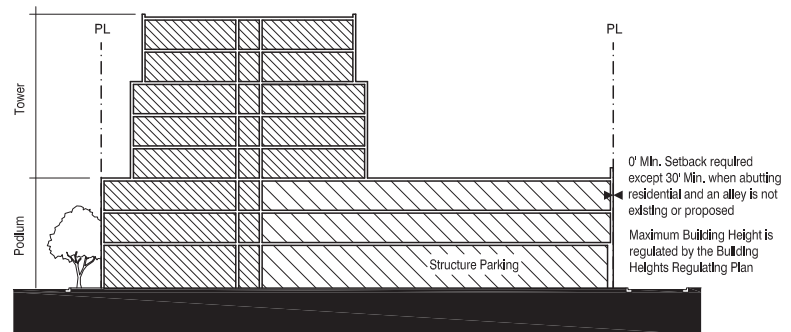
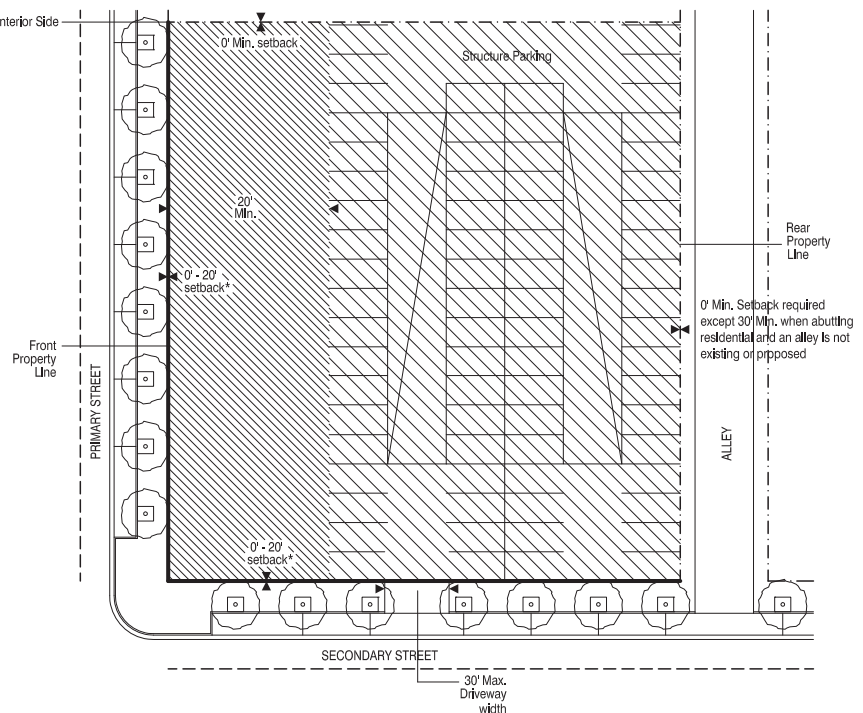
BUILDING FRONTAGE STANDARDS:

CORE: 90% Minimum
CENTER: 80% Minimum

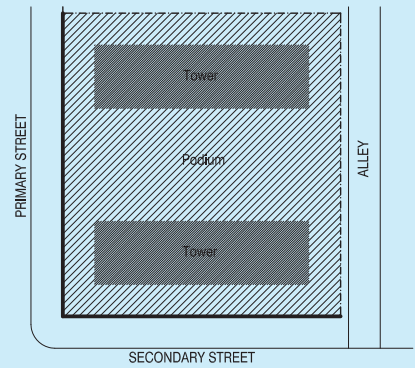
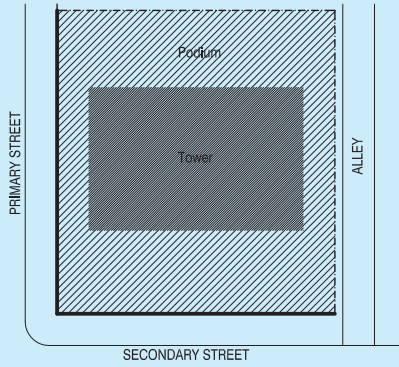
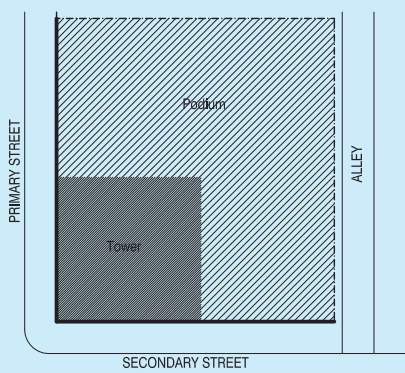
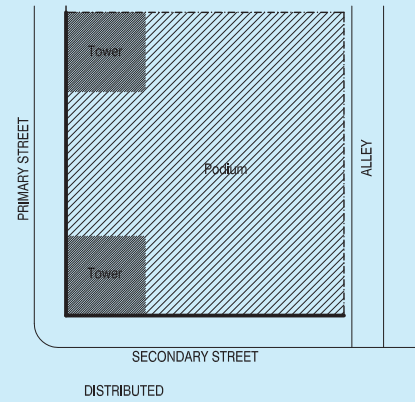
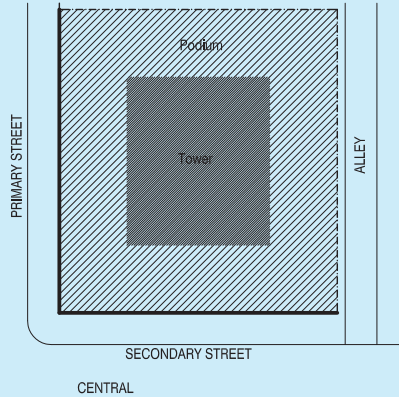
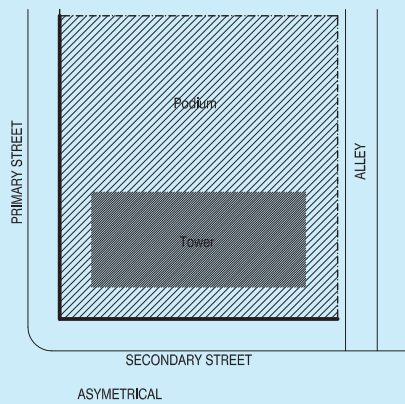
NOTES:

* Please refer to the setback table for additional front setback requirements on specific streets. Where a colonnade is provided, the setback shall be 0 feet.

** Except 30' minimum when abutting residential and alley is not existing or proposed.

TOWER BUILDING TYPE**BUILDING MASSING****BUILDING CONFIGURATION****BUILDING SETBACKS**

EXAMPLES OF SITE CONFIGURATION



ILLUSTRATIVE EXAMPLES



SUB-DISTRICT: CORE / CENTER

DEFINITION:

A building that conceals a garage, or other faceless building, that is designed for occupancy.



LOT STANDARDS:	MIN.	MAX.
a. Lot Width	125'	300'
b. Lot Depth	170'	N/A
c. Lot Coverage	N/A	90%
d. Lot Area	N/A	N/A
e. Pervious Area	10%	N/A
f. Front Setback	0*	20'
g. Corner Side Setback	0*	20'
h. Interior Side Setback	0'	N/A
i. Rear Setback	0***	N/A

OPEN SPACE STANDARDS:

All multi-family residential, live-work units and mixed-use developments with residential dwellings shall reserve a minimum of 10% of the site for common, private open space.

BUILDING FRONTAGE STANDARDS:

CORE: 90% Minimum
CENTER: 80% Minimum

NOTES:

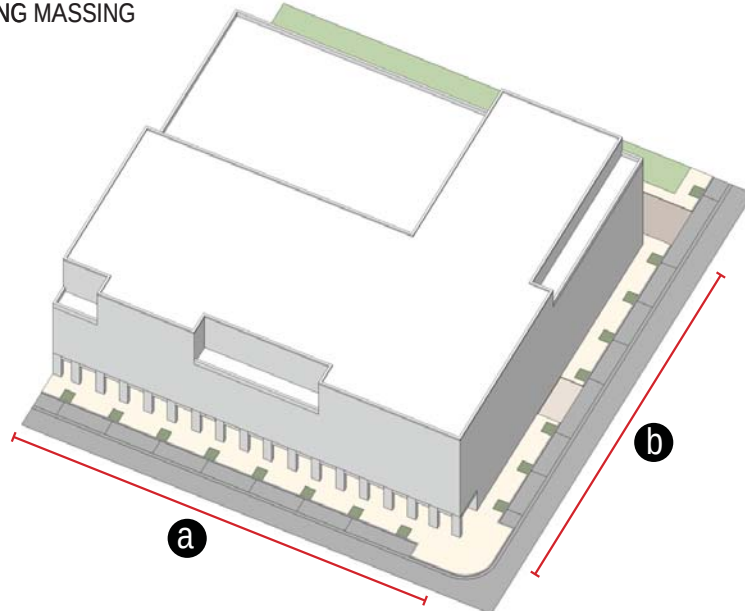
* Please refer to the setback table for additional front setback requirements on specific streets.

** Where a colonnade is provided, the setback shall be 0 feet.

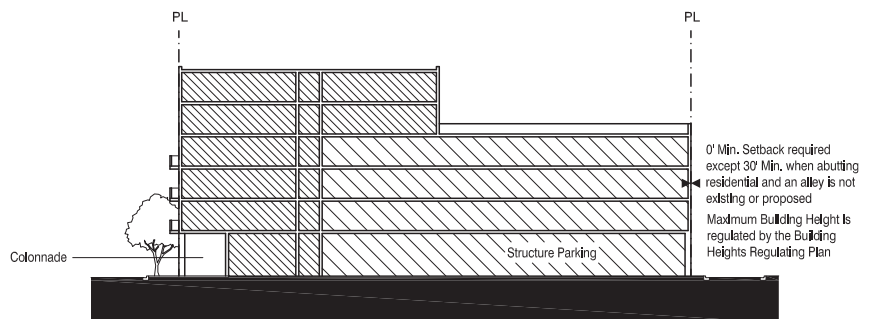
*** Except 30' minimum when abutting residential and an alley is not existing or proposed.

LINER BUILDING TYPE

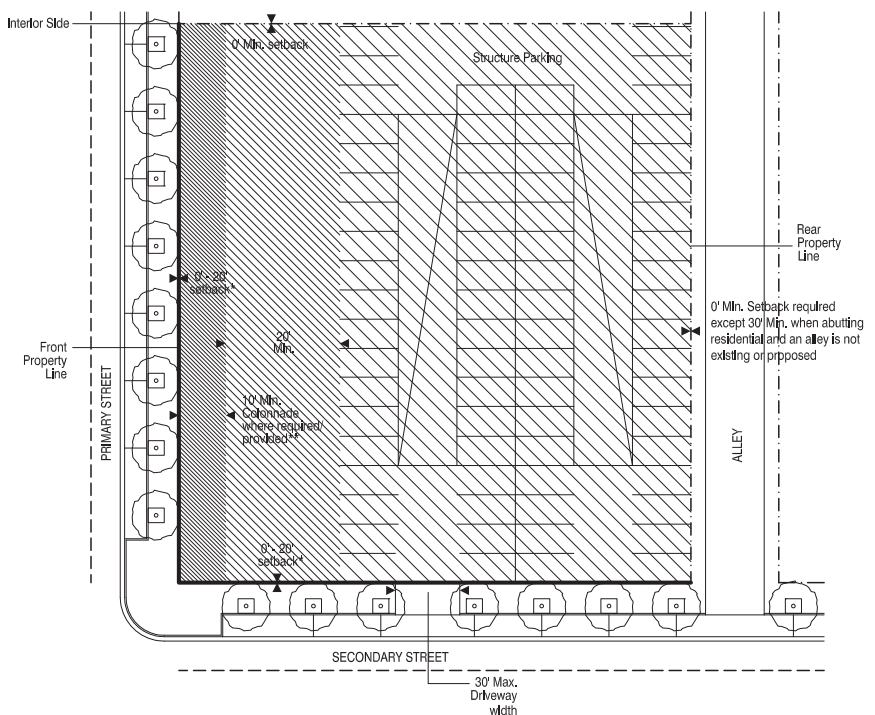
BUILDING MASSING



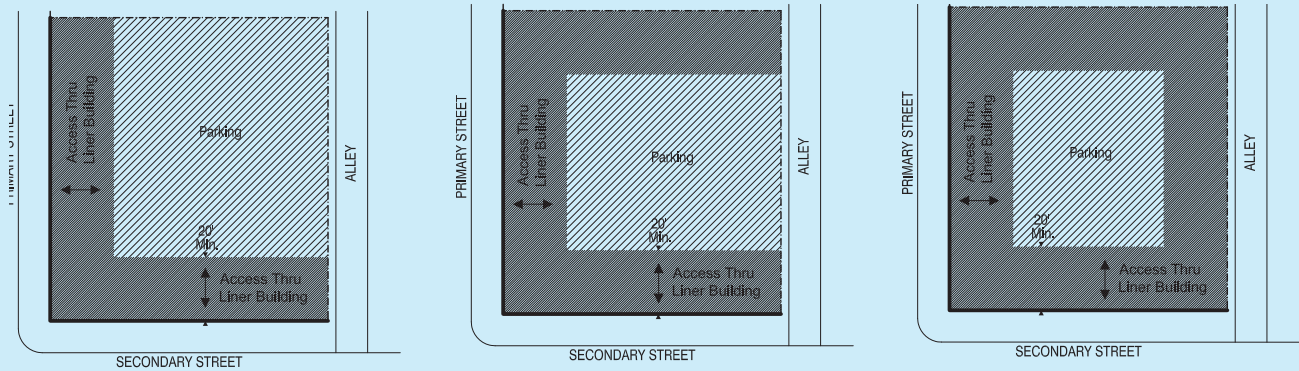
BUILDING CONFIGURATION



BUILDING SETBACKS



EXAMPLES OF SITE CONFIGURATION



ILLUSTRATIVE EXAMPLES



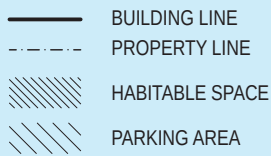
Liner buildings along Main Street in City Place



View from rear of lot showing parking garage structures lined along the street

SUB-DISTRICT: CORE / CENTER**DEFINITION:**

a building type characterized as having a central open space that is open to the sky and enclosed by habitable space on at least three sides.



LOT STANDARDS:	MIN.	MAX.
a. Lot Width	150'	200'
b. Lot Depth	160'	N/A
c. Lot Coverage	N/A	90%
d. Lot Area	N/A	N/A
e. Pervious Area	10%	N/A
f. Front Setback	0*	20'
g. Corner Side Setback	0*	20'
h. Interior Side Setback	0'	N/A
i. Rear Setback	0**	N/A

OPEN SPACE STANDARDS:

All multi-family residential, live-work units and mixed-use developments with residential dwellings shall reserve a minimum of 10% of the site for common, private open space.

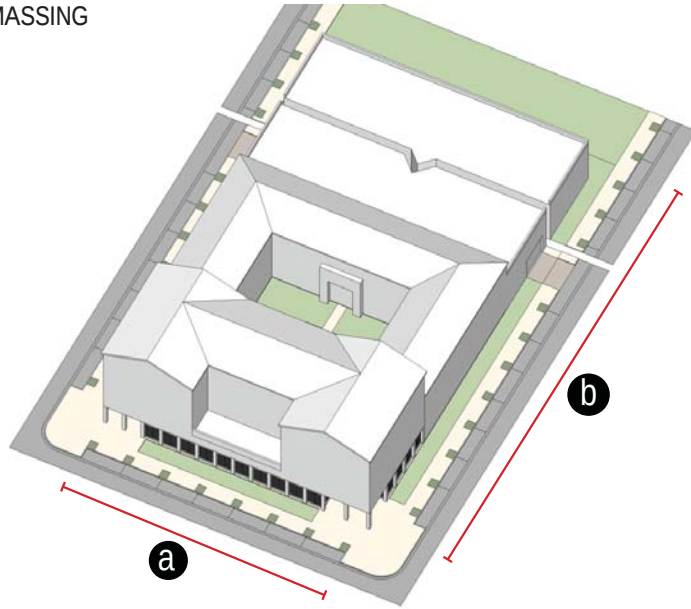
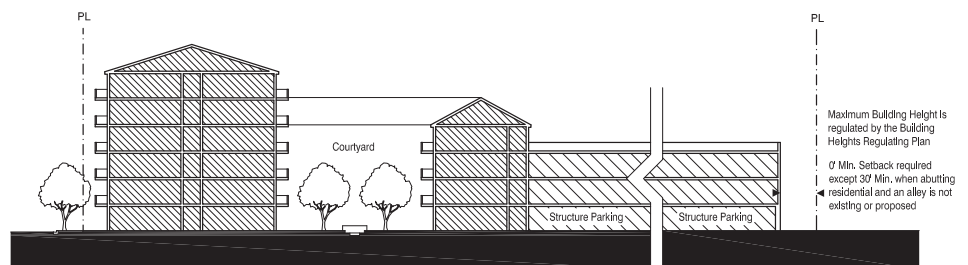
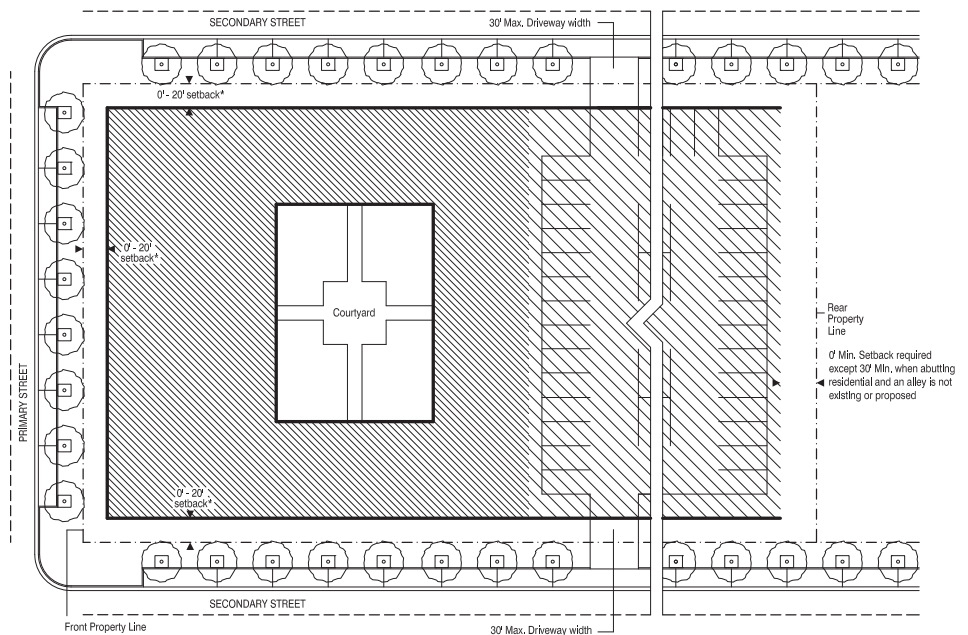
BUILDING FRONTAGE STANDARDS:

CORE: 90% Minimum
CENTER: 80% Minimum

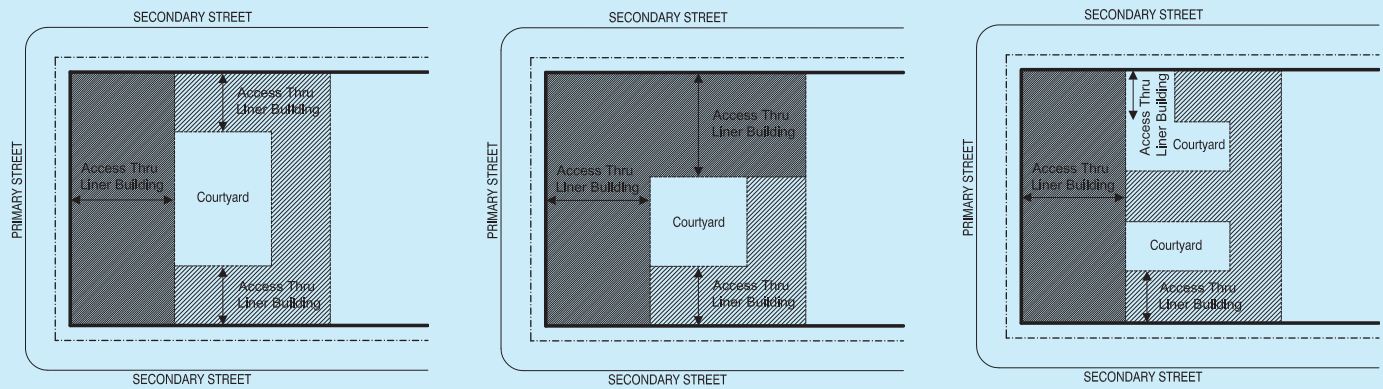
NOTES:

* Please refer to the setback table for additional front setback requirements on specific streets. Where a colonnade is provided, the setback shall be 0 feet.

** Except 30' minimum when abutting residential and an alley is not existing or proposed.

COURTYARD BUILDING TYPE**BUILDING MASSING****BUILDING CONFIGURATION****BUILDING SETBACKS**

EXAMPLES OF SITE CONFIGURATION



ILLUSTRATIVE EXAMPLES



SUB-DISTRICT: EDGE**DEFINITION:**

a building type characterized as having a central open space that is open to the sky and enclosed by habitable space on at least three sides.



LOT STANDARDS:	MIN.	MAX.
a. Lot Width	150'	200'
b. Lot Depth	160'	N/A
c. Lot Coverage	N/A	80%
d. Lot Area	N/A	N/A
e. Pervious Area	10%	N/A
f. Front Setback	10'*	20'
g. Corner Side Setback	10'*	20'
h. Interior Side Setback	15'**	N/A
i. Rear Setback	15'**	N/A

OPEN SPACE STANDARDS:

All multi-family residential, live-work units and mixed-use developments with residential dwellings shall reserve a minimum of 10% of the site for common, private open space.

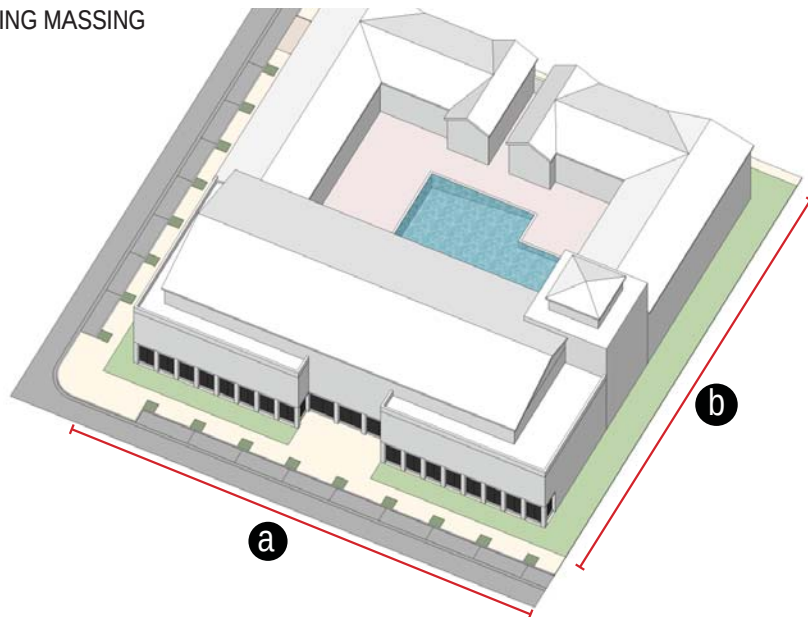
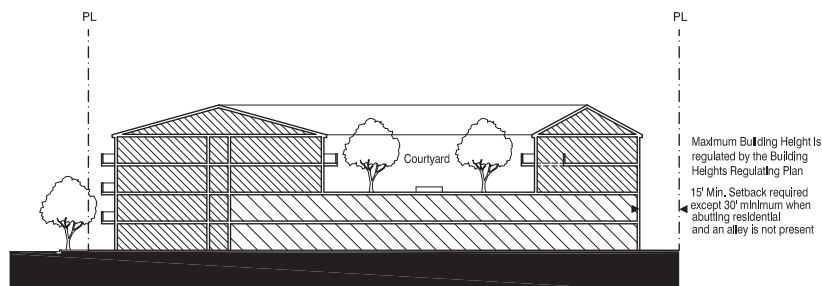
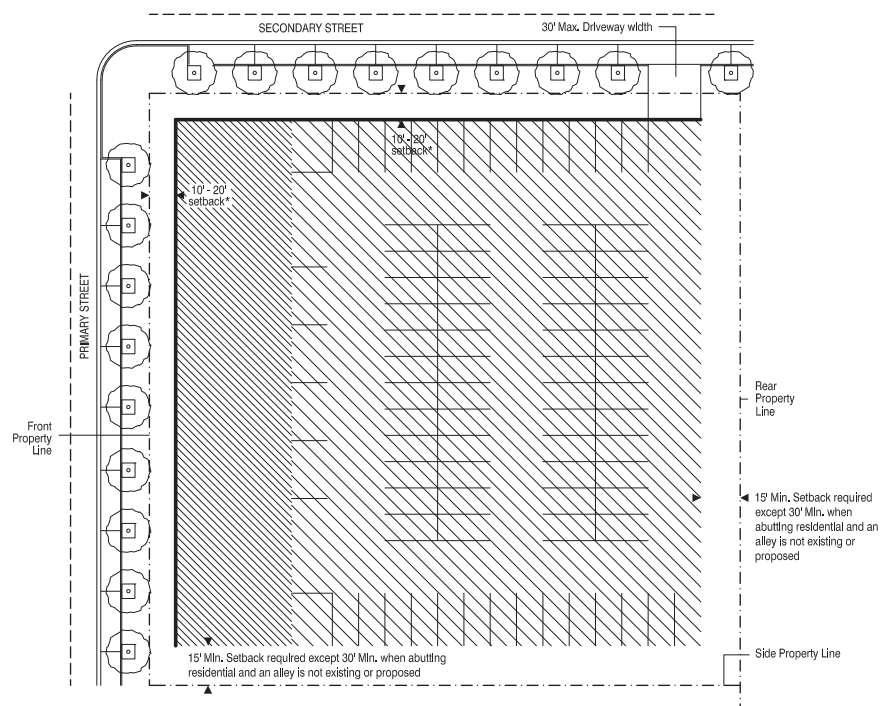
BUILDING FRONTAGE STANDARDS:

EDGE: 70% Minimum

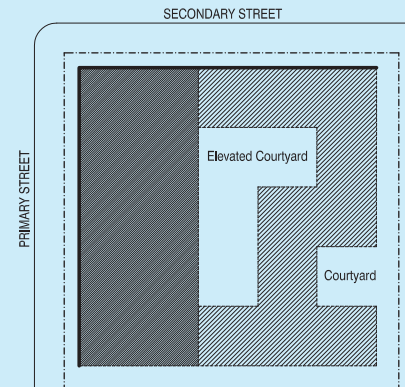
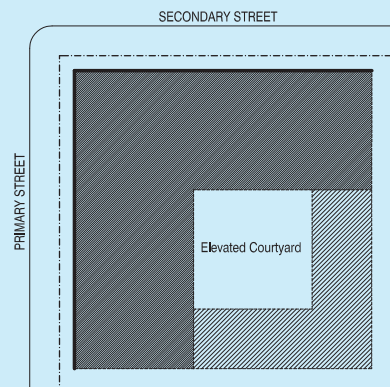
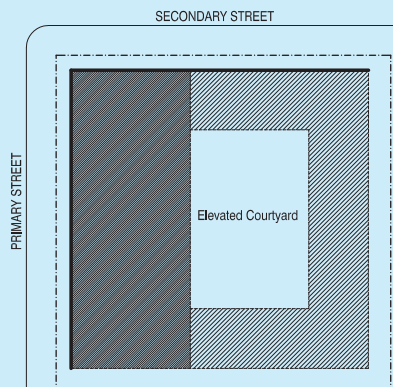
NOTES:

* Please refer to the setback table for additional front setback requirements on specific streets. Where a colonnade is provided, the setback shall be 0 feet.

** Except 30' minimum when abutting residential and an alley is not existing or proposed.

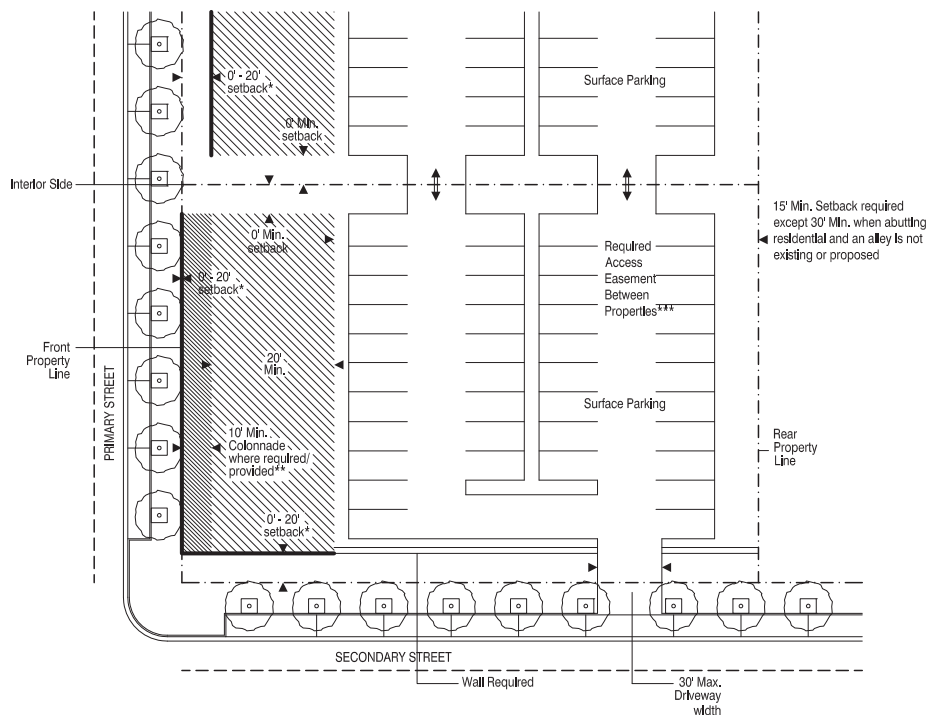
COURTYARD BUILDING TYPE**BUILDING MASSING****BUILDING CONFIGURATION****BUILDING SETBACKS**

EXAMPLES OF SITE CONFIGURATION

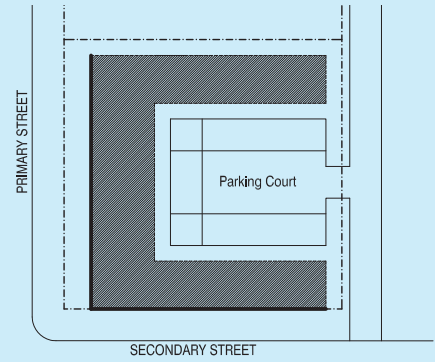
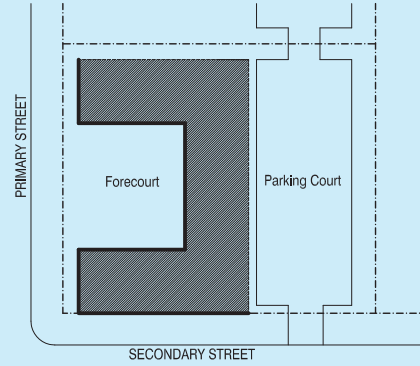
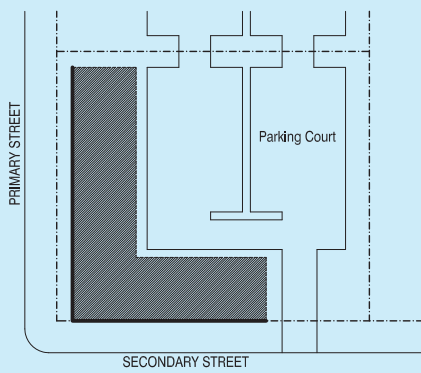


ILLUSTRATIVE EXAMPLES

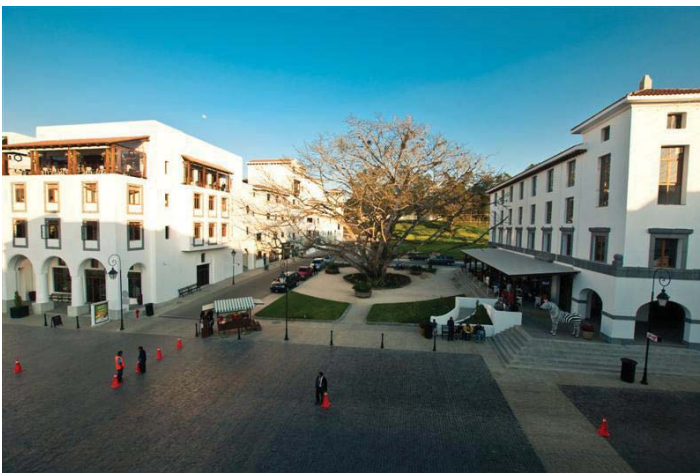




EXAMPLES OF SITE CONFIGURATION



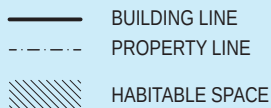
ILLUSTRATIVE EXAMPLES



SUB-DISTRICT: EDGE

DEFINITION:

buildings designed to respond to changes of function in a flexible way. The flex building is able to accept different internal configurations and easily adapt to its surroundings.



LOT STANDARDS:	MIN.	MAX.
a. Lot Width	75'	200'
b. Lot Depth	130'	N/A
c. Lot Coverage	N/A	80%
d. Lot Area	N/A	N/A
e. Pervious Area	10%	N/A
f. Front Setback	10'*	20'
g. Corner Side Setback	10'*	20'
h. Interior Side Setback	0'	N/A
i. Rear Setback	15'***	N/A

OPEN SPACE STANDARDS:

All multi-family residential, live-work units and mixed-use developments with residential dwellings shall reserve a minimum of 10% of the site for common, private open space.

BUILDING FRONTAGE STANDARDS:

EDGE: 50% Minimum

NOTES:

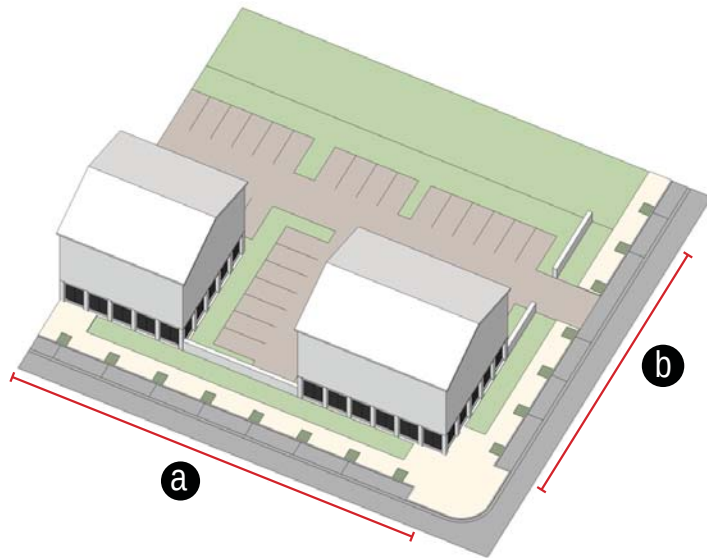
* Please refer to the setback table for additional front setback requirements on specific streets. Where a colonnade is provided, the setback shall be 0 feet.

** When an alley is not existing or proposed.

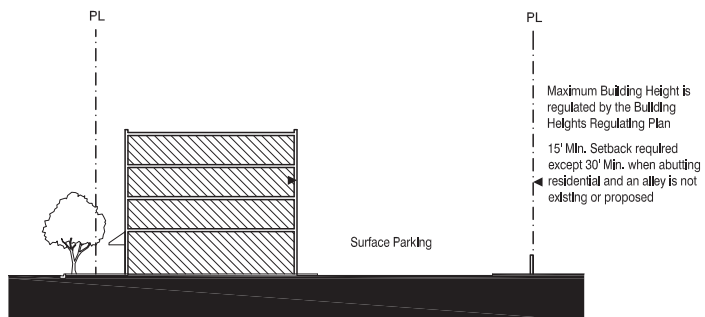
*** Except 30' minimum when abutting residential and alley is not existing or proposed.

FLEX BUILDING TYPE

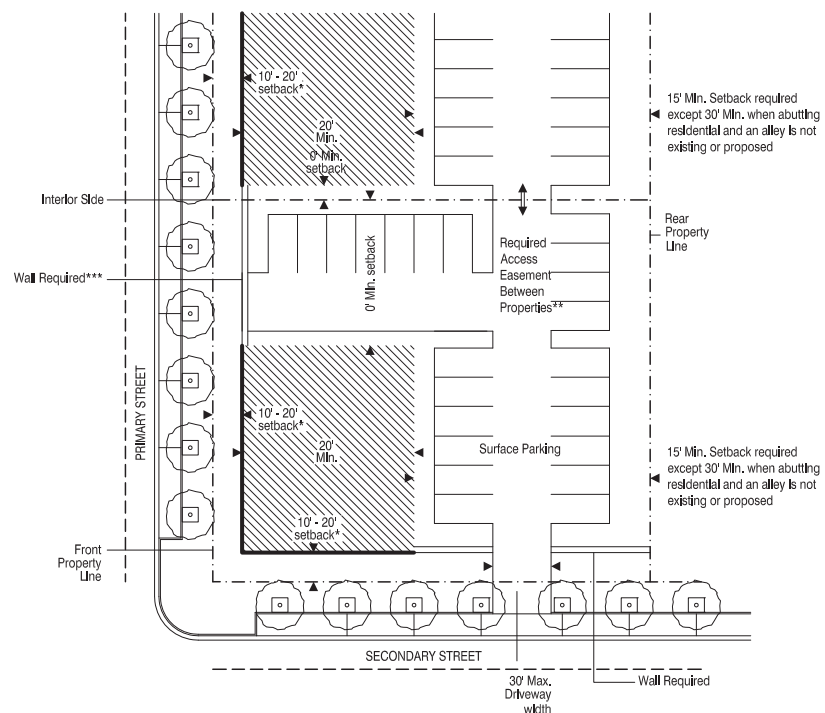
BUILDING MASSING



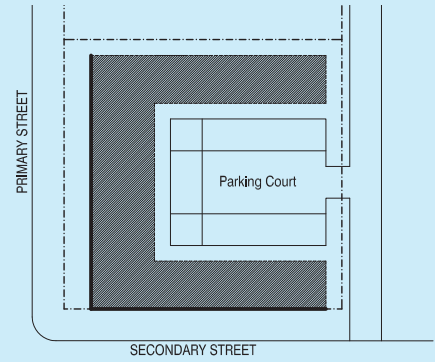
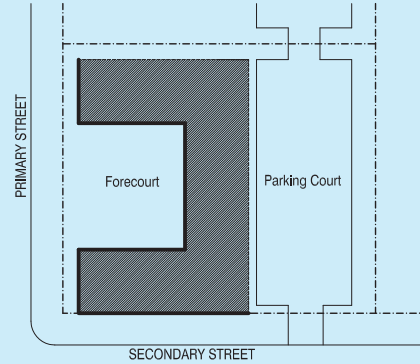
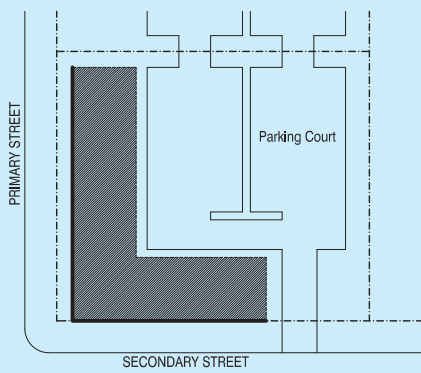
BUILDING CONFIGURATION



BUILDING SETBACKS



EXAMPLES OF SITE CONFIGURATION



ILLUSTRATIVE EXAMPLES



SUB-DISTRICT: CORE / CENTER**DEFINITION:**

a single dwelling unit in a group of such units that are attached horizontally in a linear arrangement to form a single building, with each unit occupying space from the ground to the roof of the building, and located or capable of being located on a separate townhouse lot. A townhouse development is considered a type of multifamily dwelling.

	BUILDING LINE
	PROPERTY LINE
	HABITABLE SPACE
	PARKING AREA

LOT STANDARDS:	MIN.	MAX.
a. Lot Width	25'	30'
b. Lot Depth	70'	N/A
c. Lot Coverage	N/A	90%
d. Lot Area	1800 sf	N/A
e. Pervious Area	10%	N/A
f. Front Setback	0*	10'
g. Corner Side Setback	0*	10'
h. Interior Side Setback	0'	0'
i. Rear Setback	0'	5'

PARKING STANDARDS:

The parking shall be accessed from the rear off an alley.

OPEN SPACE STANDARDS:

In the Core Sub-district only a minimum of 200 square feet of private open space shall be required and a rear yard shall not be required. In the Center Sub-district a minimum of 400 square feet of private open space shall be required in the form of a rear yard.

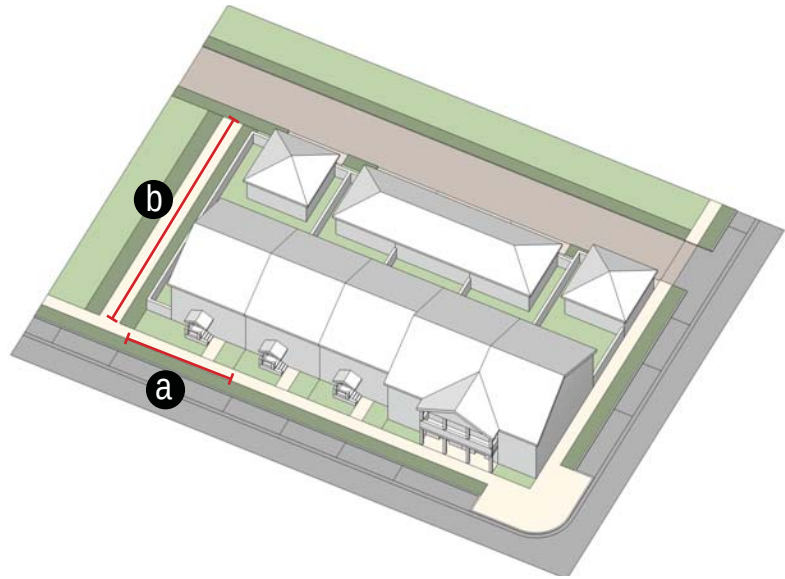
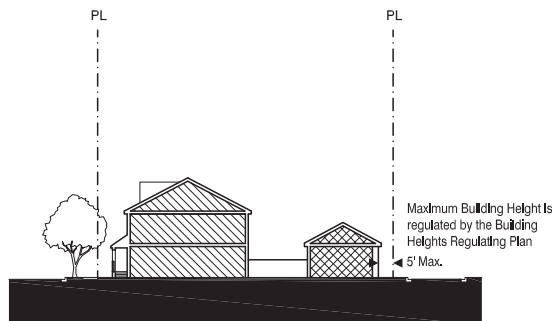
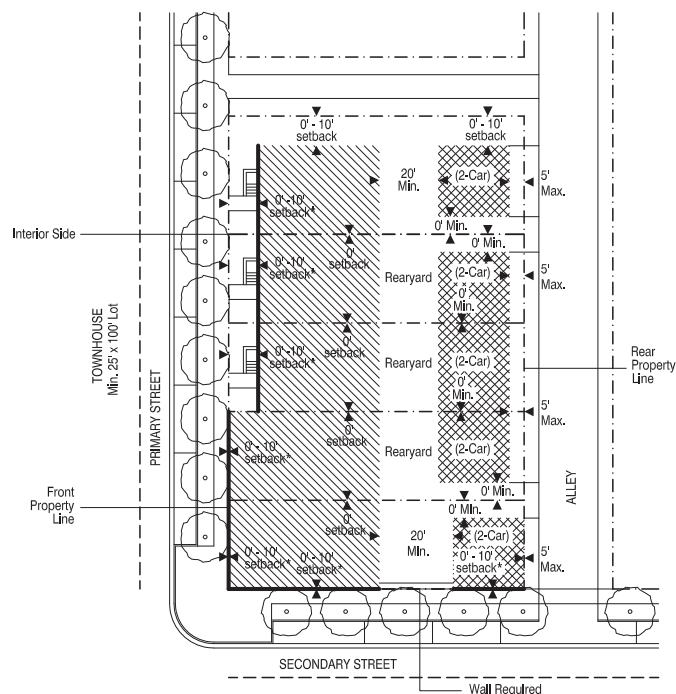
BUILDING FRONTAGE STANDARDS:

CORE: 90% Minimum
CENTER: 80% Minimum

NOTES:

* Please refer to the setback table for front setback requirements on specific streets.

1. Townhouses shall provide a minimum of 15 feet between building groups and the length of a building group shall not exceed 240 feet.

TOWNHOUSE BUILDING TYPE**BUILDING MASSING****BUILDING CONFIGURATION****BUILDING SETBACKS**

SUB-DISTRICT: EDGE

DEFINITION:

a single dwelling unit in a group of such units that are attached horizontally in a linear arrangement to form a single building, with each unit occupying space from the ground to the roof of the building, and located or capable of being located on a separate townhouse lot. A townhouse development is considered a type of multifamily dwelling.

	BUILDING LINE
	PROPERTY LINE
	HABITABLE SPACE
	PARKING AREA

LOT STANDARDS:	MIN.	MAX.
a. Lot Width	25'	30'
b. Lot Depth	70'	N/A
c. Lot Coverage	N/A	70%
d. Lot Area	1800 sf	N/A
e. Pervious Area	30%	N/A
f. Front Setback	10'*	20'
g. Corner Side Setback	10'*	20'
h. Interior Side Setback	0'	0'
i. Rear Setback	0'	5'

PARKING STANDARDS:

The parking shall be accessed from the rear off an alley.

OPEN SPACE STANDARDS:

In the Edge Sub-district a minimum of 400 square feet of private open space shall be required in the form of a rear yard.

BUILDING FRONTAGE STANDARDS:

EDGE: 70% Minimum

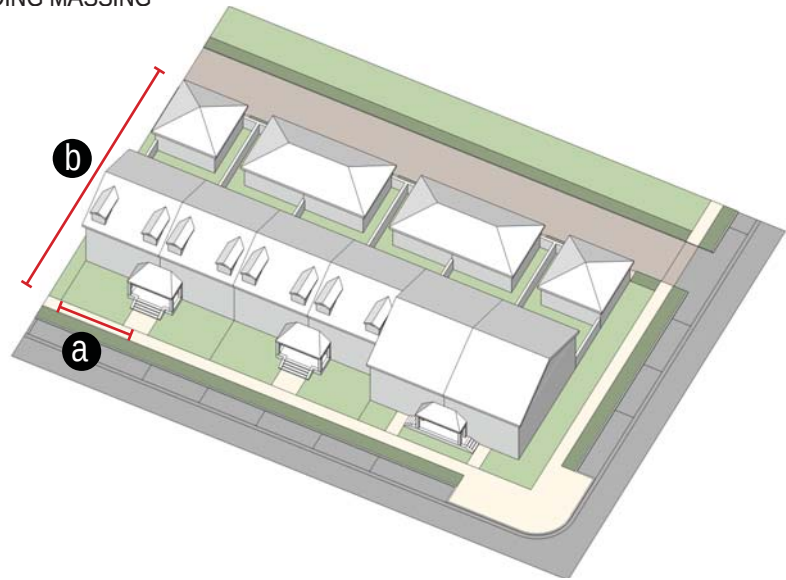
NOTES:

* Please refer to the setback table for front setback requirements on specific streets.

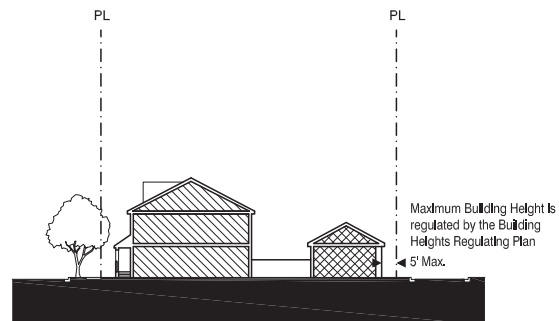
1. Townhouses shall provide a minimum of 15 feet between building groups and the length of a building group shall not exceed 240 feet.

TOWNHOUSE BUILDING TYPE

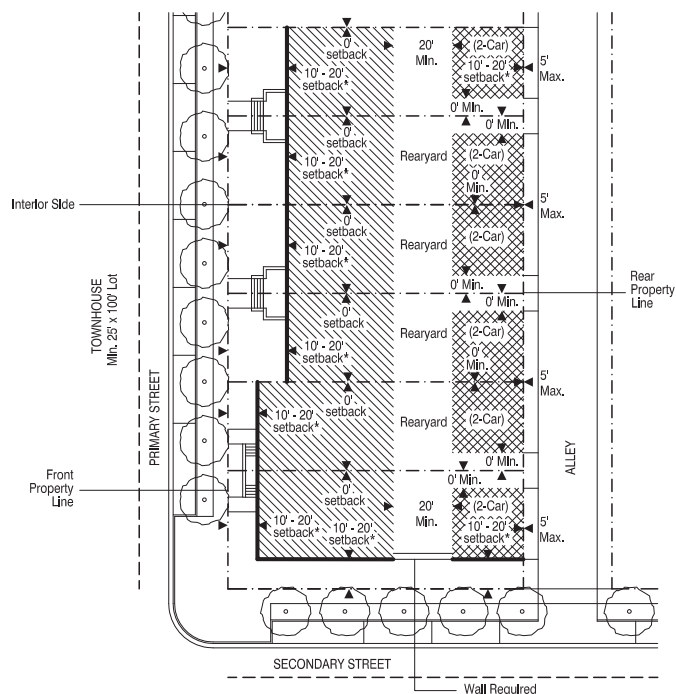
BUILDING MASSING



BUILDING CONFIGURATION



BUILDING SETBACKS



SUB-DISTRICT: CENTER / EDGE

DEFINITION:

Sideyard House: a detached dwelling distinguished by the provision of an uncovered porch on the side of the house. The side porch is screened from the view of the street by a wall or fence located within the build-to zone.

Courtyard House: An attached dwelling unit distinguished by the provision of an open-air courtyard or atrium. The courtyard is enclosed on at least three sides by habitable space and shall provide penetrable openings such as windows and doors between the interior of the dwelling and the court.

SY	Sideyard
CY	Courtyard
—	BUILDING LINE
- - - -	PROPERTY LINE
	HABITABLE SPACE
	PARKING AREA

LOT STANDARDS:	SY	CY	SY	CY
	MIN.		MAX.	
a. Lot Width	50'	40'	60'	50'
b. Lot Depth	100'	100'	N/A	N/A
c. Lot Coverage	N/A	N/A	60%	70%
d. Lot Area	5000sf	4000sf		N/A
e. Pervious Area	30%			N/A
f. Front Setback	0*	0*	10'	10'
g. Corner Side Setback	0*	0*	10'	10'
h. Interior Side Setback	0/15**	0'	0/	0'
i. Rear Setback	0'	0'	5'	5'

PARKING STANDARDS:

In the Center Sub-district, parking shall be accessed from the rear off an alley.

OPEN SPACE STANDARDS:

In the Center/Edge Sub-district a minimum of 400 square feet of private open space shall be required in the form of a courtyard, sideyard or rear yard.

BUILDING FRONTAGE STANDARDS:

CENTER/EDGE: 60% Minimum (Sideyard)
70% Minimum (Courtyard)

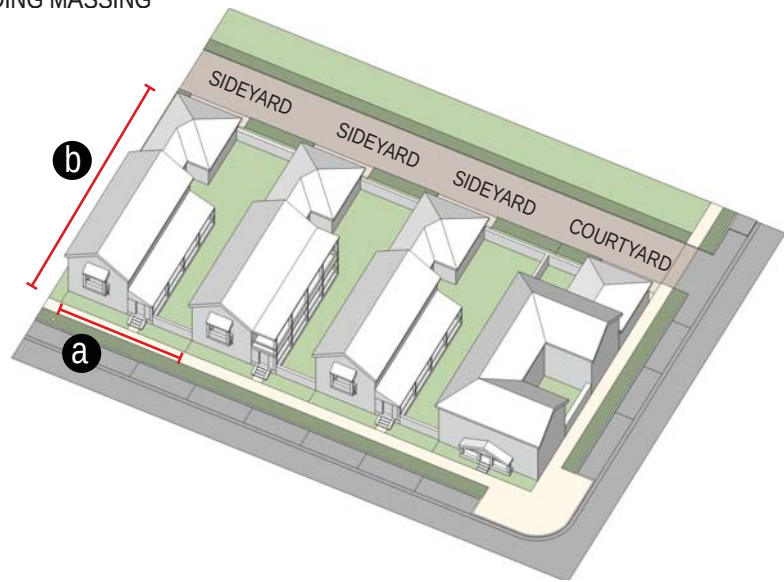
NOTES:

* Please refer to the setback table for front setback requirements on specific streets.

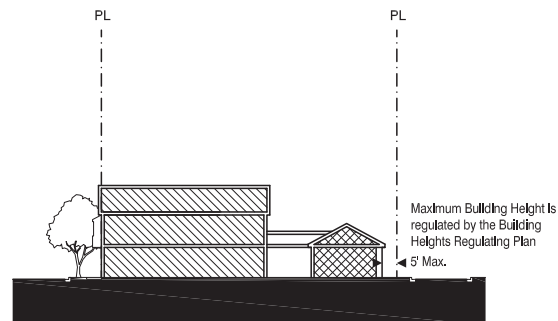
** One side shall be 0 feet and the other a minimum of 15 feet.

ZERO-LOT LINE (SIDEYARD HOUSE AND COURTYARD HOUSE TYPE WITH ALLEY)

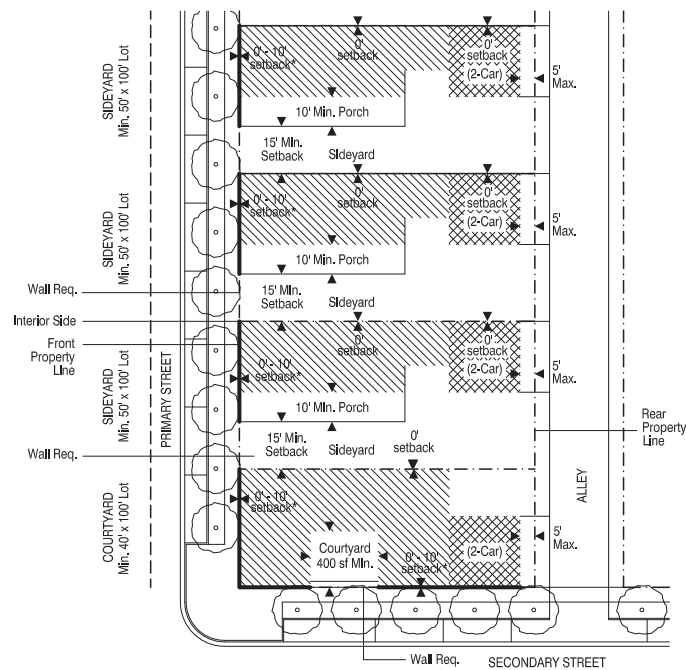
BUILDING MASSING

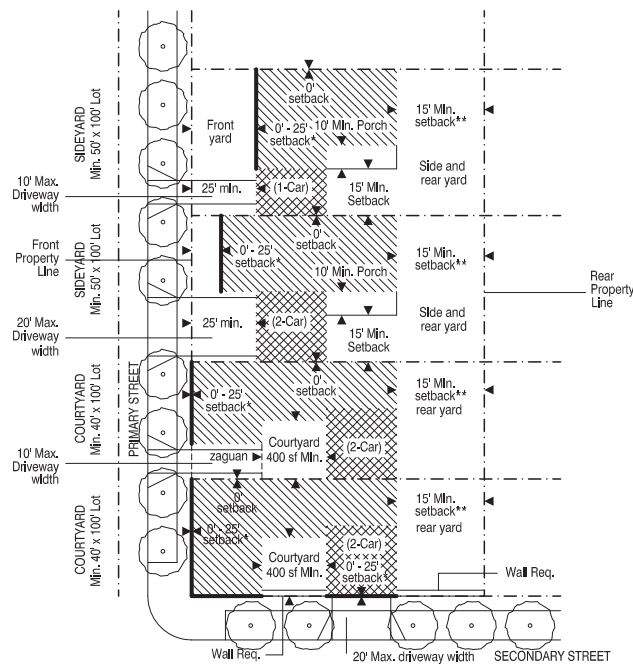


BUILDING CONFIGURATION SIDEYARD BUILDING TYPE



BUILDING SETBACKS

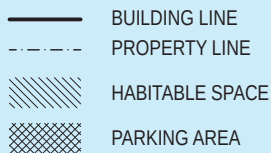




SUB-DISTRICT: EDGE

DEFINITION:

A single detached dwelling, other than a mobile home, containing a single dwelling unit.



LOT STANDARDS:	MIN.	MAX.
a. Lot Width	50'	110'
b. Lot Depth	100'	N/A
c. Lot Coverage	N/A	Note 1
d. Lot Area	5000 sf	N/A
e. Pervious Area	30%	N/A
f. Front Setback	15'*	25'
g. Corner Side Setback	15'*	25'
h. Interior Side Setback	7.5'***	N/A
i. Rear Setback	15'*	N/A

PARKING STANDARDS:

The parking shall be accessed from the rear off an alley.

OPEN SPACE STANDARDS:

A minimum of 400 square feet of private open space shall be required in the form of a rear yard.

BUILDING FRONTAGE STANDARDS:

EDGE: 40% Minimum

NOTES:

* For lots 7,000 sf or greater, the rear setback shall be a minimum of 20 feet. In all cases, if the proposed building is 2 stories or more the rear setback shall be a minimum of 30 feet. Garages shall be setback a minimum of 25 feet from the rear lot line.

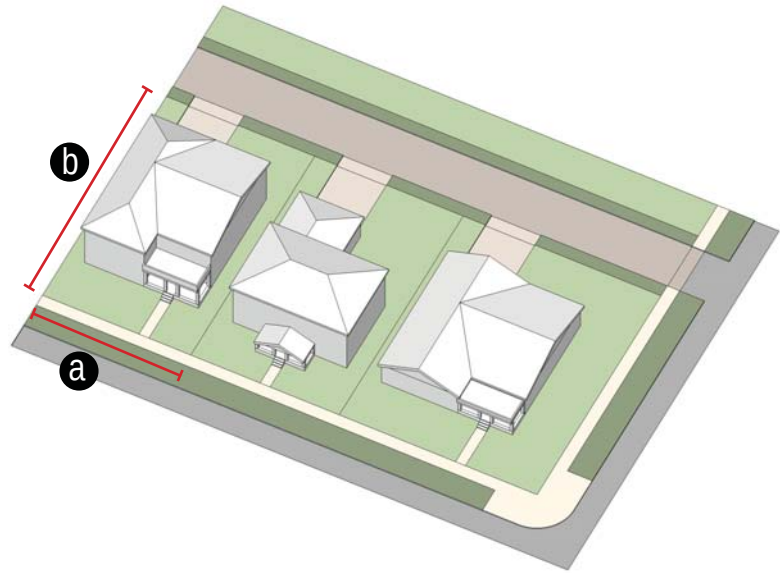
** For lots 12,000 sf or greater, the front and corner side setback shall be a minimum of 35 feet.

*** For lots 12,000 sf or greater, the interior side setback shall be a minimum of 18 feet.

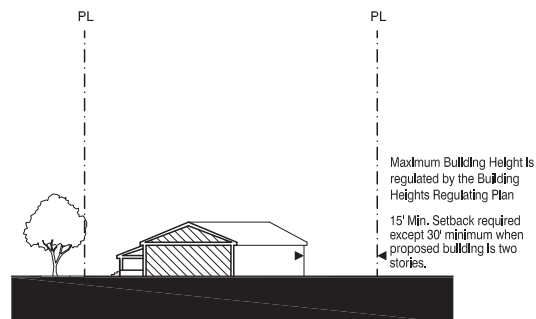
1. For lots 12,000 sf or greater, the maximum lot coverage shall be 30%; For lots 5,000 sf - 12,000 sf, the maximum lot coverage shall be 40%.

SINGLE FAMILY DWELLING TYPE (WITH ALLEY)

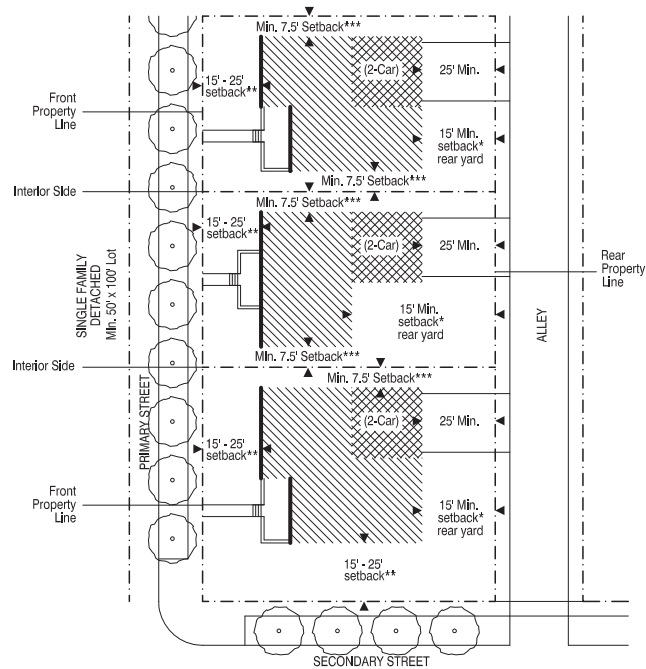
BUILDING MASSING



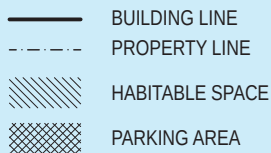
BUILDING CONFIGURATION



BUILDING SETBACKS



SUB-DISTRICT: EDGE



LOT STANDARDS:	MIN.	MAX.
a. Lot Width	50'	110'
b. Lot Depth	100'	N/A
c. Lot Coverage	N/A	Note 1
d. Lot Area	5000 sf	N/A
e. Pervious Area	30%	N/A
f. Front Setback	15'*	25'
g. Corner Side Setback	15'*	25'
h. Interior Side Setback	7.5'***	N/A
i. Rear Setback	15'*	N/A

OPEN SPACE STANDARDS:

In the Edge Sub-district a minimum of 400 square feet of private open space shall be required in the form of a rear yard.

BUILDING FRONTAGE STANDARDS:

EDGE: 40% Minimum

NOTES:

* For lots 7,000 sf or greater, the rear setback shall be a minimum of 20 feet. In all cases, if the proposed building is 2 stories or more the rear setback shall be a minimum of 30 feet.

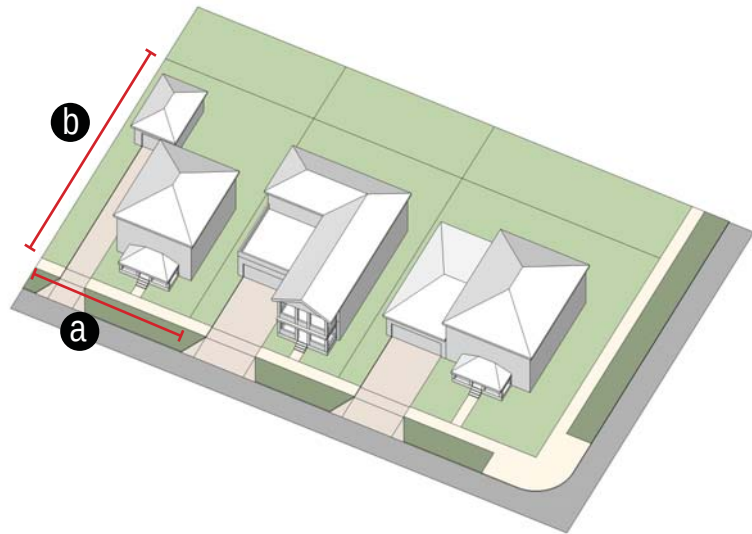
** For lots 12,000 sf or greater, the front and corner side setback shall be a minimum of 35 feet. Garages shall be setback a minimum of 25 feet from the front lot line.

***For lots 12,000 sf or greater, the interior side setback shall be a minimum of 18 feet.

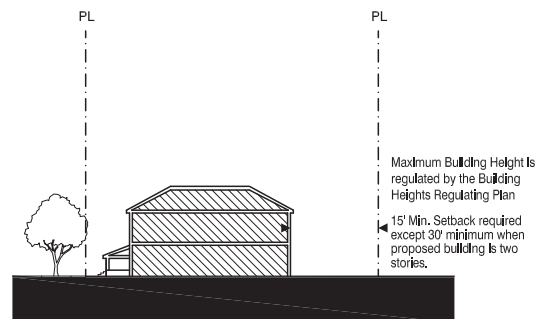
1. For lots 12,000 sf or greater, the maximum lot coverage shall be 30%; For lots 5,000 sf - 12,000 sf, the maximum lot coverage shall be 40%.

SINGLE FAMILY DWELLING TYPE (WITHOUT ALLEY)

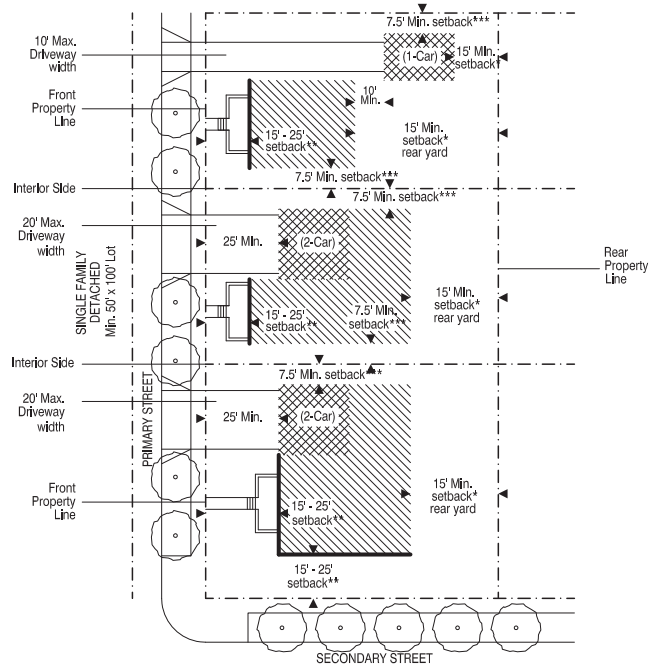
BUILDING MASSING



BUILDING CONFIGURATION



BUILDING SETBACKS



ILLUSTRATIVE EXAMPLES

TOWNHOUSE BUILDING TYPE



ZERO-LOT LINE (SIDEYARD HOUSE TYPE)



ZERO-LOT LINE (COURTYARD HOUSE TYPE)



ZERO-LOT LINE (COURTYARD HOUSE TYPE)



SINGLE FAMILY DWELLING TYPE



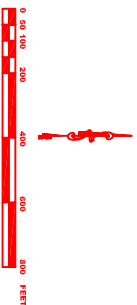
USE REGULATING PLAN

INTERSTATE -95 (I-95)



NOTE:
* FOR A LIST OF SPECIFIC
PERMITTED USES, REFER TO TABLE:
155.3708.H2 USE REGULATING
PLAN / USES & USES AREAS.

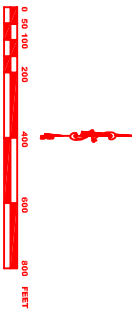
NOTE:
PLEASE SEE LEGEND ON NEXT SHEET FOR
ADDITIONAL INFORMATION .



LEGEND	
USE REGULATING PLAN	
MM1 	MIXED-USE MAIN STREET-1.
MM2 	MIXED-USE MAIN STREET-2.
MUR 	MIXED-USE RESIDENTIAL.
MO 	MIXED-USE OPTIONAL.
RM 	MULTI FAMILY RESIDENTIAL .
RS 	SINGLE FAMILY RESIDENTIAL .
MUCP 	MIXED-USE COMMERCE PARK.
CC1 	CIVIC CAMPUS-1 .
CC2 	CIVIC CAMPUS-2.
RO 	RECREATION / OPEN SPACE
CF 	COMMUNITY FACILITIES
PU 	PUBLIC UTILITIES
TR 	TRANSIT FACILITIES.
	HISTORIC CORE
	HISTORIC TRANSITION

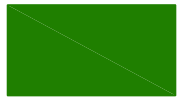
DESIGNATED PUBLIC OPEN SPACE & GREENWAY SYSTEM REGULATING PLAN

NOTE:
PLEASE SEE LEGEND ON NEXT SHEET FOR

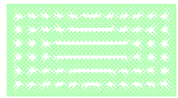


LEGEND

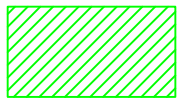
DESIGNATED PUBLIC OPEN SPACE & GREENWAY SYSTEM REGULATING PLAN



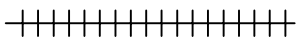
OPEN SPACE



OPEN SPACE
(OUTSIDE OF DPTOC DISTRICT)



NEW GREENWAY SYSTEM



* F.E.C. RAILWAY



HISTORIC CORE

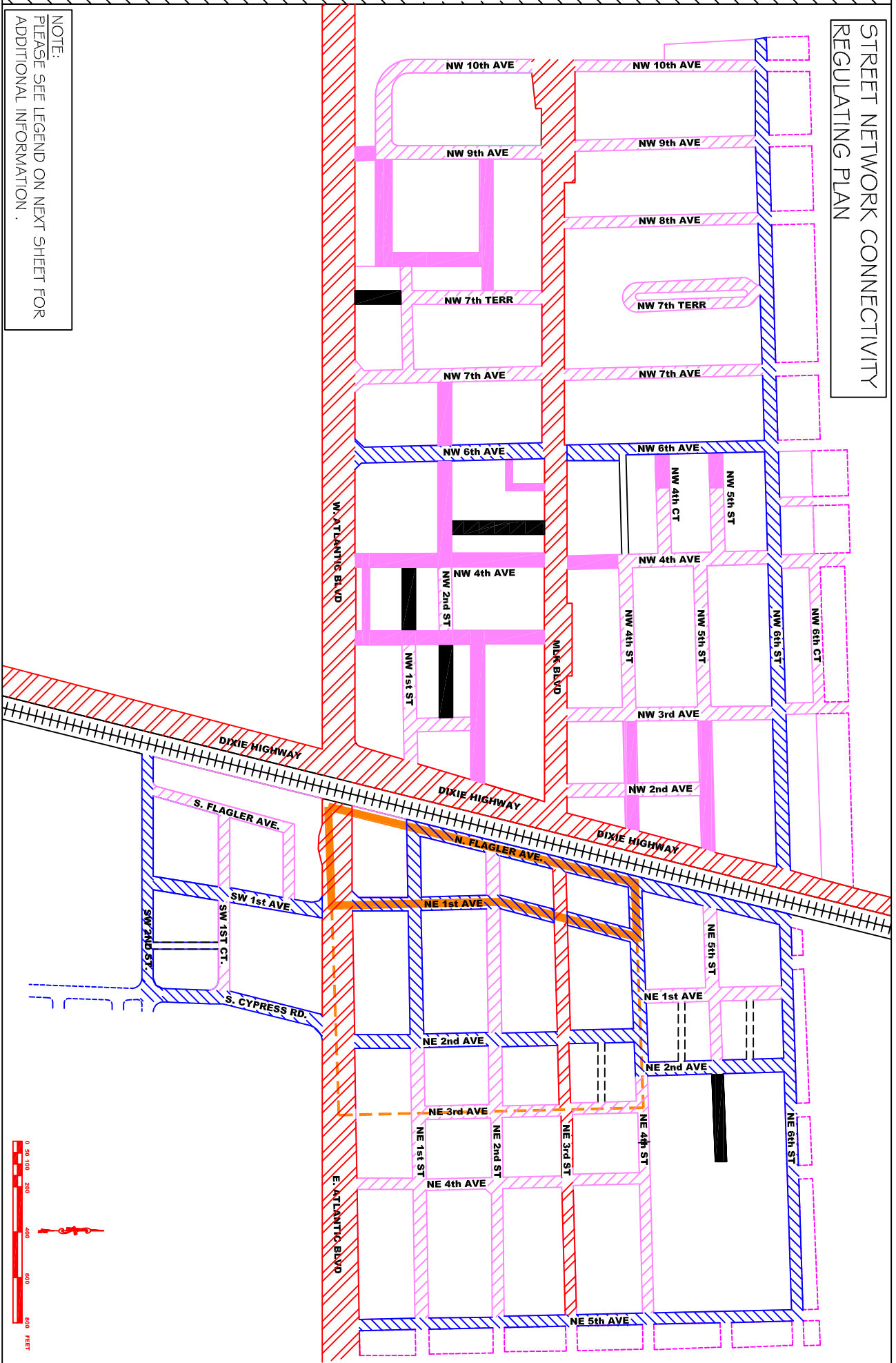


HISTORIC TRANSITION

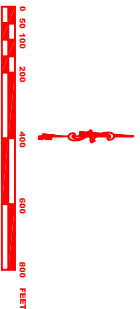
NOTE:

* FLORIDA EAST COAST RAILWAY

STREET NETWORK CONNECTIVITY REGULATING PLAN

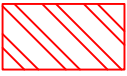
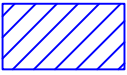
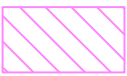
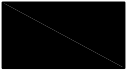
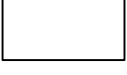
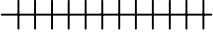


NOTE:
PLEASE SEE LEGEND ON NEXT SHEET FOR
ADDITIONAL INFORMATION .



LEGEND

STREET NETWORK CONNECTIVITY REGULATING PLAN

	EXISTING A / PRIMARY STREET
	EXISTING B / SECONDARY STREET
	EXISTING C / TERTIARY STREET
	NEW C / TERTIARY STREET
	EXISTING C / TERTIARY STREET TO BE VACATED
	EXISTING D / ALLEYS
	NEW D / ALLEYS
	* F.E.C. RAILWAY
	HISTORIC CORE
	HISTORIC TRANSITION

NOTE:

* FLORIDA EAST COAST RAILWAY

NOTE:

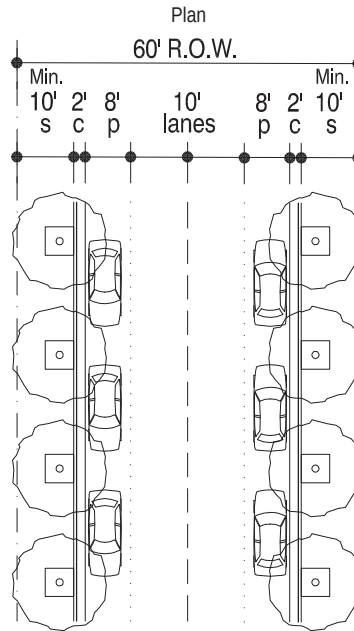
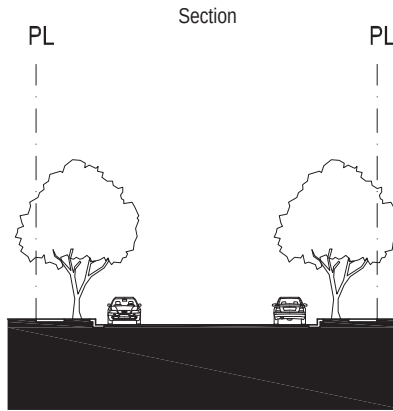
** EXISTING STREETS THAT ARE PROPOSED TO BE VACATED SHALL ONLY BE VACATED IF SUFFICIENT CONNECTIVITY IS ESTABLISHED WITHIN THE SAME DEVELOPMENT, AND FOR THE PURPOSE OF ASSEMBLING PARCELS FOR DEVELOPMENT.

KEY

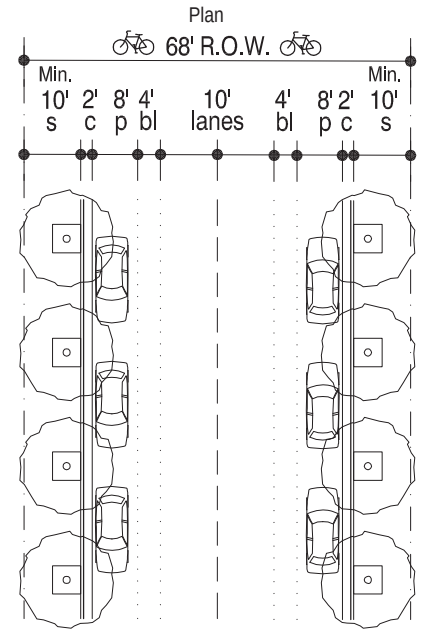
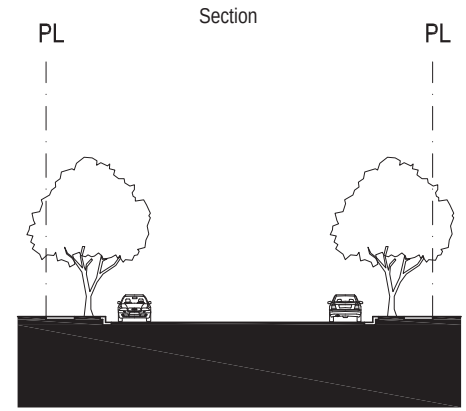
Thoroughfare Type ——— MS - 60 - 39
 Right of Way Width ———
 Pavement Width ———

bl: bike lane
 c: curb and gutter
 p: parking
 s: sidewalk
 Max.: Maximum
 Min.: Minimum
 mph: miles per hour
 O.C.: on center
 R.O.W.: right - of - way

MINOR STREET - Two Lane - Parking Both Sides (CORE / CENTER)



MS - 60 - 39



MS - 68 - 47

Thoroughfare Type	Minor Street
Sub-District	Core / Center
Right-of-Way Width	60'
Pavement Width	39'
Movement	Slow
Vehicular Design Speed	35 mph
Traffic Lanes	2
Parking Lanes	2
Bike Lanes	N/A
Walkway Type	10' concrete sidewalk
Planter Type	5' x 5' tree grates
Curb Type	Raised Curb
Landscape Type	Street trees at 15' - 40' O.C.
Median	N/A

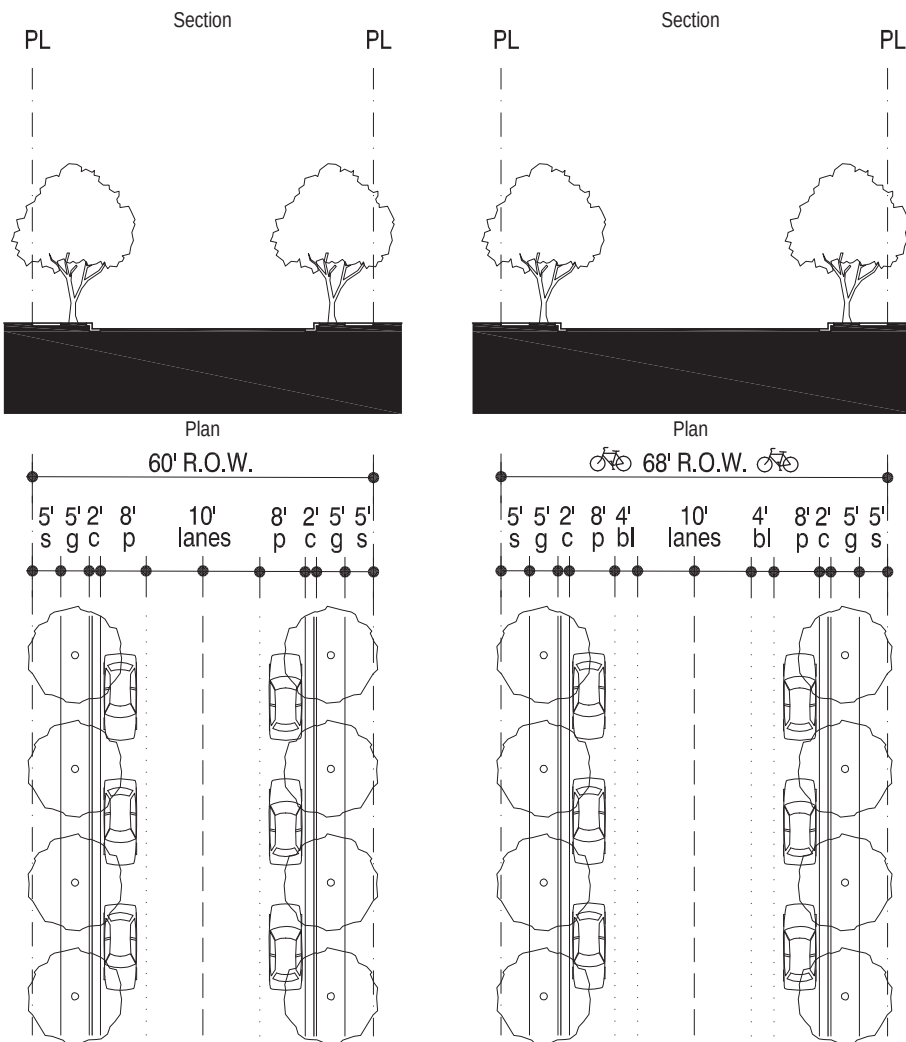
Thoroughfare Type	Minor Street
Sub-District	Core / Center
Right-of-Way Width	68'
Pavement Width	47'
Movement	Slow
Vehicular Design Speed	35 mph
Traffic Lanes	2
Parking Lanes	2
Bike Lanes	4' on each side
Walkway Type	10' concrete sidewalk
Planter Type	5' x 5' tree grates
Curb Type	Raised Curb
Landscape Type	Street trees at 15' - 40' O.C.
Median	N/A

KEY

Thoroughfare Type ——— MS - 60 - 39
 Right of Way Width ———
 Pavement Width ———

bl: bike lane
 c: curb and gutter
 p: parking
 s: sidewalk
 Max.: Maximum
 Min.: Minimum
 mph: miles per hour
 O.C.: on center
 R.O.W.: right - of - way

MINOR STREET - Two Lane - Parking Both Sides (EDGE)



MS - 60 - 39

MS - 68 - 47

Thoroughfare Type	Minor Street
Sub-District	Edge
Right-of-Way Width	60'
Pavement Width	39'
Movement	Slow
Vehicular Design Speed	35 mph
Traffic Lanes	2
Parking Lanes	2
Bike Lanes	N/A
Walkway Type	5' concrete sidewalk
Planter Type	5' continuous landscape strip
Curb Type	Raised Curb
Landscape Type	Street trees at 15' - 40' O.C.
Median	N/A

Thoroughfare Type	Minor Street
Sub-District	Edge
Right-of-Way Width	68'
Pavement Width	47'
Movement	Slow
Vehicular Design Speed	35 mph
Traffic Lanes	2
Parking Lanes	2
Bike Lanes	4' in each direction
Walkway Type	5' concrete sidewalk
Planter Type	5' continuous landscape strip
Curb Type	Raised Curb
Landscape Type	Street trees at 15' - 40' O.C.
Median	N/A

KEY

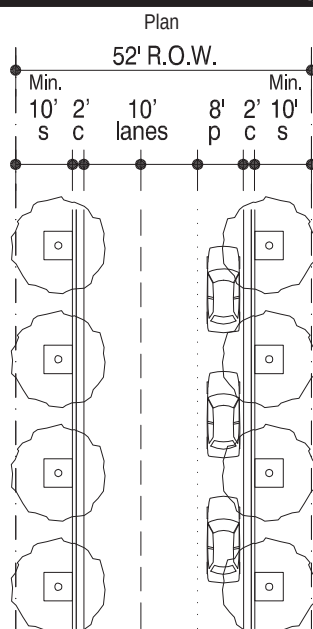
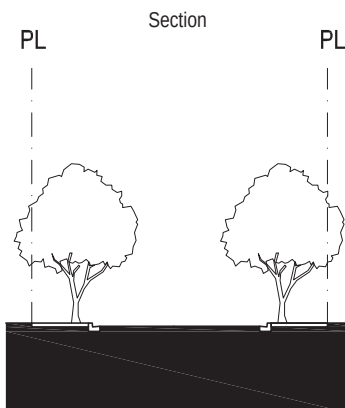
Thoroughfare Type ——— MS - 52 - 31

Right of Way Width ———

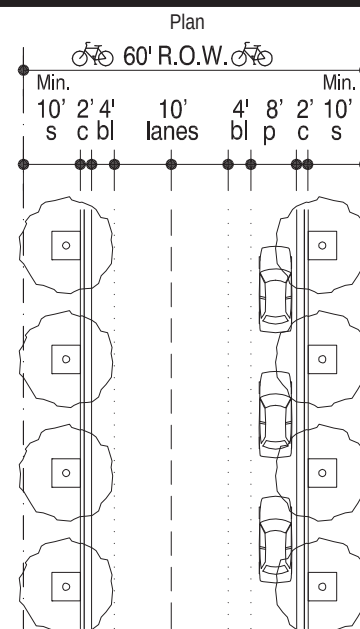
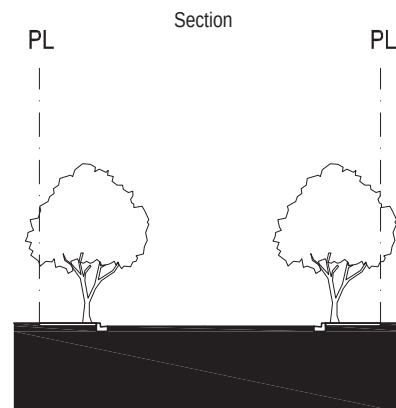
Pavement Width ———

bl: bike lane
 c: curb and gutter
 p: parking
 s: sidewalk
 Max.: Maximum
 Min.: Minimum
 mph: miles per hour
 O.C.: on center
 R.O.W.: right - of - way

MINOR STREET - Two Lane - Parking One Side (CORE / CENTER)



MS - 52 - 31



MS - 60 - 39

Thoroughfare Type	Minor Street
Sub-District	Core / Center
Right-of-Way Width	52'
Pavement Width	31'
Movement	Slow
Vehicular Design Speed	35 mph
Traffic Lanes	2
Parking Lanes	1
Bike Lanes	N/A
Walkway Type	10' concrete sidewalk
Planter Type	5' x 5' tree grates
Curb Type	Raised Curb
Landscape Type	Street trees at 15' - 40' O.C.
Median	N/A

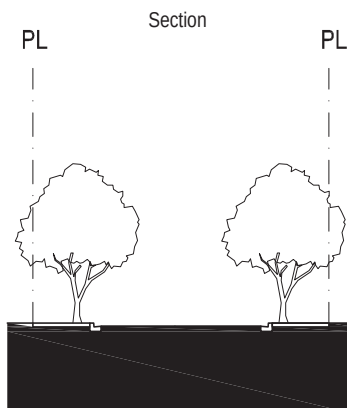
Thoroughfare Type	Minor Street
Sub-District	Core / Center
Right-of-Way Width	60'
Pavement Width	39'
Movement	Slow
Vehicular Design Speed	35 mph
Traffic Lanes	2
Parking Lanes	1
Bike Lanes	4' on each side
Walkway Type	10' concrete sidewalk
Planter Type	5' x 5' tree grates
Curb Type	Raised Curb
Landscape Type	Street trees at 15' - 40' O.C.
Median	N/A

KEY

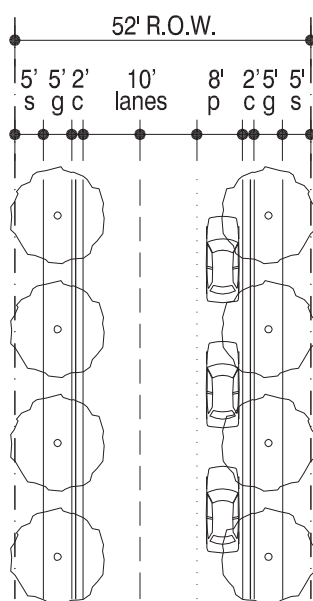
Thoroughfare Type ——— MS - 52 - 31
 Right of Way Width ———
 Pavement Width ———

bl: bike lane
 c: curb and gutter
 p: parking
 s: sidewalk
 Max.: Maximum
 Min.: Minimum
 mph: miles per hour
 O.C.: on center
 R.O.W.: right - of - way

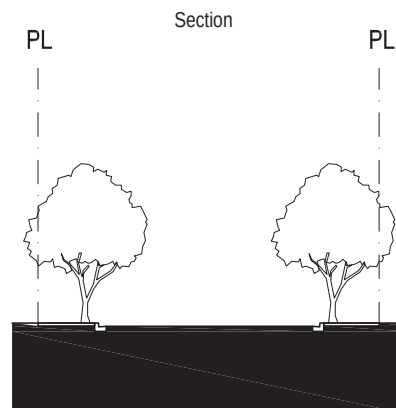
MINOR STREET - Two Lane - Parking One Side (EDGE)



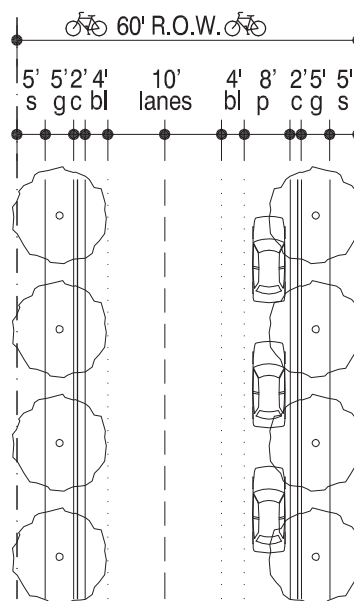
Plan



MS - 52 - 31



Plan



MS - 60 - 39

Thoroughfare Type	Minor Street
Sub-District	Edge
Right-of-Way Width	52'
Pavement Width	31'
Movement	Slow
Vehicular Design Speed	35 mph
Traffic Lanes	2
Parking Lanes	1
Bike Lanes	N/A
Walkway Type	5' concrete sidewalk
Planter Type	5' continuous landscape strip
Curb Type	Raised Curb
Landscape Type	Street trees at 15' - 40' O.C.
Median	N/A

Thoroughfare Type	Minor Street
Sub-District	Edge
Right-of-Way Width	60'
Pavement Width	39'
Movement	Slow
Vehicular Design Speed	35 mph
Traffic Lanes	2
Parking Lanes	1
Bike Lanes	4' on each side
Walkway Type	5' concrete sidewalk
Planter Type	5' continuous landscape strip
Curb Type	Raised Curb
Landscape Type	Street trees at 15' - 40' O.C.
Median	N/A

KEY

MS - 50 - 23

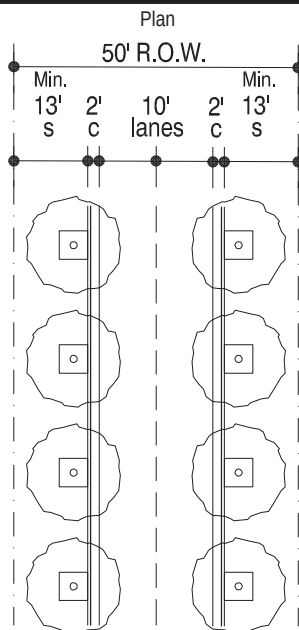
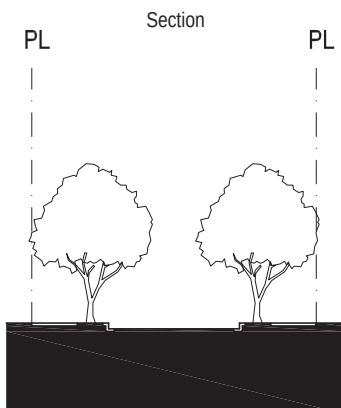
Thoroughfare Type _____

Right of Way Width _____

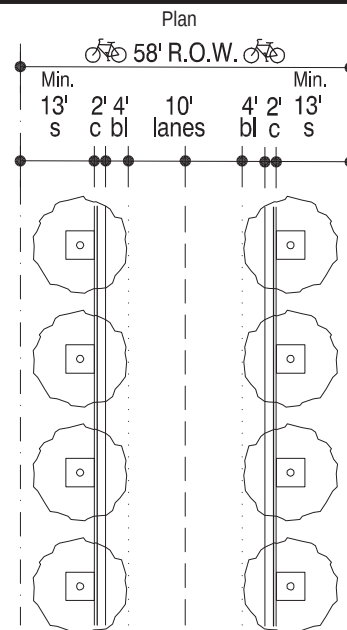
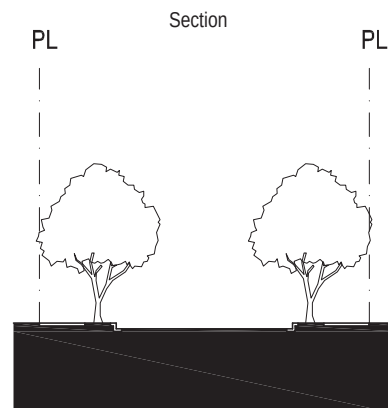
Pavement Width _____

bl: bike lane
 c: curb and gutter
 p: parking
 s: sidewalk
 Max.: Maximum
 Min.: Minimum
 mph: miles per hour
 O.C.: on center
 R.O.W.: right - of - way

MINOR STREET - Two Lane - No Parking (CORE / CENTER)



MS - 50 - 23



MS - 58 - 31

Thoroughfare Type
Sub-District
Right-of-Way Width
Pavement Width
Movement
Vehicular Design Speed
Traffic Lanes
Parking Lanes
Bike Lanes
Walkway Type
Planter Type
Curb Type
Landscape Type

Median
 Note:

Minor Street	Minor Street
Core / Center	Core / Center
50'	58'
23'	31'
Slow	Slow
35 mph	35 mph
2	2
N/A	N/A
N/A	4' on each side
10' concrete sidewalk	10' concrete sidewalk
5' x 5' tree grates	5' x 5' tree grates
Raised Curb	Raised Curb
Street trees at 15' - 40' O.C.	Street trees at 15' - 40' O.C.

N/A
 Sharrows are permitted.

N/A

KEY

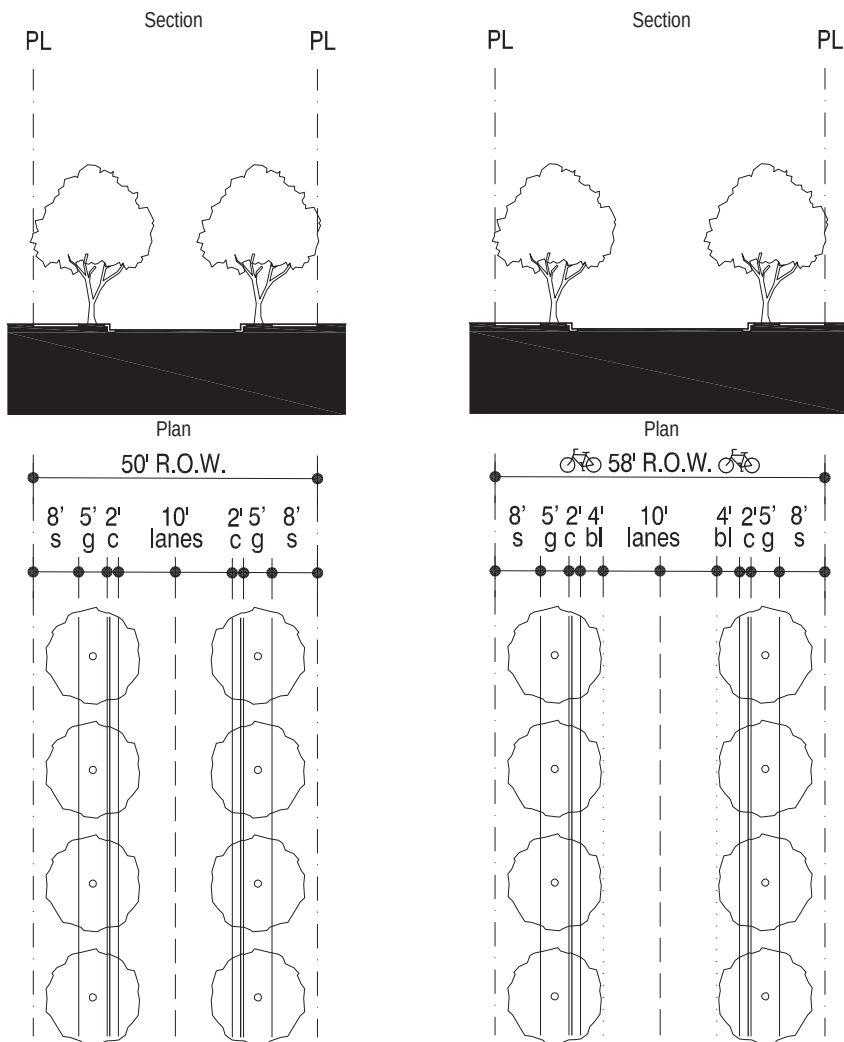
Thoroughfare Type ——— MS - 60 - 39

Right of Way Width ———

Pavement Width ———

bl: bike lane
 c: curb and gutter
 p: parking
 s: sidewalk
 Max.: Maximum
 Min.: Minimum
 mph: miles per hour
 O.C.: on center
 R.O.W.: right - of - way

MINOR STREET - Two Lane - No Parking (EDGE)



MS - 50 - 23

MS - 58 - 31

Thoroughfare Type
Sub-District
Right-of-Way Width
Pavement Width
Movement
Vehicular Design Speed
Traffic Lanes
Parking Lanes
Bike Lanes
Walkway Type
Planter Type
Curb Type
Landscape Type

Median
 Note:

Minor Street	Minor Street
Edge	Edge
50'	58'
23'	31'
Slow	Slow
35 mph	35 mph
2	2
N/A	N/A
N/A	4' on each side
5' concrete sidewalk	5' concrete sidewalk
5' continuous landscape strip	5' continuous landscape strip
Raised Curb	Raised Curb
Street trees at 15' - 40' O.C.	Street trees at 15' - 40' O.C.

N/A
 Sharrows are permitted.

N/A

KEY

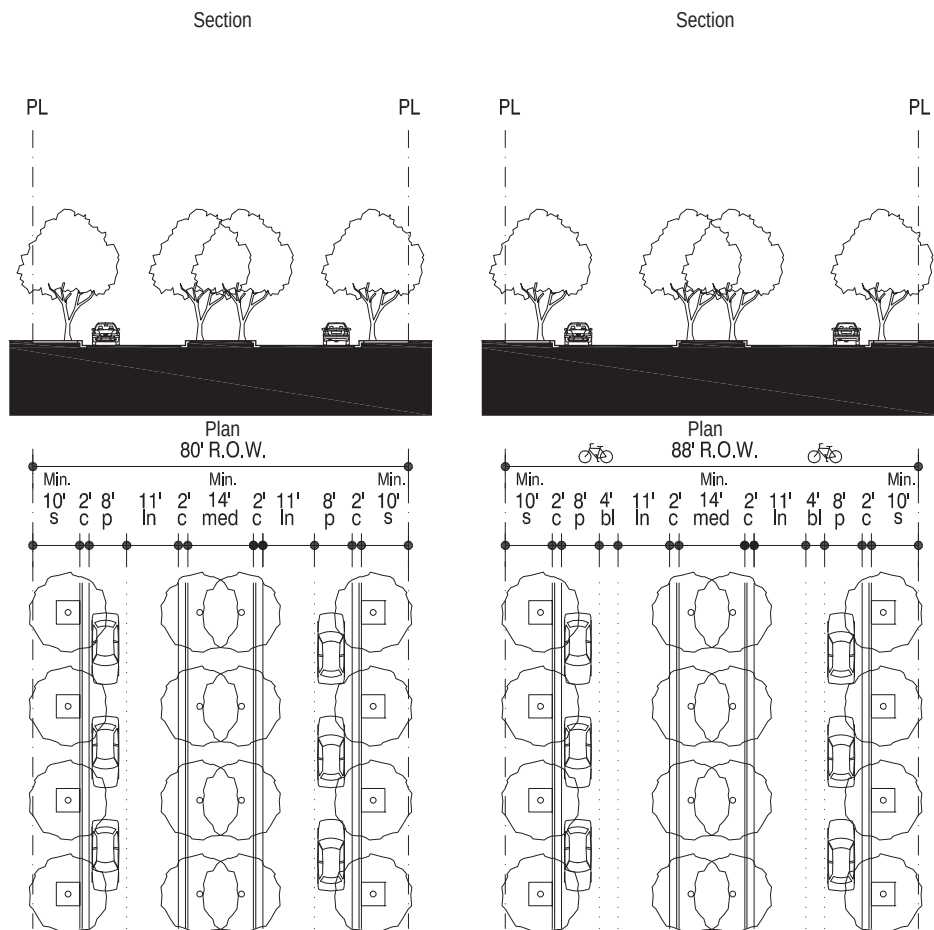
Thoroughfare Type _____ MS - 80 - 44

Right of Way Width _____

Pavement Width _____

bl: bike lane
 c: curb and gutter
 p: parking
 s: sidewalk
 Max.: Maximum
 Min.: Minimum
 mph: miles per hour
 O.C.: on center
 R.O.W.: right - of - way

MINOR STREET - Two Lane Divided - Parking Both Sides (CORE / CENTER)



MS - 80 - 44

Thoroughfare Type	Minor Street
Sub-District	Core / Center
Right-of-Way Width	80'
Pavement Width	44'
Movement	Slow
Vehicular Design Speed	35 mph
Traffic Lanes	2
Parking Lanes	2
Bike Lanes	N/A
Walkway Type	10' concrete sidewalk
Planter Type	5' x 5' tree grates
Curb Type	Raised Curb
Landscape Type	Street trees at 15' - 40' O.C.
Median	14' Min.

MS - 88 - 52

Thoroughfare Type	Minor Street
Sub-District	Core / Center
Right-of-Way Width	88'
Pavement Width	52'
Movement	Slow
Vehicular Design Speed	35 mph
Traffic Lanes	2
Parking Lanes	2
Bike Lanes	4' on each side
Walkway Type	10' concrete sidewalk
Planter Type	5' x 5' tree grates
Curb Type	Raised Curb
Landscape Type	Street trees at 15' - 40' O.C.
Median	14' Min.

KEY

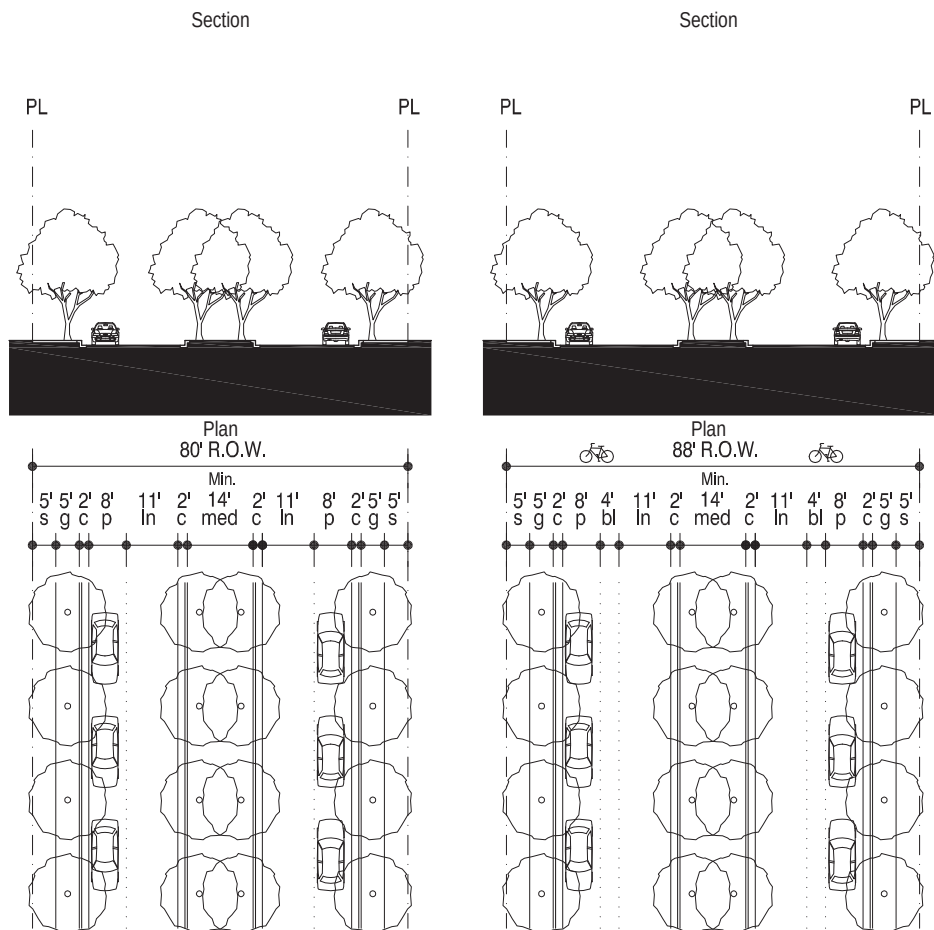
Thoroughfare Type MS - 80 - 44

Right of Way Width

Pavement Width

bl: bike lane
 c: curb and gutter
 p: parking
 s: sidewalk
 Max.: Maximum
 Min.: Minimum
 mph: miles per hour
 O.C.: on center
 R.O.W.: right - of - way

MINOR STREET - Two Lane Divided - Parking Both Sides (EDGE)



MS - 80 - 44

Thoroughfare Type
Sub-District
Right-of-Way Width
Pavement Width
Movement
Vehicular Design Speed
Traffic Lanes
Parking Lanes
Bike Lanes
Walkway Type
Planter Type
Curb Type
Landscape Type
Median

MS - 88 - 52

Minor Street	Minor Street
Edge	Edge
80'	88'
44'	52'
Slow	Slow
35 mph	35 mph
2	2
2	2
N/A	4' in each direction
5' concrete sidewalk	5' concrete sidewalk
5' continuous landscape strip	5' continuous landscape strip
Raised Curb	Raised Curb
Street trees at 15' - 40' O.C.	Street trees at 15' - 40' O.C.
14' Min.	14' Min.

KEY

MS - 80 - 44

Thoroughfare Type _____

Right of Way Width _____

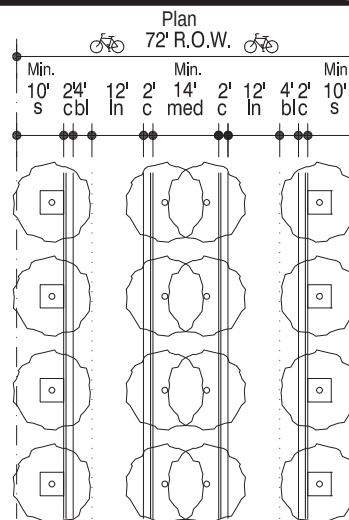
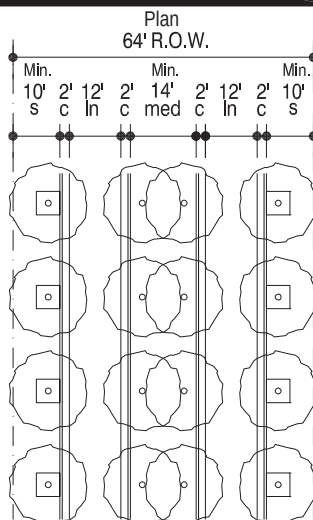
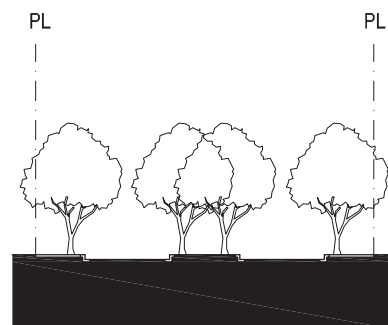
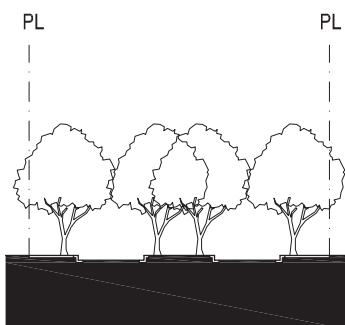
Pavement Width _____

bl: bike lane
 c: curb and gutter
 p: parking
 s: sidewalk
 Max.: Maximum
 Min.: Minimum
 mph: miles per hour
 O.C.: on center
 R.O.W.: right - of - way

MINOR STREET - Two Lane Divided - No Parking (CORE / CENTER)

Section

Section



MS - 64 - 30

MS - 72 - 38

Thoroughfare Type
Sub-District
Right-of-Way Width
Pavement Width
Movement
Vehicular Design Speed
Traffic Lanes
Parking Lanes
Bike Lanes
Walkway Type
Planter Type
Curb Type
Landscape Type

Median
Note:

Minor Street	Minor Street
Core / Center	Core / Center
64'	72'
28'	36'
Slow	Slow
35 mph	35 mph
2	2
N/A	N/A
N/A	4' on each side
10' concrete sidewalk	10' concrete sidewalk
5' x 5' tree grates	5' x 5' tree grates
Raised Curb	Raised Curb
Street trees at 15' - 40' O.C.	Street trees at 15' - 40' O.C.

14' Min.
Sharrows are permitted.

14' Min.

KEY

MS - 64 - 28

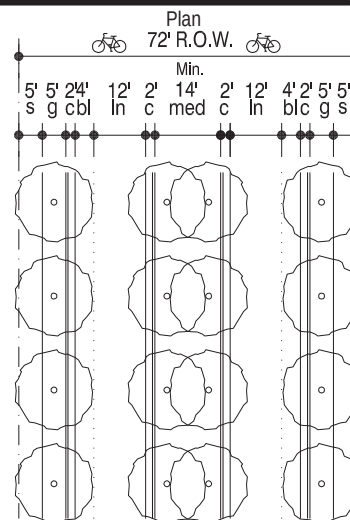
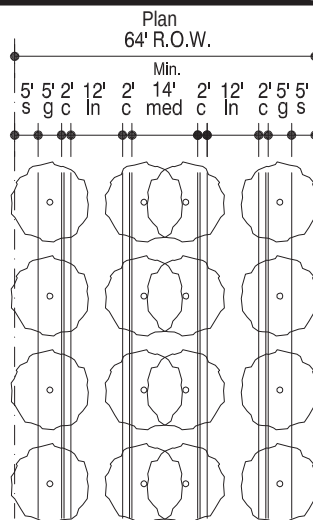
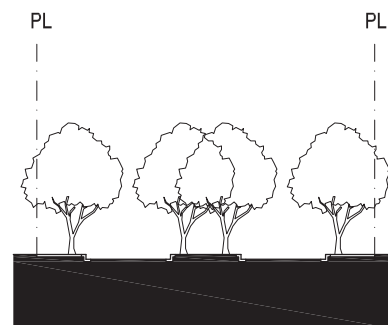
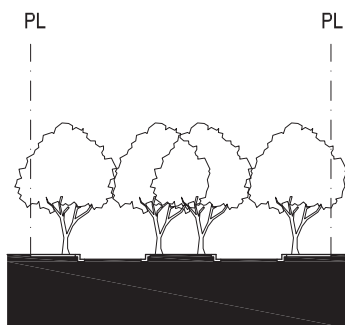
Thoroughfare Type _____
 Right of Way Width _____
 Pavement Width _____

bl: bike lane
 c: curb and gutter
 p: parking
 s: sidewalk
 Max.: Maximum
 Min.: Minimum
 mph: miles per hour
 O.C.: on center
 R.O.W.: right - of - way

MINOR STREET - Two Lane Divided - No Parking (EDGE)

Section

Section



MS - 64 - 30

MS - 72 - 38

Thoroughfare Type
Sub-District
Right-of-Way Width
Pavement Width
Movement
Vehicular Design Speed
Traffic Lanes
Parking Lanes
Bike Lanes
Walkway Type
Planter Type
Curb Type
Landscape Type

Minor Street	Minor Street
Edge	Edge
64'	72'
28'	36'
Slow	Slow
35 mph	35 mph
2	2
N/A	N/A
N/A	4' in each direction
5' concrete sidewalk	5' concrete sidewalk
5' continuous landscape strip	5' continuous landscape strip
Raised Curb	Raised Curb
Street trees at 15' - 40' O.C.	Street trees at 15' - 40' O.C.

Median
 Note:

14' Min.
 Sharrows are permitted.

14' Min.

KEY

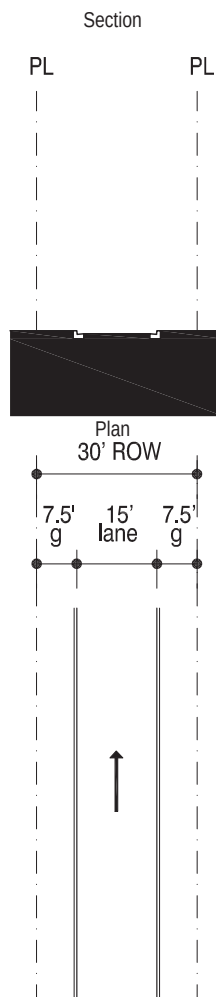
Thoroughfare Type A - 30 - 15

Right of Way Width

Pavement Width

bl: bike lane
 c: curb and gutter
 p: parking
 s: sidewalk
 Max.: Maximum
 Min.: Minimum
 mph: miles per hour
 O.C.: on center
 R.O.W.: right - of - way

Alley - (CORE / CENTER / EDGE)



A - 30 - 15

Thoroughfare Type	Alley
Sub-District	Edge
Right-of-Way Width	30'
Pavement Width	15'
Movement	Slow
Vehicular Design Speed	15 mph
Traffic Lanes	1
Parking Lanes	N/A
Bike Lanes	N/A
Walkway Type	N/A
Planter Type	N/A
Curb Type	Raised Curb
Landscape Type	N/A

Median N/A

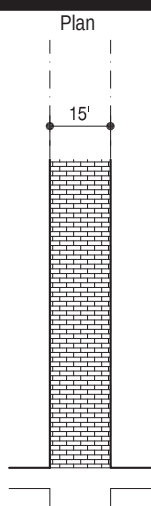
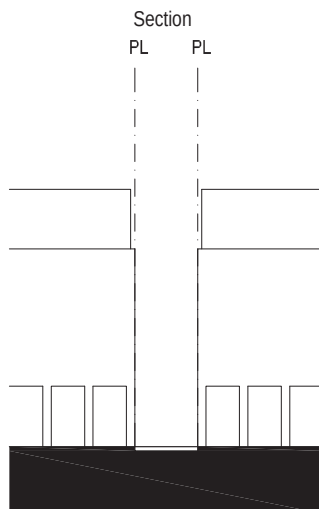
Note: Water mains shall not be permitted within the alley. All other utilities such as sanitary sewer and drainage may be placed within the alley.; The maximum distance between an alley and another alley or street shall be 300 feet.

KEY

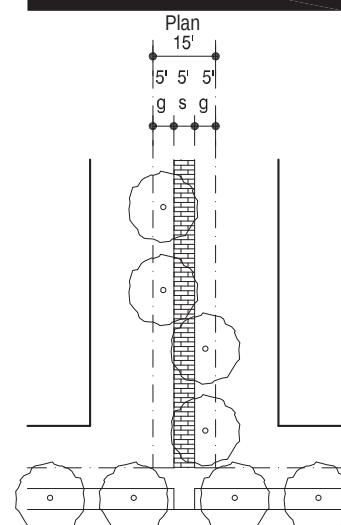
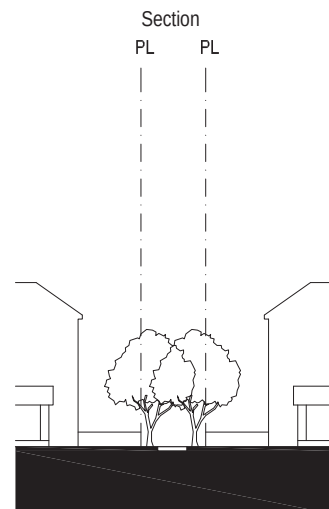
Thoroughfare Type ——— PP - 15 - 15
 Right of Way Width ———
 Pavement Width ———

bl: bike lane
 c: curb and gutter
 p: parking
 s: sidewalk
 Max.: Maximum
 Min.: Minimum
 mph: miles per hour
 O.C.: on center
 R.O.W.: right - of - way

PEDESTRIAN PASSAGE - (CORE / CENTER / EDGE)



PP - 15 - 15



PP - 15 - 5

Thoroughfare Type	
Sub-District	
Right-of-Way Width	
Pavement Width	
Movement	
Vehicular Design Speed	
Traffic Lanes	
Parking Lanes	
Bike Lanes	
Walkway Type	
Planter Type	
Curb Type	
Landscape Type	
Median	

Pedestrian Passage	Pedestrian Passage
Core / Center	Edge
15'	15'
15'	5'
N/A	N/A
N/A	N/A
N/A	N/A
N/A	N/A
N/A	N/A
15' concrete sidewalk	5' concrete sidewalk
planters and/or 5'x5' tree grate	10' continuous landscape strip
N/A	N/A
Trees at 15' - 40' O.C.	Trees at 15' - 40' O.C.
N/A	N/A