



AGENDA

Lake Park Town Commission
Town of Lake Park, Florida
Town Commission and
Planning and Zoning Board
Mixed-Use Corridor Workshop
Monday, September 21, 2015, 6:30 p.m.,
Lake Park Town Hall
535 Park Avenue

James DuBois	—	Mayor
Kimberly Glas-Castro	—	Vice-Mayor
Erin T. Flaherty	—	Commissioner
Michael O'Rourke	—	Commissioner
Kathleen Rapoza	—	Commissioner
.....		
John O. D'Agostino	—	Town Manager
Thomas J. Baird, Esq.	—	Town Attorney
Vivian Mendez, CMC	—	Town Clerk

PLEASE TAKE NOTICE AND BE ADVISED, that if any interested person desires to appeal any decision of the Town Commission, with respect to any matter considered at this meeting, such interested person will need a record of the proceedings, and for such purpose, may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based. *Persons with disabilities requiring accommodations in order to participate in the meeting should contact the Town Clerk's office by calling 881-3311 at least 48 hours in advance to request accommodations.*

- A. CALL TO ORDER/ROLL CALL
- B. PLEDGE OF ALLEGIANCE
- C. DISCUSSION and PUBLIC COMMENTS:
 - (1) Introduction/Project History and Overview
 - (2) Comprehensive Plan Amendments
 - (3) Land Development Regulations
 - (4) Roadway Cross Sections and Exercise
 - (5) Conclusion/Next Steps
- D. ADJOURNMENT



Town of Lake Park Town Commission

Agenda Request Form

Meeting Date: September 21, 2015

Agenda Item No.

Agenda Title: **Mixed-Use Overlay Zoning District (development option) WORKSHOP.**

- SPECIAL PRESENTATION/REPORTS
- BOARD APPOINTMENT
- PUBLIC HEARING ORDINANCE ON 1st READING
- NEW BUSINESS – WORKSHOP ITEM**
- OTHER: _____

- CONSENT AGENDA
- OLD BUSINESS

Approved by Town Manager *[Signature]* Date: 9-18-15

Nadia Di Tommaso / Community Development Director
Name/Title *ND*

Originating Department: <p style="text-align: center;">Community Development</p>	Costs: \$ Consultant Fees Funding Source: Community Development Acct. # 500-34000 <input checked="" type="checkbox"/> Finance <u><i>BKZ</i></u>	Attachments: Workshop Packet
Advertised: Date: <i>NIA (direct mail notices; flyer distribution; Channel 18; Town website notifications)</i> Paper: _____ <input type="checkbox"/> Not Required	All parties that have an interest in this agenda item must be notified of meeting date and time. The following box must be filled out to be on agenda.	Yes I have notified everyone or Not applicable in this case <u>ND</u> Please initial one.

Summary Explanation/Background:

The purpose of this workshop is to re-introduce the Mixed-Use development option for the Commercial/Residential land use designated parcels along the east/west sides of Federal Highway and the west side of Lake Shore Drive.

Please see attached packet of information which includes a combination of staff research and suggested amendments/regulations, keeping in mind that this information is being provided for discussion purposes only. No official action is required.

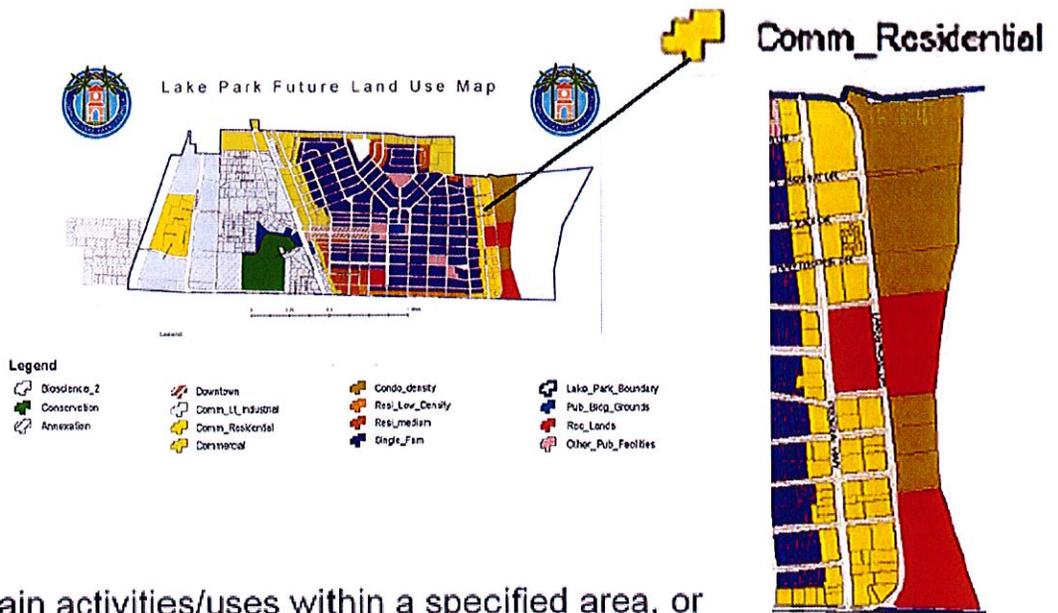
Recommended Motion: FOR DISCUSSION ONLY.

PROJECT OVERVIEW

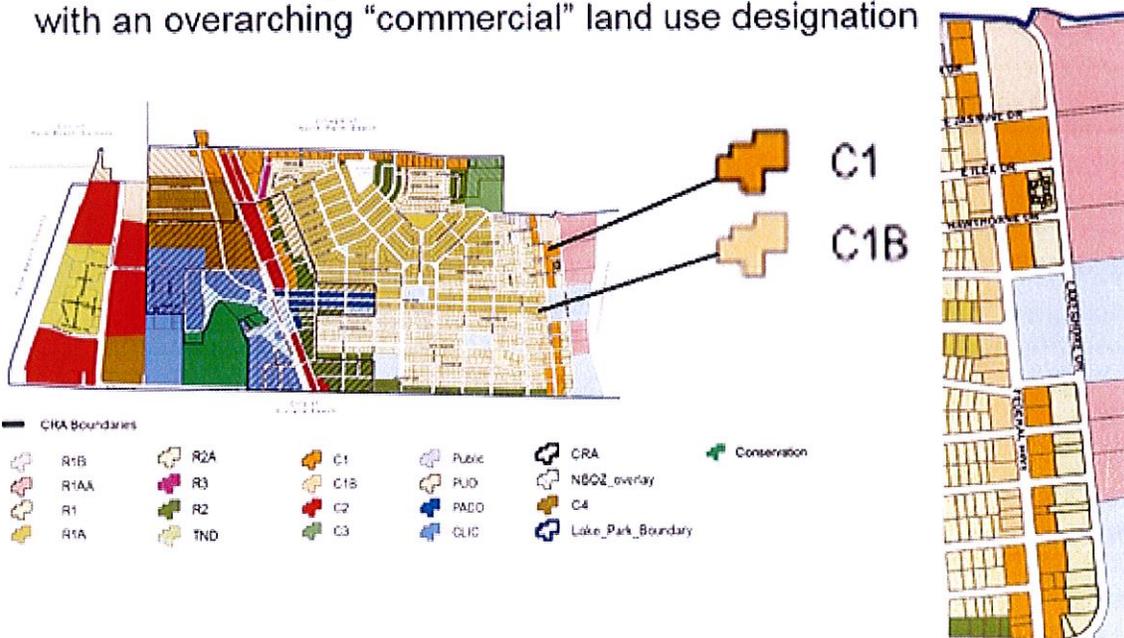
The corridor being considered for the Mixed-Use development **OPTION** is identified by the Commercial/Residential land use designation (in **yellow** below). The Town is **NOT** proposing any specific project, but is hoping to develop the necessary regulations to allow a developer to effectively incorporate mixed-use development along the corridor.

Key Terms & Definitions

LAND USE: The designation of land for a general purpose. For example, “commercial”, “residential”, or “industrial”.



ZONING: Allowing certain activities/uses within a specified area, or district. For example, “retail shops”, or “business offices” in an area with an overarching “commercial” land use designation

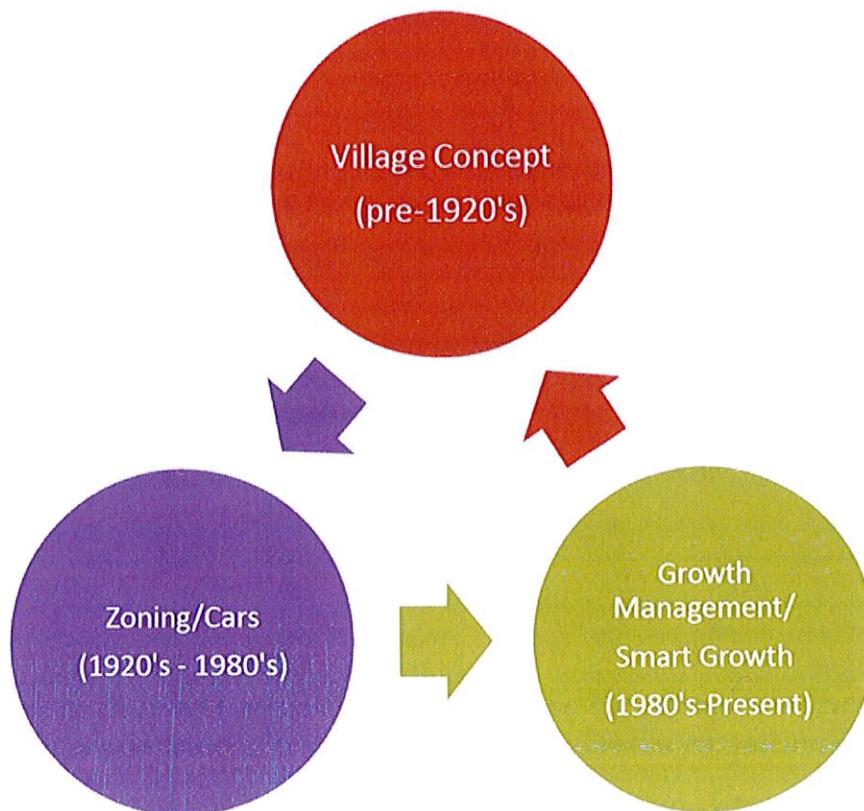


MIXED-USE: The combination of two or more uses within one development, such as commercial with residential.

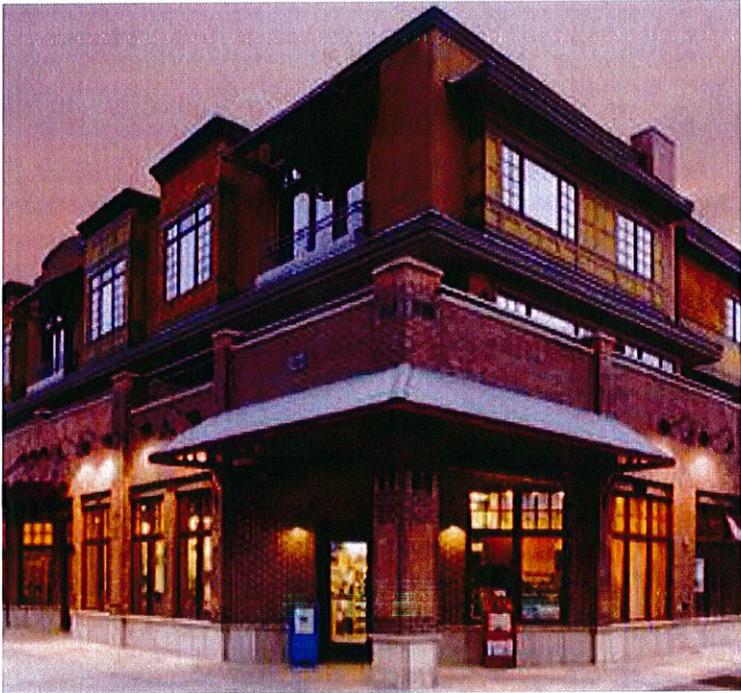


- Residential
- Parking Garage
- Commercial

Development Life-Cycle



Mixed-Use Examples





WEST PALM BEACH – CITYPLACE



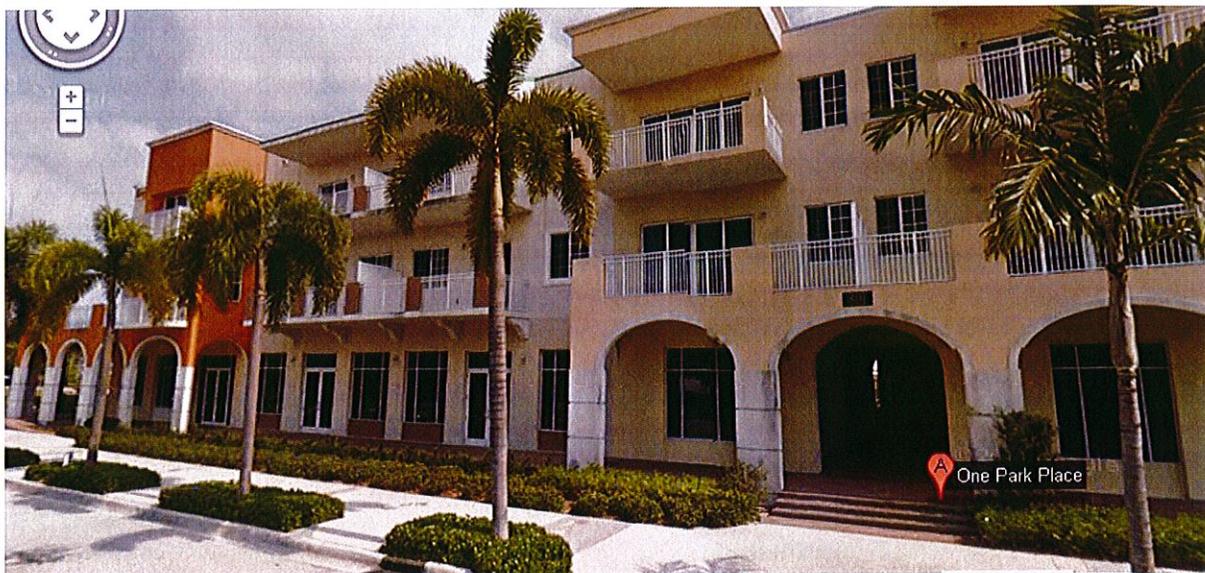
FORT LAUDERDALE - LAS OLAS BOULEVARD



BOYNTON BEACH – RENAISSANCE COMMONS



801 Park Avenue – Lake Park, FL



PROJECT HISTORY

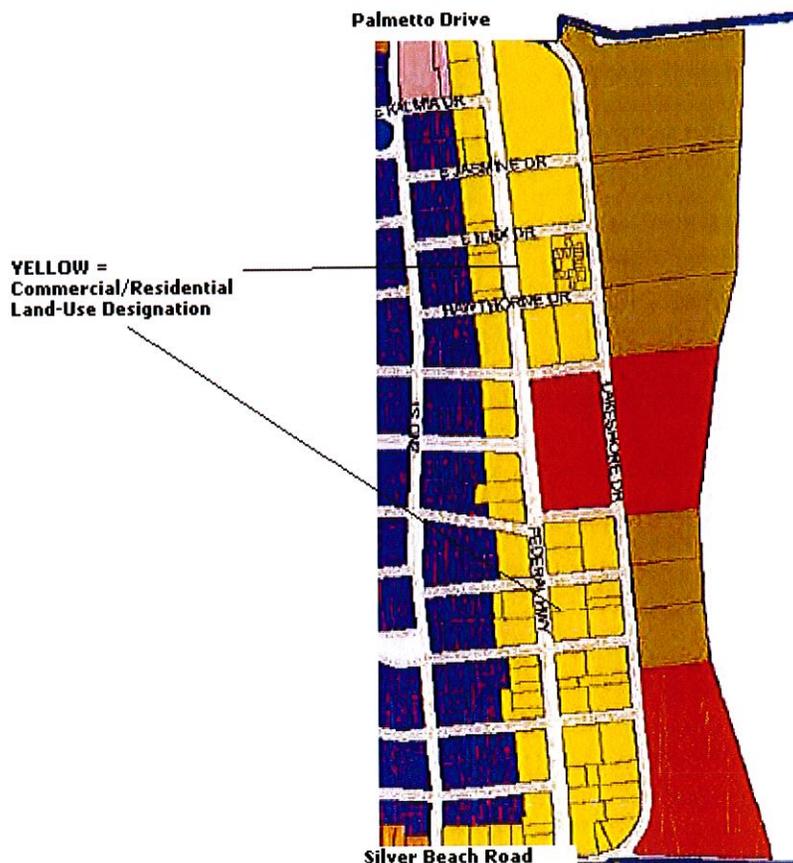
Since the 1990's, many cities, towns and villages have been incorporating mixed-use development options within their respective municipalities in order to boost their individual economies. Some benefits of mixed-use development include:

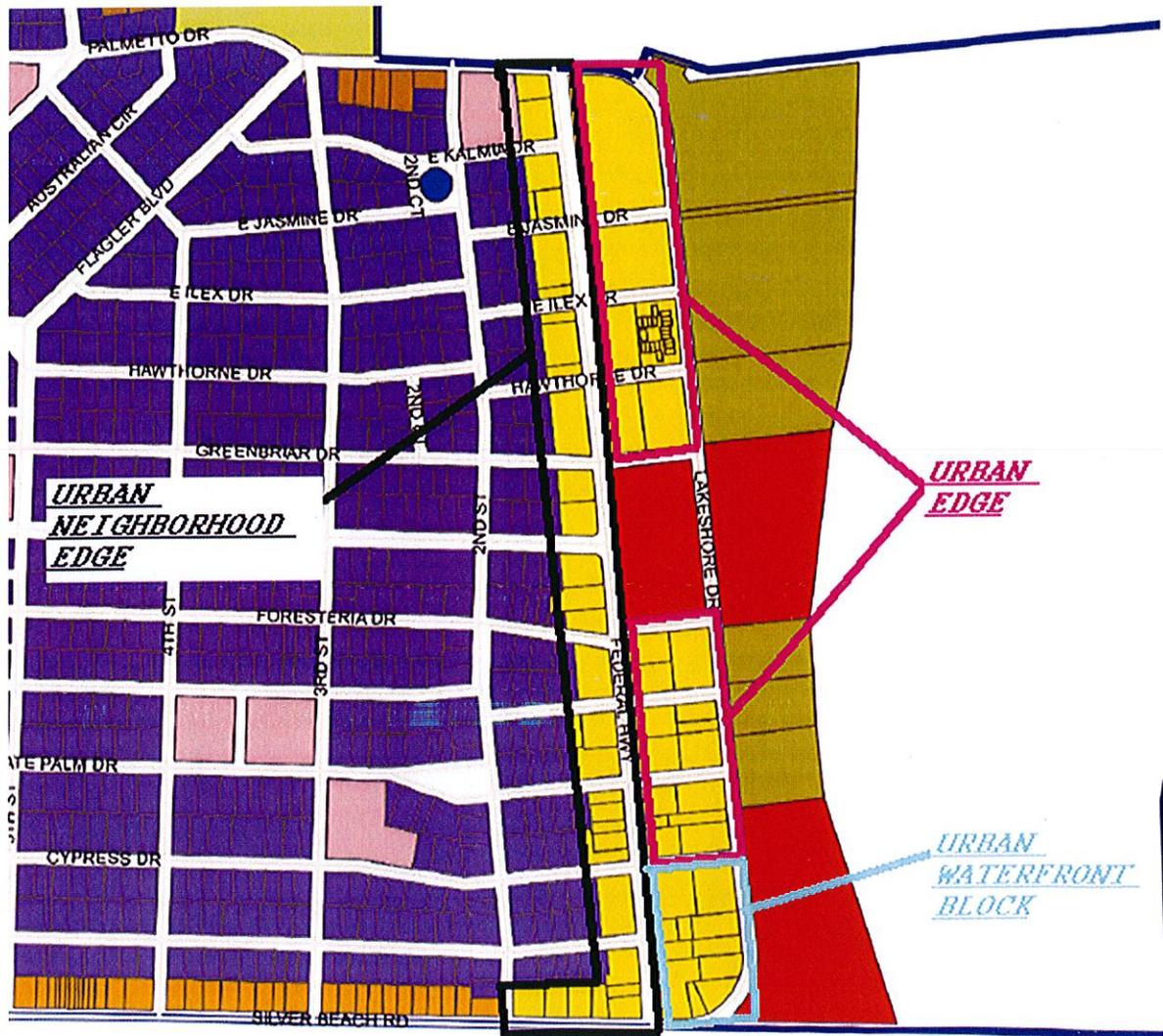
- greater housing variety
- reduced distances between housing, workplaces, retail businesses, and other amenities and destinations
- more compact development, land-use synergy (e.g. residents provide customers for retail which provide amenities for residents)
- stronger neighborhood character, sense of place
- walkable, bike-able neighborhoods, increased accessibility via transit, both resulting in reduced transportation costs

Mixed-use development by definition is:

“Any urban, suburban or village development, or even a single building, that blends a combination of residential, commercial, cultural, institutional, or industrial uses, where those functions are physically and functionally integrated, and that provides pedestrian connections”

This means that rather than having neighborhoods develop with residential on one side and commercial on another side, similar to Lake Park's historical layout, mixed-use allows for a combination of residential and commercial within the same development. Naturally, these types of development patterns are not suitable in all areas, therefore staff will use this workshop to explain zoning, land-use, and mixed-use development, as well as take this opportunity to explore staff's recommendation of a Mixed-Use District Overlay for the Federal Highway corridor which extends from Palmetto Drive to Silver Beach Road, and includes the west side of Lake Shore Drive. The Federal Highway "corridor" can be seen in **yellow**:





On November 13, 2013, a stakeholder meeting was held with property owners and business owners along Federal Highway and the west side of Lake Shore Drive. At this meeting, which was more theory-based, staff provided a presentation on Zoning, Land-Use and Mixed-Use development and welcomed any and all discussion.

The November 13 meeting was scheduled in order to provide a better understanding of mixed-use development and clearly differentiate between *private property development versus staff's limited ability to incorporate code language related to mixed-use development. The mixed-use development code language, if adopted by the Town Commission, would provide an added option to those looking into redeveloping their properties.*

A second stakeholder meeting was then held on December 12, 2013. This meeting was more hands-on and utilized an aerial map and building models that participants were able to manipulate and use as visual tools while staff reviewed the various property development regulations that would need to be modified in the Town's Code of Ordinances in order to create a Mixed-Use development option (for example, building heights; building setbacks; landscaping; parking etc).

The Town Commission met in a workshop setting on January 15, 2014 and the Planning & Zoning Board also met in a workshop setting on February 3, 2014. Community development staff later had one-on-one meetings with the Planning & Zoning Board members in late-2014. Due to the change in management, one-on-one meetings with Town Commissioners were never scheduled.

IMPORTANT

Since the workshops, the project has moved a lot slower than staff would have liked due to increased workloads, turnover in planning and management staff, and so on...but here we are and rather than making excuses, we want to re-ignite this Mixed-Use discussion so that it can move forward to completion once and benefit the community as a whole! Before we do however, this workshop is VERY IMPORTANT to staff because it not only allows us to revisit Commission and Board Member comments, but hopefully also provides some valuable public input. This workshop also allows staff to provide some updates on the research that has been conducted; some of the proposed land development regulations that have been discussed; and the comprehensive plan amendment considerations that have been undertaken at a staff level.

These include, in part:

Town of Lake Park 2014 Mixed Use Zoning District Overlay Comprehensive Plan Amendment

Maximum Build-out Analysis

Amendment:	Change the Mixed Use Overlay District development density and intensity standards as follows: FROM a maximum of 20 units per acre and a maximum FAR of 2.5; TO a maximum of 20 units per acre and a maximum FAR of 2.5 in the Urban Neighborhood Edge subdistrict, a maximum of 30 units per acre and a maximum FAR of 4.0 in the Urban Edge subdistrict, and a maximum of 40 units per acre and a maximum FAR of 6.0 in the Urban Waterfront Block subdistrict.
Size of Area:	FROM 62.60 acres TO 58.21 acres
Potential Build-out based on current Future Land Use designation (Existing):	380 units, 2,069,971 s.f.
Potential Build-out based on proposed Future Land Use designation	1,586 units, 9,665,456 s.f.

<p>Impacts to services from current Future land Use build-out scenario:</p> <p>Roadways –</p> <p>Potable Water -</p> <p>Sewer –</p> <p>Parks –</p> <p>Schools –</p> <p>Solid Waste –</p>	<p>76,888 trips</p> <p>179,542 gallons per day (gpd)</p> <p>120,719 gpd</p> <p>2.94 acres of recreation open space required</p> <p>110 students (53 elem., 24 middle, 33 senior)</p> <p>6,673 lbs/day</p>
<p>Impacts to services from proposed Future land Use build-out scenario:</p> <p>Roadways –</p> <p>Potable Water -</p> <p>Sewer –</p> <p>Parks –</p> <p>Schools –</p> <p>Solid Waste –</p>	<p>101,774 trips</p> <p>483,439 gpd</p> <p>322,241 gpd</p> <p>9.79 acres of recreation open space required</p> <p>460 students (221 elem., 101 middle, 138 senior)</p> <p>19,987 lbs/day</p>
<p>Comparative Impacts to Services:</p> <p>Roadways –</p> <p>Potable Water -</p> <p>Sewer –</p> <p>Parks –</p> <p>Schools –</p> <p>Solid Waste –</p>	<p>+24,886 trips</p> <p>+303,879 gpd</p> <p>+201,552 gpd</p> <p>+6.85 acres or required recreation open space</p> <p>+350 students (+168 elem., +77 middle, +105 senior)</p> <p>+13,314 lbs/day</p>

VISION

The proposed Mixed Use Overlay Zoning District is envisioned as an area that will provide a destination with a mix of “work, live and play” uses such as employment, retail, housing, public spaces, and recreation. The Town of Lake Park was beautifully planned in the 1920’s with a grid street network and open spaces that cater to a smart transportation system and a mix of uses. The Federal Highway Corridor is a prime location to incorporate the Mixed-Use development option which would serve to increase the Town’s tax base, its services and essentially serve as a feeder to the future redevelopment of Park Avenue and the possible commuter rail station, in order to completely connect the entire Town and its services. This initiative, as implemented over time through private development and public street improvements, will encourage walkability and human interaction. Providing quality, retail centers, products, services and live-work units/various housing types will help brand the Town as a one-stop destination.

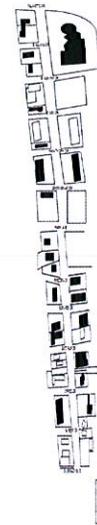
IDENTIFICATION AND ANALYSIS
OF THE CORRIDOR

Identifying Problems

□ Vacancies

- Many structures are vacant or are not being fully occupied. As a result, there are several empty buildings and lots along the U.S. 1 Corridor- some of which are unmaintained.
- Potential reasons for vacancies:
 - Businesses may find it difficult to generate enough revenue
 - Potential businesses may not be attracted to this region
 - Businesses may feel there are not enough incentives
 - Potential businesses may not be able to settle in the region due to existing zoning restrictions

Figure 1: Vacant Lot Map



The figure above illustrates the vacancies along U.S. 1. Parcels in black are 50% or more occupied; parcels in white have 50% or more vacancies.

Identifying Problems

□ Unattractive Appearance

- Parking
 - Parking lots in the front take away from the building's appeal and makes vehicular access difficult when coming/going onto the main street
- Inconsistent and inadequate landscaping
 - Some buildings have hedging while others do not. Most parcels do not meet existing Landscaping Code.
- Lack of distinctive theme
 - Inconsistent designs; sizes of buildings and architectural elements vary

Figure 2: Example of parking lot on frontage



Figure 3: Example of inadequate landscaping



Identifying Problems

- Limited relationship with neighboring districts
 - ▣ To understand the relationship between the Corridor and neighboring residential, commercial, and public districts, it is important to evaluate these questions:
 - How does the Corridor interact with the nearby Residential Districts?
 - Does the Corridor attract commuters?
 - Do residents and tourists have a reason to actively visit the Corridor?
 - Does the region enhance the “sense of community” for neighboring residents?
 - Are commuters aware of Kelsey Park and the Town Marina?
 - Has the Corridor reached its full potential?

Identifying Problems

Discussion

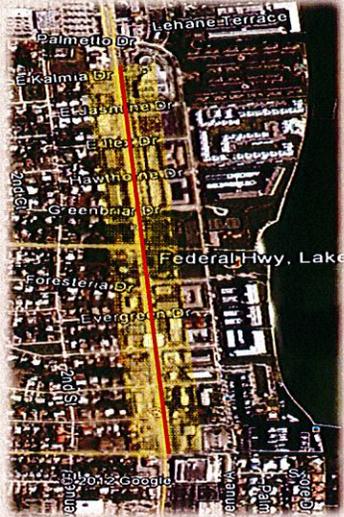
Question

#2:

What would a “successful” U.S. 1 Corridor look like?

- ▣ A successful corridor would be...
 - Visually attractive
 - Busy
 - No vacancies
 - Well known

Analyzing the Corridor



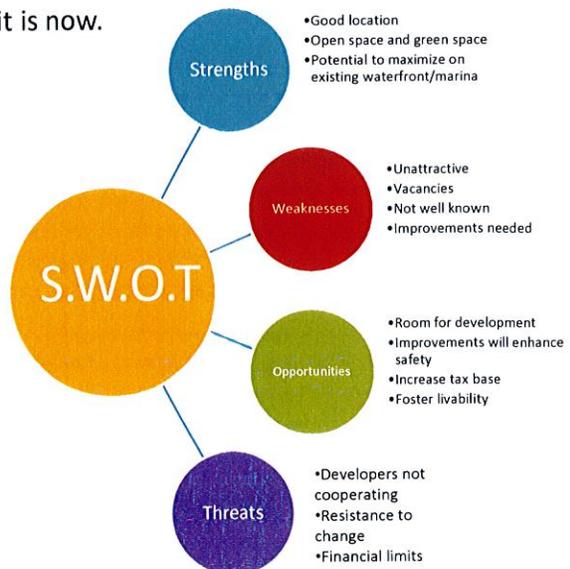
WHAT are the benefits and risks?

Analyzing the Corridor

- To assess the benefits and risks of changing the Corridor, we have to understand the Corridor as it is now.

- What are the Corridor's:

- Strengths
- Weaknesses
- Opportunities
- Threats



Analyzing the Corridor: Strengths



Good location

- Near residential, public, and commercial Zoning Districts
- Major Corridor going through multiple municipalities



Open Space & Green Space

- Town Marina
- Kelsey Park
- Attractive sites for tourists and residents
- Recreational areas
- Town's highest property value



Familiarity

- Historic Area
- Well-known Corridor to locals

Analyzing the Corridor: Weaknesses

Vacancies

- Several empty buildings and lots
- Some buildings are only partially used

Unattractive

- Lack of distinctive theme
- No consistency in design
- Inadequate landscaping

Need for Improvements

- Strong need for interior and exterior improvements
- Existing businesses require renovations

Slow traffic

- Low to moderate traffic volume for existing businesses
- Not a hot spot for residents and tourists

Analyzing the Corridor: Opportunities

Room for Development

- Sufficient amount of space for new development
- The Corridor has the potential to bring in various types of businesses due to the Corridor's versatility.

Increase Revenue

- Improvement of Corridor has potential to increase:
 - Number of jobs
 - Property value
 - Town tax base

Enhance livability

- Implementing Mixed Use has the potential to improve:
 - Walkability
 - Safety
 - Business clientele

Analyzing the Corridor: Threats

Developer Interest

- Developers may or may not be interested in participating in this change

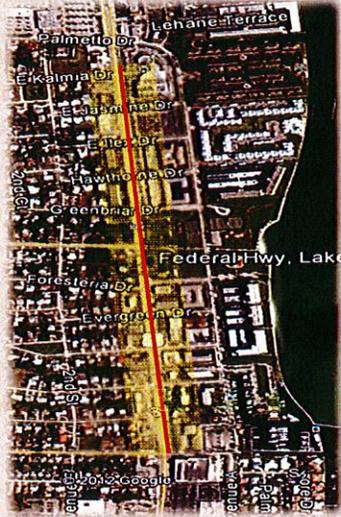
Resistance to Change

- Residents and business owners may be resistant to change
- Owners of private property will have to take initiative to improve site

Resource Limitations

- Will there be enough money, support, and investors to pursue changes?

The Plan



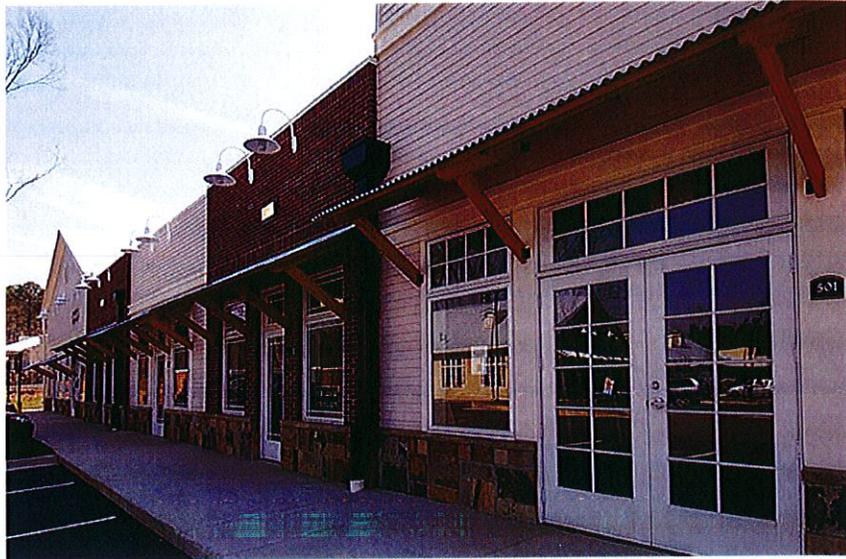
HOW can we change things?

The Plan

- The Town's Future Land Use Element has determined that a Mixed Use District would be beneficial along the U.S. 1 Corridor.
 - What is "Mixed Use"?
 - "Mixed Use" is a concept that encourages the combination of various uses that are traditionally non-compatible per zoning district, such as residential and commercial, in one development. Examples of combined uses include:
 - Residential and Commercial
 - Commercial and Professional
 - Commercial and Light Industrial
 - Residential and Professional
 - Public and Commercial and Residential

The Plan: Implementing Mixed Use

**Horizontal
Mixed Use:**
various uses
are placed
adjacently.



The Plan: Implementing Mixed Use

**Vertical
Mixed Use:**
Uses are
separated by
floors.



The Plan: Implementing Mixed Use

- The Town's purpose and intent of the Mixed Use Zoning District (MXD) is to encourage infill and redevelopment to achieve the following:
 - Provide a sense of Place
 - Provide affordable housing
 - Enhance vehicular and pedestrian accessibility while dispersing traffic
 - Establish an overall architectural design that utilizes the existing waterfront
 - Encourage preservation of environmentally sensitive areas
 - Reduce overall number of vehicular trips
 - Utilize existing public resources and public services

The Plan: Implementing Mixed Use

- "How do we create a Mixed Use District?"
 - **Step 1:** Create a vision for the District
 - What should the Corridor look like?
 - What type of uses should be there?
 - What should the environment feel like? (i.e. "modern", "classic town")

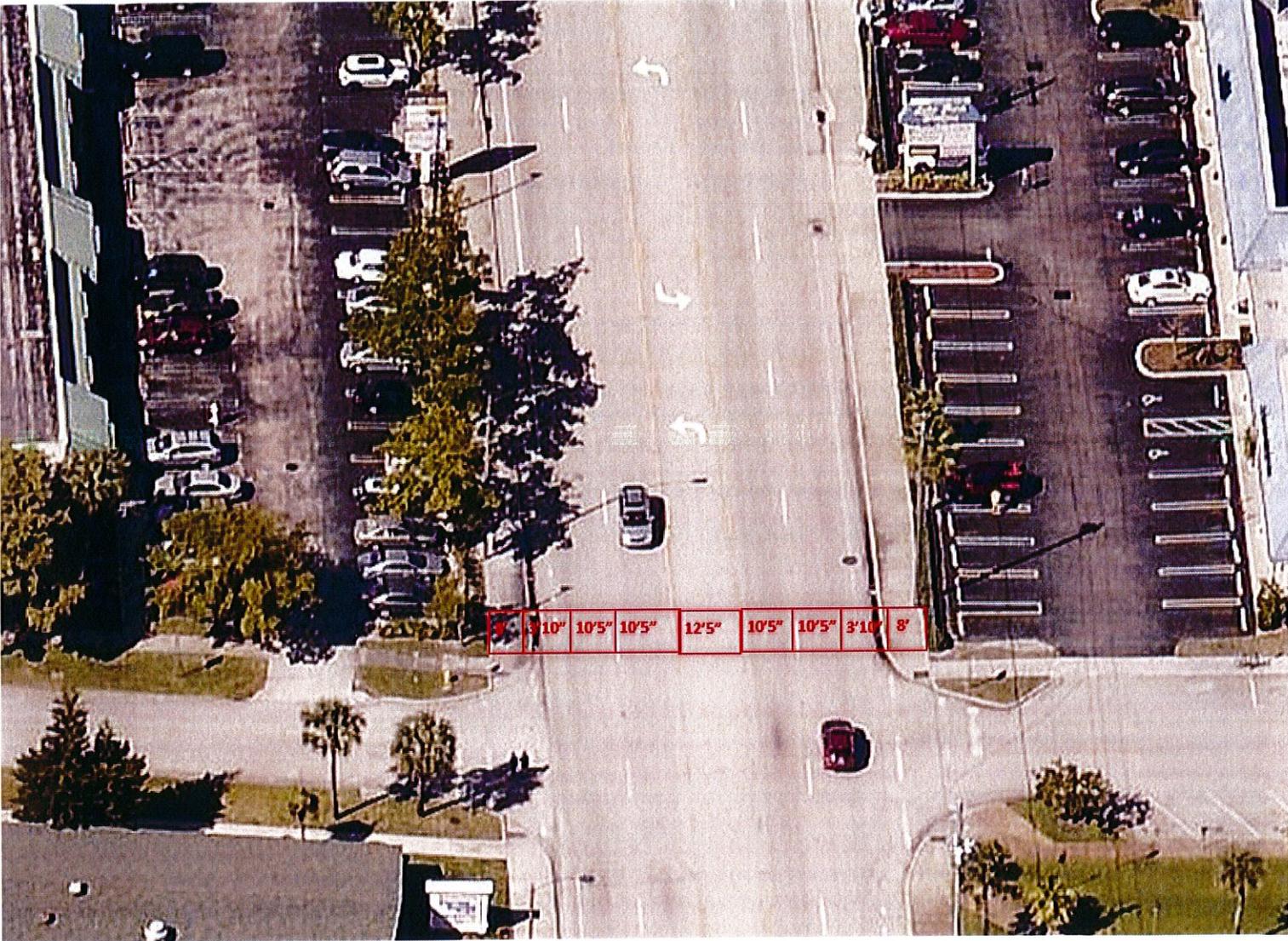
The Plan: Implementing Mixed Use



- ▣ **Step 2:** Use that vision to create the zoning language for the Town's Code of Ordinances. This language regulates:
 - Permitted and prohibited uses
 - Site development standards: size, architectural elements, façade details
 - Landscaping
- ▣ **Step 3:** Undergo proper administrative procedures.
- ▣ **Step 4:** Revise (if necessary)
- ▣ **Step 5:** Implement

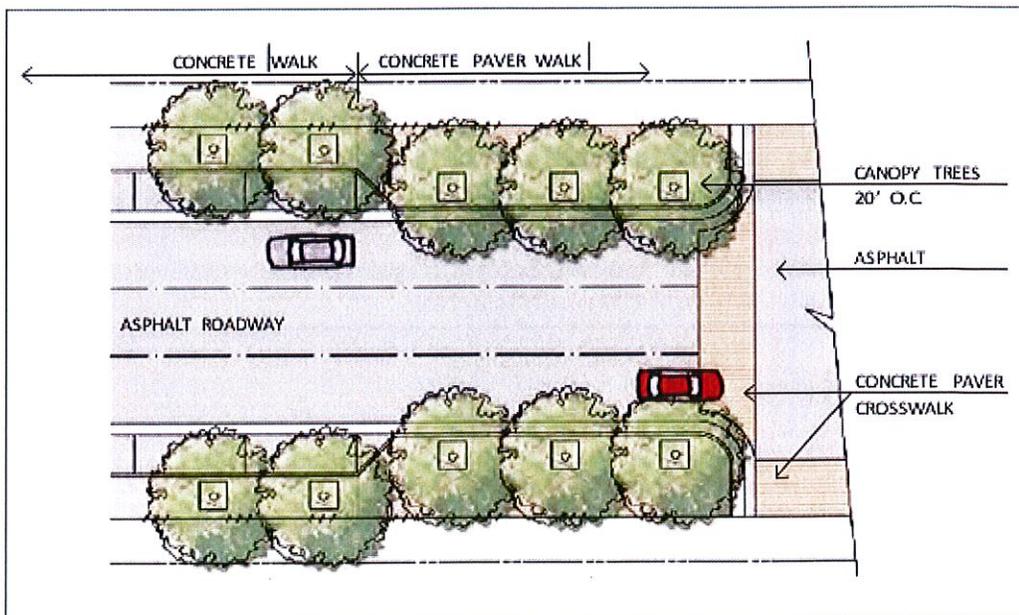
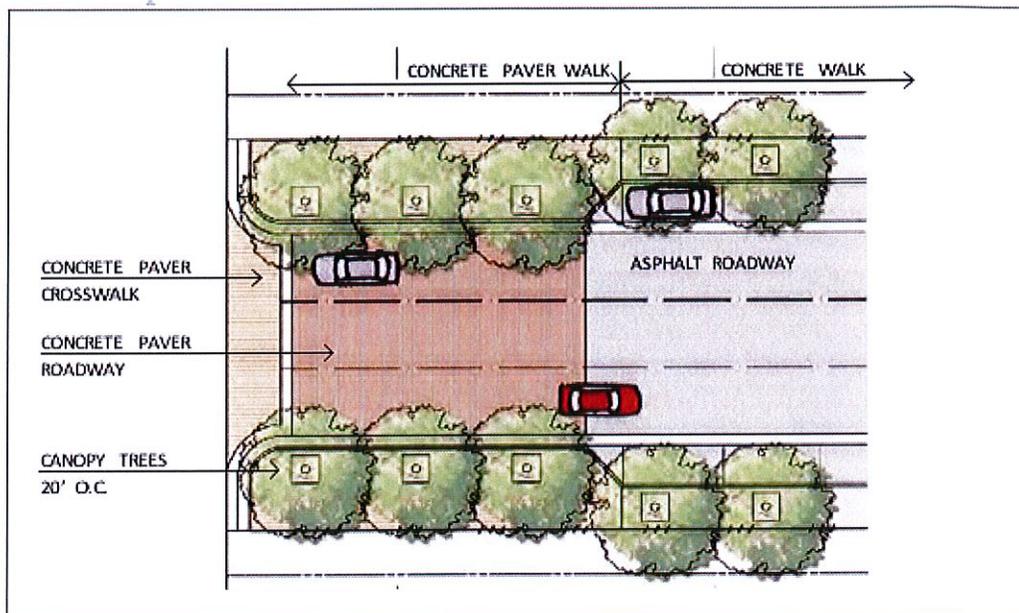
STREETSCAPE AND **CIRCULATION**

Existing roadway dimensions



The purpose of the improved streetscape and circulation is to ensure compatible elements between uses; adequate linkages with safe pedestrian connectivity; and an improved aesthetic. Earlier this year, the Federal Department of Transportation encouraged the Town to pursue a Complete Streets initiative similar to their recent efforts. The design and style of the streetscape would be left to the Town, but it was mentioned that the best time to incorporate these changes are when FDOT does their scheduled resurfacing, which for the Town is scheduled in 5-6 years. If a streetscape plan is in place, there may even be an opportunity to partner with FDT for funding. Bicycle lanes may or may not be appropriate for the corridor and this discussion will take place throughout our workshop sessions. While these discussions will need to carry on and actual cost figures and funding sources will also need to be further explored (understanding that some of the responsibility can also be placed on future developers along the corridor), there are several different street types with road diet options to choose from and they include, in part:

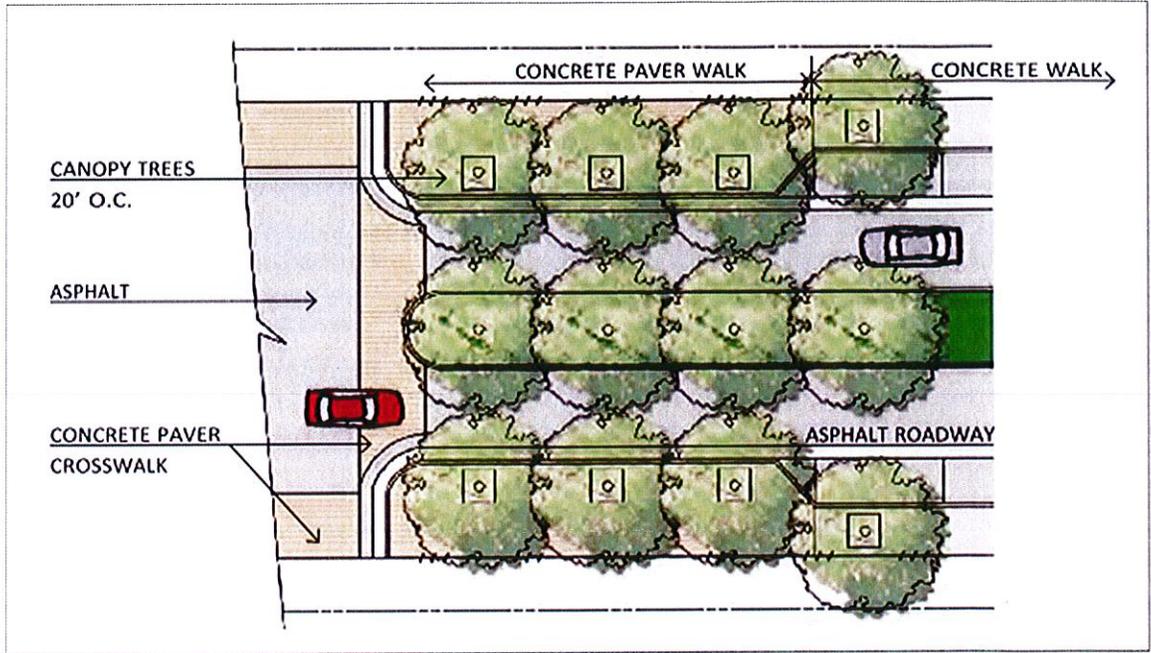
OPTION 1



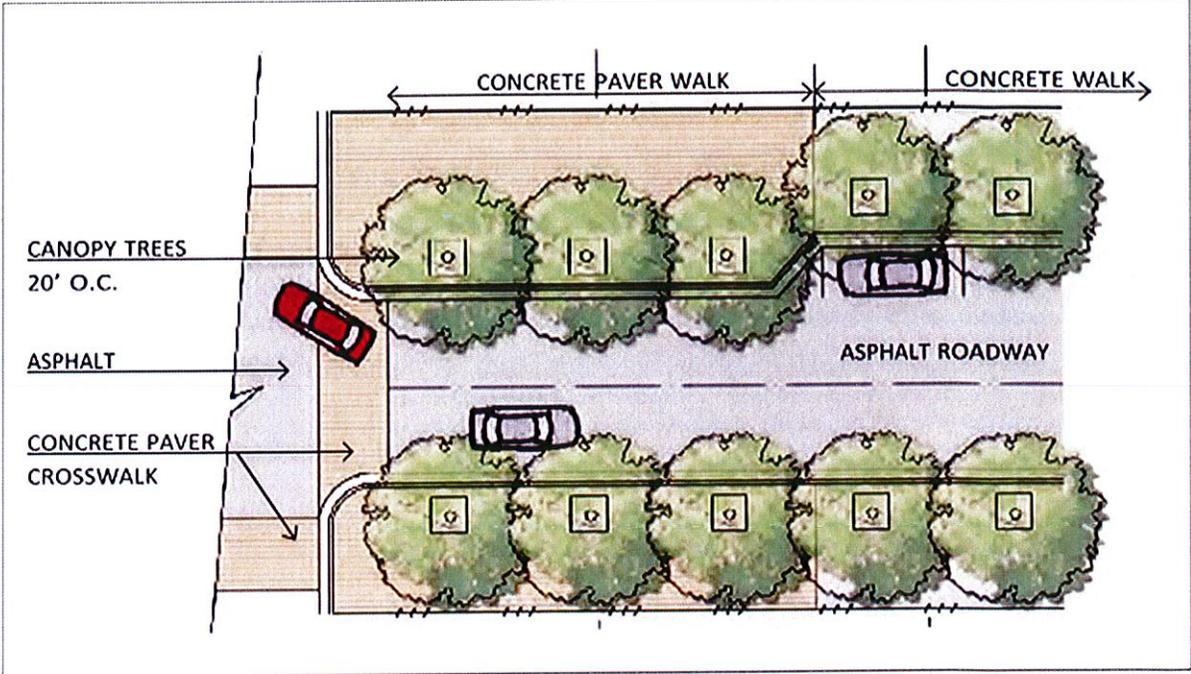
OPTION 1 (continued)



OPTION 2



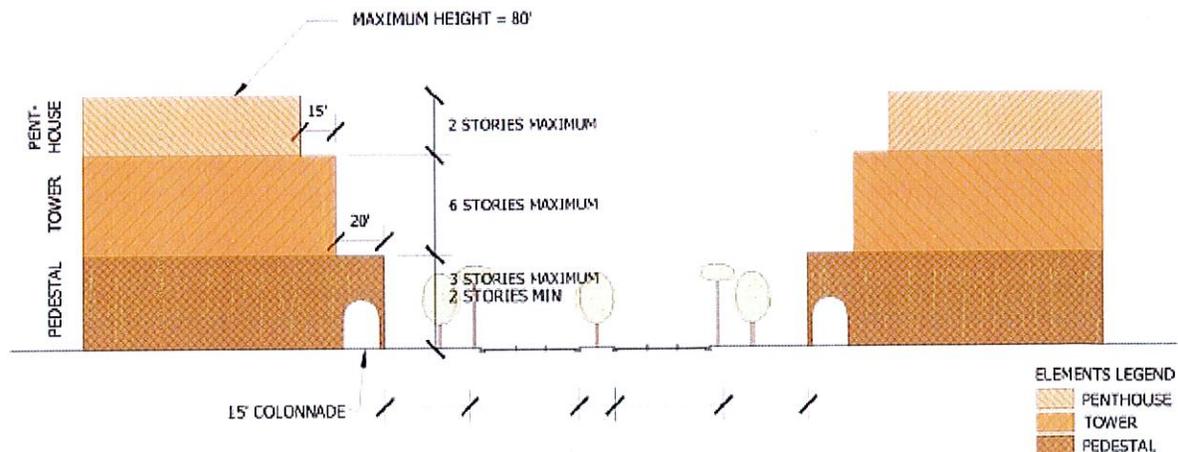
OPTION 3



Design Parameters for Walkable Urban Thoroughfares (continued)

Thoroughfare Design Parameters for Walkable Mixed-Use Areas									
	General Urban (C-4)			Urban Center/Core (C-5/6)					
	Commercial			Residential			Commercial		
	Boulevard [1]	Avenue	Street	Boulevard [1]	Avenue	Street	Boulevard [1]	Avenue	Street
Context									
Building Orientation (entrance orientation)	front	front	front	front	front	front	front	front	front
Maximum Setback [2]	0 ft.	0 ft.	0 ft.	10 ft.	10 ft.	10 ft.	0 ft.	0 ft.	0 ft.
Off-Street Parking Access/Location	rear, side	rear, side	rear, side	rear	rear	rear, side	rear	rear	rear, side
Streetside									
Recommended Streetside Width [3]	19 ft.	16 ft.	16 ft.	21.5 ft.	19.5 ft.	16 ft.	21.5 ft.	19.5 ft.	16 ft.
Minimum sidewalk (throughway) width	8 ft.	6 ft.	6 ft.	10 ft.	9 ft.	6 ft.	10 ft.	9 ft.	6 ft.
Pedestrian Buffers (planting strip exclusive of travel way width) [3]	7 ft. tree well	6 ft. tree well	6 ft. tree well	7 ft. tree well	6 ft. tree well	6 ft. tree well	7 ft. tree well	6 ft. tree well	6 ft. tree well
Street Lighting	For all thoroughfares in all context zones, intersection safety lighting, basic street lighting, and pedestrian-scaled lighting is recommended. See Chapter 8 (Streetside Design Guidelines) and Chapter 10 (Intersection Design Guidelines).								
Traveled Way									
Target Speed (mph)	25-35	25-30 [4]	25	25-35	25-30	25	25-35	25-30 [4]	25
Number of Through Lanes [5]	4-6	2-4	2-4	4-6	2-4	2-4	4-6	2-4	2-4
Lane Width [6]	10-12 ft.	10-11 ft.	10-11 ft.	10-11 ft.	10-11 ft.	10-11 ft.	10-11 ft.	10-11 ft.	10-11 ft.
Parallel On-Street Parking Width [7]	8'	7-8 ft.	7-8 ft.	7 ft.	7 ft.	7 ft.	8 ft.	8 ft.	7-8 ft.
Min. Combined Parking/Bike Lane Width	13 ft.	13 ft.	13 ft.	13 ft.	13 ft.	13 ft.	13 ft.	13 ft.	13 ft.
Horizontal Radius (per AASHTO) [8]	200-510 ft.	200-330 ft.	200 ft.	200-510 ft.	200-330 ft.	200 ft.	200-510 ft.	200-330 ft.	200 ft.
Vertical Alignment	Use AASHTO minimums as a target, but consider combinations of horizontal and vertical per AASHTO Green Book.								
Medians [9]	4-18 ft.	Optional 4-18 ft.	None	4-18 ft.	Optional 4-16 ft.	None	4-18 ft.	Optional 4-18 ft.	None
Bike Lanes (min./preferred width)	5 ft. / 6 ft.	5 ft. / 6 ft.	5 ft. / 6 ft.	5 ft. / 6 ft.	5 ft. / 6 ft.	5 ft. / 6 ft.	5 ft. / 6 ft.	5 ft. / 6 ft.	5 ft. / 6 ft.
Access Management [10]	High	Low-Moderate	Low-Moderate	Moderate	Low-Moderate	Low-Moderate	High	Low-Moderate	Low-Moderate
Typical Traffic Volume Range (ADT) [11]	15,000-50,000	1,500-30,000	1,000-15,000	15,000-30,000	1,500-20,000	500-5,000	15,000-40,000	1,500-30,000	1,000-15,000
Intersections									
Roundabout [12]	Consider urban single-lane roundabouts at intersections on avenues with less than 20,000 entering vehicles per day, and urban double-lane roundabouts at intersections on boulevards and avenues with less than 40,000 entering vehicles per day.								
Curb Return Radii/Curb Extensions and Other Design Elements	Refer to Chapter 10 (Intersection Design Guidelines)								

- Source: ITE/CNU Designing Walkable Urban Thoroughfares



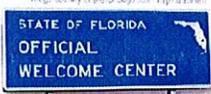
Where Have We Been?



Image courtesy of State Archives of Florida, Florida Memory, <http://floridamemory.com/items/show/2143>



Image courtesy of iStockphoto.com, Virginia Powell



1949
Official Florida Welcome Centers open to travelers



Image courtesy of iStockphoto.com, Frank Brown

1963
Interstate 75 opens in North Florida

1923
Tamiami Trail is first built in Collier County

1934
U.S. 98 opens as Florida only U.S. highway



1940

1959
First segment of Interstate 4 opens

1915

1915
State Road Department is Authorized

1931
Flkison Bridge opens to the public in Fort Myers

1957
Florida's Turnpike opens

1960
Construction of new Port of Miami begins

1927
Bridge of Lions opens in St. Augustine

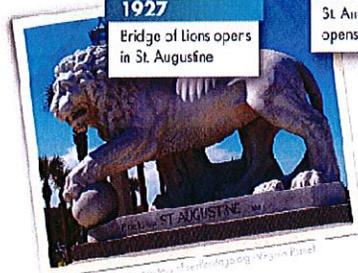


Image courtesy of iStockphoto.com, Virginia Powell

1929
St. Andrews Bay Bridge opens in Panama City

1946
Drew Army Airfield is transferred to the City of Tampa for civil use as Drew Field Municipal Airport

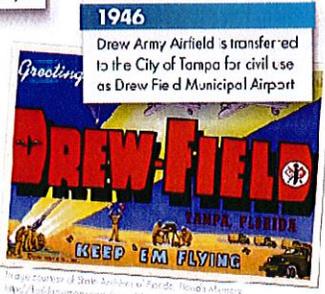


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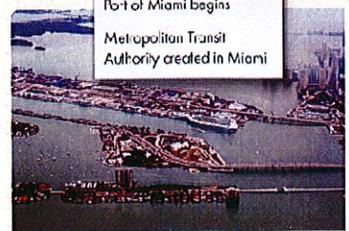


Image courtesy of iStockphoto.com, Frank Brown

1960
Metropolitan Transit Authority created in Miami

Image courtesy of State Archives of Florida, Florida Memory, <http://floridamemory.com/items/show/5632>

1969
Kennedy Space Center launches Apollo 11 and sends the first man to the moon
State Road Department becomes FDOT



1983
Southwest Florida International Airport opens



2000
FDOT launches free Road Ranger service for highway assistance

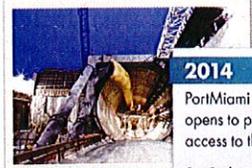


Image courtesy of http://www.parkville.com

2014
PortMiami Tunnel opens to provide access to the seaport
SunRail opens



1970
First metropolitan planning organization established

1986
First Florida Transportation Plan

1999
Electronic toll collection via Sunpass begins

2007
Miami Intermodal Center opens

2015

1972
Carnival Cruise founded

1985
Boca Grande Bike Path, Florida's first rail trail, opens

1993
Interstate 75 completed

2003
Strategic Intermodal System created

2008
Interstate express lane construction begins in South Florida

2015
Wekiva Parkway construction begins

1978
New Seven Mile Bridge opens to traffic in the Florida Keys



1982
Sunshine Skyway Bridge is rebuilt over Tampa Bay

1989
TriRail service begins in Southeast Florida

2006
Space Florida created

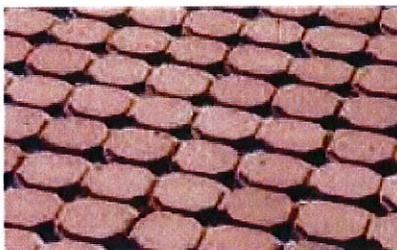
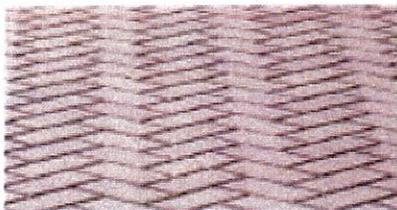
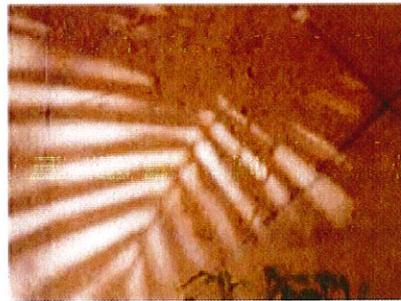
2012
Autonomous vehicle technology is introduced in Florida

1987
Interstate 95 completed



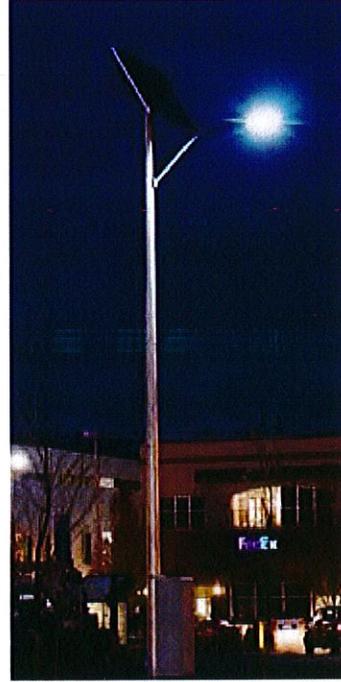
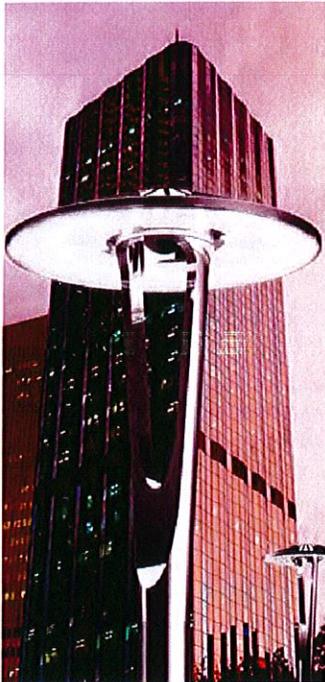
HARDSCAPE

ADA accessible, easy to maintain yet unique surfaces should be used. Some options for the street, sidewalk, and other vertical elements are visually depicted as follows:



LIGHTING

Identification and wayfinding is strongly characterized by lighting. Energy-efficient, LED lighting should be considered (contingent on available funds - solar can be explored also). Light fixtures with adequate cover and cut-off features to reduce excess glare and light pollution should also be considered. Some sample light fixtures (which will need to be explored further), include the following:



LANDSCAPING (pursuant to other community research – requires landscape architect review for recommendations, including irrigation considerations)

EXAMPLES ONLY

Street: Trees

- (200 gal., 20'-22' ht., 6"-8" cal.)
Mahogany *Swietenia mahagoni*
- (12'-14' ht., 6' spr., 4"-5" cal.)

Street: Shrubs

- Ficus Green Island
Ficus microcarpa 'Green Island'
- (3 gal., 18" ht., full)
- Wart Fern *Microsorium scolopendrium*
- (3 gal., 24" ht., full)
- Boston Fern *Nephrolepis exaltata*
- (3 gal., 18" ht., full)

Median: Trees

- Jacaranda *Jacaranda mimosifolia*
- (14'-16' ht., 6' spr., 4"-5" cal.)
- *Bulnesia Bulnesia arborea*
- (12'-14' ht., 6' spr., 4"-5" cal.)
- Royal Palm *Roystonea elata*
- (12' gray wood, matched)

Median: Shrubs

- Plumbago *Plumbago auriculata* 'Imperial Blue'
- (3 gal., 24" ht., full)
- Lantana *Lantana montevidensis* 'Trailing Yello'
- (1 gal., 18" ht., full)
- Yellow Croton *Codiaeum variegatum*
- (3 gal., 24" ht., 3 plants per pot, full)



Lantana



Plumbago



Royal Palm



Wart Fern



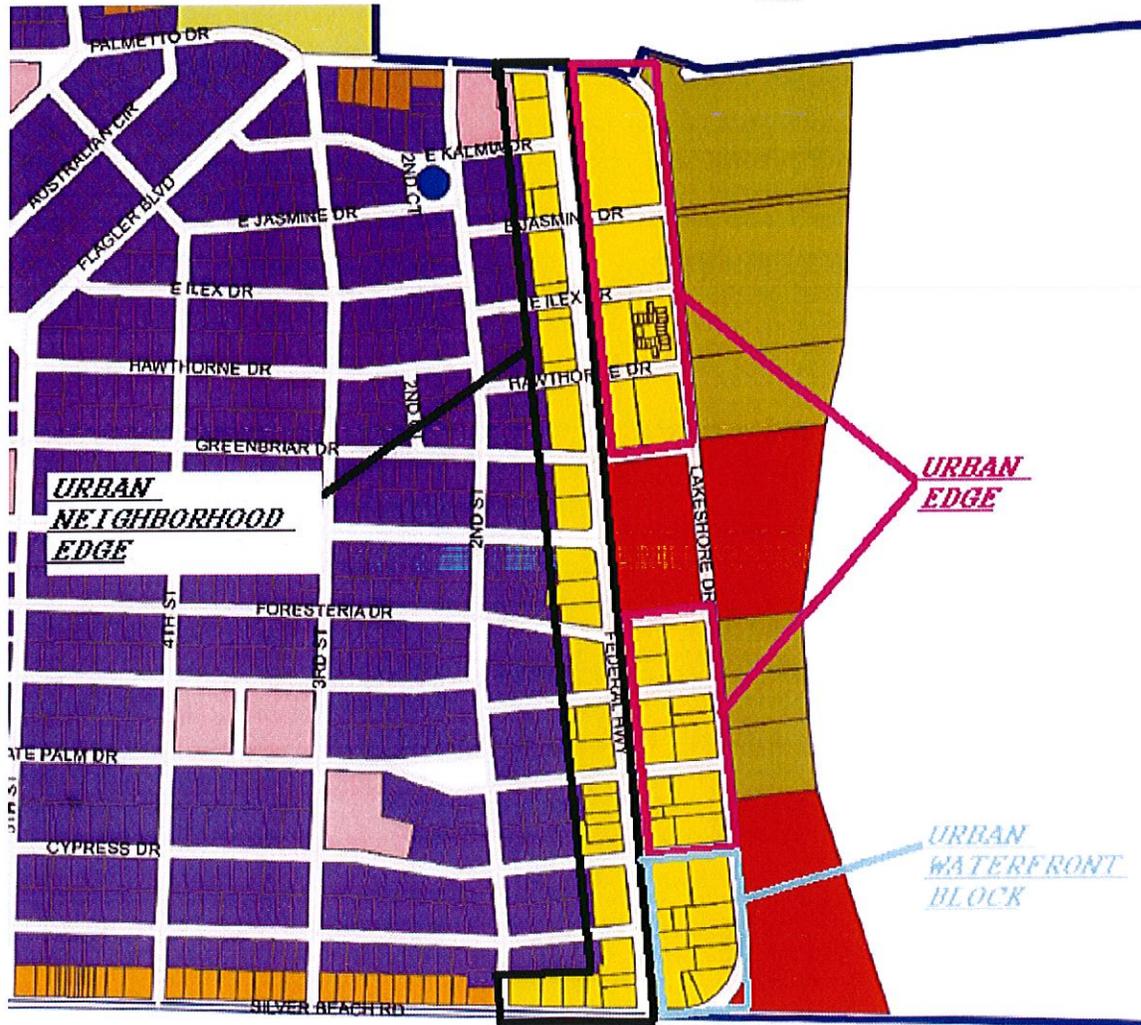
Mahogany



Croton

DEVELOPMENT REGULATIONS

Mixed-Use Overlay Zoning District Corridor and Proposed Sub-Areas



The following (proposed/draft) mixed-use zoning overlay district provisions represents a commercial/residential zoning classification that permits, rather than mandates, a vertical mix of commercial and residential uses within the same building or parcel, for horizontal development. The overlay district is intended to accommodate a physical pattern of development often found along main streets and downtowns and in neighborhood commercial areas of older cities. Flexibility/design freedom should be considered.

Primary Smart Growth Principle Addressed: Mix of land uses
Secondary Smart Growth Principle Addressed: Compact building design

Mixed-Use Overlay Zoning District (MU)

Purpose

The purpose of the Mixed-Use Overlay Zoning District is to:

- (1) Accommodate mixed-use buildings with neighborhood-serving retail, service, and other uses on the ground floor and residential units above the nonresidential space;
- (2) Encourage development that exhibits the physical design characteristics of pedestrian oriented, storefront-style shopping streets; and
- (3) Promote the health and well-being of residents by encouraging physical activity, alternative transportation, and greater social interaction.

Definitions

As used in this ordinance, the following words and terms shall have the meanings specified herein:

“Floor Area Ratio” means the ratio of a building’s gross floor area to the area of the lot on which the building is located.

“Gross Floor Area” is the sum of the gross horizontal areas of all floors of a building measured from the exterior faces of the exterior walls or from the centerline of walls separating two buildings. Gross floor area does not include basements when at least one half the floor-to-ceiling height is below grade, accessory parking (i.e., parking that is available on or off-site that is not part of the use’s minimum parking standard), attic space having a floor-to-ceiling height less than seven feet, exterior balconies, uncovered steps, or inner courts.

“Mixed-use Building” means a building that contains at least one floor devoted to allowed nonresidential uses and at least one devoted to allowed residential uses.

“Urban Neighborhood Edge” means (...)

“Urban Edge” means (...)

“Urban Waterfront Block” means (...)

Allowable Uses

Uses allowed in “MU” overlay zoning district are in accordance with Table 1 below if the proposed development is mixed-use in nature. For all straight zoning developments, the underlying zoning district uses shall apply.

TABLE 1

USE GROUP	Zoning District
Use Category	MU
Specific Use Type	
P= permitted by-right C = conditional use N = Not allowed	

USE GROUP	Zoning District
Use Category	MU
Specific Use Type	
P= permitted by-right C = conditional use N = Not allowed	

RESIDENTIAL	
Household Living	
Artist Live/Work Space located above the ground floor	P
Artist Live/Work Space, ground floor	P (fronting Lake Shore Drive only)
Dwelling Units located above the ground floor	P
PUBLIC AND CIVIC	
COMMERCIAL	
USE GROUP	
INDUSTRIAL	
OTHER	

FOR DISCUSSION

Explore existing uses and vision of uses for Mixed-Use

The range of uses allowed should be kept as broad as possible in order to ensure that the district is economically viable. Drive-through facilities may be appropriate in such areas in connection with banks and pharmacies (should these be allowed??). Mixed-Use buildings should have compatible uses within them.

Commercial Establishment Size Limits

Permitted floor area ratios for nonresidential uses are regulated in the Town's Comprehensive Plan. The gross floor area of commercial establishments in the MU overlay zoning district shall not exceed [?] square feet per commercial unit [?].

Floor area limits are proposed to help ensure that allowed commercial uses would be geared toward a neighborhood market area. Should not be so restrictive as to hamper the economic viability of the district.

Indoor/Outdoor Operations

All permitted uses in the MU overlay zoning district must be conducted within completely enclosed buildings unless otherwise expressly authorized. This requirement does not apply to off-street parking or loading areas, automated teller machines, or outdoor seating areas.

Floor-to-Floor Heights and Floor Area of Ground-floor Space

- (1) All commercial floor space provided on the ground floor of a mixed-use building must have a minimum floor-to-ceiling height of [11-?] feet.
- (2) All commercial floor space provided on the ground floor of a mixed-use building must contain the following minimum floor area:
 - (a) At least [800-?] square feet or [25-?] percent of the lot area (whichever is greater) on lots with street frontage of less than [50-?] feet; or
 - (b) at least 20 percent of the lot area on lots with [50-?] feet of street frontage or more.

Comment: *In areas with strong residential real estate markets, ground-floor space is sometimes viewed as an afterthought, particularly when developed by those with a poor understanding of mixed-use development. These types of provisions can help ensure that ground-floor space will meet the needs of future retailers and not sit vacant for years after upper-floor residential units have been leased or sold.*

Lot Area per Unit (Density)

The minimum lot area per dwelling unit shall be [1,000-?] square feet for mixed-use buildings.

Comment: *Mixed-use buildings should be rewarded with more flexible development standards.*

Floor Area Ratio

As defined in the Comprehensive Plan.

Comment: *To encourage mixed-use buildings, higher FARs for mixed-use projects are being proposed.*

Setbacks

- (1) The entire building façade must abut front and street side property lines or be located within [15-20] feet of such property lines so as to incorporate outdoor components.

Comment: *Rather than mandating a zero-foot "build-to" line for all properties in MU zoning districts, there is flexibility to accommodate shallow building setbacks that are sometimes necessary to accommodate features such as outdoor seating/display areas, stoops and sidewalk widening. Alternately, it is possible to establish a formula to determine setbacks based on the average setback of buildings in a block face.*

The minimum rear setback is [10-?] percent of the lot depth (consider variations per sub-area) .

Comment: *The appropriate minimum building setback depends on lot and development patterns in the area. Buildings in the MU district should be set back from rear property lines in order to protect the privacy and open feeling expected within residential rear yards and other adjacent uses.*

(2) No interior side setbacks are required in the MU district, except for those interior setbacks which abut Residentially-zoned property, in which case the minimum interior side setback required in the MU district shall be the same as required in the underlying zoning district.

Comment: *Most pedestrian-oriented mixed-use corridors are lined with buildings that span the entire width of the lot. The standard proposed here will help reinforce that pattern, while also ensuring that if a MU district abuts a residential zoning district, a "typical" residential side yard will be provided on the residential side.*

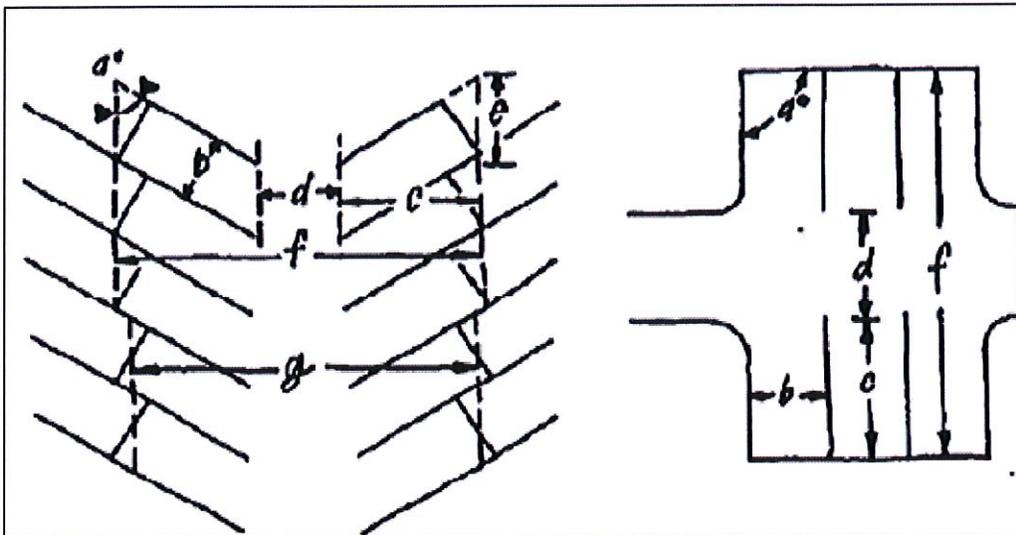
Building Height

The maximum building height shall be 6 stories in the Urban Neighborhood Edge sub-area; 10 stories in the Urban Edge sub-area; and 15 stories in the Urban Waterfront Block sub-area.

Comment: *Regulating height by stories rather than feet above grade, will allow for greater flexibility in building design. The standards proposed allow greater height for mixed-use buildings than for single-use buildings because mixed-use buildings are required to have taller floor-to-ceiling heights on the ground floor.*

Off-Street Parking

(1) Minimum Parking Dimensions



Minimum Dimensions for Parking Spaces

a	b	c	d	e	f	g
(degrees)	(feet)					
20	8	16.2	11.0	29.2	43.4	43.0
30	8	18.7	11.0	20.0	48.4	39.7
40	8	20.5	12.0	15.6	53.0	45.3
45	8	21.2	13.0	14.1	55.4	48.3
50	8	21.8	12.0	13.1	55.6	49.2
60	8	22.4	18.0	11.5	62.8	57.8
70	8	22.1	18.0	10.6	62.2	58.8
80	8	21.5	22.0	10.2	67.0	65.3
90	8	18.0	22.0	10.0	58.0	—

- (2) No off-street parking is required for nonresidential uses in MU districts unless such uses exceed [3,000-?] square feet of gross floor area, in which case off-street parking must be provided for the floor area in excess of [3,000] square feet.

Comment: Paragraph (2) may be incorporated into paragraph (1). Exempting small retail businesses from compliance with off-street parking requirements will help promote pedestrian oriented character and encourage use/reuse of storefront retail space. We can also examine off-street parking ratios with an eye toward reducing the amount of off-street parking required overall and encouraging shared and off-site parking arrangements.

- (3) Off-street parking spaces must be located to the rear of the principal building, internal the building, or otherwise screened so as to not be visible from public right-of-way or residential zoning districts.

Landscaping

(reference the preferred plant list and planting types in the existing Code and have the landscape architect update these code provisions)

Transparency

- (1) A minimum of [60–75]-? percent of the street-facing building façade between two feet and eight feet in height must be comprised of clear windows that allow views of indoor space or product display areas.
- (2) The bottom of any window or product display window used to satisfy the transparency standard of paragraph (1) above may not be more than [3–4.5-?] feet above the adjacent sidewalk.
- (3) Product display windows used to satisfy these requirements must have a minimum height of [4] feet and be internally lit.

Doors and Entrances

- (1) Buildings must have a primary entrance door facing a public sidewalk. Entrances at building corners may be used to satisfy this requirement.
- (2) Building entrances may include doors to individual shops or businesses, lobby entrances, entrances to pedestrian-oriented plazas, or courtyard entrances to a cluster of shops or businesses.

Comment: *Requiring ground-floor windows and sidewalk-facing entrances helps make for a more pleasing pedestrian environment.*

ADDITIONAL TOPICS OF CONVERSATION

(some visuals will be provided for discussion purposes at the workshop)

- ➔ Historically-designated properties (700 Federal Highway; Evergreen House in Kelsey Park)
- ➔ Branding and Wayfinding/Street Identity/Signage

- ➔ Architectural Styles (*should the corridor allow more than one?; within the same block?*)

Samples from research:

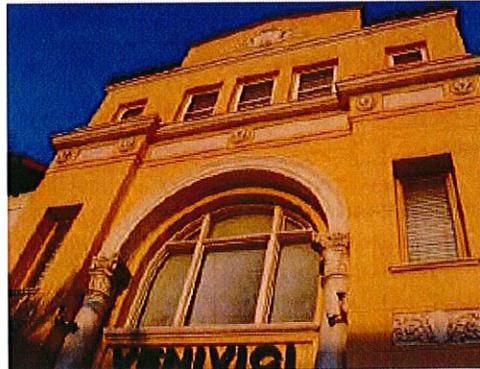
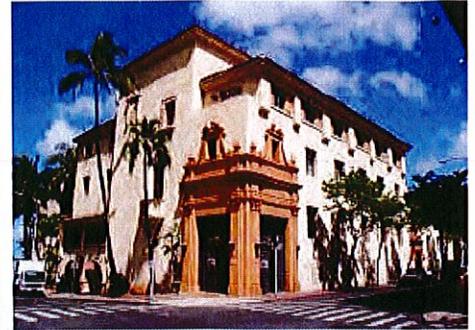
MODERN / INTERNATIONAL STYLE

The modern or international style of architecture came to prominence during the middle of the 20th century. The style features clean lines, is often described as streamlines, and naturally implies an industrial appearance. It can take its form in either concrete masonry and/or metal. The style is complemented with horizontal banding, score lines, and/or stone or marble cladding. Glass curtain walls or ribbon windows allow for an abundance of natural light and used throughout modern buildings.



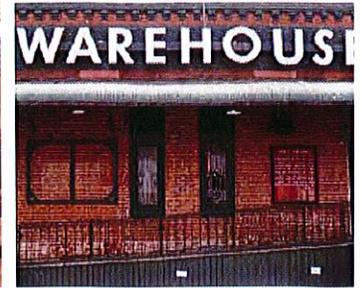
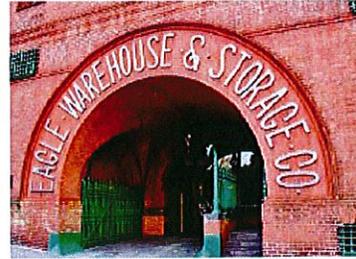
MEDITERRANEAN STYLE

The Mediterranean style of architecture is popular throughout South Florida and the rest of the United States. In South Florida it is mainly constructed out of masonry with a stucco finish. Embellishments and details are stucco or stone. The style also includes the use of wood beam details. Building fenestration includes the use of arches, columns and balconies. Often the main entrance is adorned with heavy stucco or stone detailing. The roofing material is often clay barrel tiles. The building mass is painted in light or earth tone colors. The style takes its cues from classical architecture and can be symmetrical or asymmetrical.

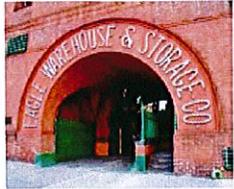


EARLY 20th CENTURY STYLE

The early twentieth century warehouse style recalls the Meat Packing District in New York City or the New Orleans Warehouse district. The style incorporates simple volumes with a stripped down classical details including arches and pilasters. Buildings of this style are usually constructed out of brick masonry. The building fenestration is usually repeated. Another characteristic of this style is super graphics which give the building a landmark type of quality.



	Modern	Mediterranean	Early 20 th Century
Building Massing and Style	 <p>Low to Mid-rise in height, modern materials (metal, concrete, glass), horizontal banding.</p>	 <p>Low to mid-rise in height, classic materials (stucco, stone and wood), ornamental classical detailing.</p>	 <p>Low, mid, and hi-rise in height, classic and modern material (brick, stucco, stone, concrete, glass), striped down classic detailing.</p>
Roof Types & Materials	 <p>Flat roofs, skylights strengthen loft feel and allow for increased natural light.</p>	 <p>Pitched hip and gable end roofs as well as parapets. Use of tower elements at corners, Terra-cotta barrel roof tiles.</p>	 <p>Flat or pitched roofs, standing seam metal roof panels.</p>
Facade Treatment & Materials	 <p>Austere geometrical patterns, horizontal banding, glass, metal</p>	 <p>Romantic arrangement, less formal, includes the use of arches and parapets, Can use multiple window types and arrangements.</p>	 <p>Regimented facade treatment with use of pilasters. Straight forward, easily delineate structure.</p>

	Modern	Mediterranean	Early 20 th Century
Entry Doors	 <p>Mimimalist detailing, glass and metal, highly transparent</p>	 <p>Stone embellishments at entry doors. Solid and firm.</p>	 <p>Use of classical elements with a modern interpretation. Multiple materials (brick, stone, concrete, metal, glass)</p>
Windows	 <p>Use of strip window (metal)</p>	 <p>Can be grouped, Ornamental sills and trims in stone, use of arches, also uses many window types on same facade.</p>	 <p>Large floor to ceiling types of windows act as void to clearly delineate structure. (metal)</p>
Signage	 <p>Etched or pin-point mounted stainless steel letters, sleek look</p>	 <p>Applied to the building facade.</p>	 <p>Painted or attached to the building. Large size allow them to be seen on adjacent highways.</p>

NEXT STEPS

(to be discussed)