

October 2022 Update

Oakland Park Downtown Development District

**OP3D**

**URBAN DESIGN GUIDELINES**

City of Oakland Park

City Commission

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Adopted June 1, 2022

Amended October 19, 2022

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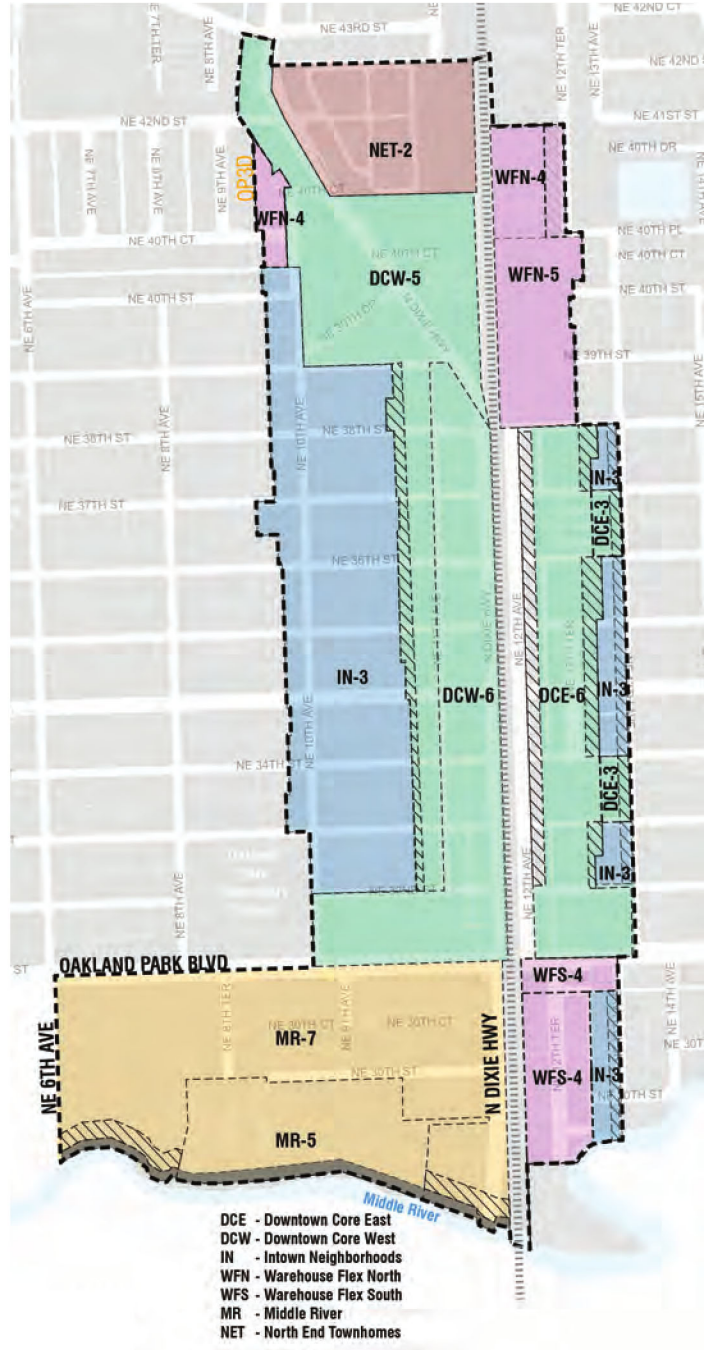
# 1. Introduction

The purpose of the Oakland Park Downtown Development District (OP3D) Urban Design Guidelines is to identify and define a context-sensitive design framework that ensures all new development, redevelopment and adaptive reuse projects within the district will appropriately contribute to fostering vibrant, healthy, livable urban places by balancing architecture, landscape, open space and streets.

All development projects in the OP3D are subject to the criteria established herein and should be designed in a manner that responds to the unique characteristics of individual sites as well as contribute to the wider context of the OP3D and address but not be limited to buildings, open space, signage, and streetscaping.

The guidelines are broad statements meant to allow planners, designers and applicants creative liberty when designing projects. They express the City's vision, values, goals and character of a livable, walkable, vibrant and enjoyable downtown in the City of Oakland Park.

These guidelines are adopted as a companion document to Article XX, Downtown District Regulations, of Chapter 24, Land Development Code of the City of Oakland Park, Florida. The intent of these guidelines is to support and enhance the existing Oakland Park Code. The guidelines do not override the regulations as currently enacted by the City of Oakland Park.



## 2. Guidelines Origin

The Design Guidelines elaborate on the principles, values and vision established in the Oakland Park Downtown Development District (OP3D) Design Principles and offers guidance on the design of a project to ensure that buildings and sites contribute to the overall environment of the district and of the City as a whole.

### OP3D Vision and Guiding Principles

#### 1 Principle 1: Capitalize on the Unique Character of Downtown

- 1.1 Enhance Unique and Authentic Neighborhoods Conditions
- 1.2 Design Active Building Fronts to Support District Character and Experience
- 1.3 Create Opportunities for All Lot Sizes
- 1.4 Create an Alley Strategy for Closure

#### 2 Principle 2: Provide Greater Connectivity and Improve Mobility

- 2.1 Create Opportunities for Potential Transit Station Locations
- 2.2 Design Sidewalks to Enhance the Pedestrian Experience
- 2.3 Designate Street Types and Improve Pedestrian Circulation

#### 3 Principle 3: Enhance Gateway to Downtown

- 3.1 Enhance Entryway Access into Downtown

#### 4 Principle 4: Create a District-Wide Parking Strategy

- 4.2 Develop Parking Garages and/or Surface Parking for Public Use
- 4.3 Improve Existing On-Street Parking Conditions
- 4.4 Develop a Tandem Parking Strategy

#### 5 Principle 5: Support Sustainable Economic Development

- 5.1 Incentivize new businesses

#### 6 Principle 6: Expand, Protect and Enhance Open Space

- 6.1 Establish Improved Connectivity Throughout the OP3D Area
- 6.2 Integrate Common Open Space with Building Entrances
- 6.3 Protect and Support View Corridors
- 6.4 Connect Open Spaces to Enhance Street Life

## 3. How to use these Guidelines

### 3.1 Applicability

The criteria established by the OP3D Urban Design Guidelines are applicable to the District Sub-Areas within the Oakland Park Downtown Development District (OP3D) including all private properties, streets and public areas north of the Oakland Park Boulevard, east of N.E. 6th Avenue and approximately N.E. 10th Avenue, west of N.E. 13th Avenue and N.E. 12th Terrace and south of N.E. 42nd Street.

Application of and compliance with the Urban Design Guidelines is mandatory in the permit review process. Note that other guidelines may also apply depending on the zoning district sub-area, location, building type, and scale of the project. In such cases where multiple sets of guidelines apply, the respective guidelines are viewed as “layers,” where the OP3D Zoning regulations and these guidelines– in the unlikely event of a conflict– would take precedent.

### 3.2 Guideline Structure

The OP3D Urban Design Guidelines are organized into the following main sections:

- Architecture Guidelines
- Site Design Guidelines

Each of the sections describe applicable design criteria based on design principles to address the different elements of site, building design and public realm. The Design Guidelines help projects to be more intentionally responsive to unique district characteristics.



## 4. Definitions

For ALL Definitions, refer to Sec. 24-259-Definitions in the OP3D Regulations of the Land Development Code. Specific Definitions are included herein for ease of reference only. If any conflict, the definitions as appear in Sec. 24-259-Definitions in the OP3D Regulations of the Land Development Code shall supercede.

**ACTIVE USE.** See Sec. 24-259. - Definitions in the OP3D Regulations of the Land Development Code.

**ACTIVE USE LINER.** See Sec. 24-259. - Definitions in the OP3D Regulations of the Land Development Code.

**ARCHITECTURAL FEATURES** means building components attached to or part of a facade and consisting generally of projections intended to provide architectural character and facade articulation.

**ARCHITECTURAL TREATMENT** means the provision of architectural and/or landscape elements on a façade which serve to visually screen non-active uses.

**AWNING** means a roof-like projection generally placed above windows and doorways to provide pedestrian protection from sun and rain, shade to windows and doorways, and to enhance building facades and storefronts with color and dimension.

**BALCONY** See Sec. 24-245. - Definitions in the general regulations of the Land Development Code.

**BLANK WALL** means any portion of a façade that has an area greater than twenty (20) percent of the entire façade elevation, is absent of fenestration and is absent a planar break of at least two (2) feet in depth.

**BUILDING FRONTAGE** means the horizontal linear measurement of a building façade that is

generally parallel, facing, or oriented toward a street with a street designation.

**CHARACTER.** Prevailing existing architectural elements, including building mass, scale, and era they were built.

**CANOPY** See Sec. 24-259. - Definitions in the OP3D Regulations of the Land Development Code.

**COURTYARD** means a public or semi-public open space that is partly surrounded by walls or buildings and is open to a public right of way or public space on at least one side or portions of its sides.

**COURTYARD, INTERIOR** means a private open space that is wholly or partly surrounded by walls or buildings.

**CURB CUT,** means the interruption of the street curb for the purposes of vehicular or pedestrian access.

**ENCROACHMENT, ENCROACH** means the maximum allowed projection of a building element beyond the minimum setback or into an adjacent public right of way. In no case shall encroachments interfere with street tree placement.

**FACADE** means the exterior surface of a building or parking structure.

**FACADE ARTICULATION** means the provision of architectural distinction or character on a facade through the provision of façade articulation standards.

**FENCE** as applicable to OP3D means a freestanding structure of any material or combination of materials erected for confinement, screening, or partition purposes.

**FENESTRATION** means the arrangement and design of windows, doors, and openings in a building.

LANDSCAPE BUFFER means a continuous edge of land provided along the perimeter of a lot in which landscaping is used to screen, transition or obscure one land use from adjacent land uses or public areas.

LOT. See Sec. 24-259. - Definitions in the OP3D Regulations of the Land Development Code.

NON-ACTIVE USE. See Sec. 24-259. - Definitions in the OP3D Regulations of the Land Development Code.

OPEN SPACE. See Sec. 24-259. - Definitions in the OP3D Regulations of the Land Development Code.

OPEN SPACE, PRIVATE. See Sec. 24-259. - Definitions in the OP3D Regulations of the Land Development Code.

OPEN SPACE, PUBLIC. See Sec. 24-259. - Definitions in the OP3D Regulations of the Land Development Code.

PARKING means uses or areas of a building or site intended primarily for the storage of motor vehicles and associated vehicle movement and maneuvering areas. Parking shall be considered a non-active use.

PLANAR BREAK means an interruption in a façade consisting of a horizontal recess or protrusion.

PLAZA. See Sec. 24-259. - Definitions in the OP3D Regulations of the Land Development Code.

ROOFTOP GARDEN means a private open space constructed on one or more rooftops that provide recreation amenities for building occupants such as, but not limited to, gardens, observation decks, swimming pools, and running tracks.

ROOFTOP TREATMENT means the provision of treatment to roof surfaces that aides in reducing urban heat gain and the heat island effect.

SEATING means, for the purpose of open space guidelines, any horizontal surface designed for people to sit upon.

SETBACK. See Sec. 24-259. - Definitions in the OP3D Regulations of the Land Development Code.

STEPBACK. See Sec. 24-259. - Definitions in the OP3D Regulations of the Land Development Code.

TRANSPARENCY means building fenestration on non-residential uses which allows ground floor visual access between a building and its active uses from the public sidewalk

UPPER-STORY means all stories of a building above the ground floor.

WALK-UP GARDEN means a semi-public open space designed to buffer ground floor residential uses from the adjacent public sidewalk.

# ARCHITECTURE

## **A1 COORDINATE BUILDING ELEMENTS WITH SURROUNDING CONTEXT**

- A1.1 FAR
- A1.2 Height, Stories, and Mezzanines
  - i. Overall Building Height
  - ii. Parking Levels
  - iii. Mezzanines
- A1.3 Setbacks
  - i. Setbacks
  - ii. Stepbacks/ Vertical Plane Moderation
  - iii. Minimum Distance between buildings

## **A2 ARTICULATE BUILDING FACADES VERTICALLY AND HORIZONTALLY**

- A2.1 Façade Articulation
- A2.2 Projections and Encroachments
  - i. Architectural Features
  - ii. Awnings
  - iii. Balconies
  - iv. Canopies
  - v. Porches
- A2.3 Architectural Treatment

## **A3 COMPLEMENT BUILDING DESIGNS**

- A3.1 Architectural Treatment
- A3.2 Transparency

## **A4 DESIGN ACTIVE STREETS FRONTAGE TO SUPPORT DISTRICT CHARACTER**

- A4.1 Active Uses

## **A5 MINIMIZE THE IMPACTS OF ROOFS APPURTENANCES AND BUILDING OVERHANGS**

- A5.1 Roofs and Balconies

## **A6 MINIMUM TRANSPARENT GLAZING ON FACADES**





# 10 BARREL BREWING

The purpose of this section is to define the architectural character of the Oakland Park Downtown Development District (OP3D) and to ensure consistency in quality, and appropriateness in location, orientation and function between surrounding buildings, new construction and building modifications. In doing so, this section of the guidelines reinforces the City of Oakland Park's Guiding Principle #1: Capitalize on the Unique Character of Downtown, and ensures that projects contribute to the overall environment.

These guidelines are intended to support variation in architectural style. Building design elements such as massing, proportion, rhythm, façade composition, materials, and pedestrian scale, among others, should be considered.

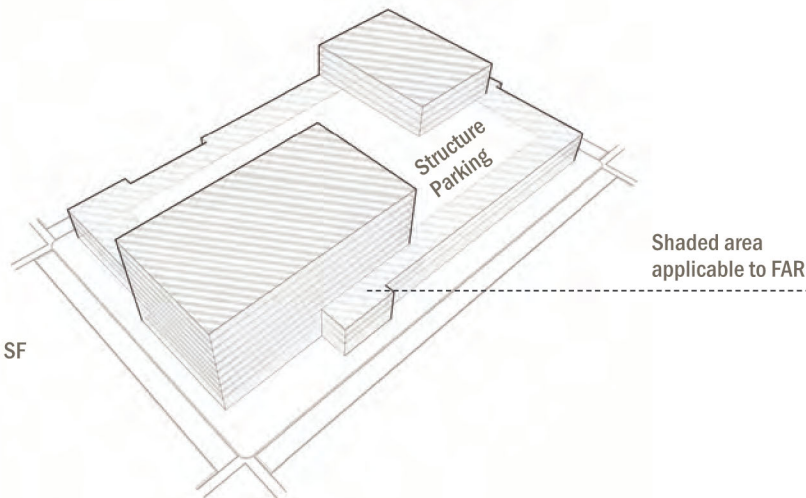
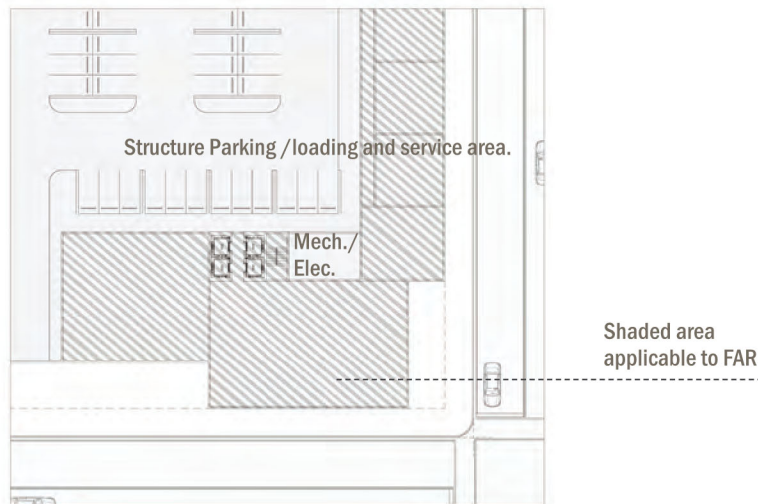
# COORDINATE BUILDING ELEMENTS WITH SURROUNDING CONTEXT

The Oakland Park Downtown Development District envisions variations in architectural style as a result of urban design elements that help the buildings respond to context and maintain their own composition and coherence.

## A1.1 FAR

\_Floor Area Ratio (FAR) is the ratio of the building area to the total net site area. The Floor Area Ratio defines the maximum allowable building area on a given lot.

\_FAR is calculated by using the lot(s) net area and multiplying it by the applicable site FAR. The result is the buildable square footage. This identifies a maximum allowable capacity for a building. The flexibility inherent in FAR regulations helps create variation in the building form and in doing so creates a more diverse building environment.



### SAMPLE CALCULATION

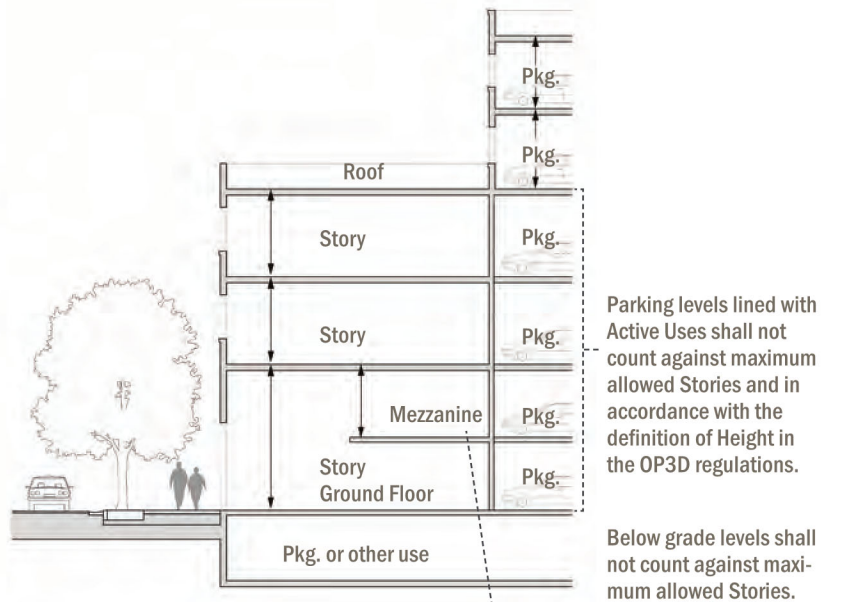
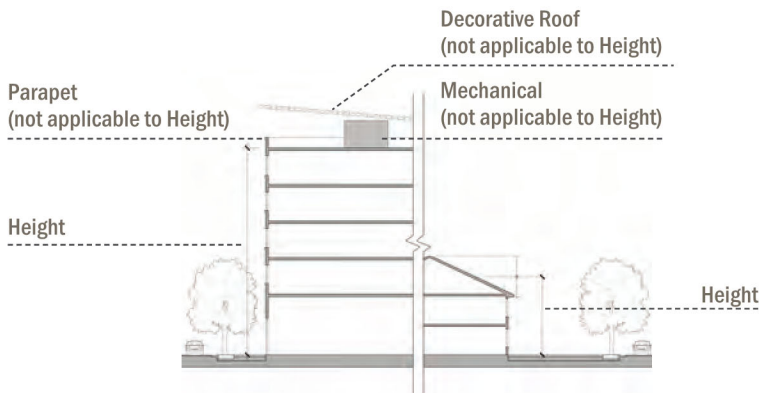
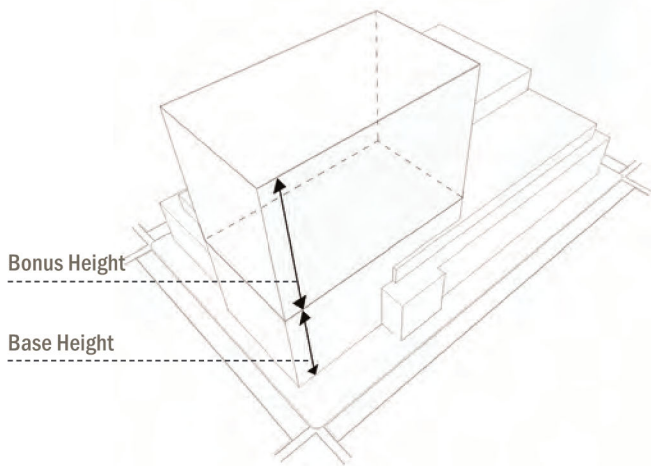
Lot Area = 10,000 SF  
 2.35 maximum allowable FAR\* = 23,500 SF  
 \*(varies by Subarea)

## A1.2 Height and Stories

### i. Overall Building Height

\_Building height is measured as the maximum number of stories permitted and a vertical dimension in feet as provided in the specific sub-area building requirements of the Oakland Park Downtown Development District (OP3D) Regulations.

\_Proposed developments shall satisfy both measures of building height in the Oakland Park Downtown Development District (OP3D) Zoning Ordinance. Building height refers to the overall height of a building mass from the finished floor elevation (FFE) to the uppermost part of the space that can be occupied (top of beam). Maximum building heights and definitions are specified within the Oakland Park Downtown Development District (OP3D) Regulations.



# COORDINATE BUILDING ELEMENTS WITH SURROUNDING CONTEXT

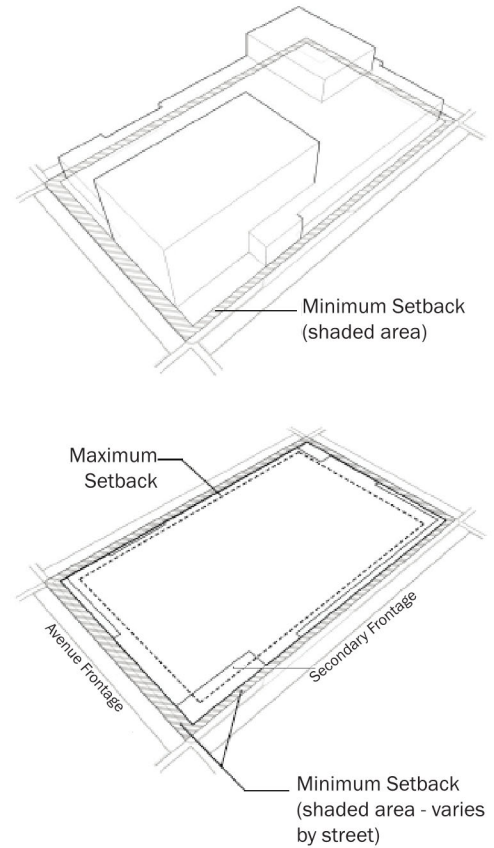
Setbacks are design features that provide more open space and adequate light and air to buildings. These qualities should be protected to ensure the future livability and adaptability of buildings.

## A1.3 Setbacks

### i. Setbacks

\_Setbacks are required in all zoning sub-areas within the Oakland Park Downtown district and must be consistent with the requirements identified in the Oakland Park Downtown Development District (OP3D) Zoning Ordinance. Setbacks are measured from the property line. Areas set back are opportunities for streetscape plantings, site elements, sidewalks and gathering spaces. Other areas within the downtown will provide for streetscape plantings, signage, drainage swales and green space.

\_Use front setbacks to provide space for outdoor activities such as extension of the sidewalk with seating areas, where possible.



Residential uses at grade are setback from the sidewalk to provide transitional open space and access.



Outdoor seating and dining enhances the pedestrian environment.

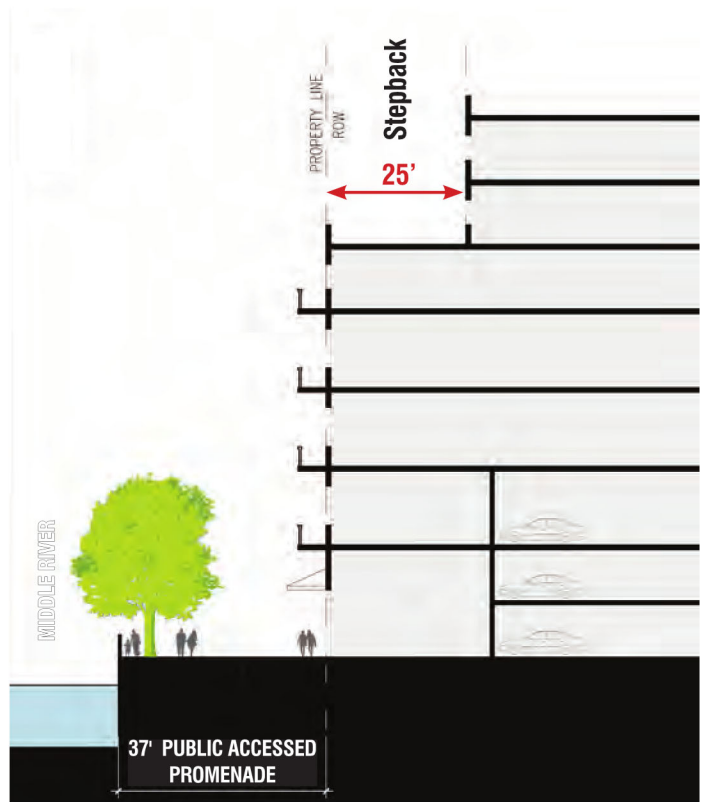
## ii. Stepbacks

\_On N.E. 12th Avenue, a step back is required above the second floor for buildings built to the setback line, which encourages second story retail, office and rooftop terraces to activate buildings and public spaces.

\_On N.E. 13th Avenue, a step back is required above the third floor for buildings built to the setback line, in order to meet maximum height requirements that correspond to the InTown District.

\_Along Middle River, create a new publicly accessible waterfront promenade with new stepbacks in place in order to preserve a pedestrian scale fronting the promenade.

\_The City reserves the right to determine what is permitted or not permitted in these areas.



Terraces on the second floor can help connect upper levels to the public realm.



## ARTICULATE BUILDING FACADES VERTICALLY AND HORIZONTALLY

Facade Articulation guidelines require architectural design elements that promote pedestrian interaction at the street level with supporting uses and activities. The resultant area at the ground level shall be improved as open space or as an extension of the public sidewalk for public uses.

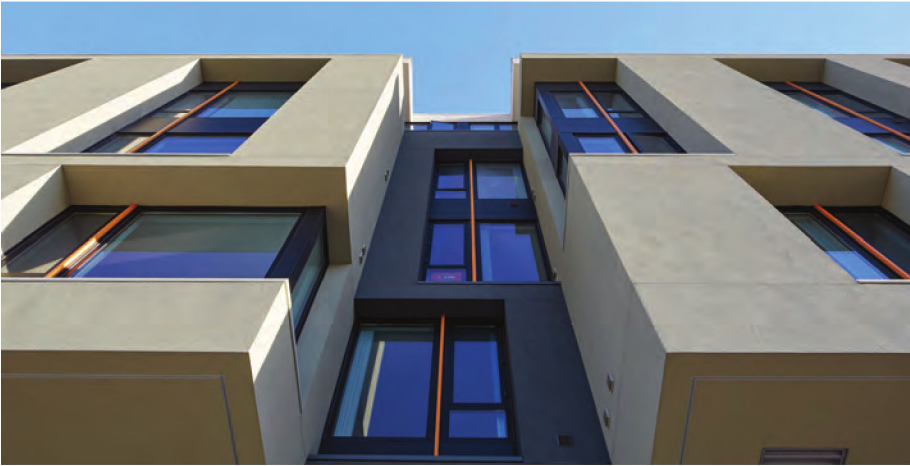
### A2.1 Façade Articulation

\_Scale and well-proportioned architectural elements shall be required for all buildings.

\_Utilize the interior building program or circulation to express different facade elements on the building exterior.

\_Explore building forms such as roof lines, louvers, and modern geometries of mid-century architecture to create a distinctive and welcoming sense of place while still keeping a modest relationship to the vernacular of the City of Oakland Park.

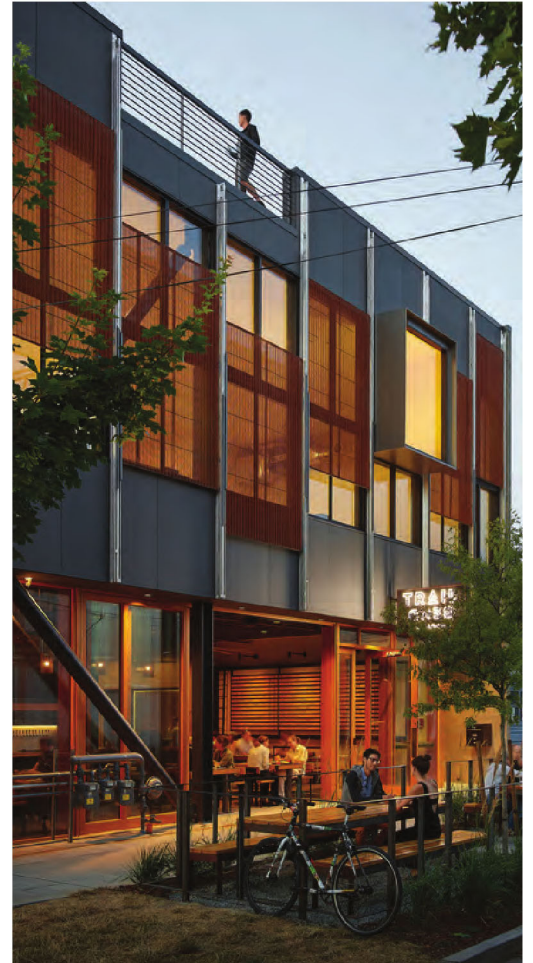
\_Incorporate façade articulation on blank walls visible by the general public from adjacent streets, public areas or adjacent buildings. Blank walls that violate minimum glazing or fenestration requirements shall not be permitted.



Articulation gives architectural distinction and texture to the building surface.



Larger sites can support the existing built environment and scale through modulation.



Modulation on façades can enhance the sense of pedestrian scale.

## A2.2 Projections and Encroachments

### i. Architectural Features

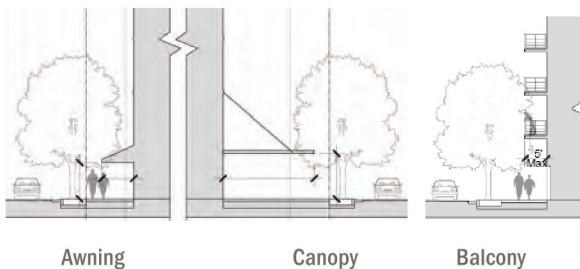
\_Enhance the pedestrian environment by incorporating appropriate architectural features at the ground floor of all exterior facades. These features could include paneling, reveals in stucco, changes in colors, and other sculpting of the architectural surface which add special interest and appeal at the ground level. These features will complement the design integrity of the Oakland Park Downtown Development District.

### ii. Awnings.

\_Create consistency on the type of awning, form, materials and color with the design character of the building to which it is attached.

\_Locate awnings between, rather than across, significant vertical architectural features that make up the composition of the façade and should not encroach on building fenestration.

\_When used, lighting for awnings should be from fixtures located above and designed and placed to enhance the appearance of the building. Awnings shall not be internally illuminated or translucent.



Building projections can support the pedestrian experience and provide protection from the elements along streets.

\_Use canvas awnings preferably, though vinyl materials may be permitted if they include matte texture and finish to imitate natural materials.

### iii. Balconies

\_Balconies create an opportunity for an active interaction with the street, but should be limited in size and extension to the street.

\_Design and finish the underside of balconies and soffits considering the overall building design and aesthetics.

### iv. Canopies.

\_Canopies may incorporate retractable elements, and may be permitted to intrude within the setback zone.

\_Canopies should in no way interfere with street light fixtures or with the growth and maintenance of street trees, signature trees and landscape materials. All state and local building regulations shall apply to the construction and installation of canopies.



Canopies can help mark entries into buildings.

To complement and encourage pedestrian activity and scale within the built environment, a majority of the ground floor façades facing public streets should include transparent windows and doors to attract activity within the district.

### A3.1 Architectural Treatment

\_Provide architectural treatment such as different materials, colors and textures on facades enclosing non-active uses.

\_Use creative and innovative high-quality materials such as metals, glass, green walls, wood, and architectural concrete.

\_Use joints, panel patterns, reveals in stucco, variations in paint to break up long facades and volumes into a dynamic visual rhythm.

\_Balance light and transparent materials with solid, durable materials.

\_Contemplate the rhythm of openings and material separations as a pattern that establishes appropriate scale and clear use of materiality on a building.



Textures can differentiate building uses and support design concepts.



Texture can be used to break up facades and create visual rhythm.



Form and materials can work together at different scales of detail and variability.

### A3.2 Transparency

\_ Allow maximum visual interaction between exterior active pedestrian areas and the interior of buildings with the use of clear glass at ground level.

\_ Avoid the use of mirrored dark tinted glass and or highly reflective glass.

\_ Maintain transparency on the ground floor by discouraging the use of security gates or bars.

\_ Maintain transparency of ground floor active uses by mounting awnings or canopies above storefront commercial windows.

\_ Create an engaging, human-scale experience with the design of retail storefronts.



Storefronts along Main pedestrian streets should maintain transparency.



Carved entries create interior and exterior pedestrian visual interaction and provides covered outdoor areas.

# DESIGN ACTIVE STREET FRONTAGES TO SUPPORT DISTRICT CHARACTER

The first floors of all buildings facing main streets such as Dixie Highway, N.E. 12th Avenue, N.E. 11th Avenue and N.E. 12th Terrace, and, Oakland Park Boulevard, must be designed to encourage pedestrian activity along these major corridors.

Buildings should provide an active and transparent interface between interior uses and the street to support well-being and safety through natural surveillance.

## A4.1 Active Uses

\_Orient courtyards, entryways, lobbies, and balconies fronting streets, public parks, plazas and open spaces to provide opportunity for safety/surveillance and interaction.

\_Highlight and indicate point of entry with architecture elements and design so as to be a welcoming element in the building. Entrances should be located on main streets, be plainly visible and have some differentiation in material from the surrounding elevation.

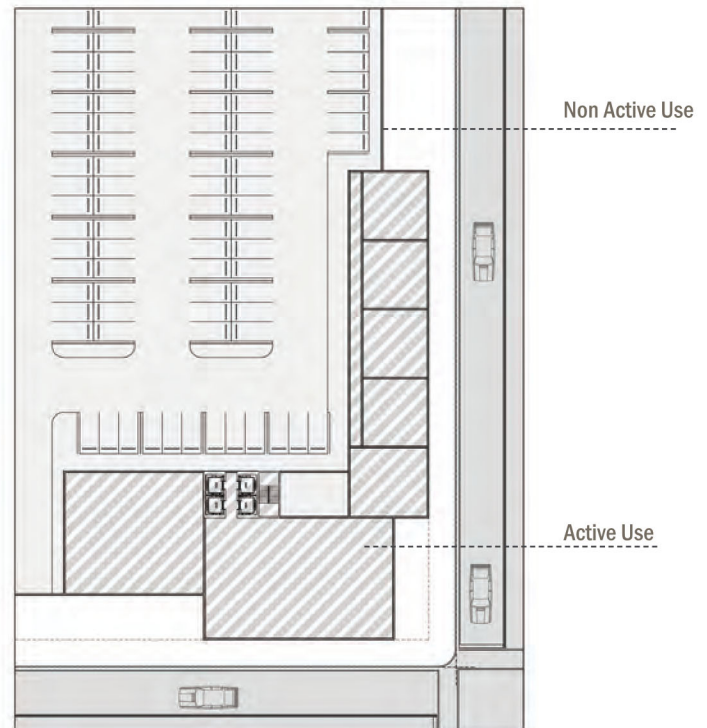
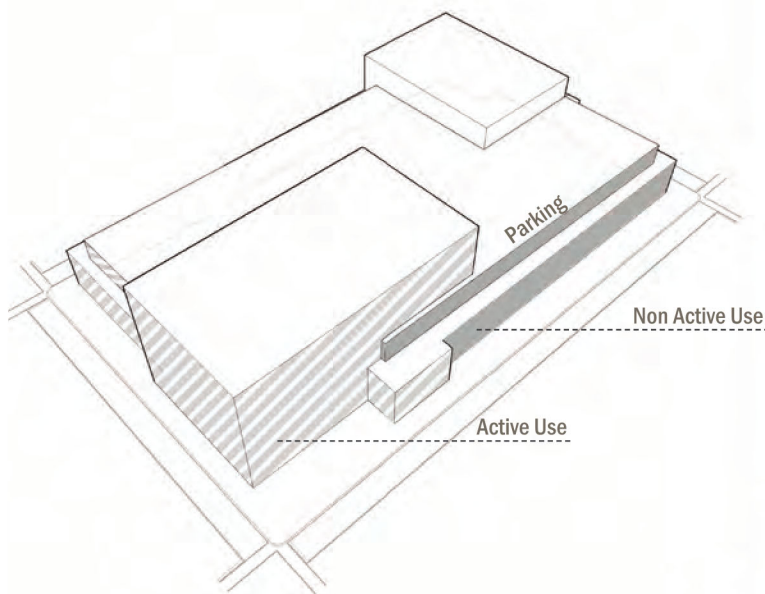
\_Integrate canopy covering over entryways that can incorporate signage, color, and/or lighting which make the point of entry stand out and to enhance the public realm, and harmonize a project with its context.

\_Entryways should also be setback or forward from the rest of the elevation line for emphasis.

\_For residential buildings, locate daily used facilities to increase pedestrian activity in lobbies.

\_Differentiate commercial from residential entrances with changes in materials and colors, signage, or by elevating the residential entry.

\_Provide ground floor residential dwellings with appropriate transition, such as stoops or terraces, between dwelling and sidewalk. Minimize the height and opacity of front screens, fences, railings and gates.



\_Allow interaction between private and public space with upper story balconies, where appropriate.

\_Develop programmatic relationships between inside and outside.

\_Avoid or minimize long blank walls and also frontages without active entries.

\_Include furniture, operable windows, displays, signage, seating and landscaping to help animate the building edge and sidewalk.

\_Design entries for corner buildings.

\_Design lighting to reinforce pedestrian comfort at the ground level.

\_Encourage second level active use terraces along NE 12th Avenue to encourage activity and interaction between sidewalks and second floor uses.



A storefront with recessed entry and clear display windows engages store interiors with the sidewalk.

Storefronts help give a human-scale element to the street and outdoor seating can help animate building edges.

## MINIMIZE THE IMPACTS OF ROOF APPURTENANCES AND BUILDING OVERHANGS

All infrastructure within a rooftop should be designed as an integral part of the building volume. All unsightly elements must be screened from both users of the rooftop and neighboring buildings.

### A5.1 Roofs and Balconies

\_Design rooftops to maximize various form of activities, such as sun decks, roof gardens, t outdoor cafes, pool decks, parking and more.

\_Include trellis, canopies and/or landscape elements on rooftops that are utilized for parking, in order to mitigate views.

\_Ensure that roof surfaces not allocated to activity are finished with a material which reflects the architectural integrity of the building and creates interest from surrounding buildings.

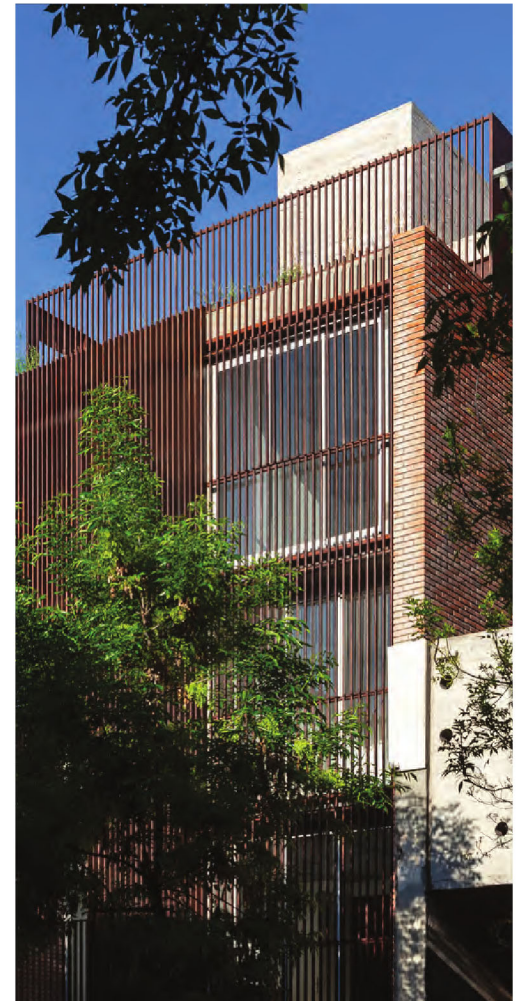
\_Design and intentionally screen all rooftop mechanical equipment, stair and elevator towers as an integral part of the building and locate them away from areas of residential use.

\_Locate roof decks in a way that minimizes visual, noise and privacy impacts, and, where appropriate, place them overlooking major streets, and away from alleys or residences.

\_Increase privacy for residents with, translucent or opaque screening materials.



The rooftop can improve overhead views from neighboring buildings and aid in the reduction of the urban heat index.



Provide privacy to residential uses with a variety of materials that could also improve the visual experience from the public realm.

## **A6.1 Street-facing Walls at exclusively Residential Buildings**

Street-facing walls at exclusively residential buildings:

\_All front facades shall have a minimum 23% transparent window area on the front elevation wall face, excluding the garage or carport face area (up to 20 feet of width and 9 feet of height) from the calculation.

\_Front doors with at least 5 square feet of transparent glass area per door leaf can be fully included as transparent window area.

\_All other street facing facades shall have a minimum 15% transparent window area, excluding the garage or carport face area (up to 20 feet of width and 9 feet of height) from the calculation.

## **A6.2 Street-facing Walls at Commercial or Mixed-Use Buildings**

\_All front facades on the ground floor facing a Primary Boulevard, Primary Pedestrian A, or Primary Pedestrian B street shall have a minimum of 70% transparent window area on the front elevation wall face.

\_The upper stories facing these streets shall have a minimum glazing of 23% transparent window area on the front elevation wall face.

\_All front facades on the ground floor facing any other classification of street have a minimum of 30% transparent window area on the front elevation wall face excluding the garage or carport face area (up to 20 feet of width and 9 feet of height) from the calculation.

\_The upper stories facing these streets shall have a minimum glazing of 23% transparent window area on the front elevation wall face. Doors with at least 5 square feet of transparent glass area per door leaf can be fully included as transparent window area.

## **A6.3 Non-street-facing Walls**

\_A minimum of 10% of each façade shall consist of transparent glazing unless the applicable building code sets a lower limit, in which case the minimum glazing percentage shall be ninety (90) percent of the maximum permitted by the applicable building code.

## **A6.4 Glazing**

\_Required glazing shall not be tinted to a level below 70 percent transparency nor mirrored

\_In Liew of glazing, open windows without glass, but with grillwork at least 80 percent transparency that allows views into and out of a habitable space or non-habitable enclosed spaces, such as storage areas or indoor parking, may count towards the required glazing percentage on a facade.

\_Parking Garages shall have screening walls for all deck levels.

# SITE DESIGN

## **S1 COMPLEMENT OPEN SPACE DESIGN WITH HARDSCAPE AND LANDSCAPE DESIGN**

S1.1 Access and Design

S1.2 Amenity Design

S1.3 Safety

## **S2 DESIGN STREETScape TO ENHANCE THE PEDESTRIAN EXPERIENCE**

## **S3 PROTECT AND SUPPORT WATERFRONT PROMENADE AND VIEW CORRIDORS**

## **S4 DESIGN OF PARKING LOTS TO BE SCREENED FROM STREET VIEW**

S4.1 On-Street Parking

S4.2 Surface Parking

S4.3 Parking Structures

## **S5 LIGHTING, SIGNAGE AND WAYFINDING**

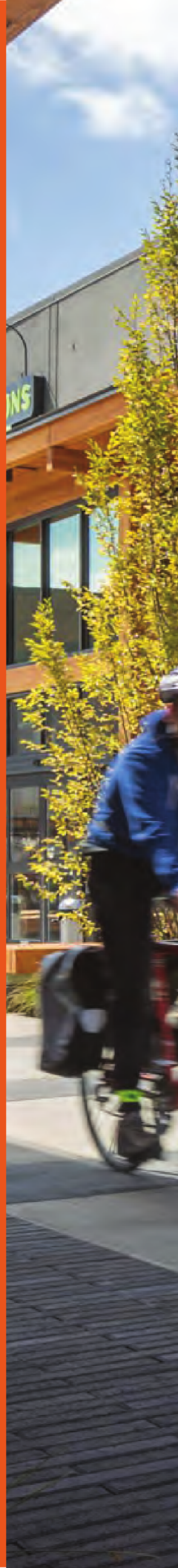
## **S6 MINIMIZE THE POTENTIAL VISUAL IMPACT OF SERVICE AREAS AND UTILITIES**

S6.1 Service Areas

S6.2 Utilities

## **S7 FENCE AND WALL DESIGN TO CREATE SEMI-PRIVATE SPACES**

## **S8 VISION CLEARANCE TRIANGLES**





Site design determines the arrangement of a building or buildings with components such as circulation, open space, access, and building orientation to respond to the surrounding context.

The intent of these guidelines is to create an attractive urban environment and promote high quality development with a mix of uses to appeal to both locals and visitors.

The guidelines address the pedestrian experience at the street-level, including amenities such as furnishings, sidewalk, street design, pedestrian circulation, landscaping, and the design of open spaces.

This section provides design criteria that will help develop and support the City of Oakland Park's Vision and Guiding Principles with the intent of enhancing the design of building sites. They elaborate and reinforce the City of Oakland Park's following Guiding Principles:

- \_ Create a District-Wide Parking Strategy
- \_ Expand, Protect and Enhance Open Space
- \_ Provide Greater Connectivity and Improve Mobility
- \_ Enhance Gateway to Downtown
- \_ Expand, Protect and Enhance Open Space

# COMPLEMENT OPEN SPACE DESIGN WITH HARDSCAPE AND LANDSCAPE DESIGN

The OP3D pedestrian experience can be enhanced with the creation of a network of public spaces, courtyards, plazas, and other gathering spaces that generate opportunities for social, recreational, and/or restful interaction.

These open spaces should be planned as an integral part of the overall project and should be encouraged to the extent that they do not interfere with pedestrian and vehicular flow, as well as activities occurring at the building edge.

## S1.1 Access and Design

\_Design open space and pedestrian pathways to be a focal point within the development.

\_Respond to unique building forms with compatible landscape design.

\_Provide frontage, views and access to open space(s) to the extent possible.

\_Design public spaces, plazas and courtyards as an extension of the public sidewalk by providing pedestrian amenities such as seating areas, benches, trees, and bike racks.

\_Provide pedestrian routes and access points to adjacent building entrances all throughout a project to improve pedestrian walkability.

\_Orient open space areas to take advantage of sun or shade, and provide protection from wind.

\_Design primary access to public plazas and courtyards to be oriented towards the street; secondary access may be from retail shops, restaurants, offices, and other uses.

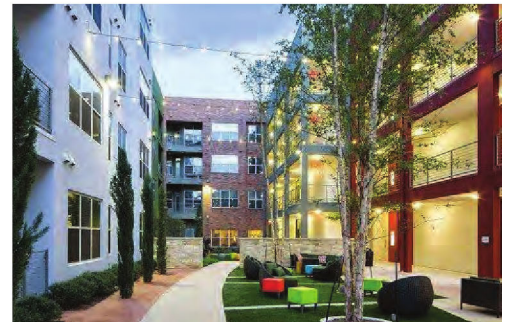
\_Minimize the use of gates, or visual and physical barriers adjacent to the street.



Landscape and architecture can define a building entrance.



Buildings can capture spaces and create active environments.



Building uses and circulation can be connected with exterior environments.

\_Consider solar orientation when designing open spaces for light, shadows, weather protection, and/or shade. Include trees and shading structures to help cool public spaces.

\_Define spaces with structure, pedestrian amenities and/or landscaping elements to create edges or establish a transition from different spaces.

### S1.2 Amenity Design

\_Include amenities such as seating and tables in places that maximize use and consider locating them on both sunny and shaded places and quiet and active zones to the extent possible.

\_Engage people and promote interaction through architecture and landscape elements such as furnishing, art, lighting, planting, and building entries.

### S1.3 Safety

\_Enhance safety and provide visual access with adequate lighting to highlight open spaces and/or special features of the building.

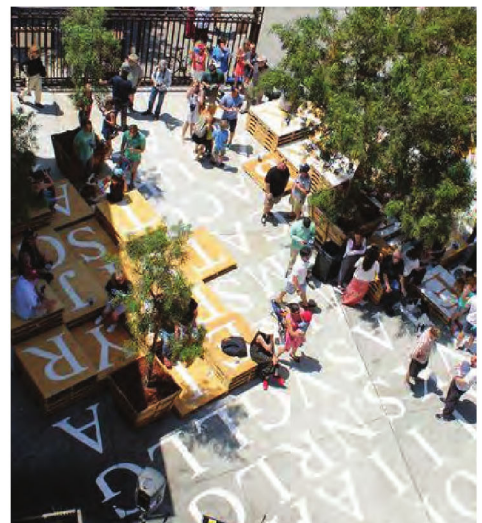
\_Provide transparency at the ground level to allow pedestrians to see activities in and around the open space, especially at gathering areas and building entries.



Courtyards that are connected to the public realm support sidewalk pedestrian interaction and activities.



Public spaces must be open and inviting and should provide pedestrian amenities such as seating areas and landscaping elements.



Design elements promote interaction at the street level and support uses and activities.

## DESIGN STREETSCAPES TO ENHANCE THE PEDESTRIAN EXPERIENCE

Sidewalks are an essential component of the urban environment and should be designed to enhance connectivity and increase walking.

Bicycle use and parking should be encouraged to promote a healthy and active district.

Roadway surfaces must be designed to accommodate bicyclists and should connect to the surrounding bicycle network and link the OP3D to parks, open spaces, schools, libraries, civic buildings and neighborhoods within the area.

Bikeway lanes shall be properly located along neighborhood streets to connect to and provide safe access into the downtown district.

Adequate on-site facilities for bicycle parking throughout the OP3D will encourage more widespread bicycle use.

\_Provide sidewalks within residential projects, connecting buildings and amenities and from the street to unit entrances.

\_Provide pedestrian walkways with landscape elements from within parking areas to permit and encourage direct access to main streets, shop entries, and other pedestrian oriented uses and destinations.

\_Provide street trees along the building frontage to enhance the visual and pedestrian experience.

\_Design the street furnishing zone to act as a buffer between the sidewalk area and the roadway with street furniture and amenities.

\_Create a continuous path of travel by aligning trees and other sidewalk landscape elements.

\_Provide wider sidewalks, to the extent feasible, that can accommodate amenities such as shelter designs, large canopies, seating, and real-time scheduling at bus transit stop locations.

\_Locate bicycle racks near building entrances and open spaces to maximize visibility and convenience. Design bicycle parking for efficiency and security.

\_Integrate design features into bicycle facilities that enhance placemaking.

\_Use paving materials that are smooth and free of obstruction for areas that are designated for bicyclists.



Storefronts help give a human-scale element to the street.



Bike parking at transit stops promotes intermodal connectivity for transit riders.



Landscape can shape the edge of the sidewalk.



Locate bicycle parking near pedestrian entrances and access points.

# PROTECT AND SUPPORT WATERFRONT PROMENADE AND VIEW CORRIDORS

\_Enhance and protect the proposed waterfront promenade by creating a public pedestrian access to Middle River while preserving views at street ends.

\_Design building shapes and pathways that create new viewpoints to the waterfront from public streets and spaces, where possible.

\_Activate the waterfront edge with active uses such as restaurants, terraces or public plazas at ground level.

\_Create pocket parks, where possible, that activate the public realm and connect the river to the neighborhood.

The expansion of the OP3D to the riverfront creates a new opportunity for a publicly accessible and protected waterfront promenade.



Encourage use of the waterfront by providing publicly accessible spaces.



Preserve the waterfront edge with bike and pedestrian promenade allowing public access.



Street ends can emphasize view corridors and access to the waterfront.

# S4 DESIGN OF PARKING LOTS TO BE SCREENED FROM STREET VIEW

Parking should not be the dominant visual element of the site. Landscaping can mitigate the appearance of large parking lots and/or structures and make walking around the site a more pleasant experience for pedestrians.

There is a variety of existing back-out ninety (90) degree parking conditions that create unsafe traffic flow within the OP3D area. Back-out ninety (90) degree parking is prohibited on all streets within the Downtown, except on single family and townhome land uses with a maximum width of two cars.

## S4.1 On-Street Parking

\_Provide an alternative to back-out ninety (90) degree parking such as angled parking or parallel parking which allow for cars to safely park by not crossing into opposing lanes of traffic where possible.

## S4.2 Surface Parking

\_Minimize the visual impact of parking lots by locating them to the rear of buildings or a portion of the site least visible from the street. Provide adequate screening and landscaping. Whenever possible, position a building between surface parking and the highest classified street abutting the property.

\_Enhance connection of parking areas and building entrances with clearly marked and appropriate directional signage where multiple access points are provided.

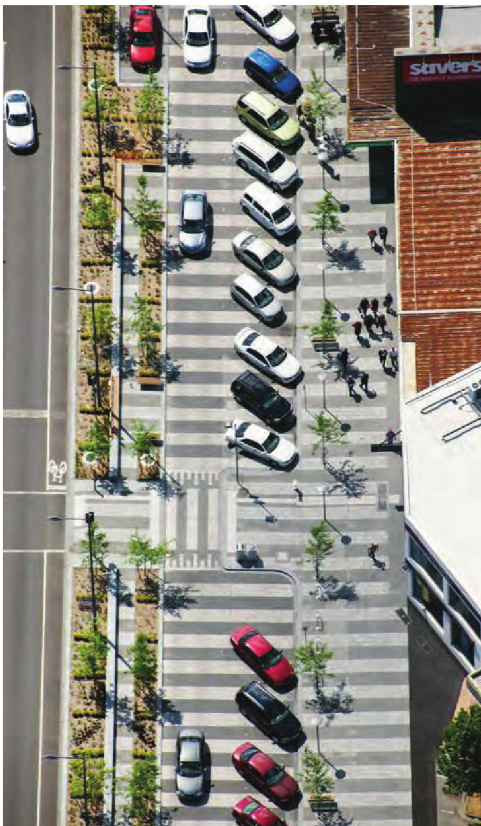
\_Provide extensive landscaping throughout surface parking areas and the project site in order to avoid having the parking be the dominant visual element of a site.

## S4.3 Parking Structure

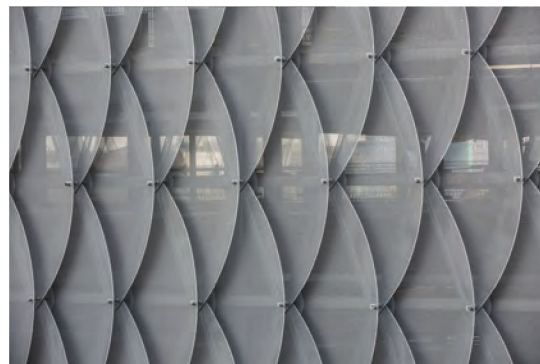
\_Provide active uses on any above grade parking to minimize blank walls, whenever possible. Use engaging materials, screening, live walls, or community artwork in order to shield parking garages.

\_Locate garage entrances and driveways to the side of the property instead of at the front.

\_Limit curb cuts from the main street into driveways and parking lots to minimize impacts on transit, bicycles, and pedestrian circulation.



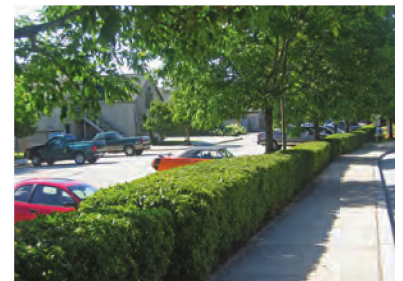
Vehicular traffic and pedestrian movement can complement each other with the use of pattern and landscaping design.



Use of materials and/or screening can reduce the visual impact of parking structures.



Safe and direct pedestrian paths should be provided through parking areas to primary entrances.



Low landscape hedge can help soften screen parking and vehicular lights from public view.

\_Design, proportion and locate pedestrian-scaled signs in order to visually enhance the building facade and to appropriately indicate entries on facade with multiple uses.

\_Ensure that signs effectively identify individual business establishments, support public safety and provide good directions.

\_Avoid illumination of signs into residential windows and they also should not be attached to facades with residential uses.

\_Avoid large signage that cover commercial windows.

\_Avoid the use of animated, box or cabinet signs with flat faces, changeable copy, flat plastic or plywood, garish, pole, pylon, and signs painted directly onto a building.

\_Wayfinding signage is encouraged at sites.

Signage and graphics should functionally communicate information while blending aesthetically into the built environment of the OP3D. The signage graphics' system should contribute to the overall design unity and identity of the district.

Signage, lighting, and other architectural elements when cohesive with the building design, can activate a project, provide information, and enhance the public realm.



Signage incorporated as a facade element in a creative manner highlights the store entry.



Coordinated lighting, signage, awnings, storefronts, and canopies activate building uses along the ground floor.



Underside of building projections are part of a creative approach to signage placement and design.



Lighting can emphasize building entrances and form.



Window decals and/or illuminated letters are an elegant signage design approach.

## SIGNAGE. ALL SIGNAGE AND EXTERIOR DESIGN

Signage is an essential component of the urban environment and should be designed to enhance the character of each subdistrict area.

Signage. All signage and exterior design shall conform to standards and requirements in the OP3D Design Guidelines.

### (A) Purpose and Intent

Signage and graphics should functionally communicate information while blending aesthetically into the fabric of Downtown. The signage graphics system should be a simple and coordinated signage system and contribute to the overall design unity and identity of the area.

One way to distinguish a Downtown is through its signage. Even without new buildings or renovated façades, having distinctly different signage in the Downtown will set it apart and improve the image of the area. These guidelines are intended to encourage signs that have creative designs which are constructed from quality materials.

While it is important that buildings and/or businesses be identified by motorists, the intent of the Downtown Development District is to create a livable, walkable, workable and enjoyable place. Excessive signage does not meet the intent of the Downtown Design District.

(1) When conflicts with Land Development Code Article XI. Signs occur, the regulations in this section shall take precedence. For subjects not contained in this section, the regulations of Article XI, Signs shall be utilized.

(2) Signs must offer design integrity and individuality, but not diminish the overall quality of the Downtown Development District.

(3) It is the express intent of these regulations be content neutral.

### (B) Prohibited sign types

In addition to all prohibitions listed in Article XI, certain types of signs and materials detract from the image of the Downtown Development District are prohibited.

Animated signs; signs with more than two colors of texts; box or cabinet signs with flat faces; flat panel signs made of plywood, sheet metal, or plastic; or changeable copy signs.

### (C) Measuring Area of Signs

(1) To encourage creativity in sign designs, the area of a sign is measured as the actual area of the sign copy as applied to a background. When the area of sign is measured as a rectangle (greatest height by greatest length) on signs consisting of individual letters, symbols, or graphic elements the size of the design elements are reduced because empty space is counted as sign area.

(2) Signs Containing Integral Background Areas: The area of a sign containing a clearly defined background area as defined herein shall be the area of the smallest geometric shape encompassing the perimeter of the background area of the sign. In the case of signs in which multiple background areas are separated by space, sign area shall be expressed as the sum of the areas of all separate background areas, calculated as referenced above, but without regard for space between separate background areas.

(3) Signs without Integral Background Areas: In instances in which a sign consists of individual elements such as letters, symbols, or other graphics, or representations that are painted, attached to, or otherwise affixed to a surface such as a wall, window, canopy, architectural projection, or to any surface not specifically designed to serve as a sign background, the sign area shall be expressed as the sum of the individual areas of the smallest geometric shapes capable of encompassing the perimeters of the individual elements comprising the sign.

(4) The graphic below illustrates the ways signs are to be measured:

### (D) Wall Signs

(1) In the Intown Neighborhoods, and the North End Townhomes districts:

- a. One square foot of wall sign area on each street frontage is permitted per dwelling unit in the building up to a maximum area of 50 square feet on each wall.
- b. One temporary sign of up to 6 square feet is permitted on each street frontage for a period of 30 days.
- c. If a dwelling unit is currently being actively marketed for sale or rent, one additional temporary sign of up to 6 square feet is permitted on each street frontage during the period that the property is being marketed.
- d. The top of the sign shall not extend above the height of the wall, including the structural parapet, on which it is installed.

(2) In all other sub-areas:

- a. The maximum width of any permanent and temporary sign or aggregation of such signs is 75% of the wall on which signage is mounted.
- b. The maximum size of all aggregation of temporary and permanent signs on a wall is 0.75 square feet of signage for each linear feet of width of that wall, not to exceed 100 square feet. No sign shall be required to be smaller than 33 square feet.
- c. The top of the sign shall not extend above the height of the wall, including the structural parapet, on which it is installed.

(3) Permitted materials and illumination: The materials or type of signs used is a critical element of these signage requirements. It is important to have quality signs with a strong aesthetic value to distinguish the Downtown Development District from the rest of the City. Illumination must shine on the entire wall sign and shall not glare. Any sign facing in the direction of (Directly facing or within 75 degrees of) any property solely used for residential use may not be illuminated.

- a. Permitted internally lit sign types

include box signs with all translucent copy embossed, opaque box signs with a pierced face with push through translucent copy, channel letters, neon, or reverse channel characters (halo letters).

- b. Permitted externally lit sign types include painted panels, painting on walls, cut metal, cut wood, injection-molded embossed composites, non-animated projections into walls, and sandblasted panels.
- c. Other sign types could be permitted, but these would require review and approval by the development review committee.

(4) Awnings and Awning Signs

- a. Internally lit awnings are prohibited. Only matte finish awning materials are permitted. Gloss finish awnings are prohibited. The area of any signage on an awning is to be measured based on the area of the wall on which the awning is mounted. Awnings mounted over public sidewalks cannot project more than 3 feet into the right-of-way, and a minimum of 10 feet of clearance is required below any awning.

Graphic illustrating the way signs are measured.



## SIGNAGE. ALL SIGNAGE AND EXTERIOR DESIGN

Signage is an essential component of the urban environment and should be designed to enhance the character of subdistricts.

### (E) Freestanding Signs

(1) A permanent freestanding sign is only permitted on a commercial, mixed use, or multi-family property with a minimum 12-foot building setback from the bordering street.

a. One (1) sign is permitted per street frontage at a property/project site.

b. The maximum height shall not exceed eight (8) feet.

c. The maximum size of the entire sign structure is up to 25 square feet, however if the building setback is greater than 25 feet, the maximum size is permitted to increase to 32 square feet.

d. The sign may not be located within a sight visibility triangle if it is taller than 3 feet.

(2) A temporary freestanding sign is only permitted on a property with a minimum setback of 12 feet for up to 30 days.

a. One (1) sign is permitted per street frontage at a property/project site.

b. If the property or a portion thereof is currently being actively marketed for sale or rent, one additional temporary sign is permitted on each street frontage during the period that the property is being marketed.

c. The maximum height of any sign shall not exceed three (3) feet for a single-family, 2-family (duplex), or 3-family (triplex) site and five (5) feet for a commercial, mixed-use, or multi-family site.

d. The maximum size of any sign shall not exceed 7 square feet for a single-family, 2-family (duplex), or 3-family (triplex) site and 20 square feet for a commercial, mixed-use, or multi-family site.

e. The sign may not be located within a sight visibility triangle if it is taller than 3 feet.

### (F) Window Signs

(1) A window sign is a permanent or temporary sign painted on a store front window or door and include any interior signs or advertising within five (5) feet of a window excluding merchandise display.

(2) Window signs may not exceed 15% of the window area for each and any window in a commercial building or the commercial area of a mixed use building and may not exceed 15% of one window in a dwelling unit with only one window per dwelling unit permitted to be used for window signage.

(3) Window area is defined as contiguous window panels separated by dividers less than six (6) inches in width. Window signs are only permitted on ground floor establishments and each window of a ground floor establishment may have a window sign.

### (G) Projecting Signs

(1) There may be only one (1) projecting sign per building.

(2) The maximum area of a projecting sign is one (1) square foot of signage for each two (2) linear feet of façade, not to exceed 100 square feet in area. If the sign is mounted at a corner, the longer of the two walls at the mounting site shall be used to calculate permissible area.

(3) A projecting sign may exceed the height of the façade it is located on by 25% of the vertical dimension of the façade.

(4) A projecting sign may extend two-thirds (2/3) of the width of an adjacent sidewalk if the clearance from the bottom of the sign to the sidewalk is at least ten (10) feet.

(5) Projecting signs mounted over public sidewalks cannot project more than 3 feet into the right-of-way, and a minimum of 10 feet of clearance is required below any projecting sign.

**(H) Portable Signs/A-Frame Signs**

- (1) Businesses categorized as restaurant or retail are permitted to have only one (1) A-frame-type sign.
- (2) The sign shall not exceed four (4) feet in height or 30 inches in width.
- (3) These signs may not be placed on any roadway; however they may be placed on a public sidewalk if it does not interfere with pedestrian movement and leaves at least 5 feet of clear width on the sidewalk at the sign's location.
- (4) Smooth or gloss plastic is not permitted as a sign material with the only exception being any fully transparent cover over text. Only wood, metal, wood-like composites, slate, or chalk-board are permitted materials.
- (5) Signs shall only be permitted outdoors during operating hours of the business.
- (6) Signs shall be weighted to prevent movement.
- (7) In any physical configuration other than an A-Frame are not permitted.
- (8) One flag is permitted per 20 feet (or portion thereof) of lot width with a maximum size of 24 square feet for each flag. The area used for flags shall be deducted from area allowed for wall and freestanding
- (9) Freestanding flags may only be attached to a pole less than 35 feet in height.
- (10) Wall mounted flags may only be on a projecting pole extending at any angle from the wall including above the top of the wall for no more than six feet from the wall surface or edge. Wall mounted flags may alternatively be mounted flat against the wall or on a window provided that the flag does not cover more than 20 percent of the glazing area of the window where it is installed. The clearance under a projecting wall mounted flag shall not be less than ten (10) feet below any part of the flag measured directly below the location where the flag is mounted.

**(J) In lieu of** complying with the prescriptive limits of this Section, an applicant may submit a coordinated signage plan for the entire property, site or project. Such sign plan shall provide:

- 1. That all signs conform to the extent possible to this Code.
- 2. Plans and elevations showing the size and location of all signs proposed.
- 3. An explanation of why non-compliance with a specific requirement of this section provides an improvement to the City and to the Downtown area of Oakland Park, including for artistic reasons. Business benefit to the applicant shall not be a justification for approving a coordinated sign plan.
- 4. All signage plans shall be reviewed for compliance with this Code, uniformity and reasonableness by the development review committee.



## MINIMIZE THE POTENTIAL VISUAL IMPACT OF SERVICE AREAS AND UTILITIES

Service areas should not take away from the overall quality of a project and its common areas. Additionally, they should be designed so as to not disrupt pedestrian connections.

### S6.1 Service Areas

\_Locate all building facilities for loading, trash and service entries within the building or along shared alleys. Screen from street and pedestrian areas with a decorative wall, fence or landscaping, to the maximum extent feasible.

\_Screen and treat as a part of the building, trash/loading facilities that cannot be accommodated inside.

\_Use high quality materials that contribute to visual interest at street level for all screening and garage doors.

\_Avoid long blank walls, but when necessary due to service uses, treat blank walls with different materials, reveals in stucco, variations in paint, lighting, and/or architectural features.

\_Minimize impacts of loading facilities designed in a rear location adjacent to residential uses by enhancing building setbacks with landscaping or using decorative walls.

\_Allow access of garbage maintenance vehicles.

### S6.2 Utilities

\_Minimize the visibility of utilities' connections from the public street, by burying utility lines in the OP3D area, where possible.

\_Locate electrical panels to minimize their visibility from the street and screen and place outside of public areas.



Locate service facilities within buildings, to the maximum extent feasible.



Use of different materials and/or screening can reduce the visual impact of service areas.



Service areas should be designed to be compatible with the architecture of the rest of the development.

# FENCE AND WALL DESIGN TO CREATE SEMI-PRIVATE SPACES

\_Complement the color, texture and materials of fences and walls with other structures on the site so that all defining elements are compatible with the overall project design.

\_Locate fences or walls to define private open space and common open space areas, as well as to protect privacy, and to decrease adverse noise in residential areas.

\_Use landscaping to soften the look of walls and fences.

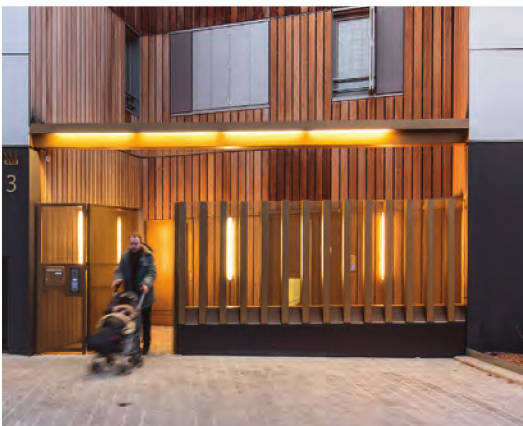
\_Avoid the use of chain-link fencing.

\_Avoid long and monotonous fences and walls.

Fences and walls within the downtown district should contribute to an engaging street appearance, as well as provide adequate screening between land uses and semi-private and private spaces as well as provide for the mitigation of noise. Walls for screening should not be obtrusive.



Coordinate screening materials with overall project design.



Enclose service areas.



Landscape, fences and/or low walls can define private open spaces and provide privacy.

# VISION CLEARANCE TRIANGLES

Properties in the OP3D undergoing construction anywhere on a development site subject to Vision Clearance Requirements shall conform to the standards and requirements of this section.

## S8.1 Vision Clearance Triangles

All Vision Clearance Triangle requirements applicable to the OP3D are found herein. Properties in the OP3D undergoing construction anywhere on a development site subject to Vision Clearance Requirements shall conform to the standards and requirements of this section.

For intersections of driveways and/or streets. The requirements for vision clearance triangles for the Oakland Park Downtown Development District are as follows:

(A) A triangular shaped portion of land shall be established for unobstructed visibility of motorists entering or leaving a street or driveway intersection in which nothing other than items listed below is permitted to be constructed in, installed in, or allowed to grow into in a clear sight area between a height of three (3) feet and eight (8) feet above the elevation of the adjoining edge of pavement. Only wrought iron or tubular metal fences that are a minimum of 85 percent transparent, a single support post no wider than 4" across, or a pre-existing tree trunk, provided all branches are trimmed to be outside the clear sight height, are permitted in any clear sight area within the triangle.

A parking space in a vision clearance triangle would be required to only be used for compact car parking and not for trucks or vans and shall have signage indicating this.

Sight triangles shall be provided at the intersection of a street and a driveway, a street and an alley, or a street and another street. The Development Review Committee may waive any requirements regarding Vision Clearance Triangles if existing extenuating circumstances exist related to lot size or configuration, existing structures, or other features of the site.

Vision clearance triangles that comply with Florida Department of Transportation regulations override these standards when an applicant can prove compliance with such regulations.

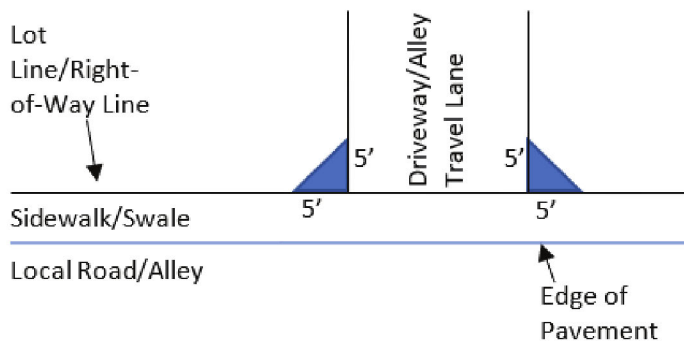
(1) Intersection of a driveway or alley with a street designated as a Primary Pedestrian B, Primary Pedestrian C, Secondary, or Residential in Figure S8.1-1 Regulating Map: Street Classification:

a. Each side of the driveway shall have a triangle where two sides of the triangle are each to measure five (5) feet originating from the intersection of the right-of-way line and the edge of the driveway's outer travel lane, with one side extending up the driveway and the other along the right-of-way line. The third side of the triangle is a line connecting the extremities of the other two sides. The diagram below helps depict this required triangle.

(2) Intersection of a driveway or alley with a street designated as a Boulevard or Primary Pedestrian A in Figure S8.1-2 Regulating Map: Street Classification:

a. Each side of the driveway shall have a triangle originating from the intersection of the current right-of-way line and the edge of the driveway's outer travel lane, with one side extending up the driveway for ten (10) feet and the other extending along the right-of-way line for 20 feet. The third side of the triangle is a line connecting the extremities of the other two sides.

Figure S8.1-1.



(3) Intersection of streets where all are designated as a Primary Pedestrian B, Primary Pedestrian C, Secondary, or Residential in Figure xx Regulating Map: Street Classification:

a. The corner of a property abutting the street intersection shall have a triangle where two sides of the triangle are each to measure twenty (20) feet in length originating from the intersection of the closest edge of the travel lane tangent (including bike lane) of both streets, extended straight along the travel lane edge from the point where they meet in the intersection and extending 20 feet from that point to join the triangle's third side. The third side of the triangle is a line connecting the extremities of the other two sides.

(4) Intersection of two streets where any is designated as a Boulevard or Primary Pedestrian A in Figure xx Regulating Map: Street Classification:

a. The corner of a property abutting the street intersection shall have a triangle where two sides of the triangle are each to measure thirty (30) feet in length originating from the intersection of the closest edge of the travel lane tangent (including bike lane) of both streets, extended straight along the travel lane edge from the point where they meet in the intersection and extending 30 feet from that point to join the triangle's third side. The third side of the triangle is a line connecting the extremities of the other two sides.

Figure S8.1-2.

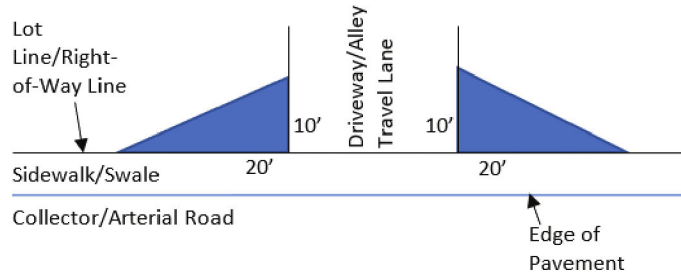


Figure S8.1-3.

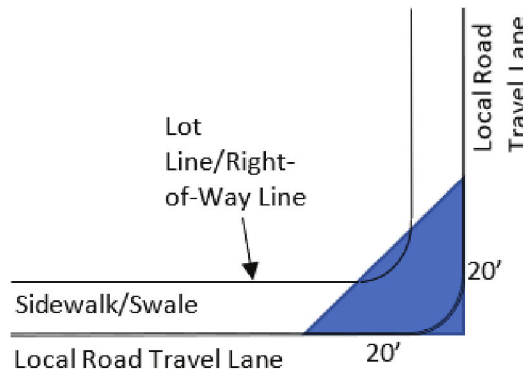
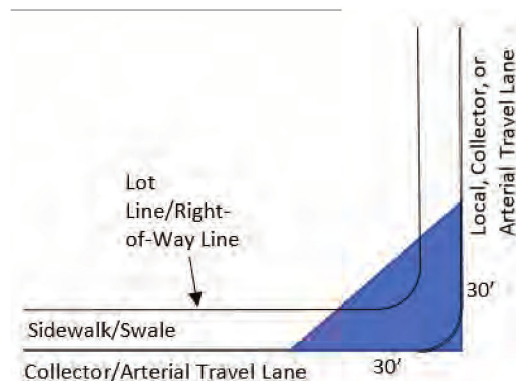


Figure S8.1-4.







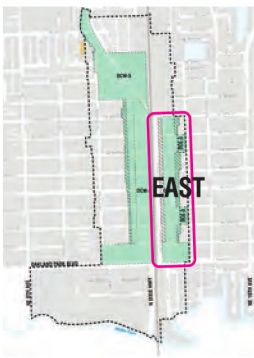
## 7. OP3D Sub-Areas Character Summary Chart

There are five (5) Sub-areas in the Oakland Park Downtown Development District:

1. Downtown Core
2. Intown Neighborhoods
3. Warehouse Flex
4. Middle River
5. North End Townhomes

Each Sub-area is defined by a general description of the vision, recommended uses, building types and development characteristics.

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## DOWNTOWN CORE EAST [DCE]

### DESCRIPTION

The Downtown Core East Sub-areas are designated as the epicenter of the Oakland Park Downtown District. It is intended to be the image of Oakland Park and its main destination with high quality building design and a mix of uses to appeal to both locals and visitors.

### DOMINANT USES

- Upper levels Residential, Hotel and office. Ground floor galleries, and neighborhood retail
- Specialty retail and restaurant frontage uses along NE 12th Avenue

### BUILDING TYPE

- Mixed-use Buildings
- Lined parking structures

### DEVELOPMENT CHARACTERISTICS

(1) Taller portion of buildings shall be oriented away from NE 12th Avenue to preserve the scale of the corridor.

(2) Buildings in DCE should include local retailers, small and unique storefronts and buildings with independently owned restaurants, sidewalk cafés, novelty shops, and design stores.

(3) Second story retail, office and rooftop terraces shall be encouraged to animate buildings and public spaces.

(4) Proposed developments in DCE should have unique storefronts and should use high quality building materials at the ground level, as well as awnings and other shading devices which reinforce the main individual character of each building.

(5) Building amenities and entrances are encouraged to be located on the ground floor fronting NE 12th Avenue accessed from widened sidewalks with landscaped tree canopy to enhance the quality of the public space at the ground floor.

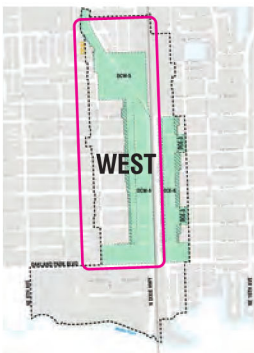
(6) Outdoor restaurant seating is encouraged.

(7) Overhead connections shall be permitted over alleys, when necessary vacations or encroachments are granted, to connect to parking structures and/or other uses to make the redevelopment in DCE more feasible.

(8) Active uses are encouraged for all building frontages which face NE 12th Avenue to reinforce the pedestrian character and activity of the street.

(9) Ground floor retail is encouraged.





## DOWNTOWN CORE WEST [DCW]

### DESCRIPTION

The Downtown Core West is characterized by a mixture of commercial and residential buildings. Proposed development in the MUDW should consist of quality buildings which respect to the scale of the adjacent transition and residential zones. Dixie Highway shall be the main pedestrian street with active use liners and ground floor active uses. The City shall enhance NE 11th Ave. as a main pedestrian-oriented street through streetscape improvements that promote an active urban space.

### DOMINANT USES

- Primary high density residential district with commercial uses and wide tree-lined sidewalks along N Dixie Hwy
- Commercial, residential, retail, flex, showrooms, hotel

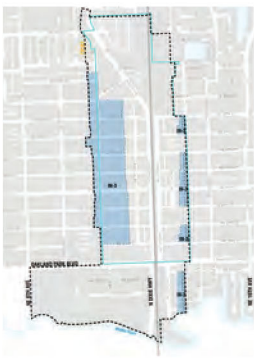
### BUILDING TYPE

- Mid-rise residential
- Mid-rise office
- Lined parking structures

### DEVELOPMENT CHARACTERISTICS

- (1) Dixie Highway is the main commercial corridor in this District and shall support pedestrian activity by providing a wide sidewalk, high quality storefront designs, landscaping, and canopies.
- (2) Buildings in DCW shall include commercial uses fronting Dixie Highway and a mix of residential building types within the District and along NE 11th Avenue.
- (3) Taller portion of buildings shall be oriented towards Dixie Highway to protect the scale of the transitional and lower scale neighborhoods to the west.
- (4) Buildings on Dixie Highway should vary in height to enhance the corridor's visual character.
- (5) Building amenities and entrances are encouraged to be located on the ground floor fronting Dixie Highway to enhance the quality of the public space at the ground floor.
- (6) Service-oriented retail is encouraged to support the District as a sustainable neighborhood.
- (7) A high percentage of landscaping and tree canopy is encouraged to provide a shaded public realm and to support the District's pedestrian friendly and mixed-use character.
- (8) Pocket parks, courts and plazas are encouraged.
- (9) Ground floor residential is encouraged on NE 11th Avenue to promote pedestrian activity.
- (10) Active use liners are encouraged within the District and along NE 11th Avenue to allow for two-story ground floor residential walk-up units, loft units with double height spaces, live/work units or traditional flats with oversized, inset balconies or outdoor areas to enhance the character of the District.





## INTOWN NEIGHBORHOODS [IN]

### DESCRIPTION

The intent of the Intown Neighborhoods Sub-Area is to improve its quality with new infill development and renovation of existing structures. While most of the building stock is one and two-story residential, new uses may include residential with limited live/work and professional offices.

### DOMINANT USES

- Single family homes for use as residential and live/work; multifamily infill development to maintain residential character
- Residential, Live/ Work

### BUILDING TYPE

- Detached single family
- Townhomes
- Duplex
- Micro Units
- Garden Apartments

### DEVELOPMENT CHARACTERISTICS

- (1) All proposed developments should share a consistent scale with the existing building stock and shall be predominantly two-story structures with partial third stories.
- (2) Adaptive reuse is encouraged by permitting existing buildings to convert a portion of their area for commercial uses.
- (3) Residential buildings should have an urban character and may include walk-up units with individual entrances and mail service.
- (4) On single lots, encourage new residential and neighborhood-serving retail.
- (5) On multiple lots infill development, units shall face front yards.
- (6) For infill development, would allow different unit types, such as live/work, work/live, stacked units
- (7) Maximum lot aggregation of 160 feet in length, before required building facade break in order to provide an articulation in the facade.
- (8) The ground floor of every building should promote pedestrian activity and a low scale residential character.
- (9) Proposed developments may have one or more structures to accommodate a maximum of three (3) dwelling units.





## WAREHOUSE FLEX [WF]

### DESCRIPTION

The Warehouse Flex District Sub-area is envisioned as an artistic enclave with workspaces and studios in both new structures and converted storage and warehouses. The uses shall predominately consist of light industrial uses, commercial uses and related services, such as arts, research and development, office, and retail accessory. This Sub-Area will provide a transition from the railroad to the adjacent residential neighborhoods with adapted and renovated building stock, warehouse style buildings, and large, working storefronts. This area will appeal to emerging artists, individuals seeking atypical housing choices.

### DOMINANT USES

- Existing industrial use, art galleries, residential, artist studios, light industrial, flex, live/work or work/live;

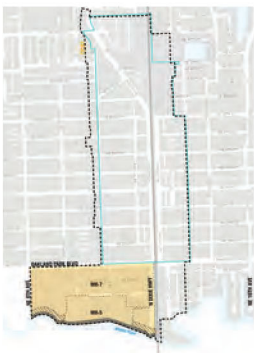
### BUILDING TYPE

- Light industrial
- Lofts
- Live/work
- Work/ live

### DEVELOPMENT CHARACTERISTICS

- (1) Storefronts are encouraged to be designed with a unique industrial character which may include working storefronts, garage doors, oversized fenestration, and unusual building materials.
- (2) Live/work uses are encouraged in the Warehouse Flex Sub-Area.
- (3) Ground floor active uses are encouraged on NE 12th Terrace.
- (4) Proposed developments in this District should maintain the scale of the existing building stock, should have a quasi-industrial character, use high quality building materials on the ground floor, and provide special attention to residential entrances with creative shading devices, change in building materials, and larger window openings.
- (5) Proposed developments in this District should have 30% of its frontage for commercial use.





## MIDDLE RIVER [MR]

### DESCRIPTION

The Middle River District Sub-area is envisioned as a mixed-use neighborhood to include commercial, retail and residential uses oriented towards Middle River with buildings fronting bike/ped trails for public access and connecting the area to downtown. Any new development within this Sub-Area shall be encouraged to provide pedestrian connectivity to the waterfront and the protected waterfront parks. Buildings shall be designed to preserve views to the Middle River waterfront.

### DOMINANT USES

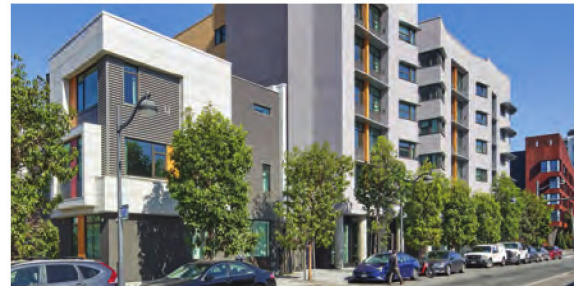
- Multi-Family residential, commercial

### BUILDING TYPE

- Residential with structured parking and liner uses
- Walk up residential units
- Offices
- Commercial
- Live/work

### DEVELOPMENT CHARACTERISTICS

- (1) Building amenities and entrances are encouraged to be located on the ground floor fronting Oakland Park Blvd, N. Dixie Highway or along the waterfront, to increase visual connections and enhance the quality of the public space at the ground floor.
- (2) Taller portion of buildings are encouraged to be oriented towards Oakland Park Blvd, N. Dixie Highway, whenever possible.
- (3) Active uses are encouraged on all building facades fronting Parks and Recreation areas.
- (4) Use of generous terraces and balconies to integrate indoor space with outside environment and to maximize water views is encouraged.
- (5) Ground floor active uses are encouraged fronting all pedestrian pathways.
- (6) Shared pedestrian pathways between adjacent lots are encouraged in lieu of fences separating lots.
- (7) Proposed developments shall accommodate the extension of NE 30th Street, NE 9th Avenue, NE 8th Way and NE 8th Terrace pursuant to Section 24-270 Bonus Provision program to enhance connectivity and improve mobility in the sub-area.
- (8) Between Oakland Park Boulevard and the Middle River waterfront, proposed developments should accommodate pedestrian cross-block walkways to enhance pedestrian circulation.
- (9) Terraces are encouraged to be programmed with activities such as outdoor dining or private gardens to animate buildings and public spaces.





# NORTH END TOWNHOMES

## DESCRIPTION

The North End Townhomes Sub-area is a townhouse community that was recently constructed. No major changes to this area are envisioned in the near future.

## DOMINANT USES

- Residential Townhouses with common amenity buildings and spaces.

## BUILDING TYPE

- Townhouses and Clubhouse Buildings

## DEVELOPMENT CHARACTERISTICS

No gated entrance  
 Internal Circulation Streets and walkways  
 common open space  
 rear yard patios and screen porches



## Photo Credits

### **Title**

Unknown

### **Introduction**

Zyscovich

### **Architecture Chapter**

Photographer Unknown

Architecture Chapter

The City Lane <https://thecitylane.com/10-barrel-brewing-co-pearl-district-portland-essentials/>

### **A1**

A1.1

Zyscovich

A1.2

Zyscovich

A1.3

Zyscovich

Photocourtesy of 2nd Street District

Google Maps

Zyscovich

Zyscovich

Zyscovich

### **A2**

A2.1

Bruce Damonte

Unknown- Lincoln Properties, St. Monica

Kevin Scott

A2.2

Zyscovich

Destination Main Street

Kevin Scott

### **A3**

A3.1

Zyscovich

Bruce Damonte

Zyscovich

Bruce Damonte

A3.2

Kevin Scott

Bruce Damonte

Unknown - 12 South Nashville

### **A4**

A4.1

Zyscovich

Zach Hone

Yuri Krasov

Jaime navarro

### **A5**

A5.1

Google Maps

Alan Schindler

Walter Gustavo Salcedo

### **Site Design Chapter**

Courtesy L.L Hawkins

### **S1**

Yoshihiro Koitani

Kevin Scott

Unknown - AMLI @Mueller, Austin, Tx.

Zyscovich

Sampo Siklo via Flickr

Zyscovich

Unknown - RadLab Designs Inc.

### **S2**

Zyscovich

Zyscovich

Photo by Flickr - NACTO

Unknown-SVR Design Co. ,Bell Street Park

### **S3**

Zyscovich

Zyscovich

David Lloyd

### **S4**

John Edward Linden

John Gollings

Tobias Vollmer

Unknown

**S5**

Jaime Navarro  
Eduardo Macario  
Unknown

**S6**

Joshua Jay Elliott  
Kriengkrai Prathumsai  
Lincoln Barbour

**S7**

Luc Boegly  
Neufel Designs  
Unknown

**Sub-Areas****Downtown Core East**

Kraig Kuhner  
Unknown - Pearl District, Portland

**Downtown Core West**

Andrew Pogue  
Roger Swanson  
Unknown - Pearl District, Portland

**Intown Neighborhoods**

Google maps  
Unknown- Mithun Architects  
Unknown - Pearl District, Portland

**Warehouse Flex**

Zyscovich  
Unknown - Pearl District, Portland

**Middle River**

Zyscovich  
Unknown - River District Master Plan - SCB  
Unknown - The River Mile, Denver  
ICON - The 78  
Unknown - Mithun Architects - Mission Bay, San Francisco

**North End Townhomes**

Google maps