

OP3D

Downtown Urban Planning & Design

CITY COMMISSION MEETING
MAY 6TH, 2020

ZYSCOVICH



VISION

GUIDING PRINCIPLES FRAMEWORK

1

CAPITALIZE ON THE UNIQUE
CHARACTER OF DOWNTOWN

2

PROVIDE GREATER CONNECTIVITY
AND IMPROVE MOBILITY

3

ENHANCE GATEWAY TO
DOWNTOWN

4

CREATE A DISTRICT WIDE
PARKING STRATEGY

5

SUPPORT SUSTAINABLE
ECONOMIC DEVELOPMENT

6

EXPAND, PROTECT AND
ENHANCE OPEN SPACE

OPPORTUNITY

WHAT IS THE VISION?
WHAT ARE THE TOOLS?

OP3D | VISION

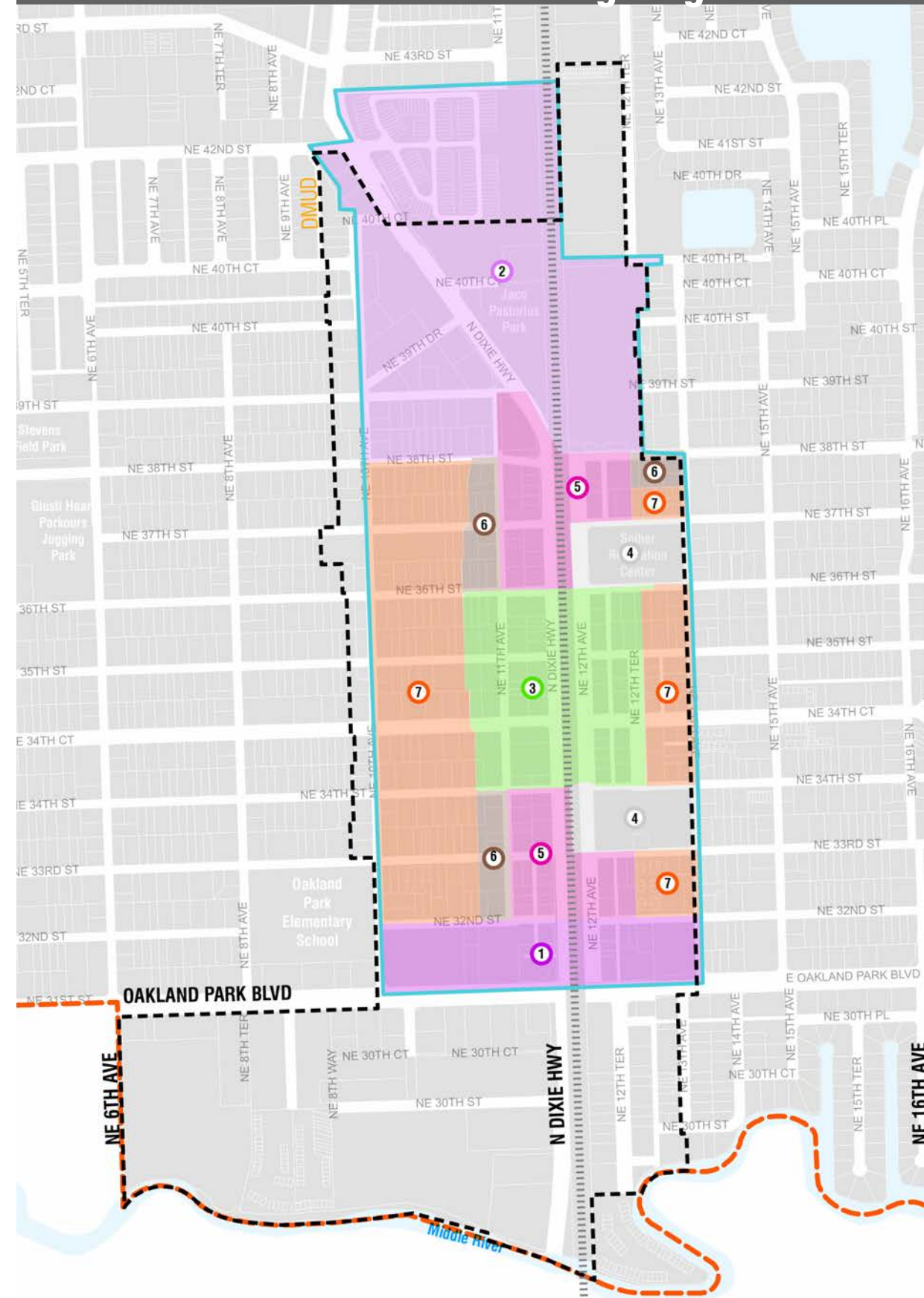
PRINCIPLE | CAPITALIZE ON THE UNIQUE
CHARACTER OF DOWNTOWN

1

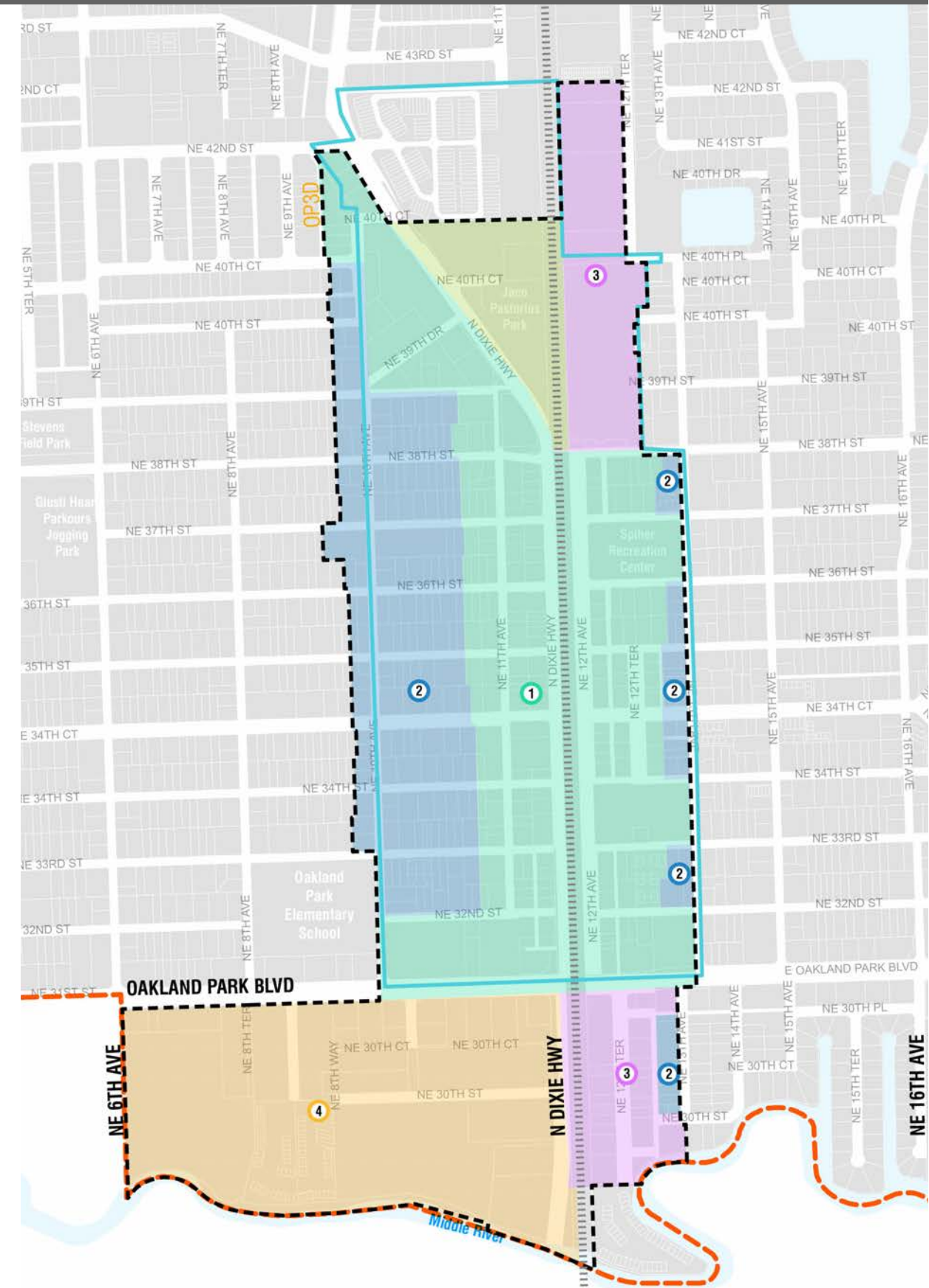
PRINCIPLE 1 | CAPITALIZE ON THE UNIQUE CHARACTER OF DOWNTOWN

1.1 Protect and revitalize existing neighborhoods and assets. Define sub-areas based on character

VISION



EXISTING OP3D | Boundaries and Sub-areas



PROPOSED OP3D | Boundaries and Sub-areas

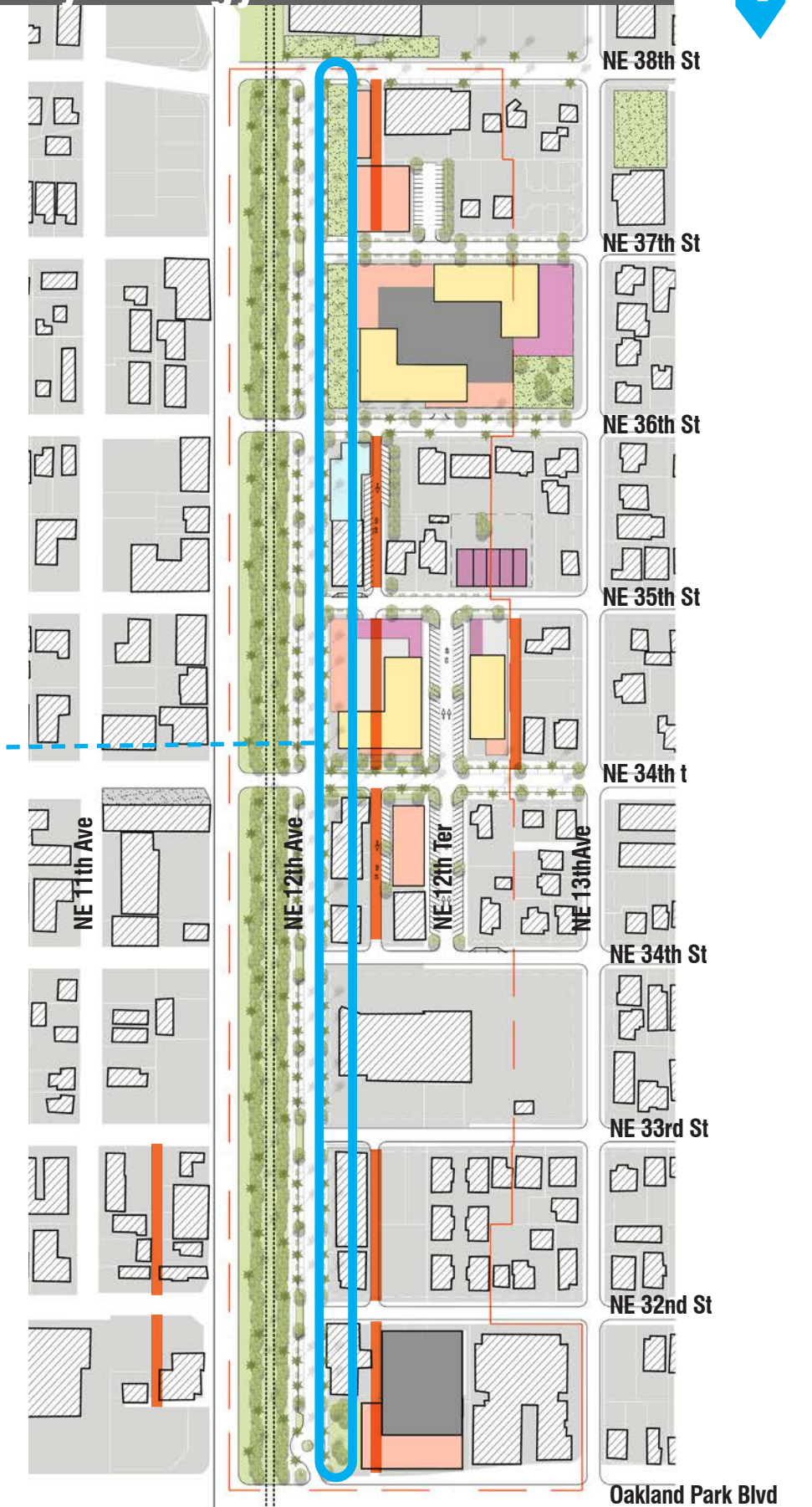
PRINCIPLE 1 | CAPITALIZE ON THE UNIQUE CHARACTER OF DOWNTOWN

1.2 Encourage 2nd level active use terraces along NE 12th Avenue and create an alley strategy

Maintain the character of NE 12th Avenue as a main commercial corridor with multi-story buildings, commercial uses, offices, and apartments fronting the street.

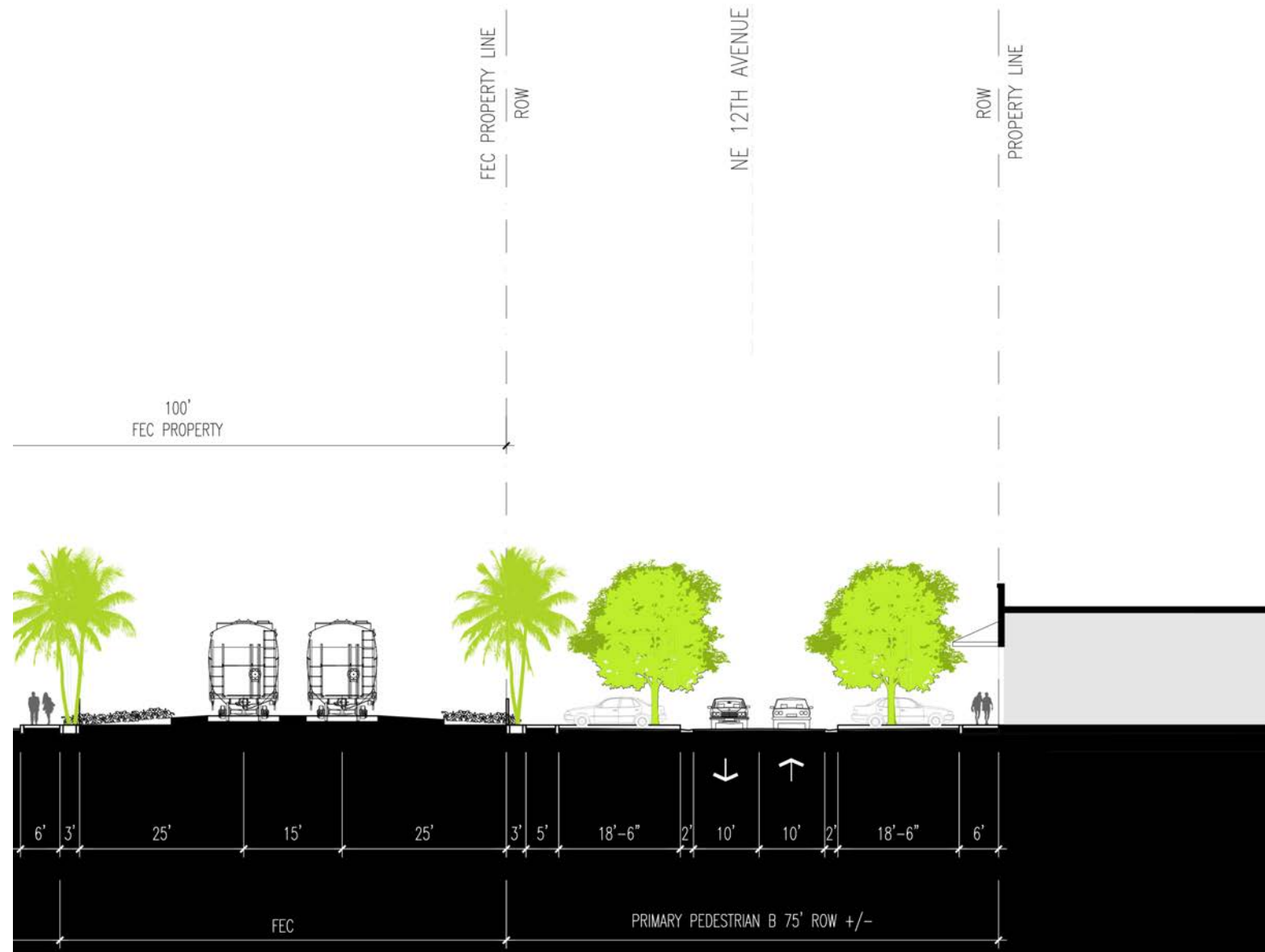
Allow use of ROW when aggregation of parcels by same owner occurs on both sides of the alley.

VISION



PEDESTRIAN | existing

NE 12TH AVE



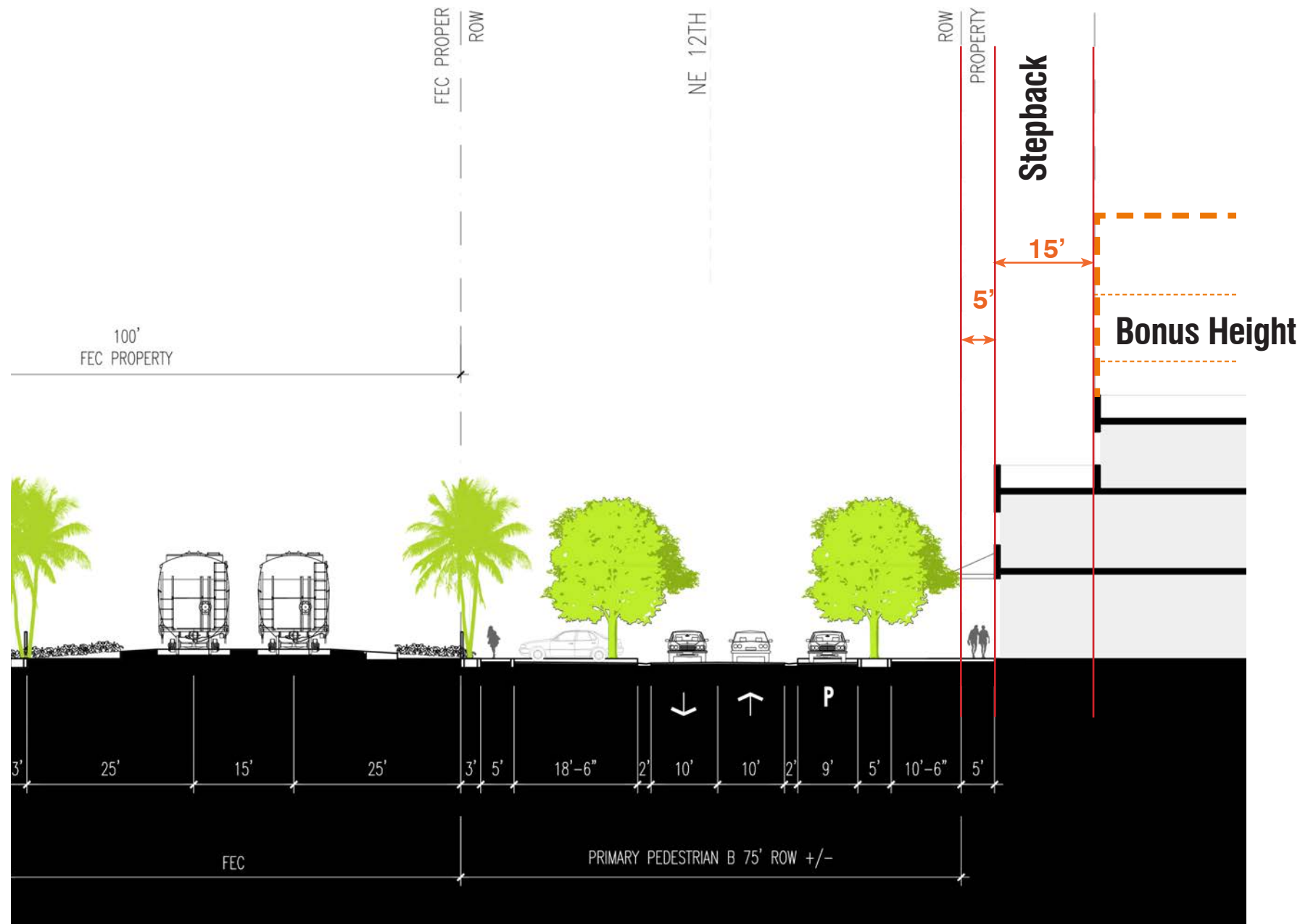
PRIMARY PEDESTRIAN STREET

NE 12th Avenue is the main north/south walking street within the OP3D and provides the greatest percentage of active ground floor uses.



PEDESTRIAN | proposed

NE 12TH AVE



PRIMARY PEDESTRIAN STREET

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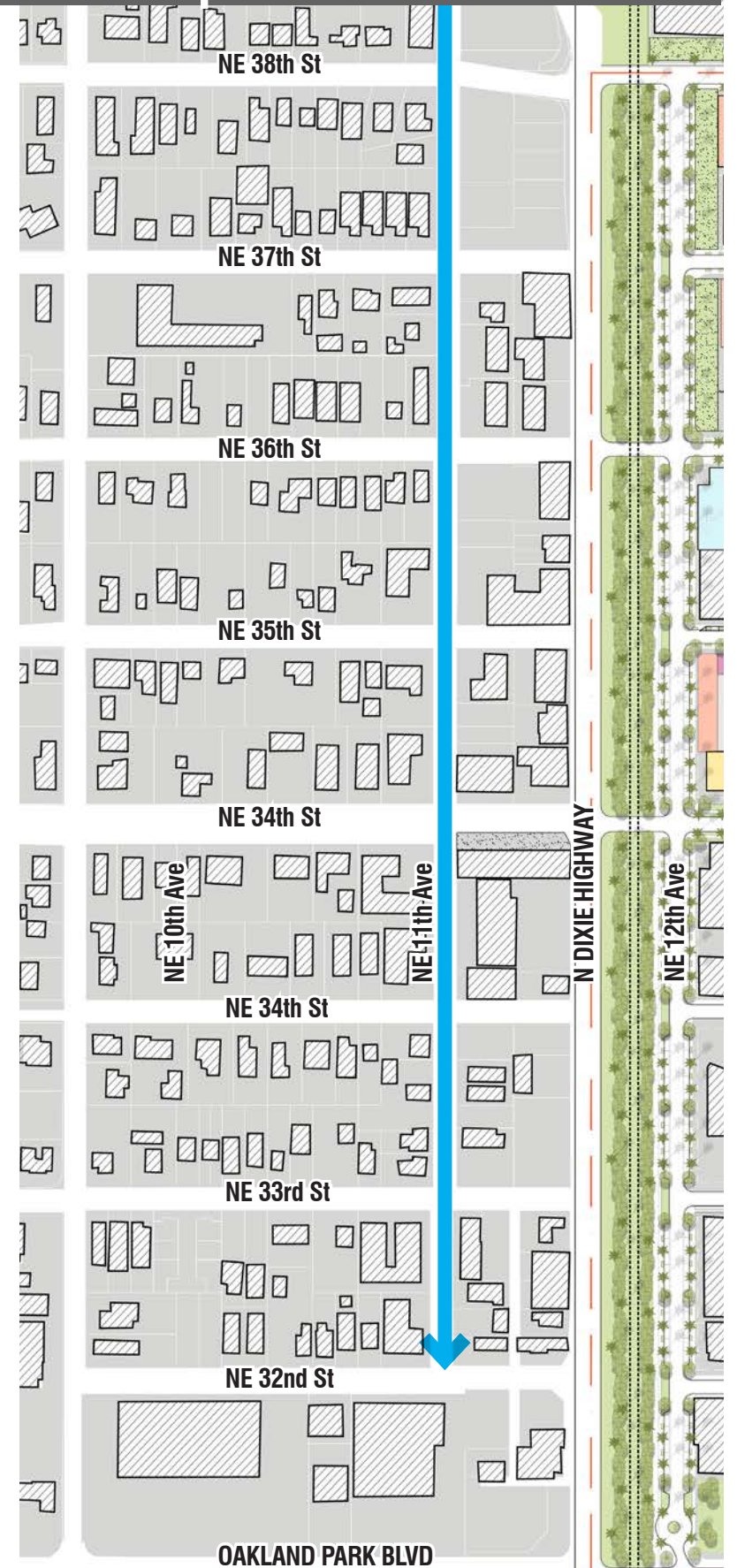
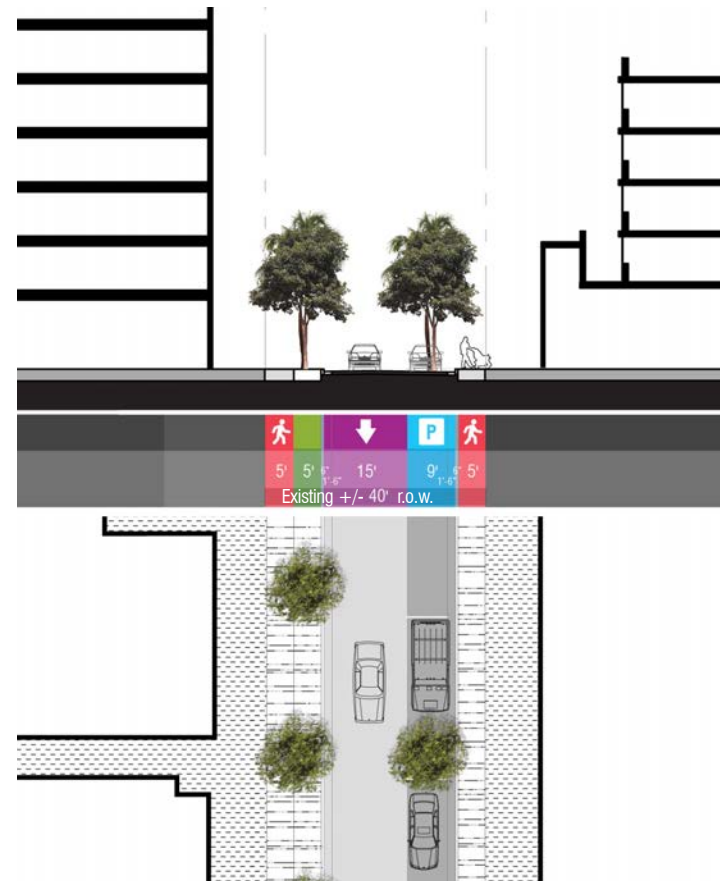
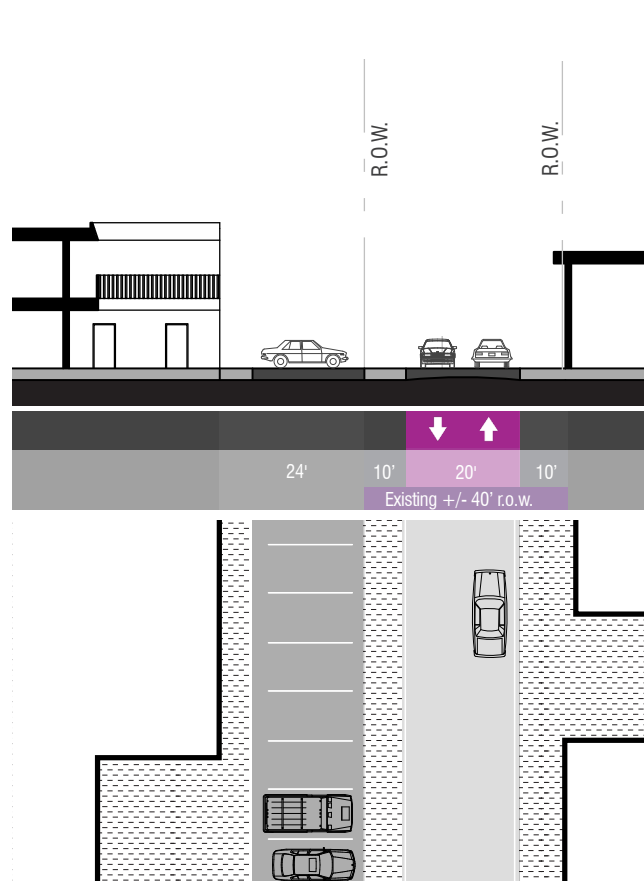


PRINCIPLE 1 | CAPITALIZE ON THE UNIQUE CHARACTER OF DOWNTOWN

1.4 Enhance NE 11th Avenue as a main street with public streetscape and infrastructure improvements

VISION

Potential one-way road with on-street parking to allow for wider sidewalks and a more walkable street.



Roadway improvements

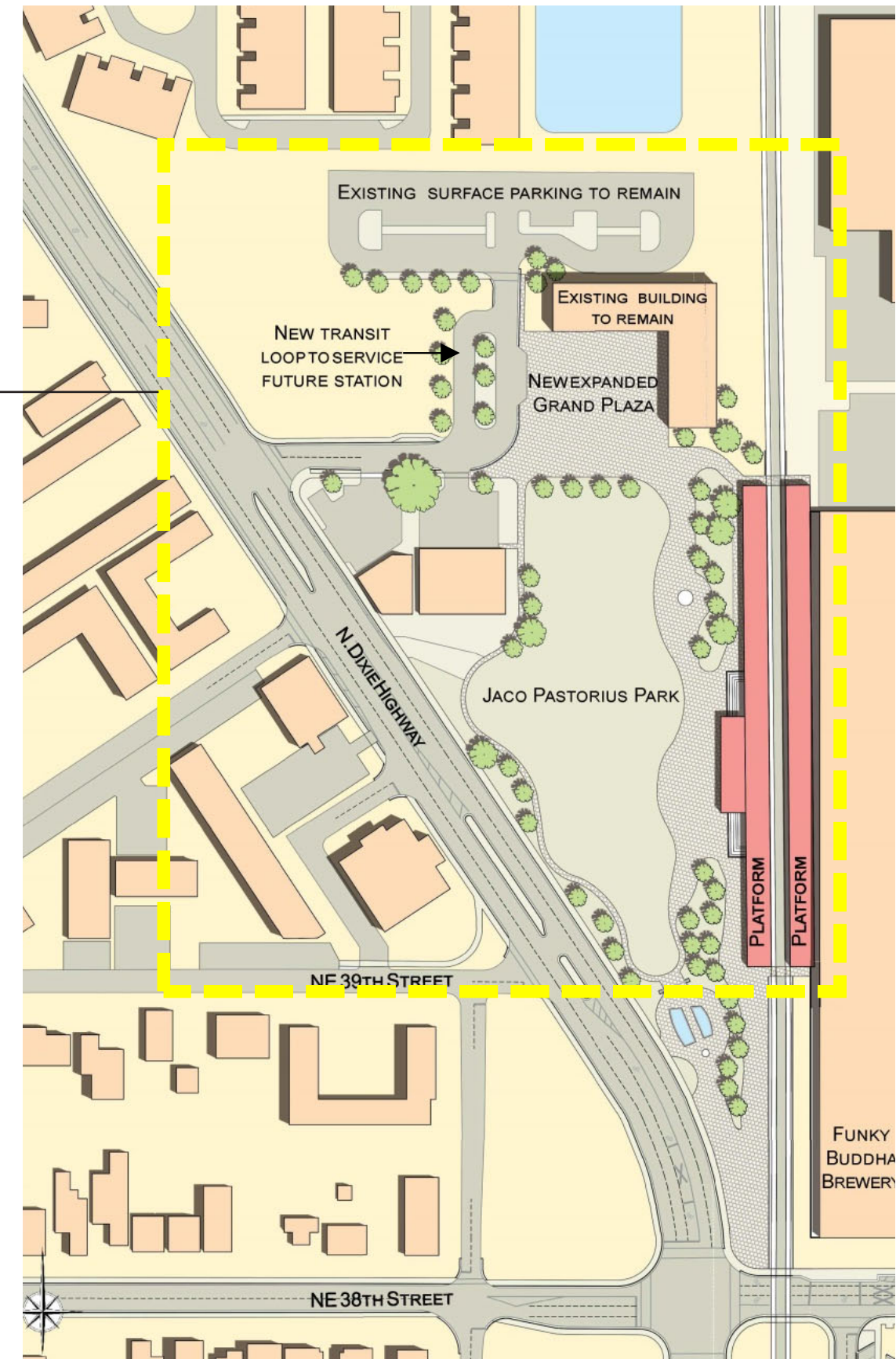
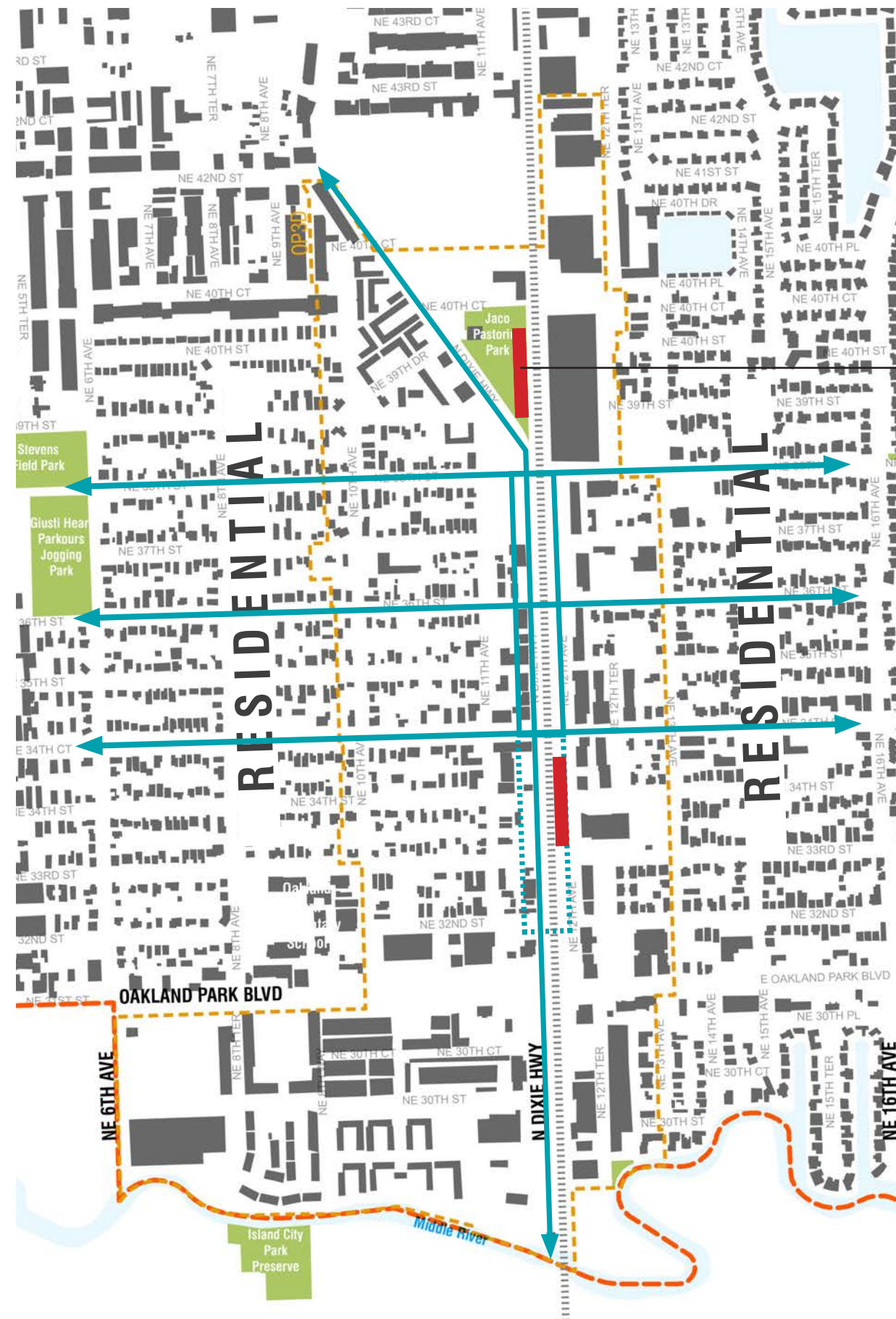
PRINCIPLE | PROVIDE GREATER CONNECTIVITY
AND IMPROVE MOBILITY

2

PRINCIPLE 2 | PROVIDE GREATER CONNECTIVITY AND IMPROVE MOBILITY

2.1 Create opportunities for potential station locations

VISION

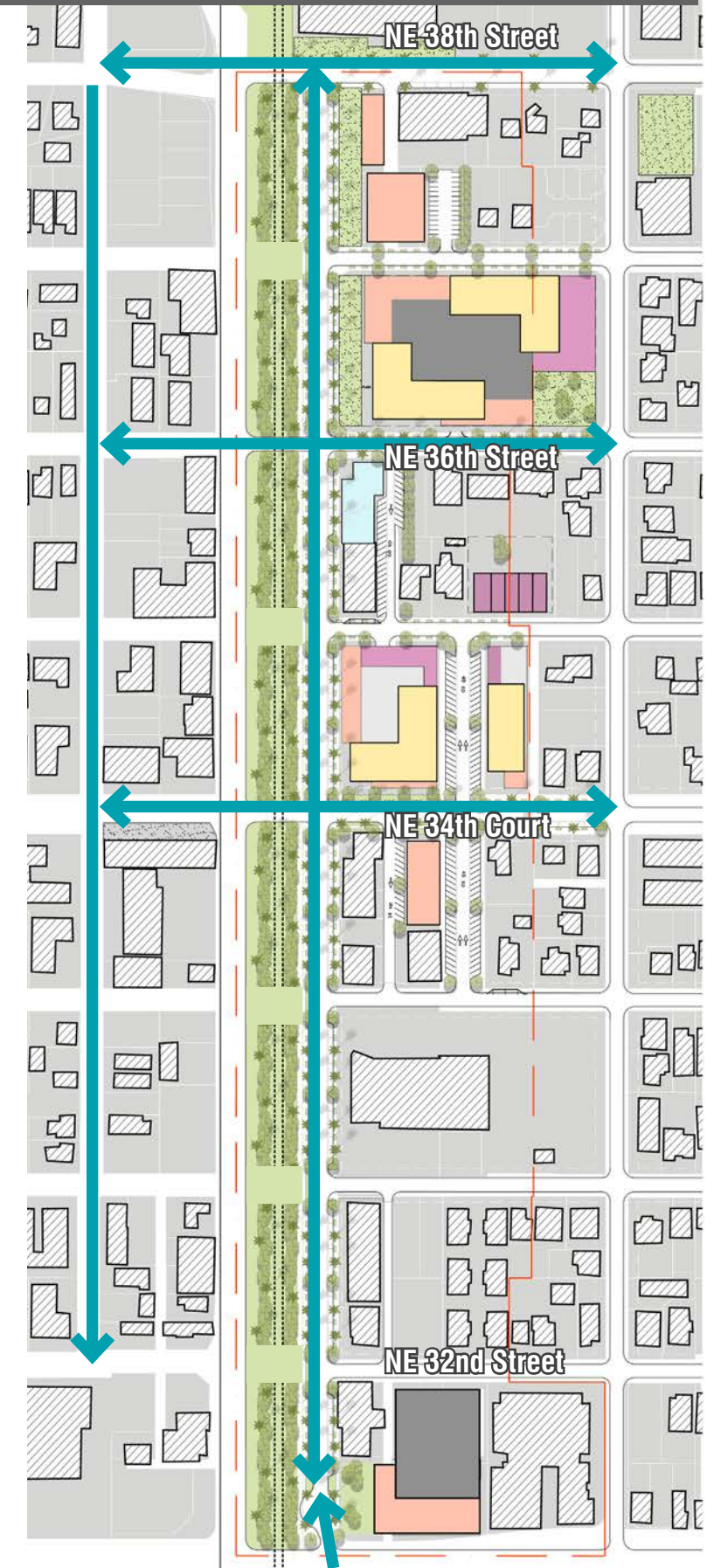


PRINCIPLE 2 | PROVIDE GREATER CONNECTIVITY AND IMPROVE MOBILITY

2.2 Make NE 11th Avenue a one-way and NE 12th Avenue a two-way street from NE 38th St to NE 32nd St

VISION

- ➡ One-way streets
- ↔ Two-way streets



PRINCIPLE 2 | PROVIDE GREATER CONNECTIVITY AND IMPROVE MOBILITY

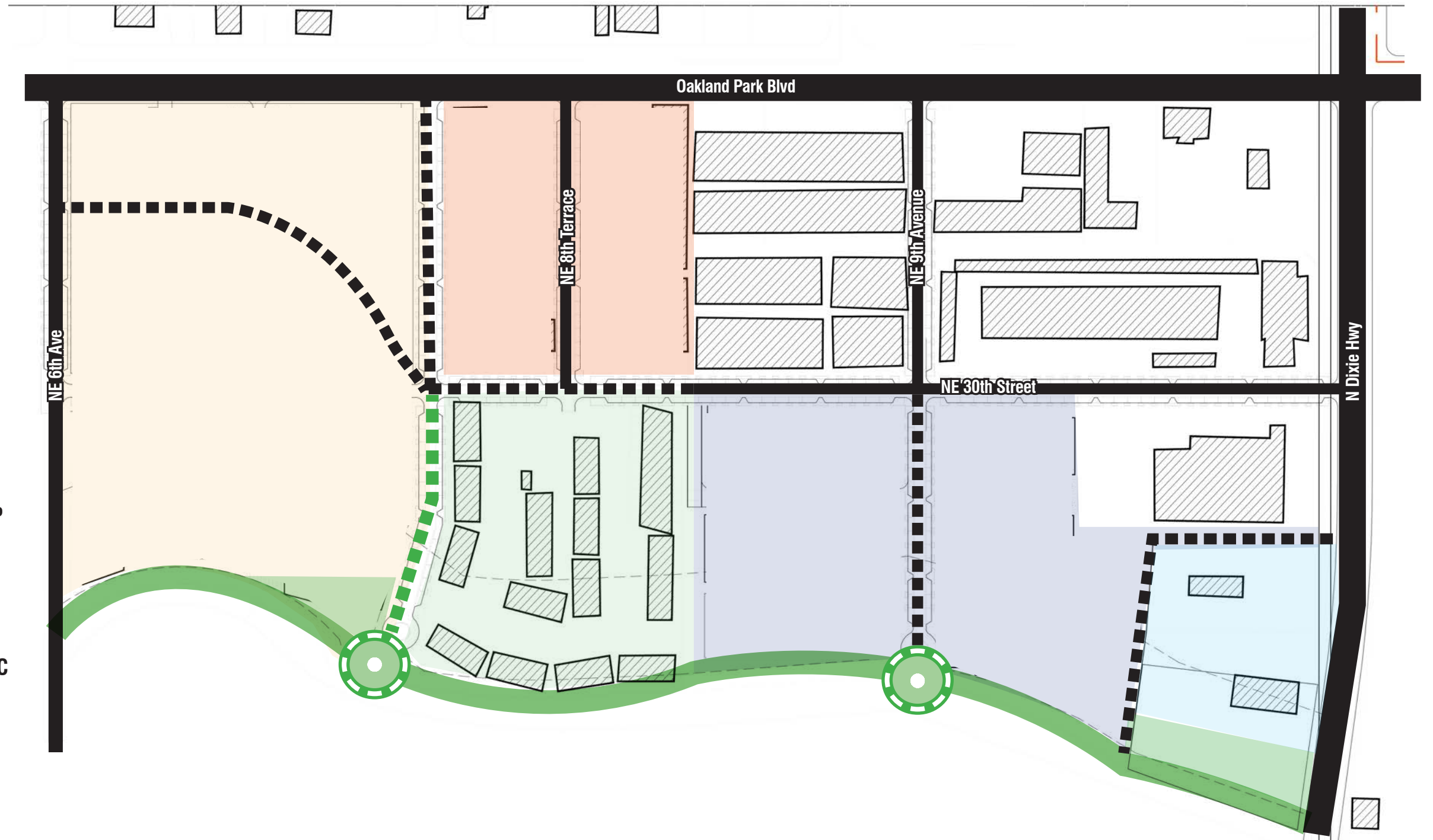
2.3 Improve connectivity of existing road network

VISION

OPTION 1

Middle River District new street network proposal

- Existing Public Streets
 - Proposed Public Streets
 - Waterfront Promenade
 - Multi-use Path Easement
 - Green Space Opportunity
- Parcel Ownership:
- WAL-MART STORES EAST LP
 - ATID INVESTMENTS LLC
 - RIVER OAKS
 - 1100 OAKLAND LLC
 - SOUTHERN BELL TEL & TEL C
 - BELL SOUTH CORP



PRINCIPLE 2 | PROVIDE GREATER CONNECTIVITY AND IMPROVE MOBILITY

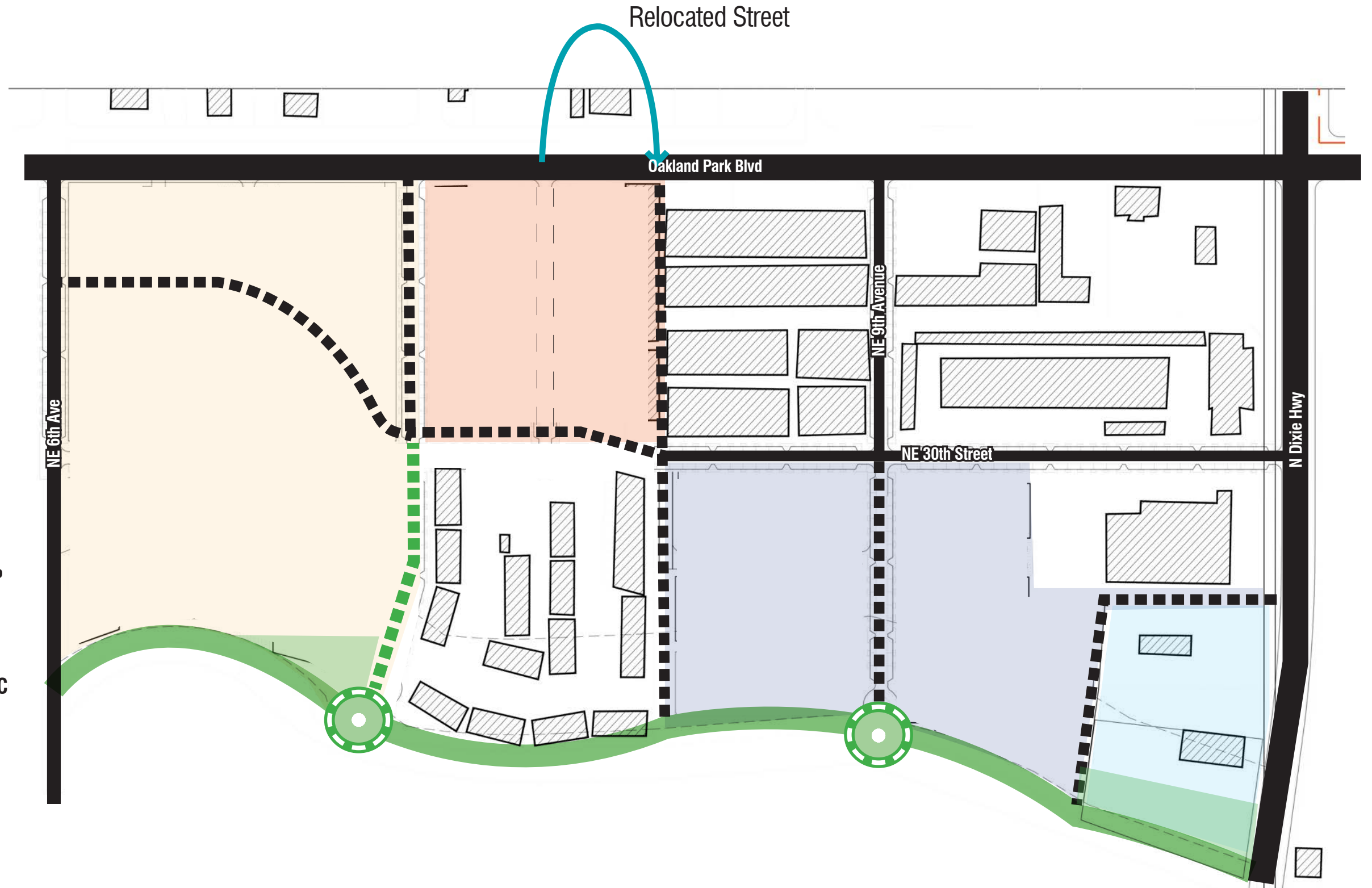
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OPTION 2

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PRINCIPLE | **ENHANCE GATEWAY
TO DOWNTOWN**

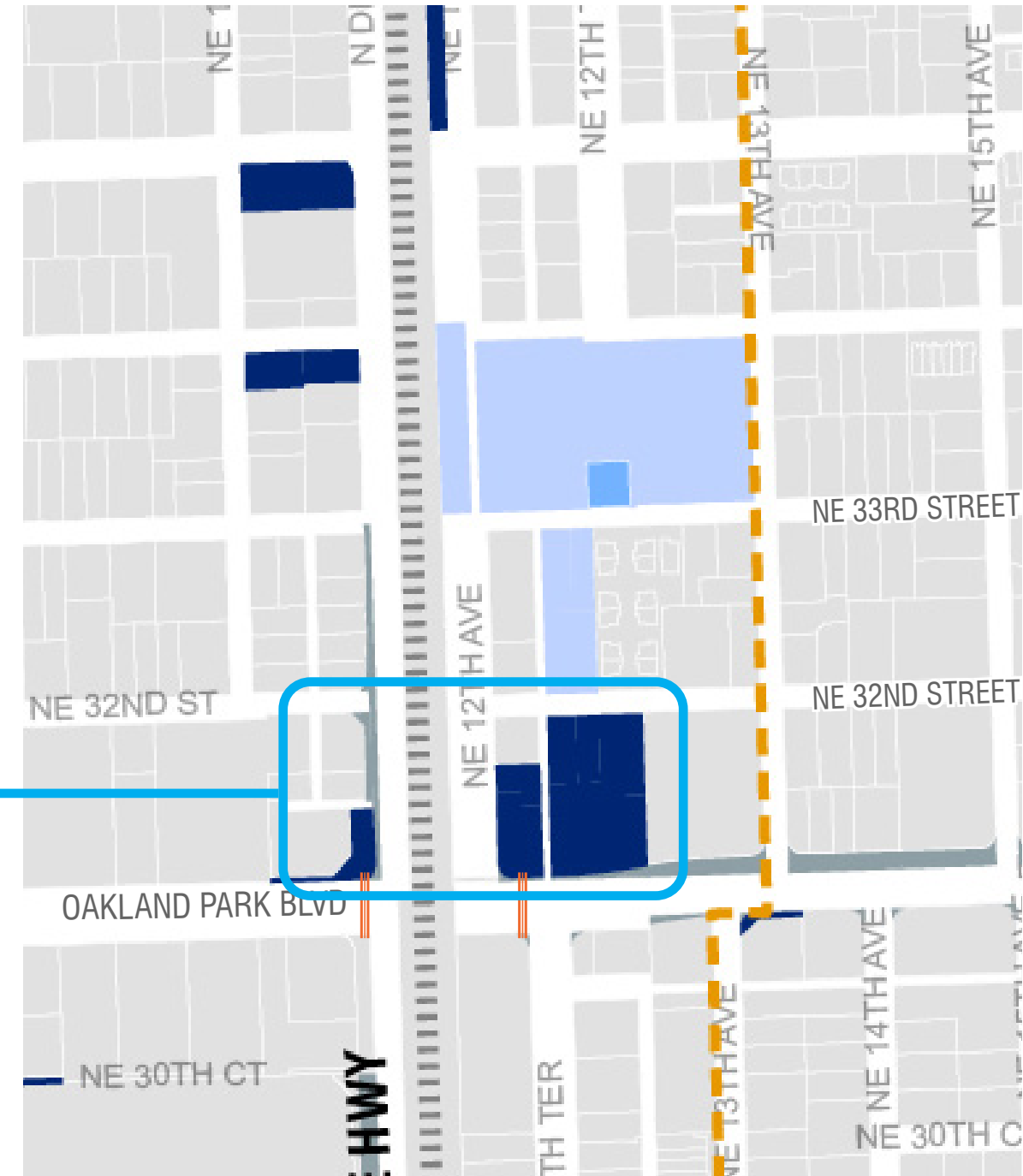
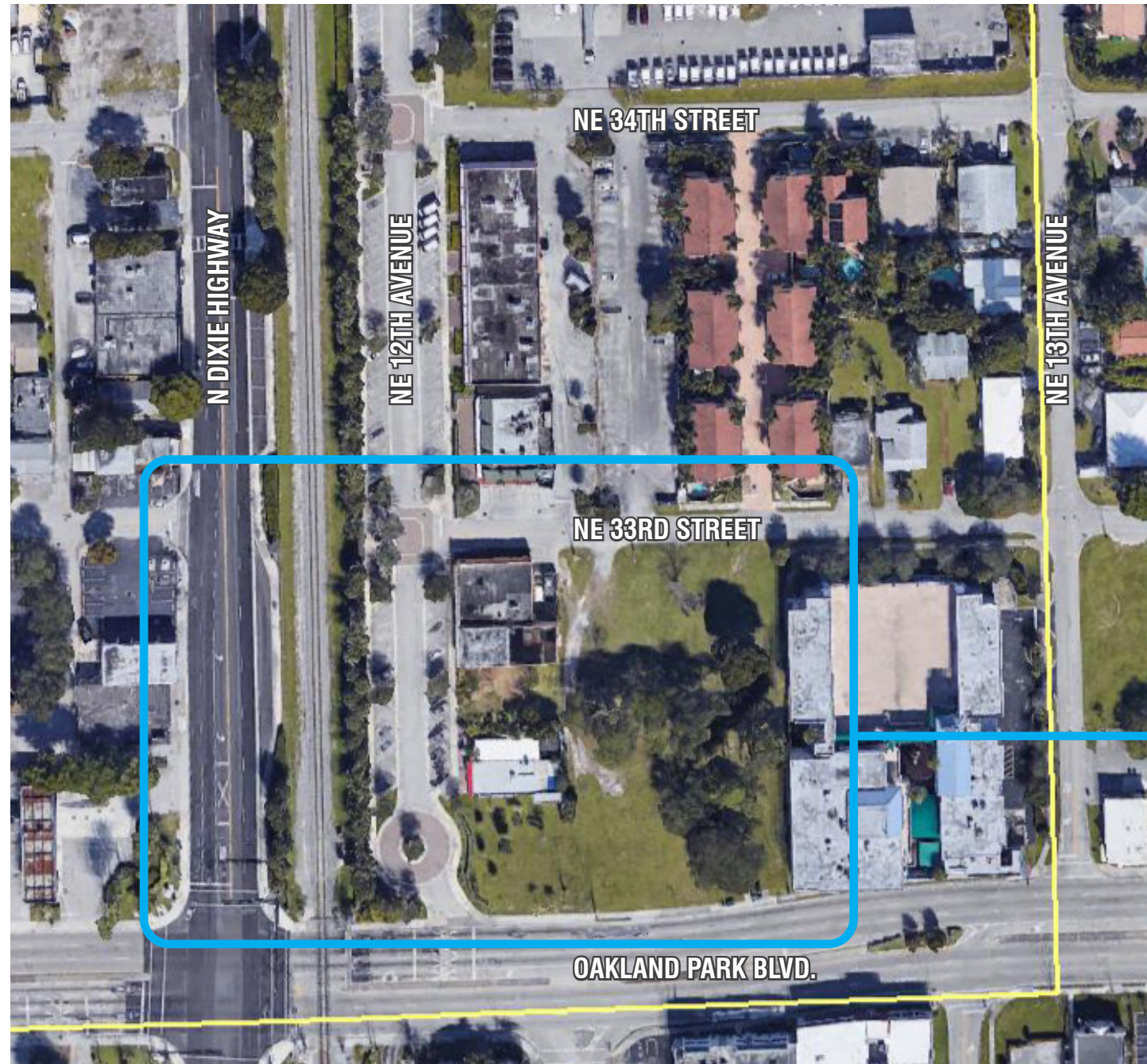
3

PRINCIPLE 3 | ENHANCE GATEWAY TO DOWNTOWN

3.1 Enhance Entryway access into Downtown

Develop city owned parcel as an iconic development with art, landscaping and signage.

VISION



— Oakland Park Blvd. safe bike/ped crossings





PRINCIPLE | CREATE A DISTRICT WIDE
PARKING STRATEGY



4

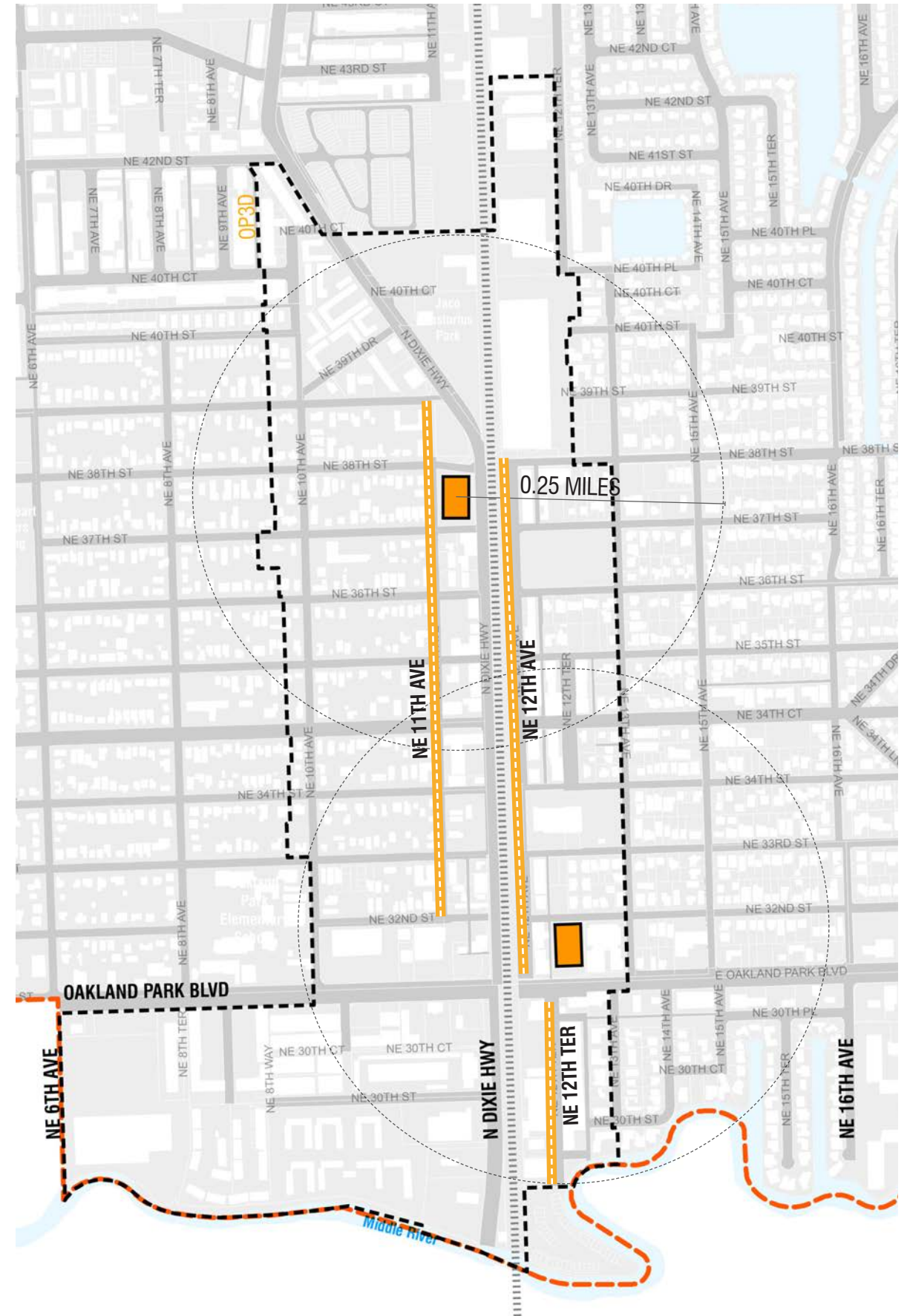
PRINCIPLE 4 | CREATE A DISTRICT WIDE PARKING STRATEGY

4.1 District-Wide Parking Strategies

VISION

- **Modify parking requirements for permitted and allowable uses**
- **Create a shared use parking reduction requirement**
- **Develop parking garages and/or surface parking for public use**
- **Reconfigure On-street parking along NE 11th Avenue, NE 12th Avenue and NE 12th Terrace**
- **Tandem parking only allowed in garages for multifamily developments**
- **Establish signage and wayfinding system to increase public parking visibility, access and safety.**

-  POTENTIAL NEW PUBLIC PARKING GARAGES AND/OR SURFACE PARKING
-  ON-STREET PARKING LAYOUT RECONFIGURATION



PRINCIPLE 4 | CREATE A DISTRICT WIDE PARKING STRATEGY

4.2 Reconfiguration of NE 12th Avenue and on-street parking

VISION

proposed | NE 12th Avenue

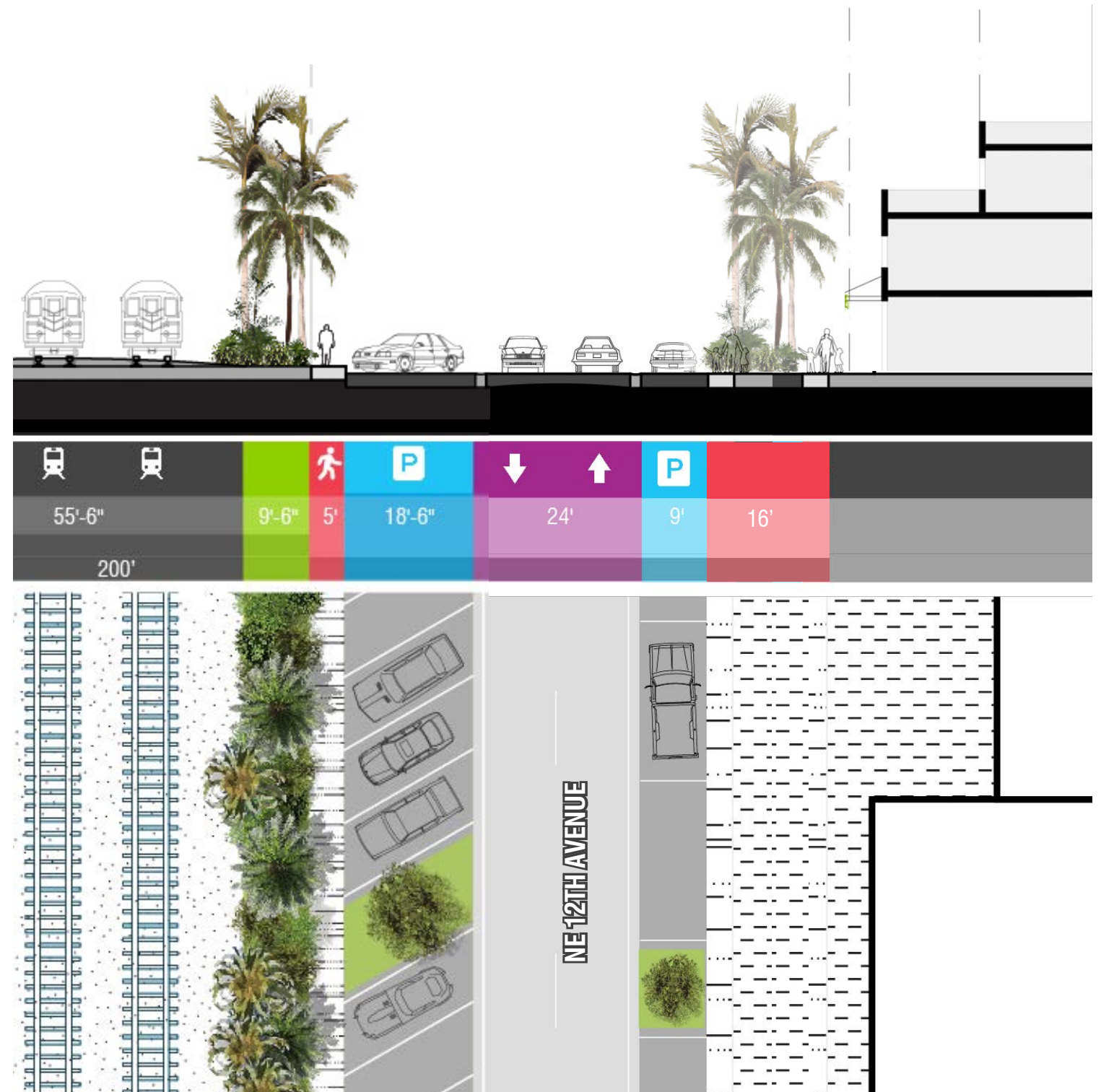
Existing Parking on NE 12th Ave = 268 parking spaces

Reconfigured Parking = 203 parking spaces

two - way street

parallel and angled parking

wider sidewalks next to buildings

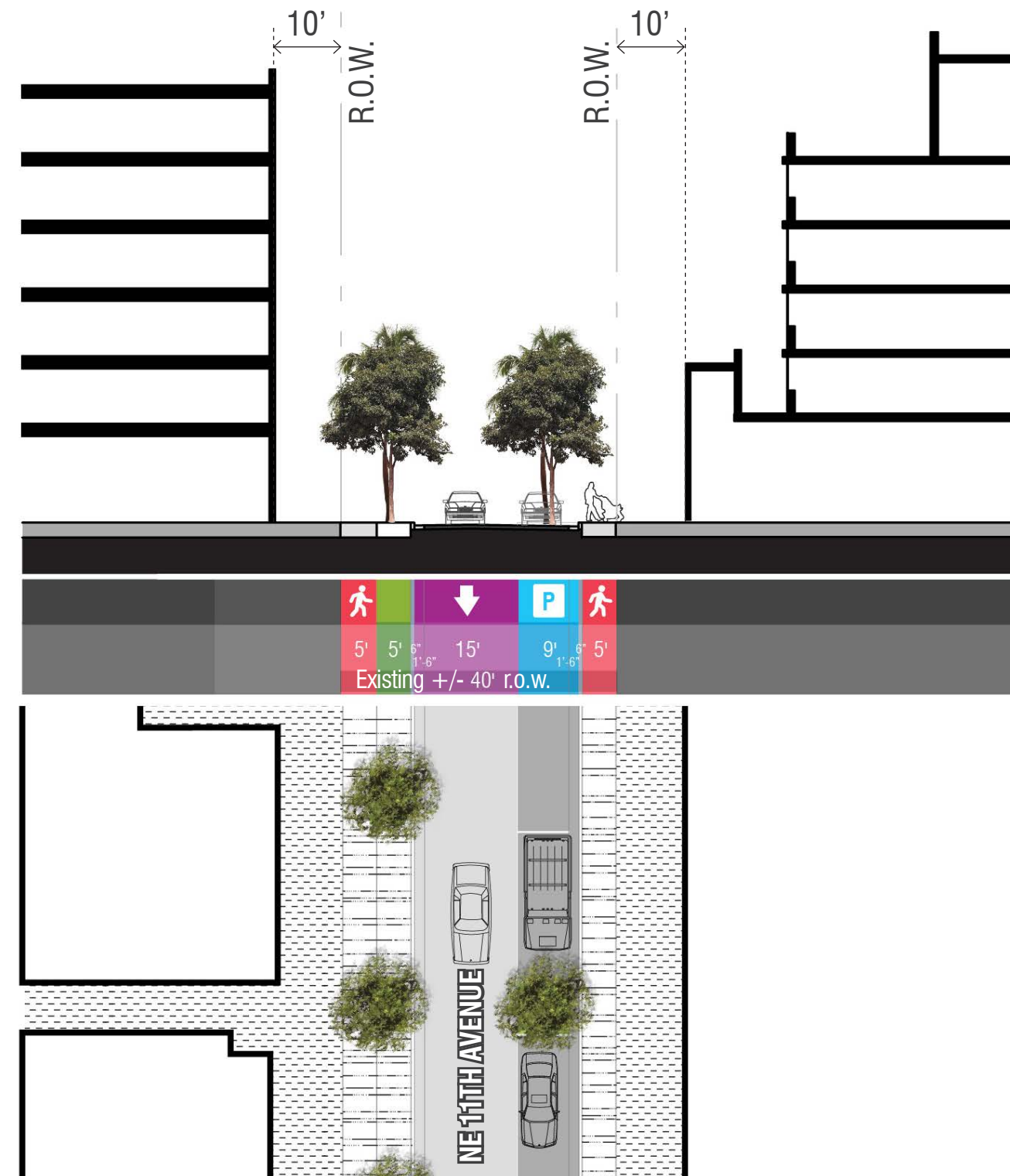


PRINCIPLE 4 | CREATE A DISTRICT WIDE PARKING STRATEGY

4.3 Reconfiguration of NE 11th Avenue and on-street parking

proposed | NE 11th Avenue

one - way street
parallel parking



PRINCIPLE 4 | CREATE A DISTRICT WIDE PARKING STRATEGY

4.4 Reconfiguration of NE 12th Terrace and on-street parking

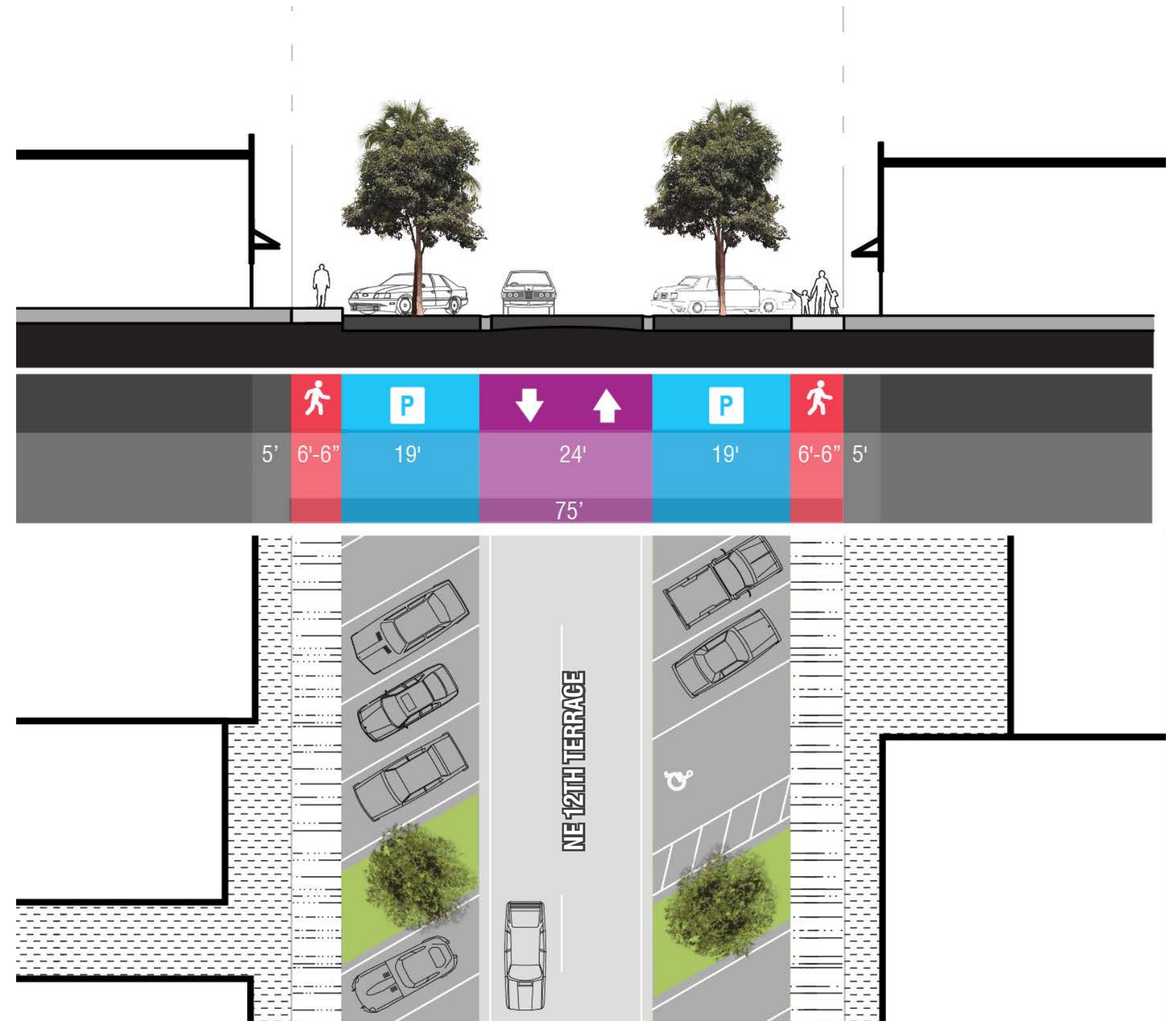
SOUTH OF OAKLAND PARK BLVD

proposed | NE 12th Terrace

Existing Parking on NE 12th Ter = +/- 99 parking spaces

Reconfigured Parking = 62 parking spaces

**two - way street
angled parking**



PRINCIPLE | SUPPORT SUSTAINABLE
ECONOMIC DEVELOPMENT

5

PRINCIPLE 5 | SUPPORT SUSTAINABLE ECONOMIC DEVELOPMENT

5.1 Maintain light industrial character and incentivize a variety of uses and public accessibility

Incentivize new businesses
Establish adaptive re-use regulations

Establish a district which encourages:
Live/work, Lofts, Galleries, studios, light industrial, retail and restaurants.

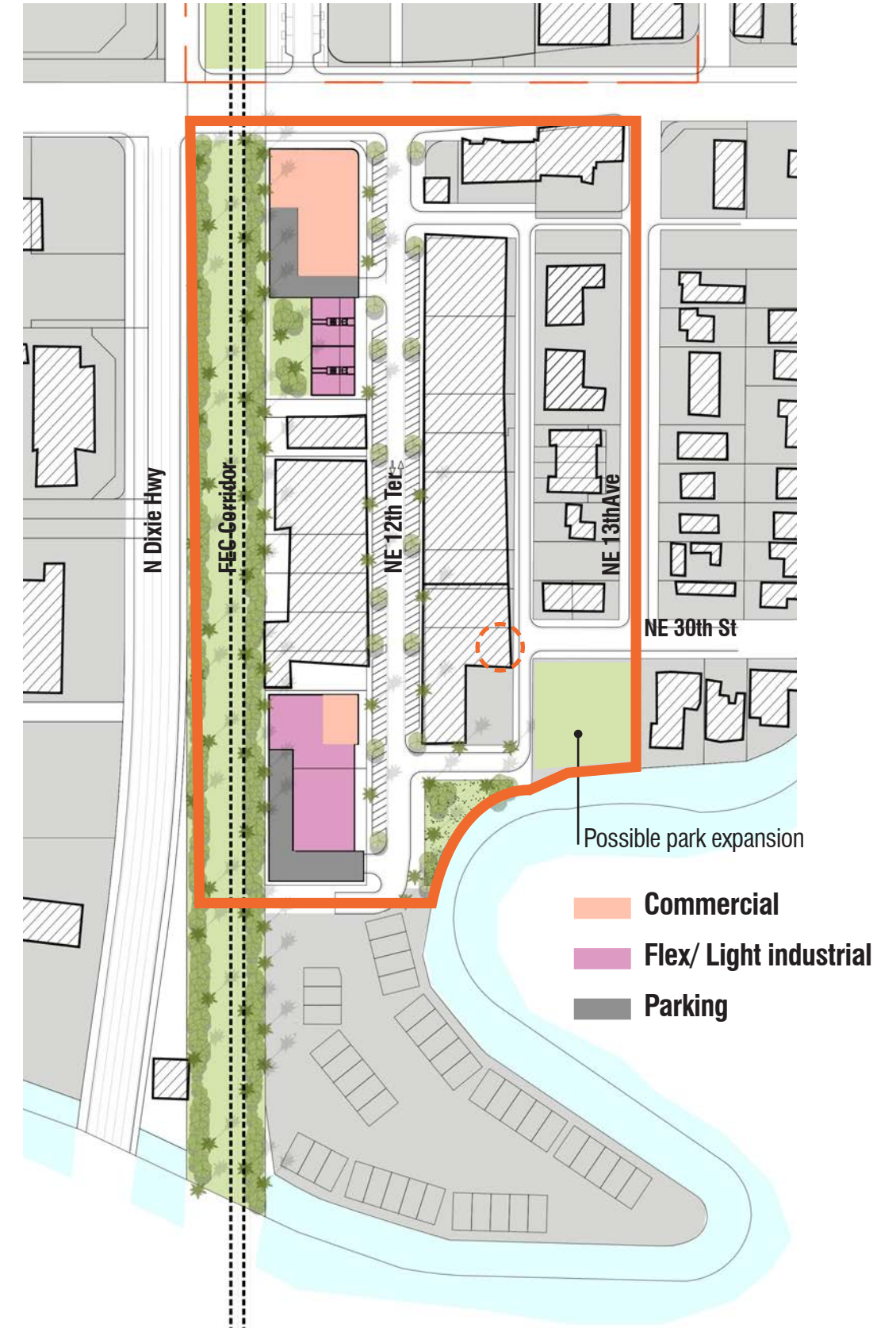
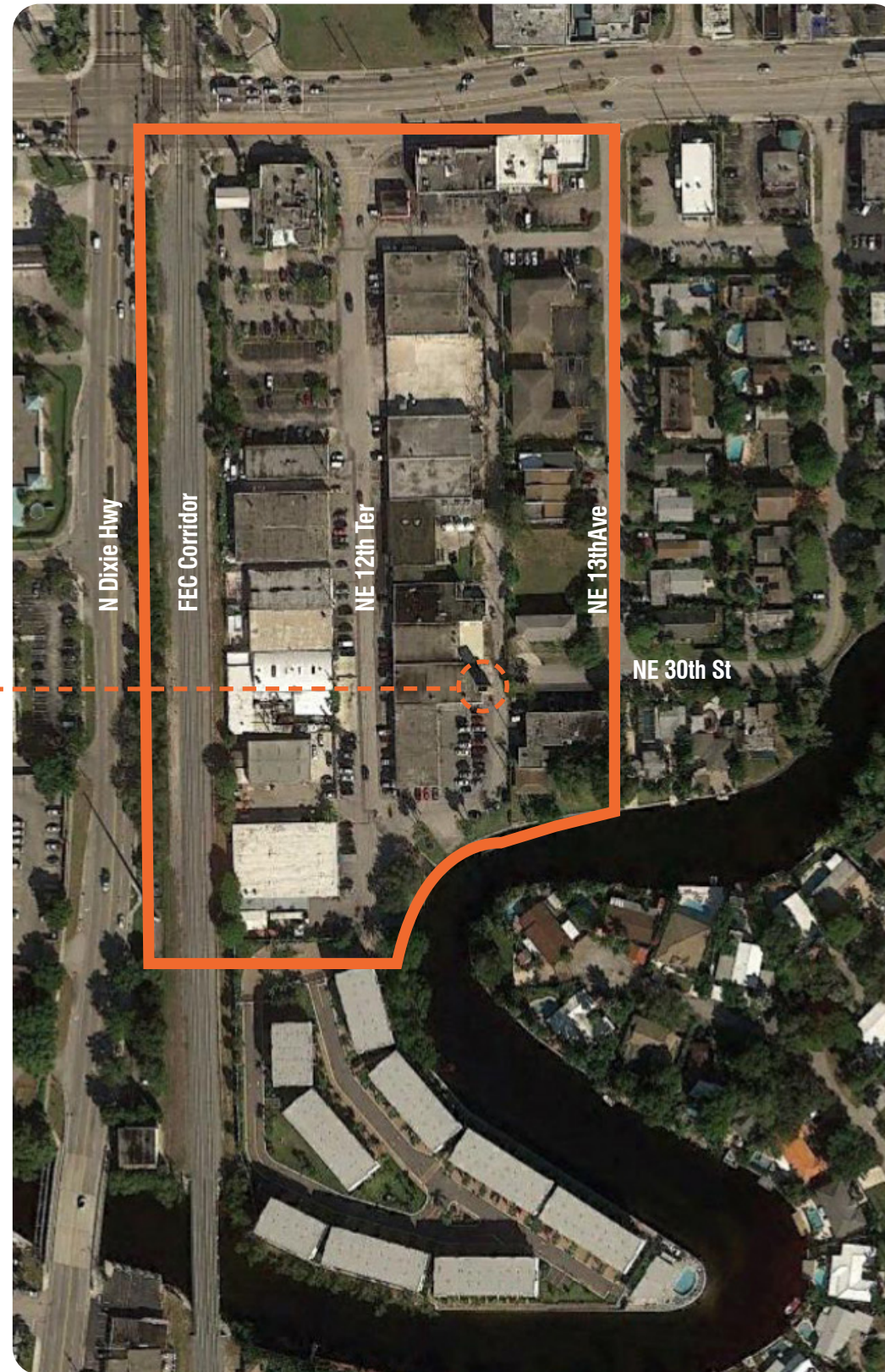
No residential uses to be allowed on the ground floor.

Designate 30% of frontage for commercial use for new light industrial redevelopment.

VISION



Preserve historic Southeast Packing House Smokestack



warehouse flex | FATVillage, FLL



PROPOSED PLAN

warehouse flex | FATVillage, FLL



PRINCIPLE | EXPAND, PROTECT AND
ENHANCE OPEN SPACE

6

PRINCIPLE 6 | EXPAND, PROTECT AND ENHANCE OPEN SPACE

6.1 Establish improved connectivity throughout the OP3D area



LINKAGES:

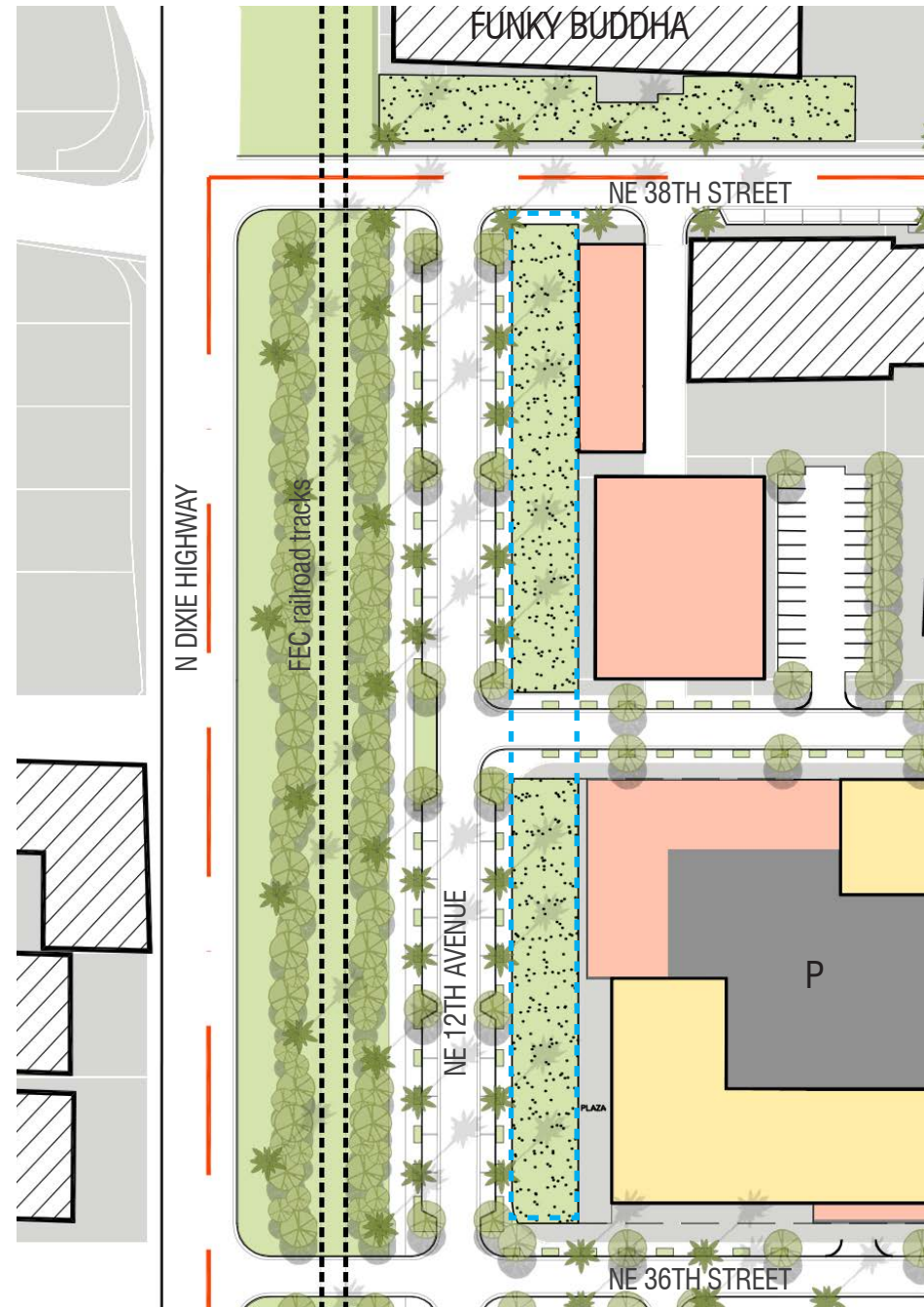
- OPEN SPACE
- GREEN SPACE OPPORTUNITY
- ENHANCE PEDESTRIAN CONNECTIVITY ALONG DIXIE HWY, NE 38TH STREET AND NE 12TH AVENUE, FOR ACCESS TO / ALONG MIDDLE RIVER, TO JACO PASTORIUS PARK AND TO CITY PARK
- ADDITIONAL STEPBACK WILL BE PROVIDED TO ENHANCE PEDESTRIAN EXPERIENCE ALONG MIDDLE RIVER

PRINCIPLE 6 | EXPAND, PROTECT AND ENHANCE OPEN SPACE

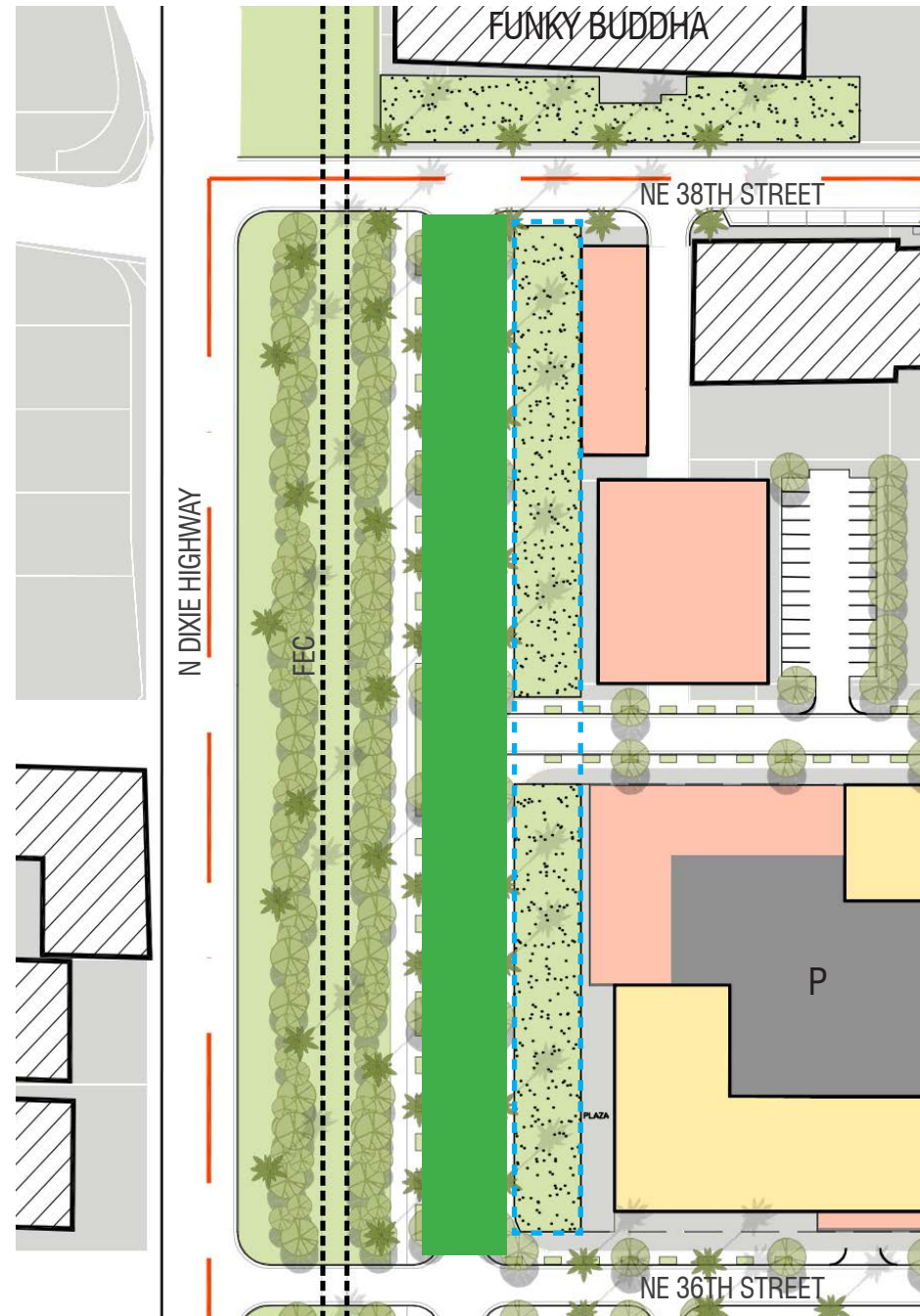
6.2 Create new linear park along NE 12th Ave between NE 38th Street and NE 36th Street

6.3 Create new pocket parks to provide additional green areas and public gathering places.

VISION



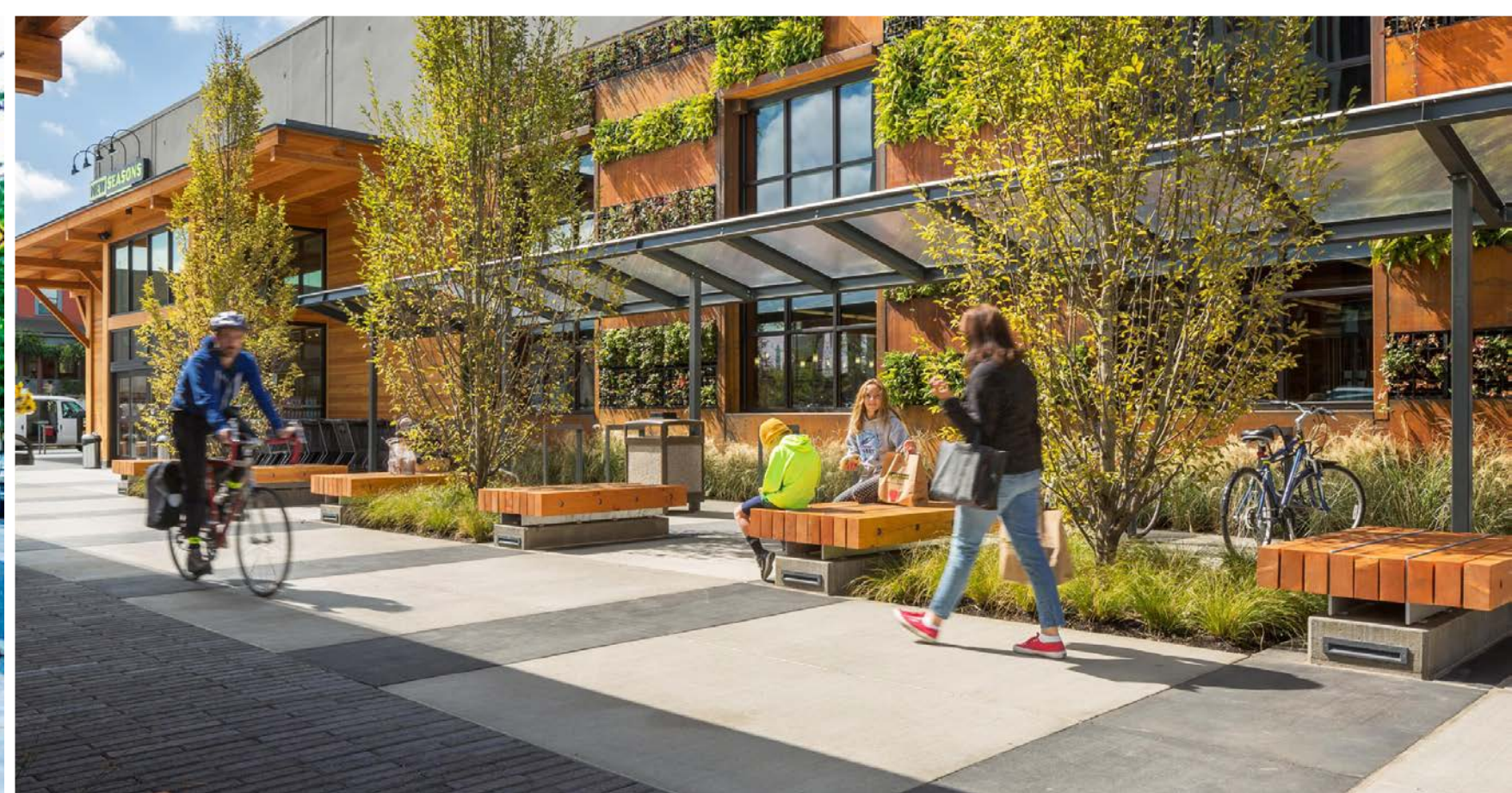
NEW LINEAR PARK (0.43 AC) ALONG NE 12TH AVENUE BETWEEN NE 38TH AND 36TH STREETS



DURING EVENTS, REPURPOSE PARKING AND STREET AREA AS TEMPORARY PUBLIC PLAZA/PARK



open space | **LINEAR PARK AT NE 12TH AVENUE**

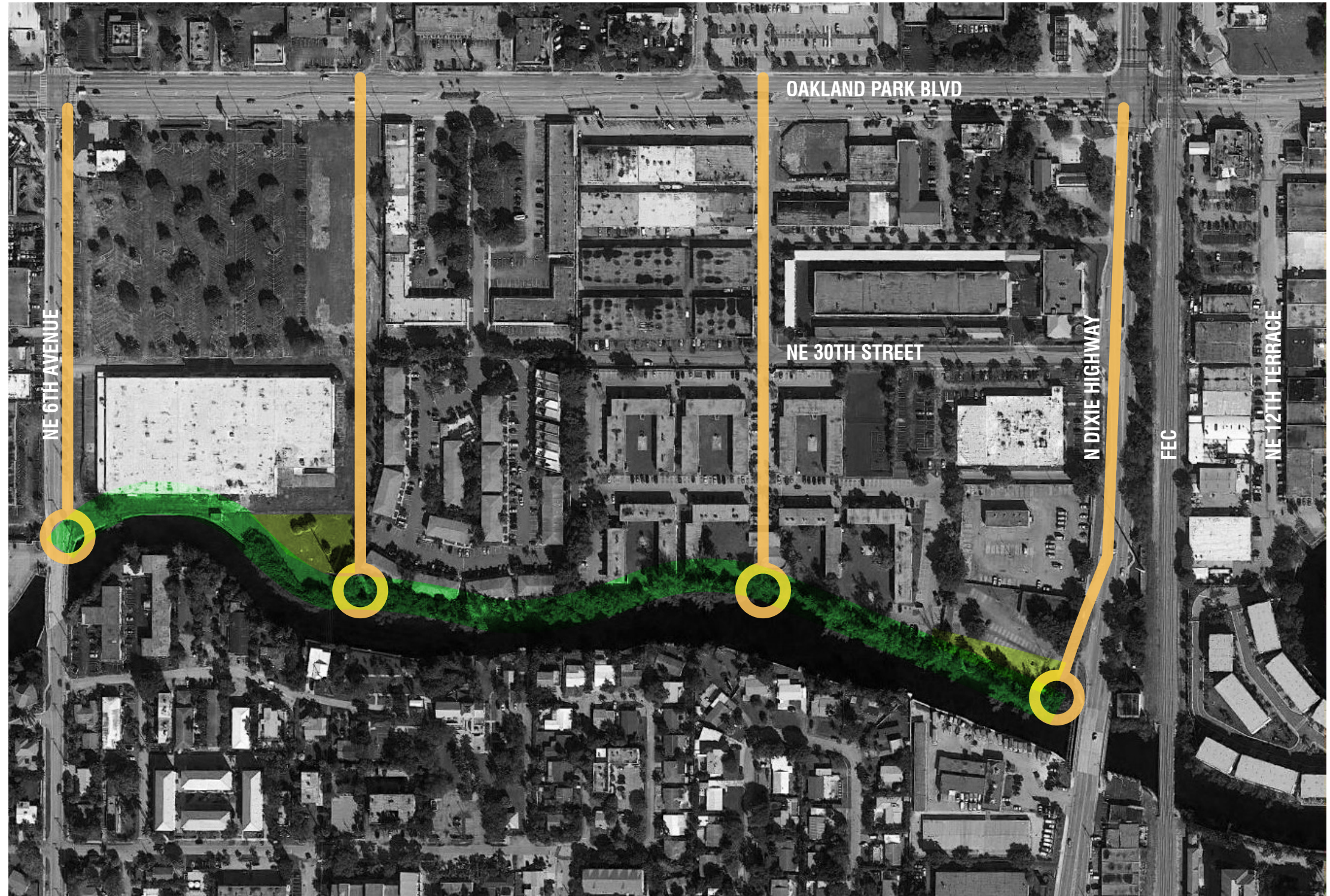


PRINCIPLE 6 | EXPAND, PROTECT AND ENHANCE OPEN SPACE

6.4 Enhance public access to the River

VISION

Enhance sidewalk and promote active uses along N Dixie Hwy and NE 6th Avenue to encourage walkability along Middle River waterfront edge.



- New street and sidewalk improvements
- New waterfront promenade
- Green space opportunity

open space | WATERFRONT PROMENADE



OP3D | TOOLS

STRATEGIES FOR URBAN REGULATIONS

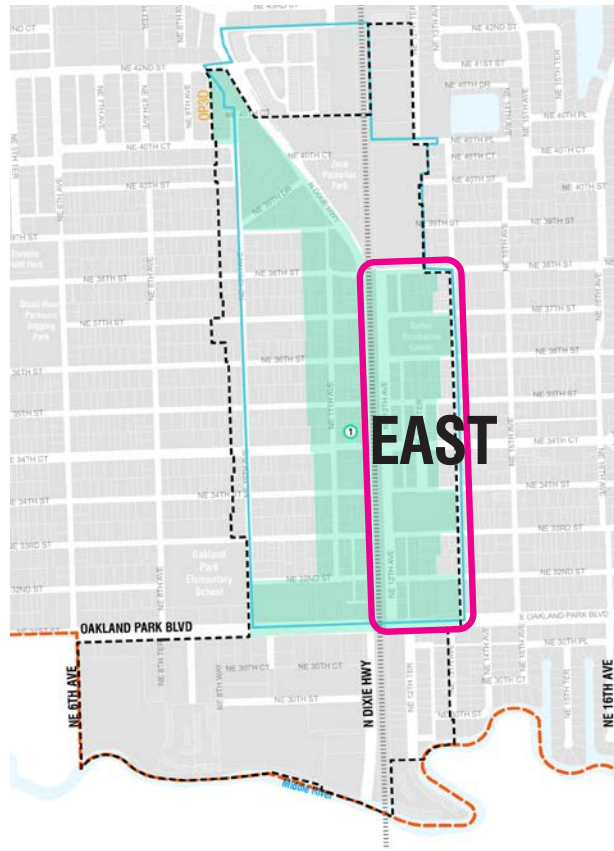
- 1. CHARACTER DRIVEN DISTRICTS (USES + DENSITY)**
- 2. IDENTIFYING LOT SIZES**
- 3. FLEXIBILITY: HEIGHT + FAR (floor area ratio)**
- 4. OPEN SPACE**

OP3D TOOLS | DISTRICTS

[CHARACTER + USES + DENSITY]

character | MIXED USE DOWNTOWN - EAST

The Mixed Use Downtown Core East and West District 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.



DESCRIPTION	DOMINANT USES	BUILDING TYPE	DEFINING CHARACTERISTICS
<ul style="list-style-type: none"> Mixed-uses building with uses including residential, office, galleries, and neighborhood retail 	<ul style="list-style-type: none"> Specialty retail and restaurant frontage uses along NE 12th Avenue 	<ul style="list-style-type: none"> Mixed-use Buildings Lined parking structures 	<ul style="list-style-type: none"> Mixed-use district including creative commercial such as destination oriented mixed-uses, office/retail Ground floor active retail uses along NE 12th Ave 1st and 2nd level rooftop terraces Rich use of materials on the ground floor Offices and retail fronting alley Density: Lots 13K SF or more = 65 du/ac Lots less than 13K SF = 45 du/ac No required parking for retail uses Parking at grade along alley is allowed Outdoor café seating Pocket parks / courts / landscaped plazas Awnings and other shading devices

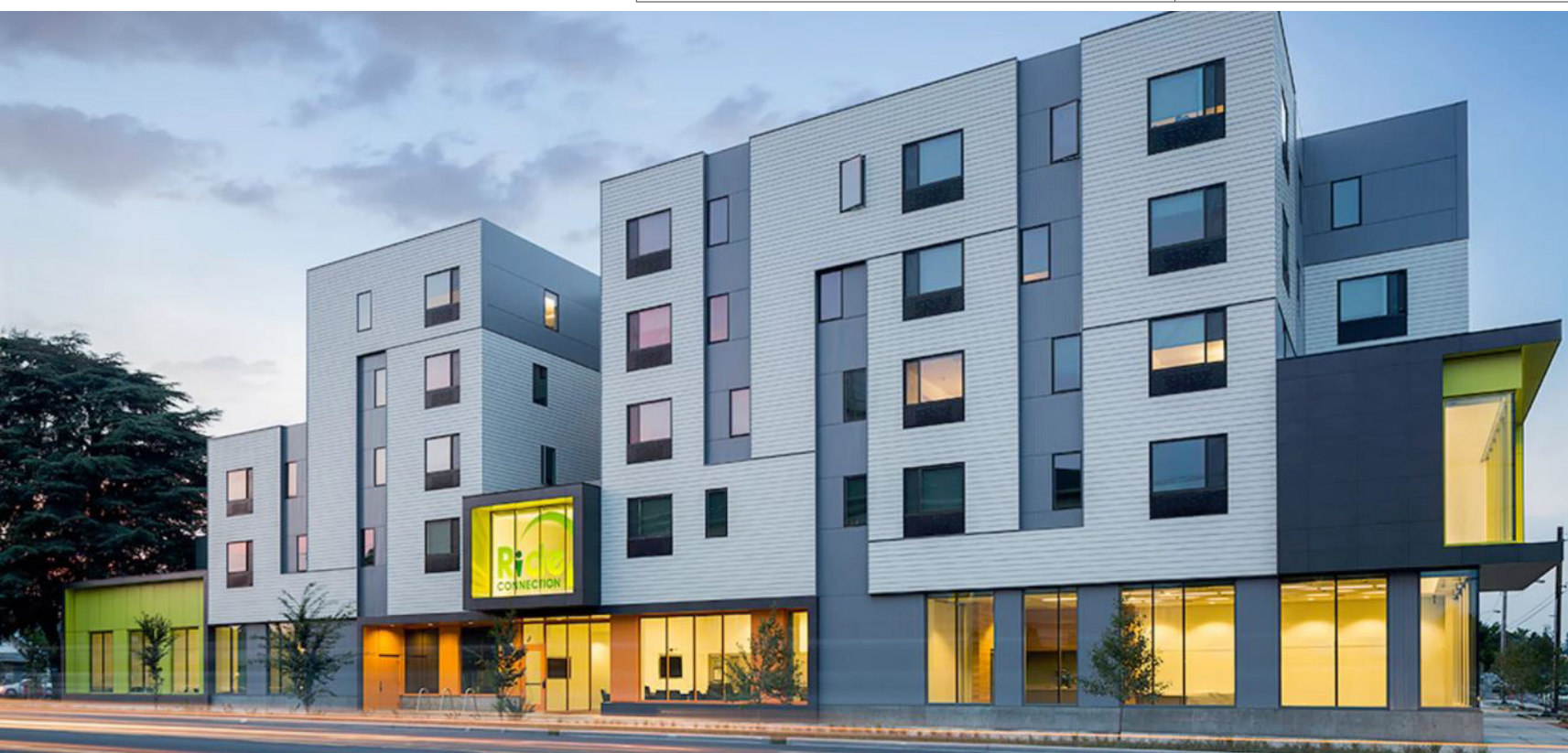


character | MIXED USE DOWNTOWN - WEST

The Mixed Use Downtown Core East and West District 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.

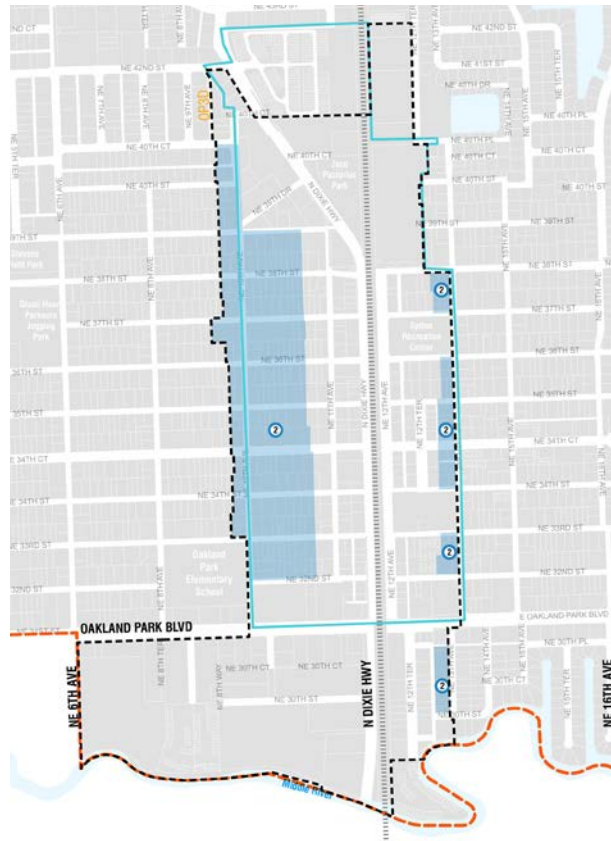


DESCRIPTION	DOMINANT USES	BUILDING TYPE	DEFINING CHARACTERISTICS
<ul style="list-style-type: none"> Primary high density residential district with commercial uses and wide tree-lined sidewalks along N Dixie Hwy 	<ul style="list-style-type: none"> Commercial, residential, retail, flex, showrooms, hotel; 	<ul style="list-style-type: none"> Mid-rise residential Mid-rise office Lined parking structures 	<ul style="list-style-type: none"> Mixed-use district Building height oriented towards N Dixie Hwy Open space created by setbacks Ground floor neighborhood-serving retail Special attention to residential entrances New surface parking lots only allowed on the rear of the property Entrances for lots and garages are prohibited on N Dixie Hwy Parking lots (with screening) fronting N Dixie Hwy are allowed for adaptive re-use developments Density: Lots 13K SF or more = 65 du/ac Lots less than 13K SF = 45 du/ac Rooftop terraces High % of tree canopy Pocket parks / courts / landscaped plazas Landscape buffer for parking Residential uses on ground floor along NE 11th Ave

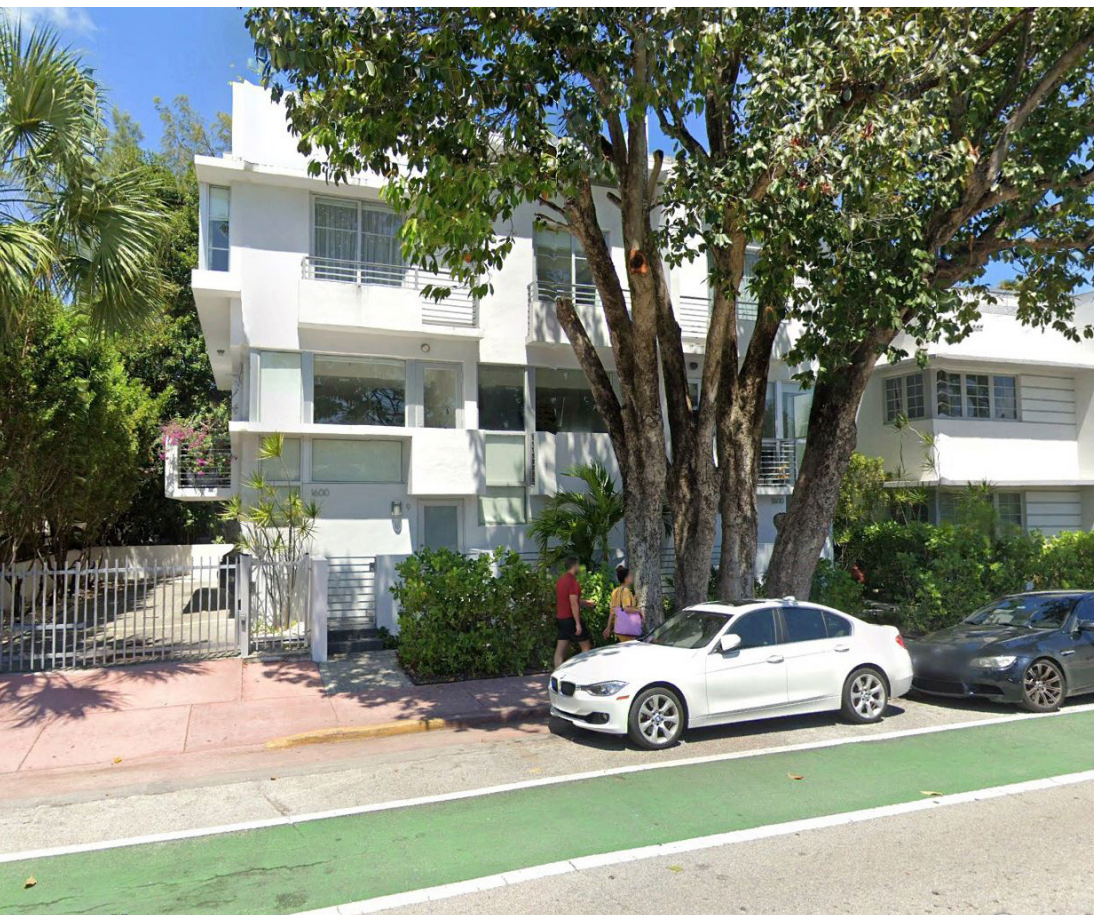


character | INTOWN NEIGHBORHOODS

The Intown Neighborhoods Sub-areas shall have a residential focus with some neighborhood serving businesses. Low intensity offices and commercial uses with residential will also be encouraged.

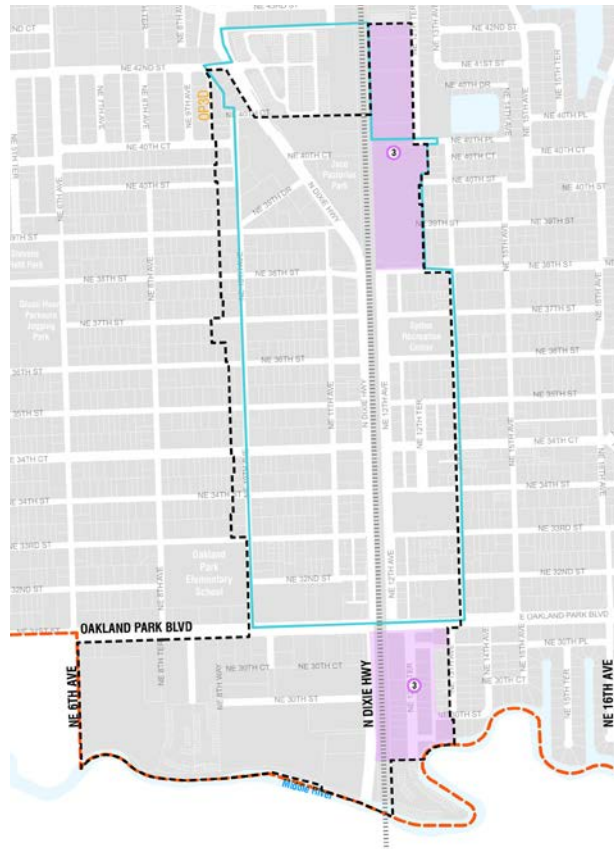


DESCRIPTION	DOMINANT USES	BUILDING TYPE	DEFINING CHARACTERISTICS
<ul style="list-style-type: none"> Single family homes for use as residential and live/work; multifamily infill development to maintain residential character 	<ul style="list-style-type: none"> Residential, Live/ Work 	<ul style="list-style-type: none"> Detached single family Townhomes Duplex Micro Units Garden Apartments 	<ul style="list-style-type: none"> Landscaped front setbacks for residential Parking on the back for uses with more than two (2) cars required Density: 16 units/ acre Limited parking for office uses with buffer requirements Outbuildings for office or residential as accessory uses High % of tree canopy

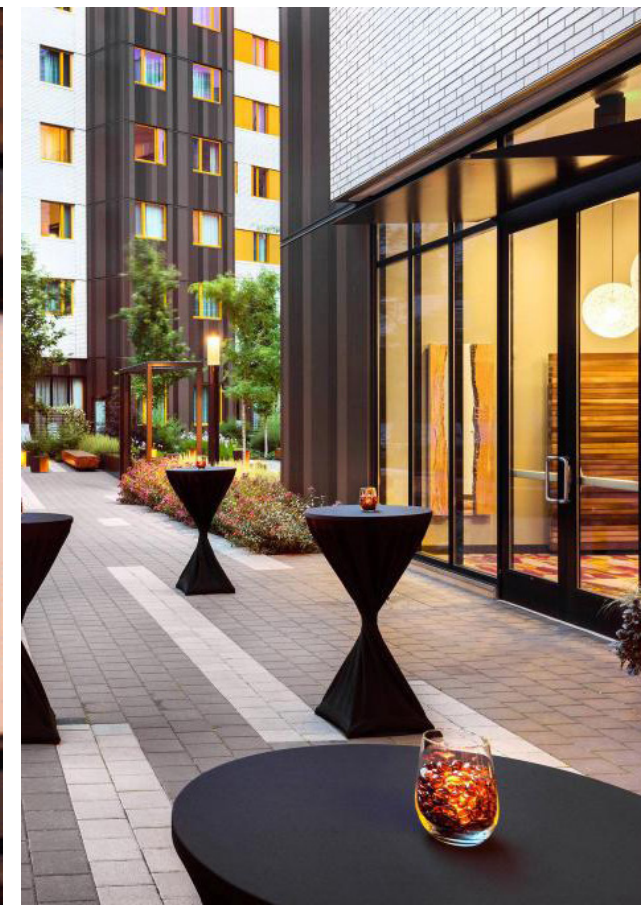


character | WAREHOUSE FLEX

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.



DESCRIPTION	DOMINANT USES	BUILDING TYPE	DEFINING CHARACTERISTICS
<ul style="list-style-type: none"> Transitional industrial district 	<ul style="list-style-type: none"> Existing industrial use, art galleries, residential, artist studios, light industrial, flex, live/work or work/live; 	<ul style="list-style-type: none"> Light industrial Lofts Live/work Work/ live 	<ul style="list-style-type: none"> Industrial character 30% of frontage for commercial use for new light industrial developments Parking structures with liners Creative use of building materials Density: Lots 50K SF or more = 45 du/ac Lots less than 50K SF = 35 du/ac Limitations on building length No required parking for retail uses Warehouse type structures Creative storefronts

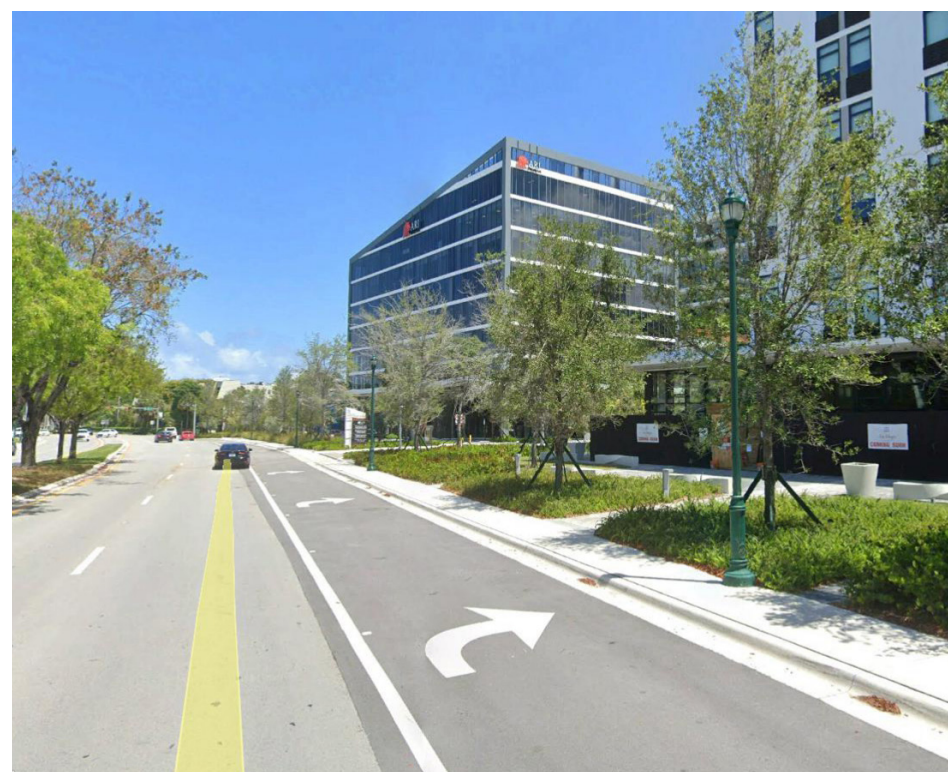
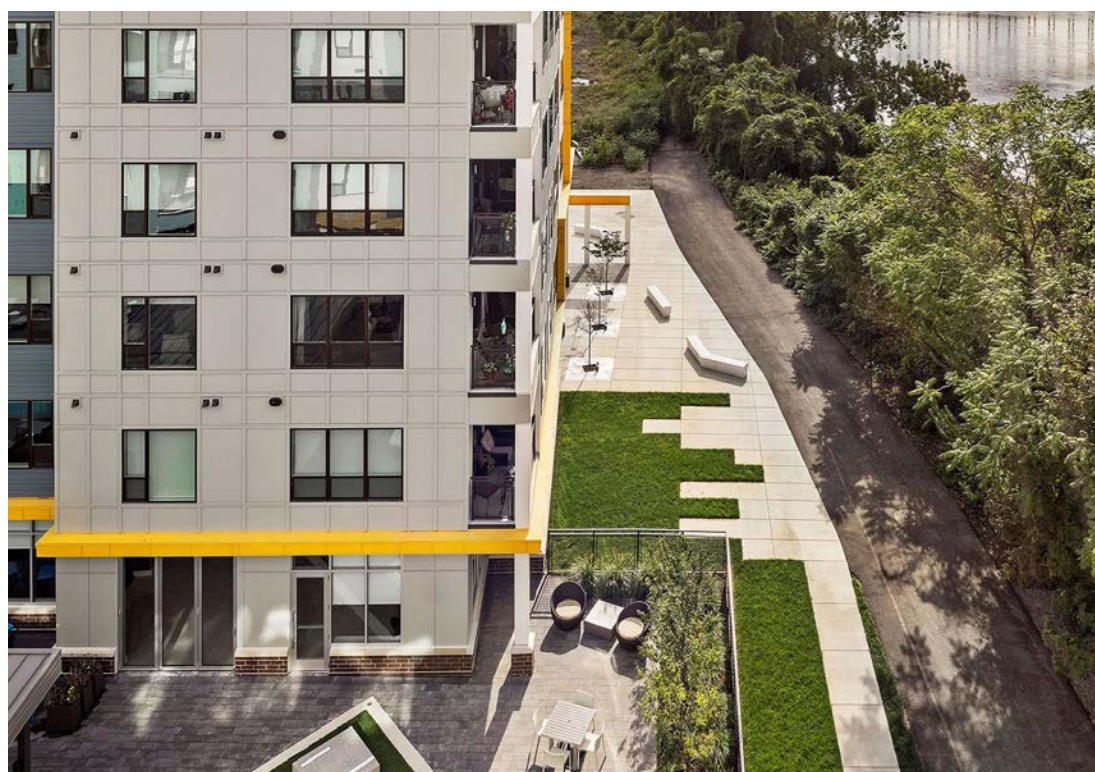


character | MIDDLE RIVER DISTRICT

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.

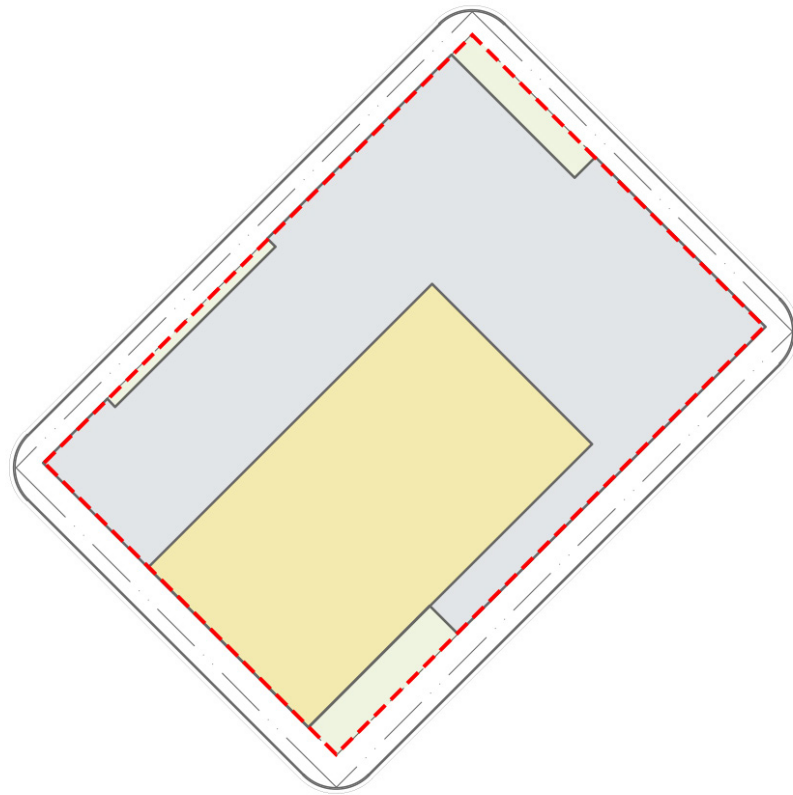


DESCRIPTION	DOMINANT USES	BUILDING TYPE	DEFINING CHARACTERISTICS
<ul style="list-style-type: none"> Commercial corridors and residential waterfront district 	<ul style="list-style-type: none"> Multi-Family residential, commercial 	<ul style="list-style-type: none"> Residential with structured parking and liner uses Walk up residential units Offices Commercial Live/work 	<ul style="list-style-type: none"> Maximum building length Greater landscape buffers along Oakland Park Boulevard Minimum 40% of building frontage along Oakland Park Boulevard 10' setback along Oakland Park Boulevard 5 to 7-story district with setbacks along the waterfront to create a riverfront promenade Height transition along the waterfront edge with stepback above the 3rd level Height incentives for providing / relocating roads Density: Lots 13K SF or more = 65 du/ac High % of tree canopy Protected waterfront parks New waterfront promenade publicly accessible Enhance pedestrian access to Middle River. Preserve views at street ends

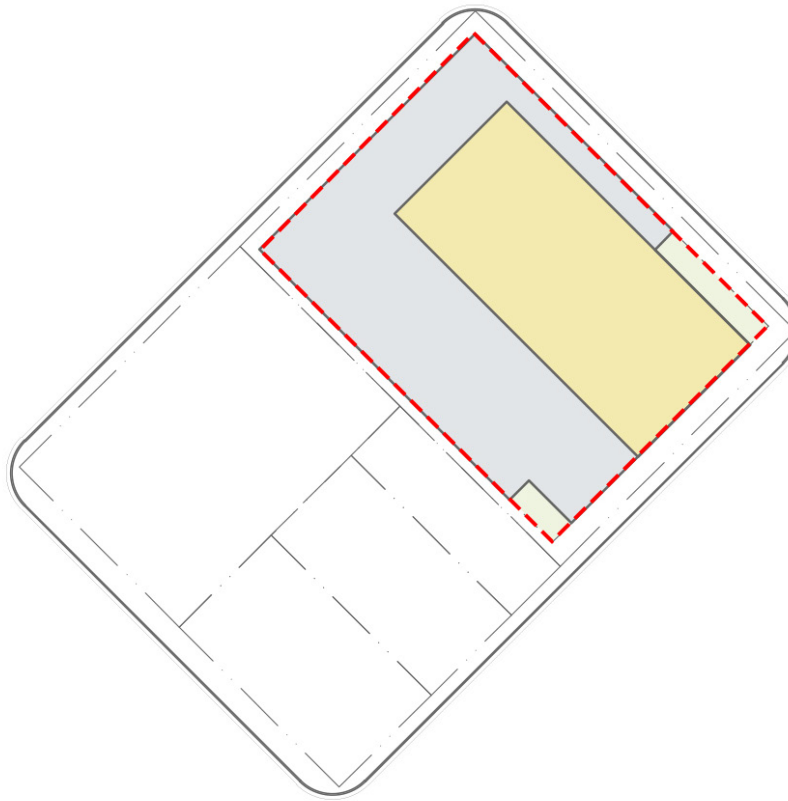


OP3D TOOLS | LOT SIZES

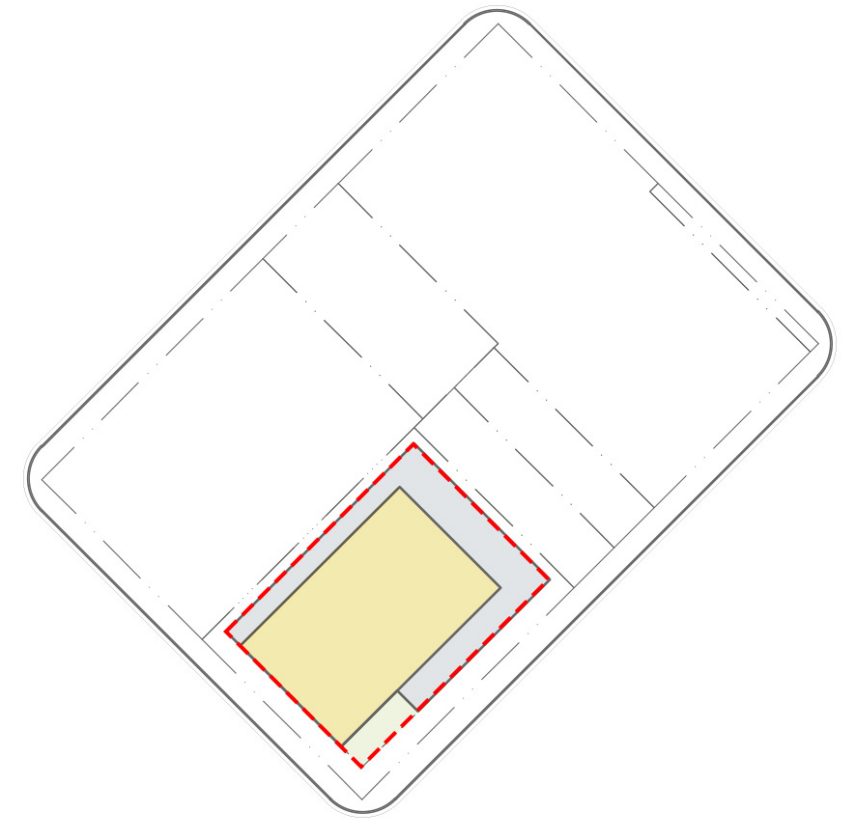
IDENTIFYING | LOT SIZES PER DISTRICTS



> 30,000 SF



13,000 SF - 30,000 SF

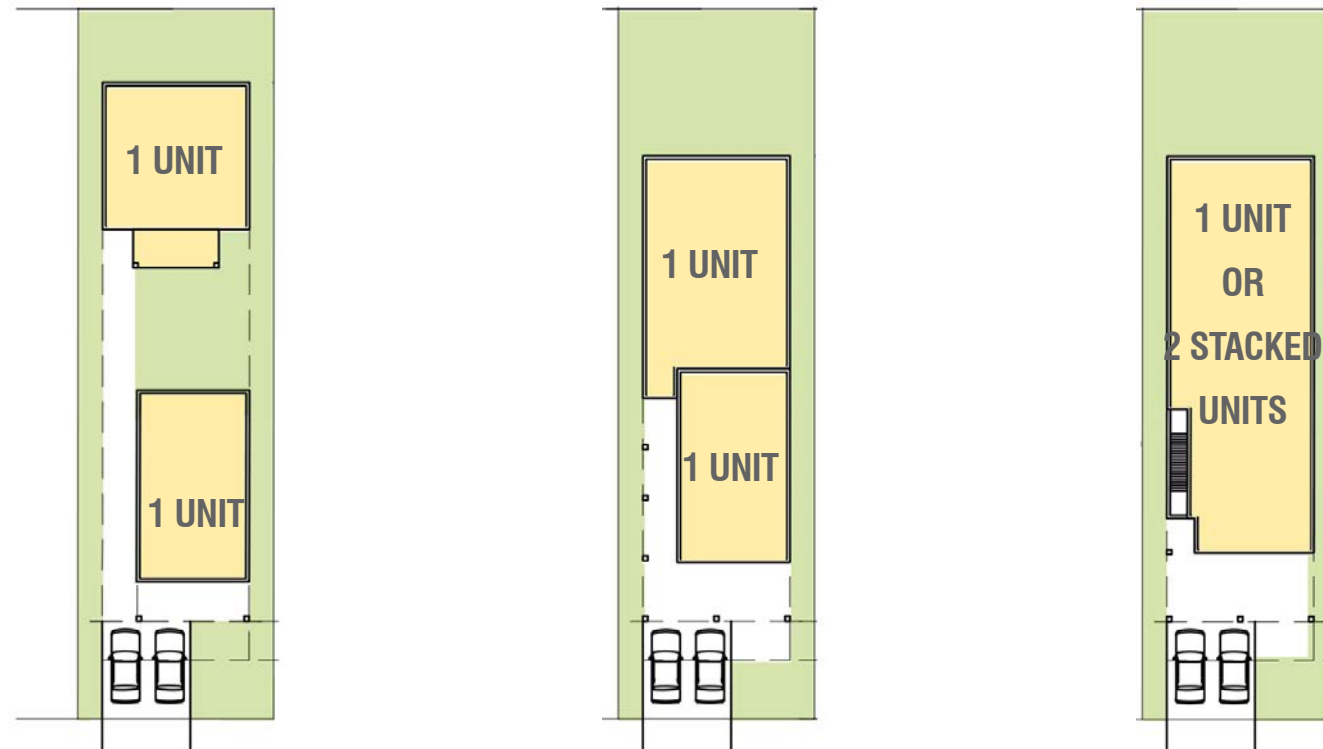


< 13,000 SF

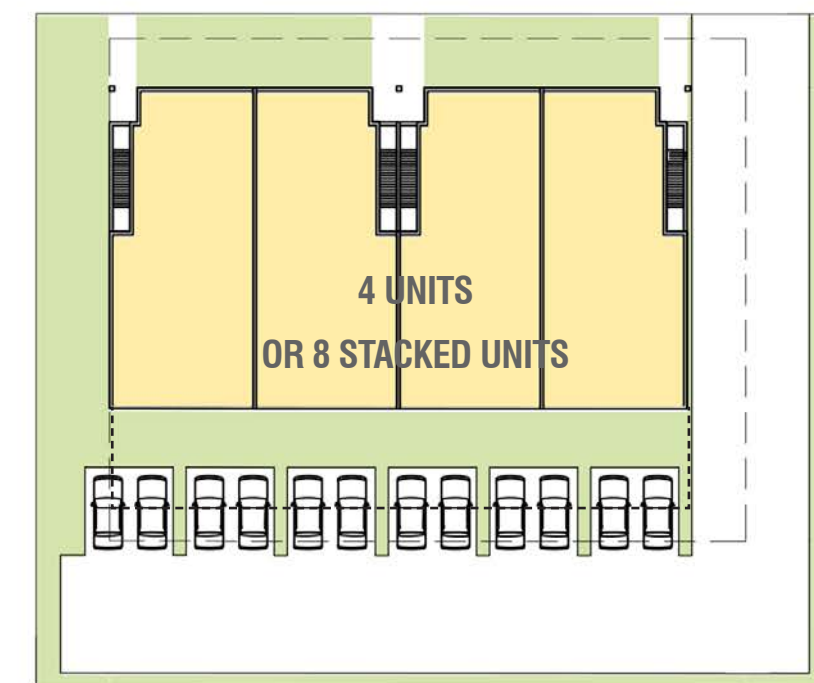
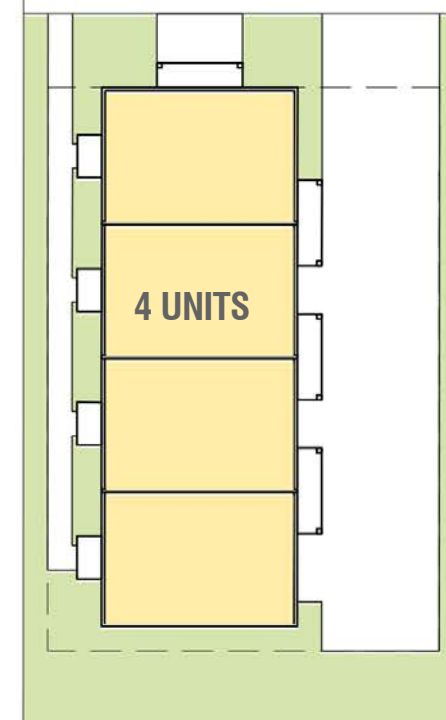
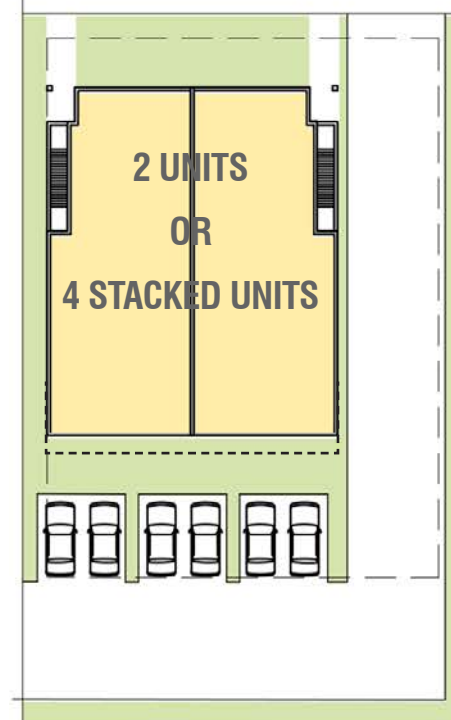
INTOWN NEIGHBORHOODS | LOT SIZES

SINGLE LOTS

< 13,000 SF



STREET



MULTIPLE LOTS

13,000 SF - 20,000 SF

> 20,000 SF

OP3D TOOLS | HEIGHT + FAR

FLEXIBILITY | PROPOSED FAR

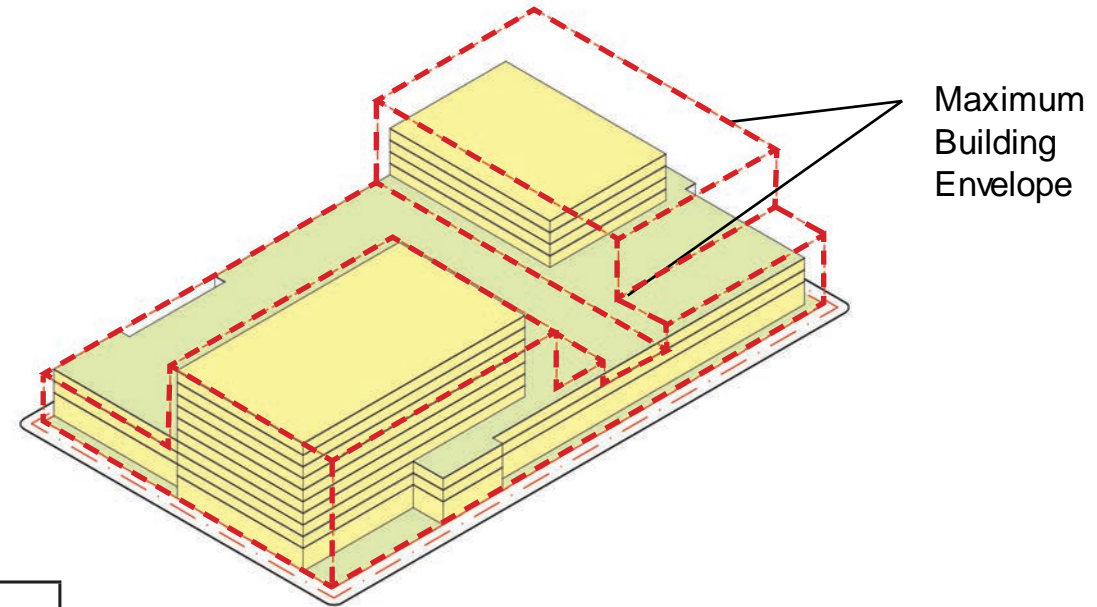
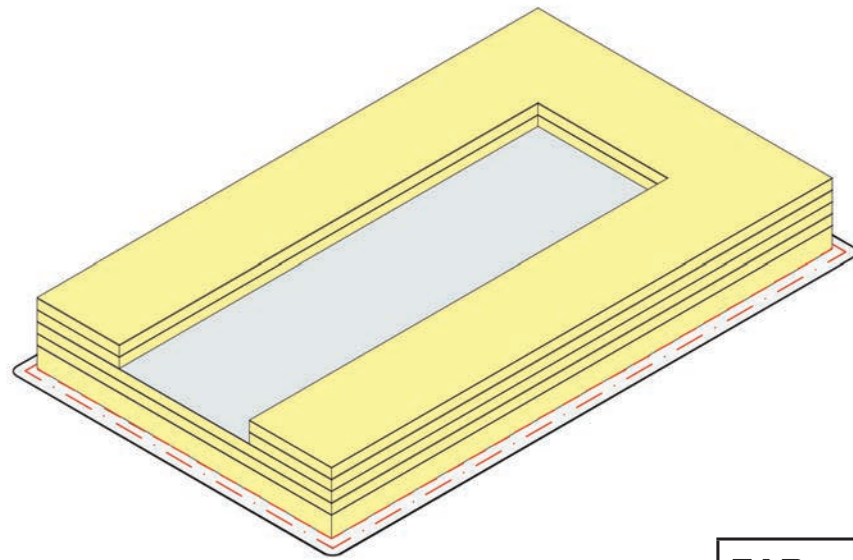
ASSUMPTIONS






The Zoning Regulations shall describe maximum development ENVELOPE however, the ENVELOPE can never be filled.

Form Based



Capacity Driven: *Translated to FAR*



FAR	HEIGHT
1.0	 3 Stories
1.5	 4 Stories
1.75	 5 Stories
2.35	 6 Stories
2.5	 7 Stories

 FAR Capacity

FLEXIBILITY | PROPOSED HEIGHT

Provide Flexibility with limitations

1. PROPOSED OP3D | Base Building Heights



1. PROPOSED OP3D DISTRICT SUB-AREAS: (District - # of stories) -----







MUD - Mixed Use Downtown Core East and West District Sub-Area

IN - Intown Neighborhoods District Sub-Area

WF - Warehouse Flex District Sub-Area

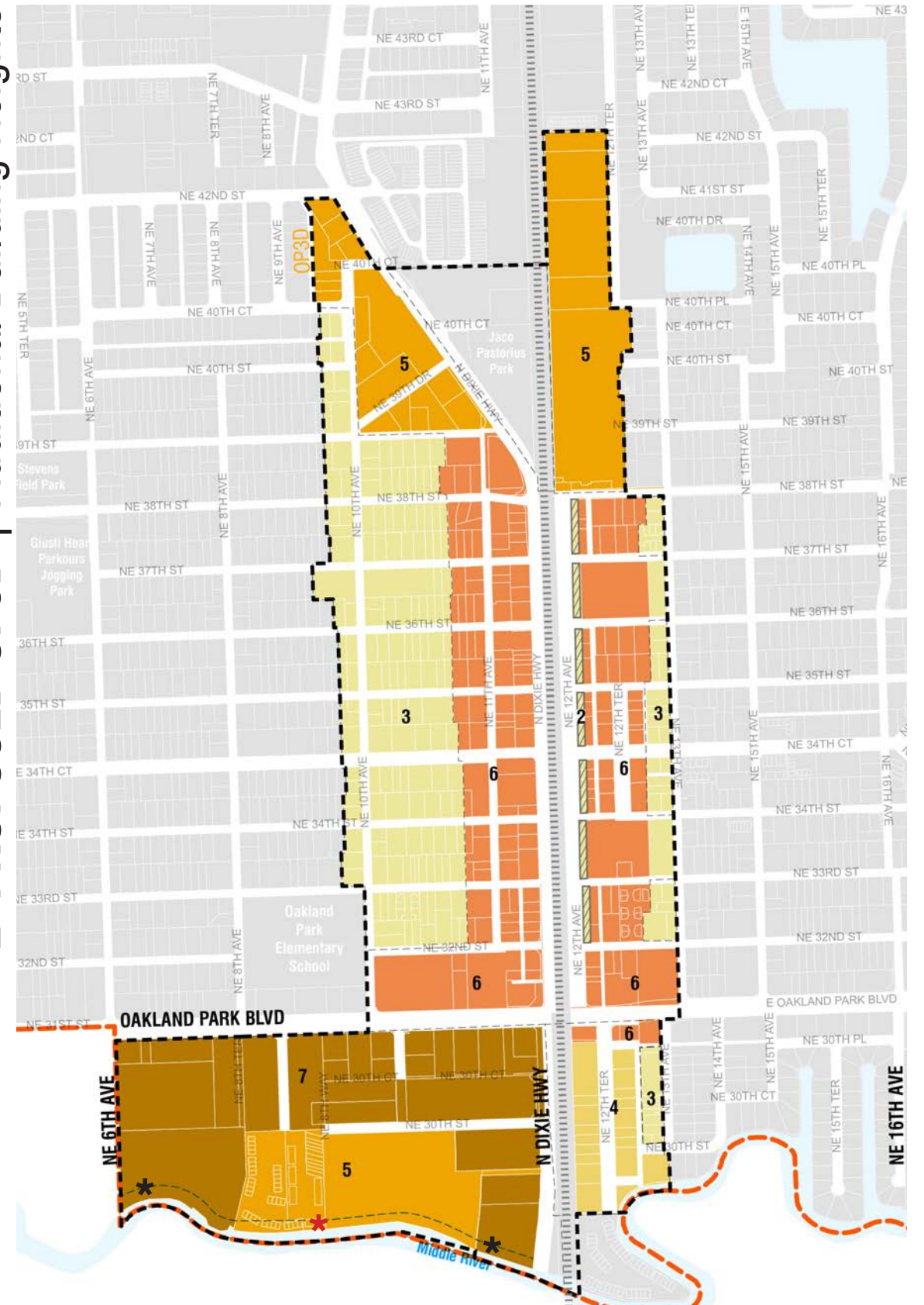
MR - Middle River District Sub-Area

2. MAX HEIGHT WITH ADDITIONAL BONUS BUILDING HEIGHTS AND FAR

FAR	HEIGHT
-	 2 Stories
1.0	 3 Stories
1.5	 4 Stories
1.75	 5 Stories
2.35	 6 Stories
2.5	 7 Stories

* ESTABLISH A 25' SETBACK ALONG THE WATERFRONT TO CREATE A PROMENADE.
ADDITIONAL UPPER LEVEL SETBACK OF 25' ABOVE 3 STORIES
* ADDITIONAL SETBACK AND OPEN SPACE REQUIREMENTS

2. PROPOSED OP3D | Additional Building Heights



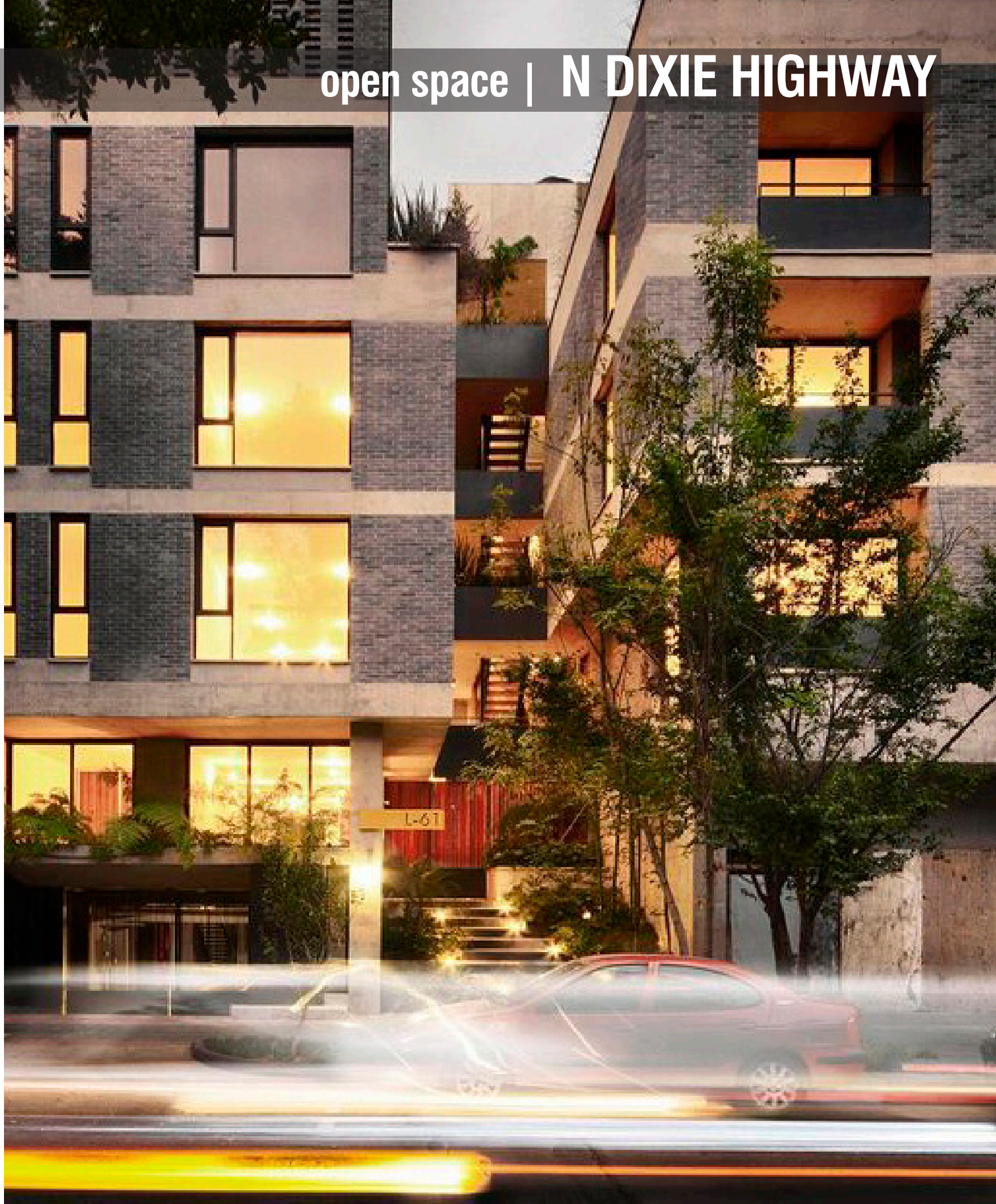
* ESTABLISH A 25' SETBACK ALONG THE WATERFRONT TO CREATE A PROMENADE.
ADDITIONAL UPPER LEVEL SETBACK OF 25' ABOVE 3 STORIES
* ADDITIONAL SETBACK AND OPEN SPACE REQUIREMENTS

OP3D TOOLS | OPEN SPACE

OBJECTIVE | OPEN SPACE STRATEGIES

- 1. Create linear connections to neighborhoods through a comprehensive parks and open space strategy**
- 2. Establish a green ‘connectivity and active use’ approach by district**
 - Green Framework created through zoning and public improvements
- 3. Define different types of open space as a % of lot area**

open space | N DIXIE HIGHWAY



open space | **COURTYARDS/ POCKET PARKS**





OP3D **NEXT** **STEPS**

- 1. Finalize OP3D Analysis and Recommendations**
- 2. Draft Ordinance Updates and Design Guidelines**
- 3. Move Forward with Land Use Plan Amendment**

OP3D IMPROVEMENTS TO SUPPORT THE VISION

Ongoing/Planned/Proposed Public + Private Projects:

- 1. Development of City-owned Property**
- 2. Proposed Streetscape and Parking Improvements**
 - N. Dixie Highway
 - Main Street (NE 12th Avenue)
 - NE 12th Terrace (S. of Oakland Park Boulevard)
 - NE 11th Avenue
 - NE 13th Avenue
 - Parking Structure/Surface Lots
- 3. Open Space - Bike/Ped Access**
 - Middle River Promenade

OP3D **MOVING FORWARD**

PROJECTS:

- 1. OP Square**
- 2. RAM**
- 3. AT&T Property**



OAKLAND PARK
BUILDING OUR 2ND CENTURY

ZYSCOVICH
ARCHITECTS