

DMUD Workshop
Jaco Pastorius Community Center
July 30, 2015



Current Citywide Efforts



Current DMUD Efforts



The Issues

- **DMUD (Downtown Mixed Use District)**

... the Downtown Mixed Use District would be redeveloped based on a community vision, allowing mixed-use opportunities, encouraging desirable downtown redevelopment, fostering smart growth and economic development, a focus on transit, bike and pedestrian orientation, public parking and creating locations for public events and activities

Currently the DMUD consists of two separate documents:

- Land Development Code: Article XX, Oakland Park Downtown Mixed Use District Regulations
- Oakland Park Mixed Use District Design Guidelines

Vision: Culinary Arts District

District Sub-Areas: the DMUD is broken up into 7 district sub-areas

1. Boulevard Commercial
2. North End Urban Residential
3. Park Place
4. Civic Use
5. Dixie Mixed Use
6. Residential Office Buffer
7. The Neighborhoods



DMUD District Sub-Areas

- 1 Boulevard Commercial
- 2 North End Urban Residential
- 3 Park Place
- 4 Civic Use
- 5 Dixie Mixed Use
- 6 Residential Office Buffer
- 7 The Neighborhoods



The Issues

- **Project Types within the DMUD**

- Existing Legal Non-Conforming Uses “Little to No Expense” for Businesses
- Adaptive Reuse (fix up existing building) “Medium Expense” for Businesses
- Redevelopment (knock down/rebuild) “Most Expensive” for Developer



The Issues

- Existing Legal Non-Conforming Uses

- Grandfathered uses, existing businesses
- No physical changes to existing building
- Minimal review process (permit or BTR)
- Typically small business – ‘mom & pop’
- Minimal cost impact to business owner

Little to No Expense



For Consideration

- Legal Non-Conforming Uses Little to No Expense

- Challenges
 - Existing buildings – minimal chance for redevelopment
 - Not highest and best use for downtown development
 - May or may not generate ‘new pedestrian traffic’
 - May require on site parking or existing intense parking uses (fleet vehicles)

- Solutions
 - Relocation incentives
 - Façade improvement incentives

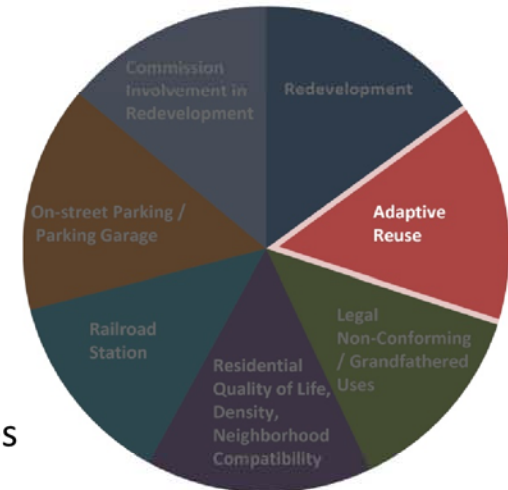


The Issues

• Adaptive Reuse

Medium Expense

- Maintains existing building shell – change of use
- Can involve changes to the exterior of the building
- Use could require additional parking spaces
- Requires DRC review only – minimal adherence to Design Guidelines
 - Any changes to the exterior could implement compliance with DMUD Design Guidelines
- More cost effective than new construction for business



For Consideration

- **Adaptive Reuse** **Medium Expense**

- **Challenges**
 - Existing buildings – minimal chance for redevelopment
 - May not be highest and best use for downtown development
 - Can present challenges in regards to landscaping, parking, etc.
 - Can present site design challenges

- **Solutions**
 - City to identify which properties have best / least opportunities
 - Provide for 'central parking area' (surface or garage)

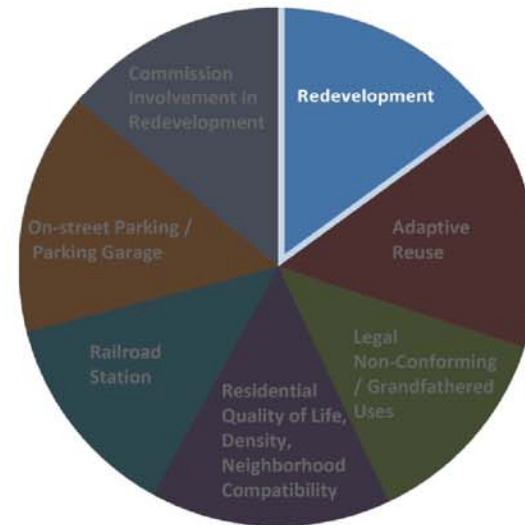


The Issues

- Redevelopment

- New infill development
- Opportunity for highest and best use
- Full implementation of DMUD Design Guidelines
- Will require additional parking
- Could require full project review
- Higher development costs

Most Expensive





Examples of Mixed Use Projects

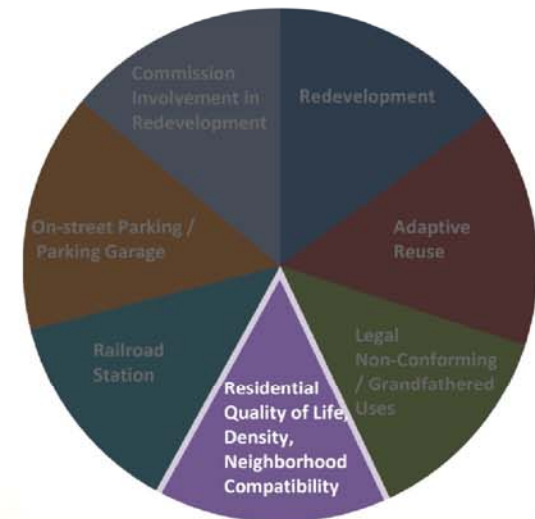
For Consideration

- **Redevelopment** **Most Expensive**
- **Challenges**
 - Will generate traffic – how do you deal with new traffic patterns
 - Property values inflated – is current density sufficient for return on investment
 - Needs to have a ‘blueprint’ of project approval process – minimize surprises
 - Existing properties may not be big enough to support ‘full redevelopment’
 - parking / parking structure
 - if residential – amenities
 - service – solid waste, deliveries, etc.
- **Solutions**
 - City to identify which properties have best / least marketable value
 - Provide for ‘central parking area’ (surface or garage)
 - Evaluate current review process – clear & precise



The Issues

- **Residential quality of life, Density, Neighborhood compatibility**
 - Potential uses can be detrimental to a neighborhood
 - DMUD must be sympathetic to existing 'residential neighborhoods'
 - scale must reflect the scale of the neighborhood
 - Traffic patterns can impact adjacent 'residential neighborhoods'
 - Outdoor activities: street cafes, bars, etc. - sound impact
 - Certain uses could introduce an increase in unwanted criminal issues

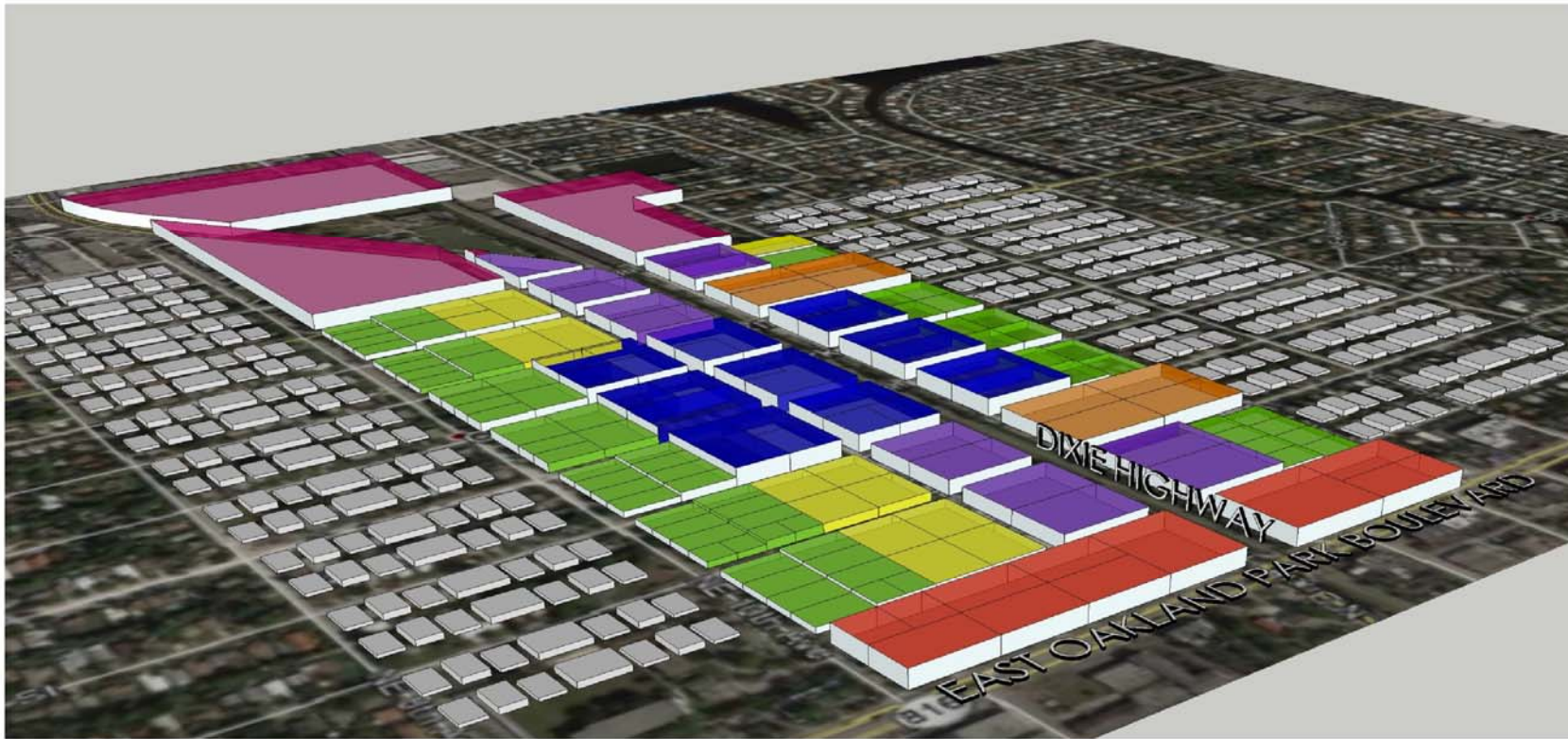


Density & Height

DMUD District Sub-Areas

- 1 Boulevard Commercial**
0 units/acre; 3 stories / 6 stories (bonus)
- 2 North End Urban Residential**
35 units/acre; 3 stories / 6 stories (bonus)
- 3 Park Place**
55 units/acre; 3 stories / 6 stories (bonus)
- 4 Civic Use**
0 units/acre; 3 stories / 5 stories (bonus)
- 5 Dixie Mixed Use**
45 units/acre; 3 stories / 5 stories (bonus)
- 6 Residential Office Buffer**
16 units/acre; 3 stories
- 7 The Neighborhoods**
16 units/acre; 3 stories





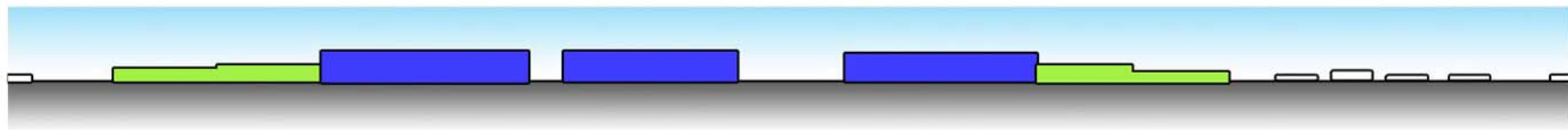
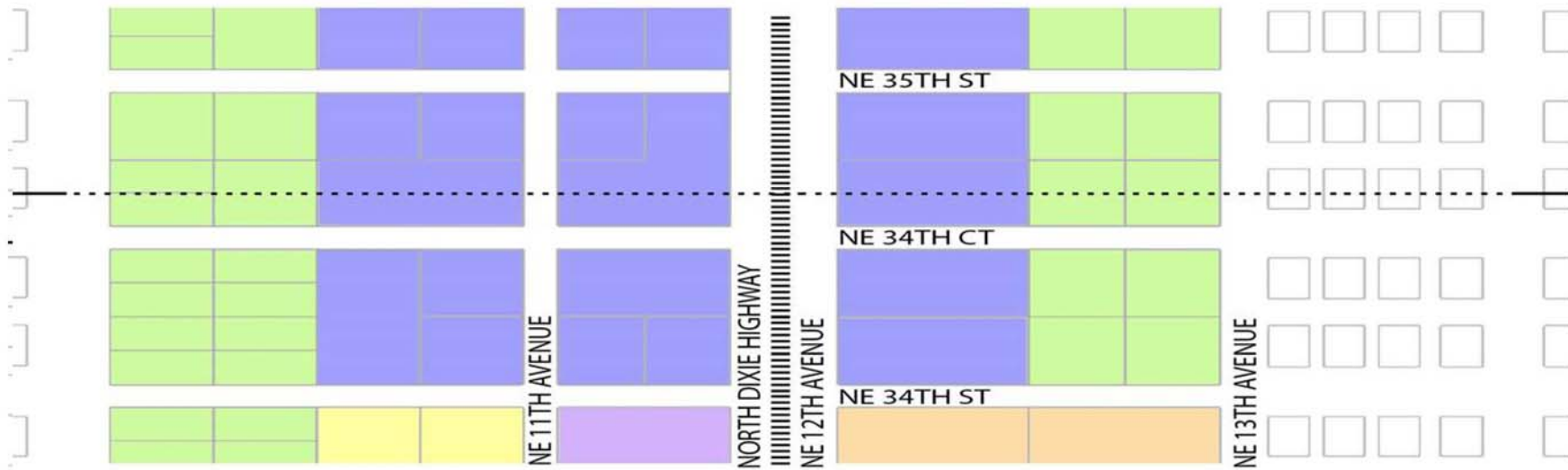
- 1 - BOULEVARD COMMERCIAL**
0 UNITS / ACRE; 3 STORIES / 6 STORIES (BONUS)
- 2 - NORTH END URBAN RESIDENTIAL**
35 UNITS / ACRE; 3 STORIES / 6 STORIES (BONUS)
- 3 - PARK PLACE**
55 UNITS / ACRE; 3 STORIES / 6 STORIES (BONUS)

- 4 - CIVIC USE**
0 UNITS / ACRE; 3 STORIES / 5 STORIES (BONUS)
- 5 - DIXIE MIXED USE**
45 UNITS / ACRE; 3 STORIES / 5 STORIES (BONUS)
- 6 - RESIDENTIAL OFFICE BUFFER**
16 UNITS / ACRE; 3 STORIES

- 7 - THE NEIGHBORHOODS**
16 UNITS / ACRE; 3 STORIES



Massing Plan Under Current Code



Building Massing Cross-Section

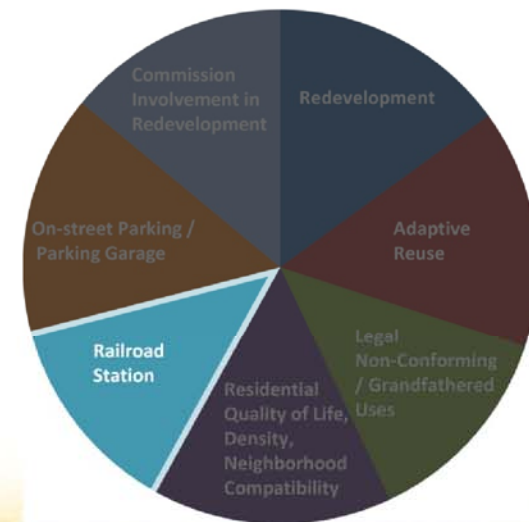
For Consideration

- **Residential quality of life, Density, Neighborhood compatibility**
- **Challenges**
 - Current densities adjacent to existing residential may not be sufficient for redevelopment
 - Minimal opportunities for buffering
 - Traffic issues
- **Solutions**
 - Existing Sub-Area Districts reflect diminishing scale as it extends to the existing residential neighborhoods – i.e. Park Place – ‘core of the District’
 - Implement Complete Streets along existing neighborhoods
 - Work with existing neighborhood districts

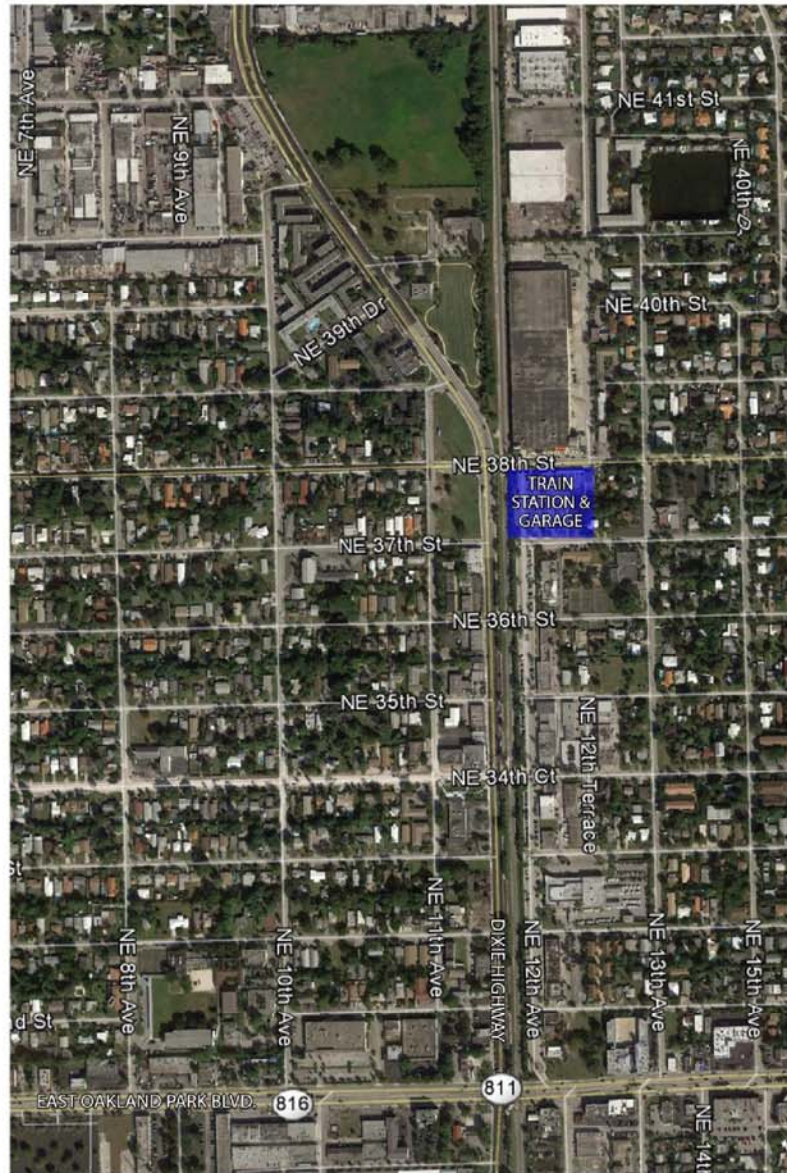


The Issues

- **Railroad Station**
 - Would impact DMUD
 - Parking structure – need sufficient area for parking garage
 - Location potential: Park Lane East at Main Street & Dixie
 - As proposed by SFRTA in preliminary location studies
 - Evaluate potential traffic patterns
 - Connector for existing ‘mass transit systems’



Potential Rail Station Location



The Issues

- On-street parking / Parking Garage

- Section 24-270 Parking
 - Required parking for **Single Use** based on Article IV, Section 24-80 (C)
 - Required parking for **Mixed Use** based on Article IV, Section 24-80 (C) plus Parking Credit Schedule
- Parking Credit Schedule: required parking based on use and day/time of use
- Required parking can be 'off site'
 - Must be within 700 feet
 - All residential must be on-site
 - Fee of \$ 15,000. per space must be paid for waived spaces
- Fee can be waived (& has in the past) in accordance with Section 24-276
- Only 'off site' parking available is what is provided by the City





City Owned Parking Areas



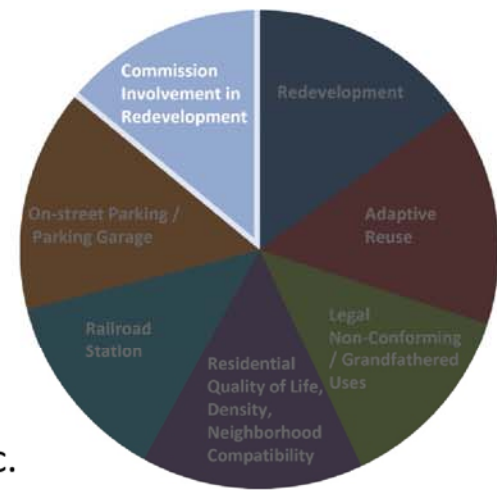
City Owned Parking Areas

For Consideration

- **On-street Parking / Parking Garage**
- **Challenges**
 - Existing available parking is diminishing
 - Off site parking process / fee waiver
 - Residential parking - no provision for unit type and/or guest parking
- **Solutions**
 - Identify potential 'off site' parking areas
 - Potential parking garage
 - Evaluate residential parking



The Issues



- **Commission involvement in redevelopment**
 - Currently Commission is informed on all projects – via reports, etc.
 - Only Change of Use / Adaptive Reuse Projects are not subject to P & Z and Commission review
 - Review process should be clear – no surprises
 - Subjective review process can discourage developers to extended timeframes resulting in an increase in costs
 - ‘Application will go to the Commission as a report; no action is required unless the Commission requests a formal Public Hearing within 46 days of P&Z’

Development Approvals

DMUD

- New Development - Matter of Right
- Interim Regulations
- Conditional Use
- Residential – any # of units

Outside DMUD

- New Development – Matter of Right
- Conditional Use
- Development Orders/Special Zoning Approvals
- Residential – 1-2 units
- Residential – 3+ units

Approval

DRC with Report to Commission
DRC only
City Commission
DRC with Report to Commission

DRC only
City Commission

City Commission
Building Permits
DRC only



Summary

- **DMUD**
 - **Project Types:**
 - Legal Non Conforming / Grandfathered
 - Adaptive Reuse
 - Redevelopment
 - **Quality of life, Density, Neighborhood Compatibility**
 - **Railroad Station**
 - **On-street Parking / Parking Garage**
 - **Commission Involvement in Redevelopment**

