

**Exhibit B****DIVISION 3. FORM-BASED ZONING DISTRICTS****Subdivision I. Central RAC District****Section 32-191. Purpose and intent.**

The purpose and intent of the Central RAC District is to guide the redevelopment of land within the boundaries of the RAC land use category on the Comprehensive Plan's Future Land Use Map and the surrounding properties into a vibrant area that:

- (a) Provides a mix of uses within a pedestrian-friendly environment to meet the daily needs of workers, residents, and visitors;
- (b) Encourages higher densities and intensities within a half-mile of the planned commuter rail station
- (c) Establishes a desirable residential location with a variety of housing types to accommodate a diverse population;
- (d) Promotes the optimum use of transit by maintaining and enhancing a continuous, inter-connected network of pedestrian- and bicycle-friendly streets that effectively links transit stations, bike routes, sidewalks, buildings, and open spaces;
- (e) Provides public open space in the form of parks, plazas, and greens; and
- (f) Encourages investment by accommodating new development at a range of scales including individual infill buildings and large redevelopment projects.

**Section 32-192. Regulating Plan Showing Central RAC Subdistricts.**

- (a) The locations and boundaries of the Central RAC subdistricts shall be shown on both a map entitled "City of Hallandale Beach Zoning Map" and a map entitled "Hallandale Beach Central RAC Regulating Plan." The Hallandale Beach Central RAC Regulating Plan depicts additional information necessary to apply the standards contained in this Section and is hereby officially adopted as an integral part of these regulations. To create the vibrant, diverse character envisioned for the Central RAC, six subdistricts are hereby created and assigned to land, as shown on both a map entitled, "Hallandale Beach Zoning Map" and a map entitled, "Hallandale Beach Central RAC Regulating Plan":
  - (1) RAC Corridor
  - (2) Transit Core
  - (3) RAC Neighborhood
  - (4) Transitional Mixed Use
  - (5) Fashion Art Design (FAD)
  - (6) Greyhound Track
- (b) The Hallandale Beach Central RAC Regulating Plan depicts additional information necessary to apply the standards contained in this Division and is hereby officially adopted as an integral part of these regulations.

- (1) *Primary and Secondary Streets.* Primary Streets are intended to develop overtime as superior pedestrian environments and, as such, are held to higher standards in the regulations regarding building placement, building frontage, and the location of parking and service uses. Streets not designated as Primary Streets are considered Secondary Streets, which will accommodate service functions and vehicular-oriented development needs including parking, loading, and drive-through facilities.
- (2) *Future Connections.* Potential future connections are illustrated on the Regulating Plan. Future connections are desired new vehicular and/or pedestrian connections to, or extensions of, existing streets or alleys that will improve the overall transportation network. Future connection designations are not precise alignments or specific locations. The appropriateness of and final street designation, alignment, location, and dedication of these intended links of the transportation network will be determined during the development review process by the City Commission.
- (3) *General Location of the Tri-Rail Coastal Link Station.* The general location of the planned Tri-Rail Coastal Link station is mapped on the Regulating Plan. The station area supports the more intense subdistricts of the RAC and parking requirements are adjusted based on the proximity to this transportation resource.



**Section 32-193. Allowable Uses.**

(a) *Permitted and Conditional Uses.* Table 32-193(a) identifies uses that are allowed as permitted or conditional uses in each Central RAC subdistrict as well as uses that are not permitted in each subdistrict. Uses identified with a “P” are permitted by right. Uses identified with a “C” are permitted subject to the standards in Section 32-964 and additional standards in each subdistrict. Uses identified with a “-“ are not permitted in the subdistrict.

(b) *Accessory Uses.* Each Central RAC subdistrict allows the accessory uses and structures described in Section 32-242(a) and (b). All accessory uses and structures must comply with the special regulations in Section 32-243. Unless otherwise directed in Section 32-242, accessory uses and structures shall be located behind the main building façade and may be placed as close as five (5) feet to rear and side property lines.

Table 32-193(a) – Allowable Uses by Subdistrict

	CENTRAL RAC SUBDISTRICTS					
	RAC Corridor	Transit Core	RAC Neighborhood	Trans. Mixed Use	Fashion Art Design	Greyhound Track
<b>RESIDENTIAL</b>						
Single-family dwellings	-	-	P	-	P	-
Two-family (duplex) dwellings	-	P	P	-	P	P
Townhouse dwellings	P	P	P	P	P	P
Multi-family dwellings	P	P	P	P	P	P
Live/work units	P	P	C	P	P	P
Work/live units	P	P	-	P	P	P
Assisted living facilities	P	P	C	C	-	-
Nursing homes	P	P	C	C	-	-
Other residential care facilities	see section 32-594					
<b>LODGING</b>						
Bed-and-breakfast inns	P	C	C	P	P	P
Hotels and motels	P	P	-	P	-	P
<b>BUSINESS</b>						
Offices, limited	P	P	C	P	P	P
Offices	P	P	-	P	P	P
Stores & services, general	P	P	-	P	P	P
Stores & services, large format	P	P	-	P	-	P
Drive-through facilities (for any use)	C	-	-	C	C	C
Contractor & trade operations	P	-	-	P	P	P
Garage, public parking	C	C	-	C	-	P
Parking Lot	C	C	-	C	C	P
Parking lot, interim	C	C	-	C	C	C
Alcoholic beverage establishments	P	C	-	P	P	P
Racing and casino complexes	-	-	-	-	-	P
Restaurants	P	P	-	P	P	P
Studio or workshop	P	P	-	P	P	P
Vehicle sales, repair, or service	-	-	-	C	-	P
<b>CIVIC &amp; EDUCATION</b>						
Civic open spaces	P	P	P	P	P	P
Day care centers	P	P	C	P	P	P
Government uses	P	P	-	P	-	-
Places of worship	P	P	C	P	-	-
Schools, public and private	P	P	C	P	P	-
P = Permitted Use      C = Conditional Use      - = Use Not Permitted						

**Section 32-194. Configuration of Buildings.**

- (a) *Building Height.* Unless otherwise specified herein, the height of buildings shall be measured in and regulated by the number of stories. Increasing the maximum number of stories allowed in a Central RAC subdistrict may not be approved as a variance or waiver. Stories are measured from the floor to the bottom of the lowest structural member that supports the story above. See Figure 32-194(a).
- (1) Stories located below grade are not counted for the purpose of measuring building height. In all subdistricts, if this floor is elevated more than five feet above the adjacent sidewalk or, if no sidewalk is in place more than five feet above the crown of the adjacent street, the space below counts as the ground (first) story for the purposes of measuring building height.
  - (2) The ground story of commercial or mixed-use buildings shall be 10 feet to 18 feet tall; any ground story taller than 18 feet will count as two stories for the purpose of measuring building height.
  - (3) The ground story of residential buildings shall be nine feet to 14 feet tall.
  - (4) Each story above the ground story in all buildings must be nine feet to 12 feet tall; any upper story taller than 12 feet will count as two stories for the purpose of measuring building height.
  - (5) Mezzanines that exceed the percentage of floor area for a mezzanine defined in the Florida Building Code are counted as a story for the purpose of measuring height.
  - (6) Each parking garage level exposed to a street or civic open space shall be counted as a story for the purposes of measuring height. Parking levels fully concealed from view by a story containing an active use, such as residential, office, or retail, are not counted as stories for the purpose of measuring height. See Figure 32-194(b).
  - (7) Residential units must have the floor of the first habitable story elevated at least 18 inches above the crown of road in all subdistricts, except for the RAC Neighborhood where the floor elevation of the first habitable story must be elevated at least 12 inches above crown of road. Lobbies and common areas in multi-unit buildings may have a zero to six-inch (0" to 6") ground floor finish level.
  - (8) Flat roofs shall be enclosed by parapets no less than 42 inches high, or as required to screen equipment.
  - (9) Mechanical equipment necessary to the operation or maintenance of the building such as, but not limited to, elevator, stair, and mechanical penthouses, cooling towers, vent stacks and antennae shall be enclosed and screened in such a manner that the enclosure is an integral part of the overall building design and provides a balanced and graceful silhouette, and ameliorates the visual impact from adjacent buildings. Minor features not exceeding one foot in height shall be exempted from this regulation. The incorporation of green energy resources, such as photovoltaic cells, is encouraged; however, significant features, such as windmills, require approval by the Development Services Director.

(10) Architectural features such as church spires, steeples, belfries, cupolas, or similar, structures are not limited by story height.

**Figure 32-194(a)  
Measuring Building Height**

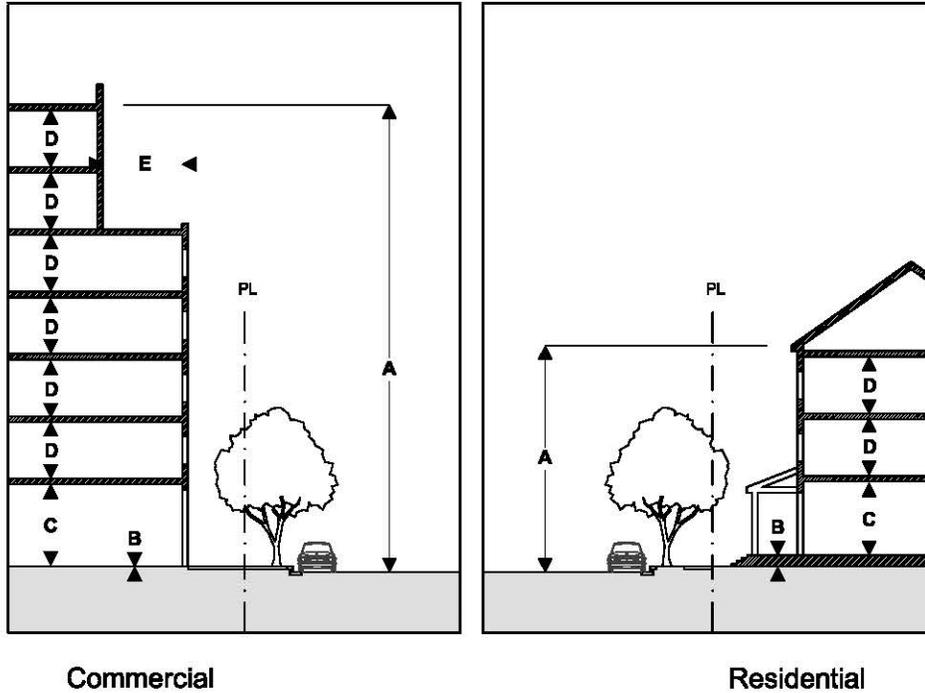
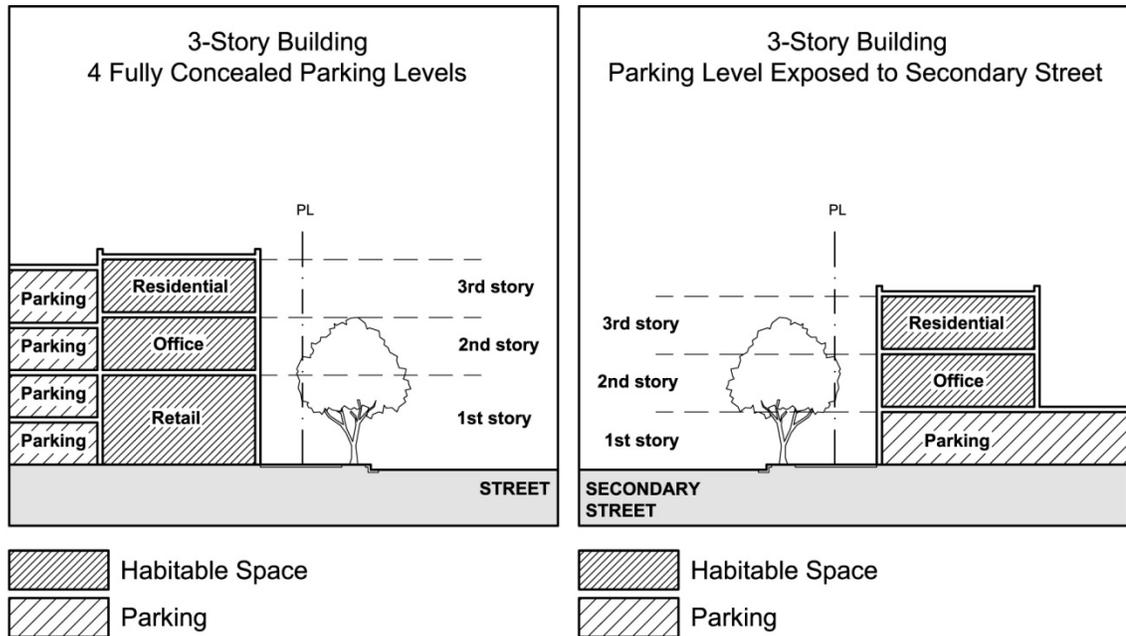


Table 32-194(a) Building Height		
<b>A</b>	<b>Maximum Number of Stories</b>	Varies by Subdistrict
<b>B</b>	<b>Ground Floor Finish Level</b>	
	Commercial Uses and Lobbies/Common Areas in multi-unit buildings in all subdistricts	6" max.
	Residential Units in the RAC Corridor, Transit Core, Transitional Mixed Use, FAD, and Greyhound Track subdistricts	18" min.
	Residential Units in the RAC Neighborhood	12" min.
<b>C</b>	<b>Ground Story Height</b>	
	Commercial and Mixed-Use Buildings	10' min. / 18' max.
	Residential Buildings	9' min. / 14' max.
<b>D</b>	<b>Upper Story Height</b>	9' min. / 12' max.
<b>E</b>	<b>Upper Story Setbacks</b>	Above the 5 <sup>th</sup> story

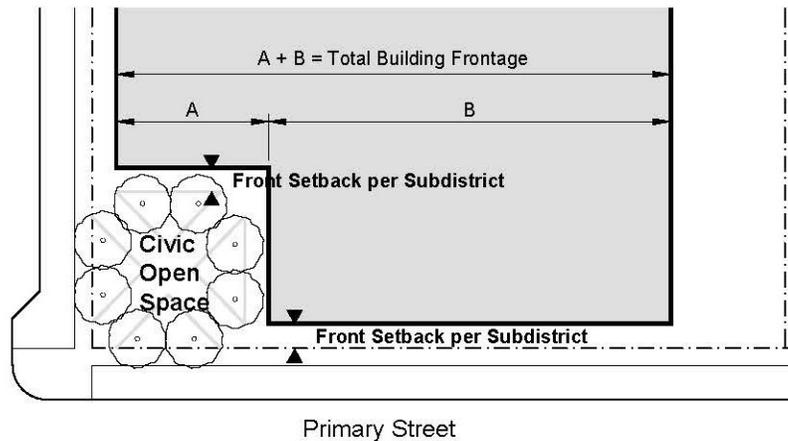
**Figure 32-194(b)**  
**Counting Number of Stories**



*(b) Building Placement.*

- (1) Front setbacks shall be measured from the property lines coinciding with public rights-of-way, including streets and parks, or from civic open spaces that meet the requirements in Section 32-202. See Figure 32-194(c).

**Figure 32-194(c)**  
**Building Frontage Requirement**



- (2) In subdistricts that allow development with no side or rear setback, the following limitations also apply:
- a. Side and rear setbacks are required only when an abutting property has a building existing as of the effective date of this ordinance [date] with windows facing the adjoining lot line. Then, new development shall set back to provide at least 10 feet of separation between the existing and new buildings.
  - b. All light and air shafts, including those necessary per the percentage of openings on building façades, shall be provided within the lot pursuant to the Florida Building Code.
- (c) *Frontage Percentages.* Building frontage is the percentage of the total width of a lot which is required to be occupied by the primary façade of a building. Each subdistrict provides minimum building frontages.
- (1) The primary façade shall be parallel to the right-of-way, located in accordance with the minimum and maximum front setback requirements of the subdistrict.
  - (2) The location of the primary façade is not changed by architectural elements such as cornices, bay windows, awnings, porches, balconies, stoops, colonnades, arcades or forecourts.
  - (3) The primary façade may adjust around a Civic Open Space that meets the requirements in § 32-202 as shown in Figure 32-194(c).
- (d) *Architectural Standards.* In all RAC subdistricts, the following architectural standards apply:
- (1) Building façades facing streets or civic open spaces must have transparent windows covering between 20 percent and 75 percent of the wall area of each story as measured between finished floors. Transparent means non-solar, non-mirrored glass with a light transmission reduction of no more than twenty percent (20%).
  - (2) Windows and doors shall be vertically proportioned. Horizontal fenestration openings can meet this requirement by using muntins to subdivide glazed areas into vertical or square areas, or by using a series of vertically proportioned windows within the opening. Transom windows may be horizontal and semi-circular windows are permitted. Circular and square windows may be used as limited accent elements within the facade.
  - (3) All parapets shall have a cornice molding extending a minimum of two inches from the surface plane of the wall.
  - (4) An expression line shall be provided at the top of the first or second story. Expression lines shall be moldings extending a minimum of two inches from the surface plane of the building wall. Expression lines are intended to be continuous façade elements and may not be covered by awnings or signs. Significant architectural elements such as columns, pilasters, and towers may interrupt expression lines.

- (5) Building facades shall be designed to visually screen parking and minimize large expanses of blank walls. Appropriate façade design incorporates the consistent use of materials and construction assemblies, fenestration patterns, architectural articulation, and features such as, but not limited to, the application of architectural screens, louvers, or glass, and the incorporation of vegetated surfaces and planters. Paint, faux treatments, scoring, construction joints, lighting, and material projections less than two inches are permitted, but do not fulfill the façade design requirements.

**Figure 32-194(d)**  
**Character Examples for Screening Parking and Blank Walls**



*The Clematis Street garage utilizes consistent building materials with fenestration patterns to establish an attractive façade screening the parking levels over the retail space.*



*The Lincoln Theater has the building circulation located along the streets, behind an architectural glass façade, screening the large expanses of blank walls associated with movie theaters.*

- (6) In the absence of a building façade, a streetwall is required along both Primary and Secondary Streets. Streetwalls shall be three feet to three feet six inches in height, located in line with the building façade or the front setback. Streetwalls shall be composed of either an opaque wall using the same material and color as the building or of a continuous, maintained hedge. In addition, one shade tree per 25 lineal feet, uniformly spaced, shall be installed along the length of the streetwall.
- (7) An opaque, masonry wall six feet in height shall be built on the property line along all side and rear lot lines that abut single-family houses existing as of the date of this ordinance (*date*) or lots in a residential zoning district. In addition one shade tree shall be planted every 20 feet along the wall.

(e) **Minimum floor area for units.** Minimum floor area for multifamily residential dwelling units shall be as shown in Table 32-194(b)

<b>Table 32-194(b)</b>	
<b>Minimum Multi-family Dwelling Unit Sizes</b>	
<b>Unit Type</b>	<b>Unit Size (Sq. ft.)</b>
Efficiency	500
1 Bedroom	700
2 Bedroom	850
3 Bedroom	1,050

(f) **Other Standards.** Other standards also apply to Central RAC subdistricts:

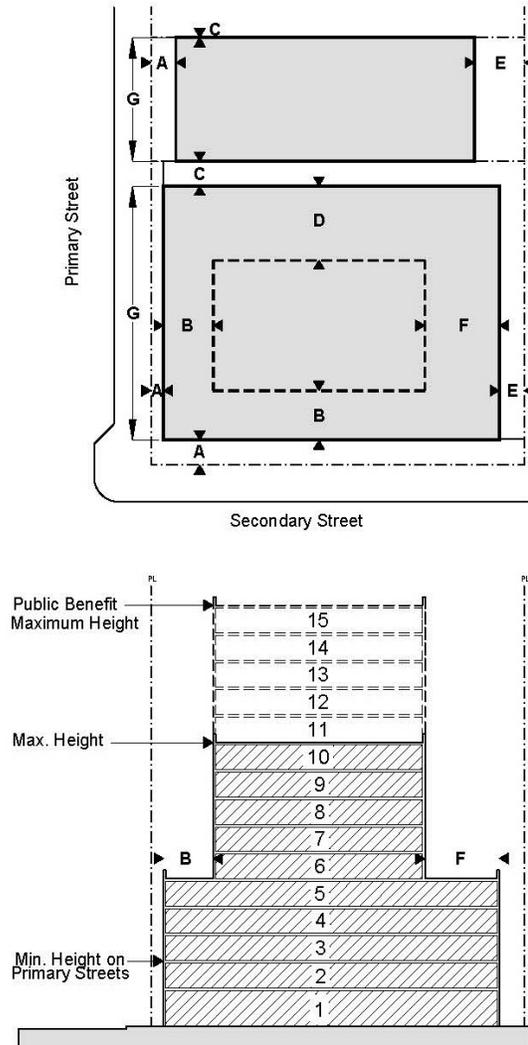
- (1) Frontage Standards are in Section 32-201
- (2) Civic Open Spaces Standards are in Section 32-202
- (3) Parking Standards are in Section 32-203
- (4) Street and Block Standards are in Section 32-204.
- (5) RAC Development Approval Process in Section 32-205.
- (6) RAC Density Allocation Standards are in Section 32-206.

**Section 32-195. RAC Corridor Subdistrict Standards**

- (a) *Purpose and Intent.* The RAC Corridor Subdistrict is the most intense subdistrict in the RAC, accommodating a wide range of uses, including major employment, shopping, civic, and entertainment destinations as well as residential uses. Located along wide, existing commercial corridors, this subdistrict will have the largest scale of redevelopment and will create a vibrant, pedestrian-friendly, mixed-use district along main transit routes, in close proximity to the planned Tri-Rail Coastal Link station.
- (b) *Lot Size and Building Placement.* Table 32-195(a) provides the dimensional requirements regarding lot size, lot coverage, building setbacks, and building frontage for the RAC Corridor subdistrict. Figure 32-195(a) illustrates the dimensional requirements from the table.
- (1) A minimum of 75 percent of the linear width of the lot along a Primary Street shall be occupied by the primary façade of a building, located in accordance with the minimum and maximum setbacks in Table 32-195(a).
  - (2) Secondary streets do not have a required minimum building frontage and buildings shall be located in accordance with the minimum setback in Table 32-195(a).
  - (3) Buildings taller than five stories are subject to additional setback requirements in order to ensure harmony among adjacent buildings and architectural articulation of building mass.
  - (4) Buildings with more than 250 feet of street frontage shall provide a pedestrian passageway at least 10 feet wide connecting rear parking to the sidewalk in the public right-of-way that the building faces. Open to public???
- (c) *Building Size and Height.*
- (1) On Primary Streets, the minimum building height is two stories in height or one story at least 20 feet tall.
  - (2) Maximum building height is ten stories, except that buildings which provide all the following public benefits may build to fifteen stories:
    - a. Provide a total of 7.5% of the site, or the portion of the site proposed for development in a multi-phased project, as Civic Open Space(s); and
    - b. Provide street/streetscape improvements consistent with the City's complete streets efforts, on both sides of adjacent rights-of-way; and
    - c. On Secondary streets fully conceal parking levels at the sidewalk level for a depth of at least 20 feet by a story containing active uses, such as residential, office, or retail.

Table 32-195(a) RAC Corridor Subdistrict Dimensional Requirements		
<b>Lot Size</b>		
Lot Width	50 ft. min.	
Lot Area	5000 sf. min./ 100,000 max.	
Lot Coverage	95% max.	
Minimum Landscape Area	5%	
<b>Building Placement</b>		
A	Federal Hwy & Hallandale Beach Blvd.	15 ft. min. 20 ft. max.
	Primary Street Setback <sup>1</sup>	10 ft. min. 15 ft. max.
	Secondary Street Setback <sup>1</sup>	10 ft. min.
B	Street Above the 5 <sup>th</sup> Story	20 ft.
C	Interior Side Setback	0 ft. min. <sup>2</sup>
D	Side Above the 5 <sup>th</sup> Story	30 ft. min.
E	Rear Setback	10 ft. min.
F	Rear Above the 5 <sup>th</sup> Story	30 ft. min.
G	Building Frontage on Primary Streets	75% min. 100% max.
<b>Building Size &amp; Height</b>		
Min. Height Primary Streets	2 Stories, or 1 Story 20 ft. high	
Base Building Height Limit	10 Stories	
Maximum Building Height Limit	15 Stories	
<b>Density</b>		
Base Density	18 du/ac	
Max. Density	70-90 du/ac	
<b>Civic Open Space Requirement</b>		
All Sites 40,000 sq. ft. or more	5%	
All Sites Exceeding Base Density or Base Height Limit	7.5%	
<sup>1</sup> Side lot lines facing streets are regulated by front setback requirements.		
<sup>2</sup> All light and air shafts shall be provided within the lot See Section 4.4.13(D)(1)(b)(2)		

Figure 32-195(a)  
RAC Corridor Building Placement & Height



(d) *Building Uses and Density.*

- (1) *Specific Uses.* Specific uses in the RAC Corridor subdistrict shall conform to the regulations in Section 32-193.
- (2) *Conditional Use Standards.* Conditional uses must be approved pursuant to the provisions in Section 32-964. In addition, the following regulations apply:
  - a. *Drive-through facilities for any use.* Drive-through facilities for any use shall have the drive through window(s) and stacking area located behind buildings on Primary Streets. On Secondary Streets, drive through facilities may be located to the rear or side of buildings.
  - b. *Public Parking Garages.* On Primary Streets, Public parking garages open to the public as a principal use shall be lined along the sidewalk level for a depth of at least 20 feet by a story containing active use(s), such as residential, office, or retail.
  - c. *Interim Parking Lots.* Parcels no greater than 25,000 square feet in area may be approved for interim parking lots serving general business and residential areas for specific timeframes. Interim parking lots must be maintained with a dust-free surface and shall have a perimeter landscaping comprised of a continuous maintained hedge three to four feet in height with one tree every 30 feet along streets and residential properties, with final details to be incorporated as conditions of approval. The approval may specify an annual review process that could result in revocation if these requirements and any other conditions of approval are not maintained.
- (3) *Base Density.* The Base Density in Table 32-195(a) is the number of dwelling units allowed per acre.
- (4) *Maximum Density.* The Maximum Density in Table 32-195(a) is the number of dwelling units allowed per acre based upon all the following performance criteria and the approval process set forth in Sections 32-205 and 32-206:
  - a. For density up to 70 du/ac, projects shall:
    1. Provide a total of 7.5% of the site, or the portion of the site proposed for development in a multi-phased project, as Civic Open Space(s);
    2. Fully conceal parking garage levels on Secondary streets at the sidewalk level for a depth of at least 20 feet by a story containing active use(s), such as residential, office, or retail; and
    3. Provide street/streetscape improvements consistent with the City's complete streets efforts, on both sides of adjacent rights-of-way.
  - b. For density up to 90 du/ac, in addition to the criteria in (d)(4)(a), projects shall:
    1. Provide at least 15% of the project's residential units as workforce housing or contribute to the City's affordable housing fund; and
    2. Provide at least 10% more parking than the amount required, accessible to the general public on an hourly or daily basis, with a fee to be determined by the owner.

(e) *Frontage Standards.*

- (1) The front setback and side setbacks facing streets shall be hardscaped with the following design characteristics:
  - a. Street trees shall be installed as set forth in Section 32-201(c).
  - b. A pedestrian walkway shall be accommodated as set forth in Section 32-201(b).
  - c. Any setback area not needed to accommodate a pedestrian walkway may be landscaped using trees, potted plants in removable planters, and ground planting that does not obstruct views into windows, and may also be used to accommodate merchandise displays or outdoor dining areas.
- (2) The main entrance(s) to ground story lobbies or commercial space(s) shall be directly from and face a public right-of-way or civic open space. Doors allowing public access shall occur at intervals no greater than 75 feet.
- (3) Building entrances shall use at least one of the following frontage types detailed in Section 32-201:
  - a. Stoop
  - b. Forecourt
  - c. Bracketed Balcony
  - d. Storefront
  - e. Arcade/ Colonnade

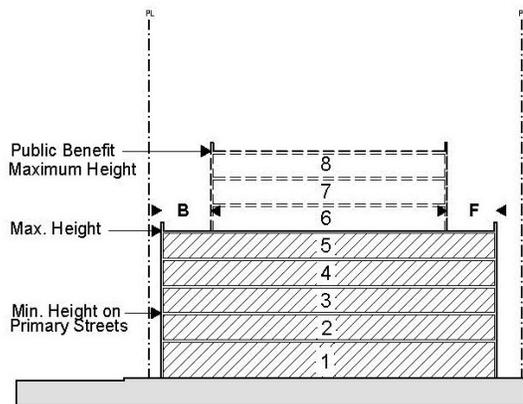
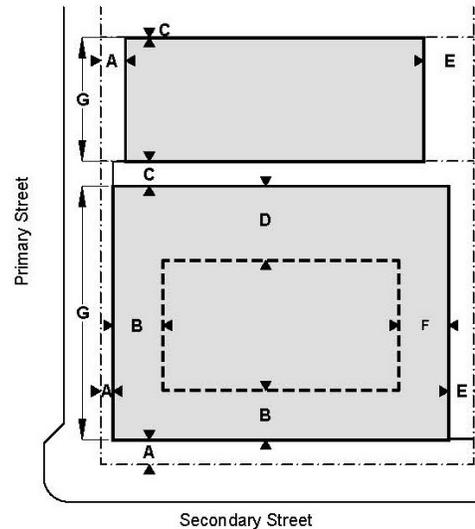
(f) *Other applicable Standards.* See Section 32-194 and Sections 32-201 through 32-204 for standards that also apply to the RAC Corridor subdistrict.

**Section 32-196. Transit Core Subdistrict Standards**

- (a) *Purpose and Intent.* The Transit Core Subdistrict is compact and appropriate for mid-rise multistory, mostly attached buildings accommodating a wide range of uses, including employment, shopping, civic, and entertainment destinations as well as residential uses. This subdistrict will create a vibrant, pedestrian-friendly, mixed-use district around the planned Tri-Rail Coastal Link station and along main transit routes.
- (b) *Lot Size and Building Placement.* Table 32-196(a) provides the dimensional requirements regarding lot size, lot coverage, building setbacks, and building frontage for the Transit Core subdistrict. Figure 32-196(a) illustrates the dimensional requirements from the table.
- (1) A minimum of 75 percent of the linear width of the lot along a Primary Street shall be occupied by the primary façade of a building, located in accordance with the minimum and maximum setbacks in Table 32-196(a). Secondary streets do not have a required minimum building frontage and buildings shall be located in accordance with the minimum setback in Table 32-196(a).
  - (2) Buildings taller than five stories are subject to additional setback requirements in order to ensure harmony among adjacent buildings and architectural articulation of building mass.
  - (3) Buildings with more than 250 feet of street frontage shall provide a pedestrian accessway at least 10 feet wide connecting rear parking to the sidewalk in the public right-of-way that the building faces.
- (c) *Building Size and Height.*
- (1) On Primary Streets, the minimum building height is two stories in height or one story 20 feet in height.
  - (2) Maximum building height is five stories, except that buildings which meet the following criteria and provide the following public benefits may build to eight stories in height:
    - a. Be located east of Dixie Highway.
    - b. Provide a total of 7.5% of the site, or the portion of the site proposed for development in a multi-phased project, as Civic Open Space(s);
    - c. If located on property across from Bluesten Park on SE 5<sup>th</sup> Street or SE 7<sup>th</sup> Street, provide residential uses or accessory residential uses only in all stories above the first story; the first story may be business, civic, residential or a combination of uses; and
    - d. If located on property on Federal Highway, provide business uses in the first story; upper stories may be business, civic, residential or a combination of uses..

Table 32-196(a) Transit Core Subdistrict Dimensional Requirements		
<b>Lot Size</b>		
Lot Width		50 ft. min.
Lot Area		5000 sf. min./ 100,000 max.
Lot Coverage		95% max.
Minimum Landscape Area		5%
<b>Building Placement</b>		
<b>A</b>	Primary Street Setback <sup>2</sup>	10 ft. min./ 15 ft. max.
	Secondary Street Setback	10 ft. min.
<b>B</b>	Street Above the 5 <sup>th</sup> Story	20 ft.
<b>C</b>	Interior Side Setback <sup>2</sup>	0 ft. min. <sup>3</sup>
<b>D</b>	Side Above the 5 <sup>th</sup> Story	30 ft. min.
<b>E</b>	Rear Setback	10 ft. min.
<b>F</b>	Rear Above the 5 <sup>th</sup> Story	20 ft. min.
<b>G</b>	Building Frontage on Primary Streets	75% min.
<b>Building Size &amp; Height</b>		
Min. Height Primary Streets		2 Stories, or 1 Story 20 ft. high
Base Building Height Limit		5 Stories
Maximum Height Limit		8 Stories
<b>Density</b>		
Base Density		18 du/ac
Max. Density		50 du/ac
<b>Civic Open Space Requirement</b>		
Sites Greater than 40,000 sq. ft.		5%
All Sites Exceeding Base Density or Base Height Limit		7.5%
<sup>1</sup> Side lot lines facing streets are regulated by front setback requirements. <sup>2</sup> All light and air shafts shall be provided within the lot See Section		

Figure 32-196(a)  
Transit Core Building Placement & Height



(d) *Building Uses and Density.*

- (1) *Specific Uses.* Specific uses in the Transit Core subdistrict shall conform to the regulations in Section 32-193.
- (2) *Conditional Use Standards.* Conditional uses must be approved pursuant to the provisions in Section 32-964. In addition, the following regulations apply:
  - a. *Parking Garages.* On Primary Streets, parking garages open to the public as a principal use, shall be lined along the sidewalk level for a depth of at least 20 feet by a story containing active use(s), such as residential, office, or retail.
  - b. *Interim Parking Lots.* Parcels no greater than 25,000 square feet in area may be approved for interim parking lots serving general business and residential areas for specific timeframes. Interim parking lots must be maintained with a dust-free surface and shall have perimeter landscaping comprised of a continuous maintained hedge three to four feet in height with one tree every 30 feet installed along streets and residential properties, with final details to be incorporated as conditions of approval. The approval may specify an annual review process that could result in revocation if these requirements and any other conditions of approval are not maintained.
- (3) *Base Density.* The Base Density in Table 32-196(a) is the number of dwelling units allowed per acre.
- (4) *Maximum Density.* The Maximum Density in Table 32-196(a) is the number of dwelling units allowed per acre based upon all the following performance criteria and the approval processes set forth in Sections 32-205 and 32-206:
  - a. Provide a total of 7.5% of the site, or the portion of the site proposed for development in a multi-phased project, as Civic Open Space(s);
  - b. Fully concealed parking garage levels on Secondary Streets at the sidewalk level for a minimum depth of 20 feet with a story containing active uses, such as residential, office, or retail, and
  - c. Provide street/streetscape improvements consistent with the City's complete streets efforts, on both sides of adjacent rights-of-way.

(e) *Frontage Standards.*

- (1) The front setback and side setbacks facing streets shall be hardscaped with the following design characteristics:
  - a. Street trees shall be installed as set forth in Section 32-201(c).
  - b. A pedestrian walkway shall be accommodated as set forth in Section 32-201(b).
  - c. Any setback area not needed to accommodate a pedestrian walkway may be landscaped using trees, potted plants in removable planters, or ground planting that does not obstruct views into windows, and may also be used to accommodate merchandise displays or outdoor dining areas.

- (2) The main entrance(s) to ground story lobbies or commercial space(s) shall be directly from and face a public right-of-way or civic open space. Doors allowing public access shall occur at intervals no greater than 75 feet.
- (3) Building entrances shall use at least one of the following frontage types detailed in § 32-201:
  - a. Stoop
  - b. Forecourt
  - c. Bracketed Balcony
  - d. Storefront
  - e. Arcade/ Colonnade

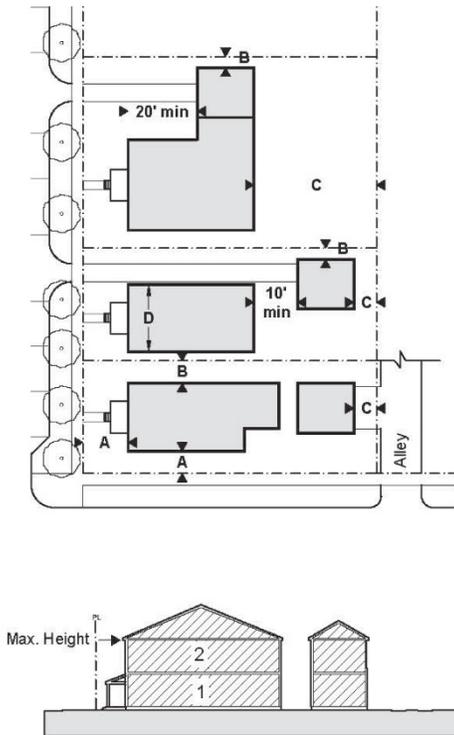
(f) *Other applicable Standards.* See Section 32-194 and Sections 32-201 through 32-204 for standards that also apply to the Transit Core subdistrict.

**Section 32-197. RAC Neighborhood Subdistrict Standards**

- (a) *Purpose and Intent.* The RAC Neighborhood Subdistrict provides for a wide range of residential building types to meet the demands of a diverse community.
- (b) *Building Types.* In order to ensure compatibility, new development shall be in form of one of the following building types:
- (1) *House.* A single-family detached building with front, side and rear yards.
  - (2) *Duplex.* A building housing two single-family units attached on one side.
  - (3) *Townhouse.* A row of three or more single-family units, attached on at least one side, each with a private rear yard and a front entrance directly accessible from a public right-of-way.
  - (4) *Apartment House.* A detached building resembling a large house, but containing multiple residential dwellings above and/or beside each other.
  - (5) *Courtyard Building.* A building designed to accommodate multiple residential dwellings above and beside each other, arranged around a central garden or patio that is partially or wholly open to the street.
- (c) *Lot Size, Building Placement and Height.*
- (1) Table 32-197(a) provides the dimensional requirements for lot size, building placement, frontage, and height for each of the allowable building types in the RAC Neighborhood subdistrict. Figures 32-197(a) through (e) illustrate the dimensional requirements.

Table 32-197(a) - RAC Neighborhood Subdistrict Dimensional Requirements						
Lot Size		House	Duplex	Townhouse	Apartment House	Courtyard Building
Lot Width (min.)		50 ft.	75 ft. <sup>1</sup>	80 ft. <sup>2</sup> with alley 200 ft. <sup>2</sup> no alley	100 ft./ 120 ft.	150 ft. / 300 ft.
Lot Area (min/max)		5,000 sf./ 10,000 sf.	6,000 sf./ 7,500 sf.	8,000 sf. <sup>2</sup> / No Max. <sup>4</sup>	10,000 sf./ 15,000 sf.	12,500 sf./ 45,000 sf.
Lot Coverage (max.)		60%	65%	85%	85%	85%
Min. Landscaping Area		40%	35%	15%	15	15%
Building Placement						
<b>A</b>	Front Setback <sup>3</sup> (min./ max.)	12 ft. / 25 ft.	25 ft. min.	12 ft. / 25 ft.	12 ft. / 25 ft.	12 ft. / 25 ft.
<b>B</b>	Side Setback	5 ft. min; 15 ft. total	5 ft. min; 15 ft. total.	10 ft. min.	5 ft. min; 15 ft. total.	5 ft. min; 15 ft. total.
<b>C</b>	Rear Setback (min.)	10 ft.	10 ft.	20 ft. with alley 10 feet no alley	20 ft. with alley 10 ft. no alley	20 ft. with alley 10 ft. no alley
<b>D</b>	Building Frontage	40% - 70%	40% - 70%	70% - 90%	45% - 80%	50% - 90%
Building Height						
Min. Height		1 Story	1 Story	2 Stories	1 Story	1 Story
Max. Building Height		2 Stories	2 Stories	3 Stories	3 Stories	3 Stories
Density						
Base Density		14 du/ac	14 du/ac	14 du/ac	14 du/ac	14 du/ac
Max. Density		14 du/ac	14 du/ac	20 du/ac	20 du/ac	20 du/ac
<sup>1</sup> Smaller lots platted prior to November 21, 1978, shall be permitted <sup>2</sup> These sizes reflect the parcel necessary to redevelop land into a townhouse project; <sup>3</sup> Corner lots must meet front setbacks on both streets. <sup>4</sup> Sites must follow the Street and Block standards in Section 32-204.						

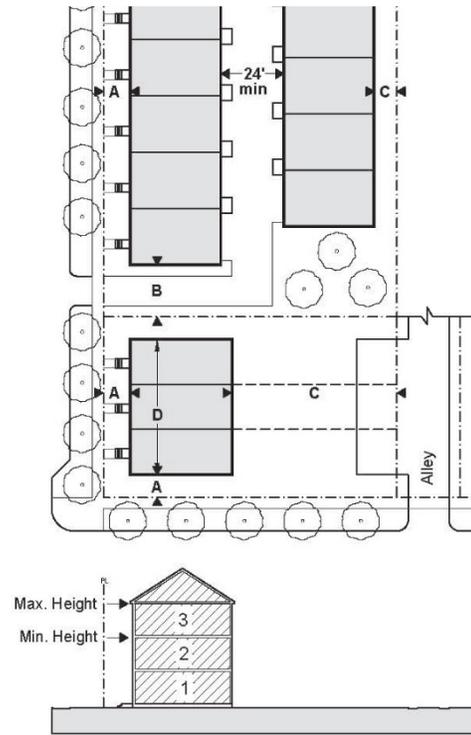
**Figure 32-197(a)**  
**House Building Placement, Height & Character Examples**



**House Character Examples**



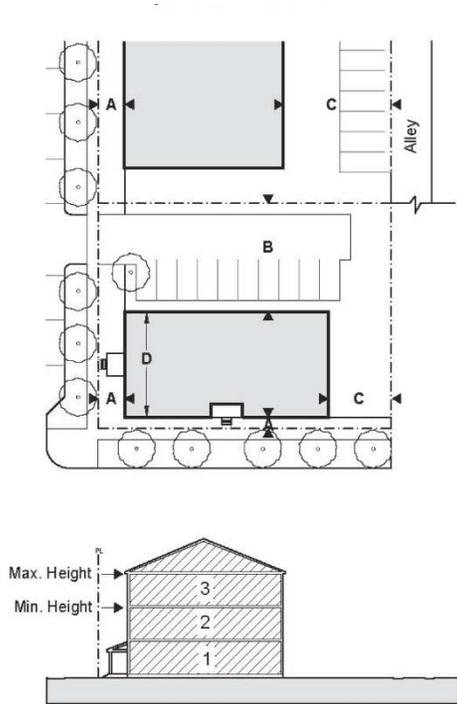
**Figure 32-197(b)**  
**Townhouse Building Placement, Height & Character Examples**



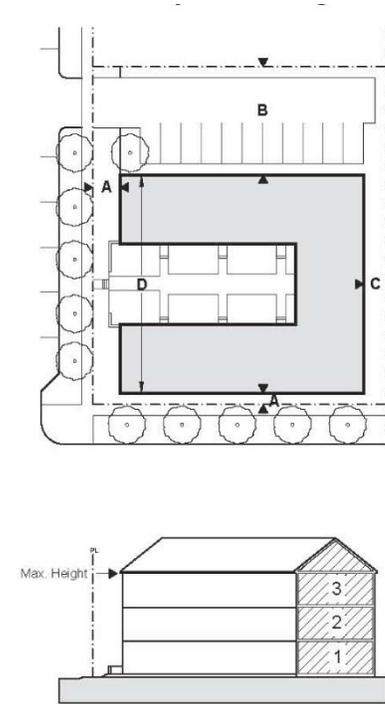
**Townhouse Character Examples**



**Figure 32-197(c)**  
**Apartment House Building Placement, Height & Character Examples**



**Figure 32-197(d)**  
**Courtyard Building Placement, Height & Character Examples**



**Apartment House Character Examples**



**Courtyard Building Character Examples**

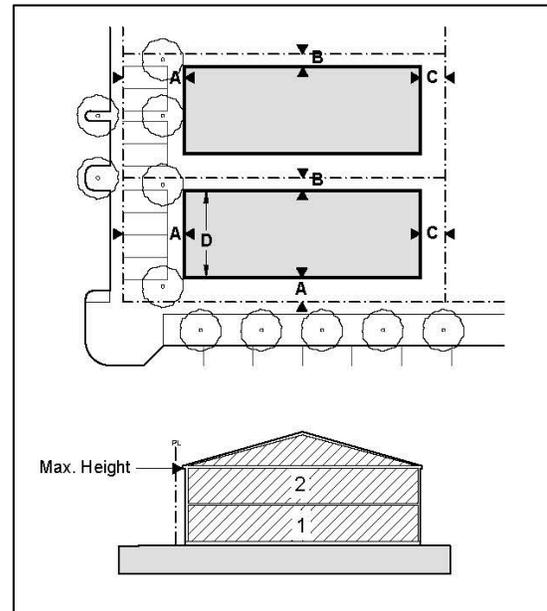


- (2) Where the property to be developed abuts an existing building or buildings, the proposed building shall be located to match or provide a transition to the adjacent front setback. The Director of Development Services will administratively determine the appropriate front setback.

**Figure 32-197(e)**  
**Duplex Building Placement & Height**

- (3) Duplexes. Duplexes are not a desirable housing type in the Central RAC since parking areas tend to dominate front yards, interrupting sidewalks and limiting areas for street trees. In order to minimize this impact as much as possible, Duplexes shall:

- a. Continue sidewalk widths and materials across front parking areas; and
- b. Arrange parking spaces so that at least two shade trees are planted in the front yard, or within the adjacent public right-of-way.



- (4) Courtyard Buildings have the following additional criteria:
- a. A courtyard, open to the sky, of at least 12 percent of the lot area shall be provided.
  - b. The longer dimension of the courtyard shall be at least 30 feet if oriented east-west and at least 40 feet if oriented north-south.
  - c. The main entrance to ground story dwellings shall be directly from the street or the common courtyard.
  - d. In courtyards at least 35 feet wide, open-air porches, stoops, and balconies may encroach from two sides. In courtyards less than 35 feet wide, encroachment is permitted only from one side.
  - e. An open-air covered pedestrian passageway, at least 10 feet wide, may connect the courtyard, through the building to the street. The passageway may be gated.
- (5) Townhouses have the following additional criteria:
- a. Townhouses shall occur in an array of at least three, side by side.
  - b. No more than eight contiguous townhouses shall occur without a pedestrian passageway or landscaped area at least 20 feet wide between sides.
  - c. Groupings of townhouses shall have at least 24 feet of separation between the fronts and/or backs of buildings.
  - d. Garage doors shall not face the street.
  - e. Townhouses in the RAC Central zoning district are exempt from the site development standards in Sec. 32-731(a).

- f. Townhouse units shall have a minimum width of 20 feet and 850 square feet in unit area.

(d) *Building Uses and Density.*

- (1) *Specific Uses.* Specific uses in the RAC Neighborhood subdistrict shall conform to the regulations in Section 32-193.
- (2) *Conditional Use Standards.* Conditional uses must be approved pursuant to the provisions in Section 32-964.
- (3) *Base Density.* The Base Density in Table 32-197(a) is the number of dwelling units allowed per acre.
- (4) *Accessory Dwellings.* Each House may have one accessory dwelling. Accessory dwellings are not considered dwelling units for the purposes of calculating density. Accessory dwellings shall meet the following criteria:
  - a. Shall not exceed 625 square feet.
  - b. Shall not exceed two stories in height.
  - c. If located in an accessory structure, the structure shall meet the side and rear building setbacks, be separated at least 10 feet from the main house, and be set back at least 20 feet from the front building façade.
  - d. Must provide one parking space either on site or on-street located directly in front of the property line(s) if feasible and approved by the Public Works Director.
  - e. May not be leased unless the property owner resides within the house located on the same property and all necessary city licenses are obtained.
- (5) *Maximum Density.* The Maximum Density in Table 32-197(a) is the number of dwelling units allowed per acre based upon the following performance criteria and the approval processes set forth in Sections 32-205 and 32-206:
  - a. Development shall be in the form of Townhouses, Apartment Houses, or Courtyard Buildings, and
  - b. All parking areas shall be located to the rear or the side of buildings. Parking facilities may be designed so that vehicles back into a public alley, but shall not allow vehicles to back into a street.

(e) *Frontage Standards.*

- (1) The front setback and side setbacks facing streets shall be landscaped and shall have the following characteristics:
  - a. Street trees shall be installed as set forth in Section 32-201(c).
  - b. A pedestrian walkway shall be accommodated as set forth in Section 32-201(b).
  - c. Any remaining setback area not used to accommodate a pedestrian walkway, shall be landscaped.
- (2) All units located along a street shall have a primary building entrance directly accessible from and facing the street. Building entrances shall use at least one of the following frontage types detailed in Section 32-201(a):

- a. Porch.
- b. Stoop.
- c. Bracketed Balcony.

(f) *Other applicable Standards.* See Section 32-194 and Sections 32-201 through 32-204 for standards that also apply to the RAC Neighborhood subdistrict

**Section 32-198. Transitional Mixed Use Subdistrict Standards**

- (a) *Purpose and Intent.* The Transitional Mixed Use Subdistrict is appropriate for single and multistory development along commercial corridors and provides an appropriate transition in scale to adjoining low rise residential areas. This subdistrict accommodates a wide range of commercial uses with opportunity to incorporate residential uses, if desired.
- (b) *Lot Size and Building Placement.* Table 32-198(a) provides the dimensional requirements regarding lot size, lot coverage, building setbacks, and building frontage for the Transitional Mixed Use subdistrict. Figure 32-198(a) illustrates the dimensional requirements from the table.
- (1) A minimum of 50 percent of the linear width of the lot along a Primary Street shall be occupied by the primary façade of a building, located in accordance with the minimum and maximum setbacks in Table 32-198(a).
  - (2) Secondary streets do not have a required minimum building façade frontage and buildings shall be located in accordance with the minimum setback in Table 32-198(a).
  - (3) Buildings with more than 250 feet of street frontage shall provide a pedestrian passageway at least 10 feet wide connecting rear parking to the sidewalk in the public right-of-way that the building faces.
- (c) *Building Size and Height.*
- (1) On Primary Streets, the minimum building height is one story in height.
  - (2) Maximum building height is three stories.
- (d) *Building Uses and Density.*
- (1) *Specific Uses.* Specific uses in the Transitional Mixed Use subdistrict shall conform to the regulations in Section 32-193.
  - (2) *Conditional Use Standards.* Conditional uses must be approved pursuant to the provisions in Section 32-964. In addition, the following regulations apply:
    - a. *Drive-through facilities for any use.* Drive-through facilities for any use shall have the drive through window(s) and stacking area located to the rear or side of buildings.
    - b. *Parking Garages.* On Primary Streets, parking garages open to the public as a principal use, shall be lined along the sidewalk level for a depth of at least 20 feet by a story containing active use(s), such as residential, office, or retail.
    - c. *Interim Parking Lots.* Parcels no greater than 25,000 square feet in area may be approved for interim parking lots serving general business and residential areas for specific timeframes. Interim parking lots must be maintained with a dust-free surface and shall have perimeter landscaping comprised of a continuous maintained hedge three to four feet in height with one tree every 30 feet installed along streets and residential properties, with final details to be incorporated as conditions of approval. The approval may specify an annual review process that could result in revocation if these requirements and any other conditions of approval are not maintained.

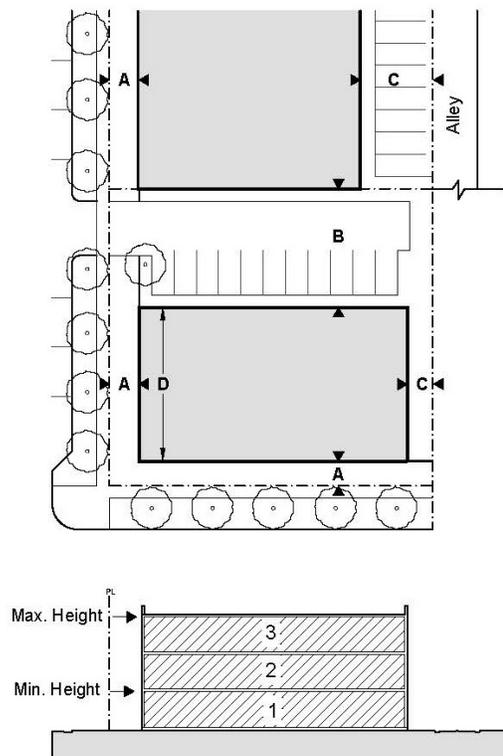
d. Vehicle sales, repair, or service. These uses are not permitted along Primary Streets.

(3) *Base Density*. The Base Density in Table 32-198(a) is the number of dwelling units allowed per acre.

(4) *Maximum Density*. The Maximum Density in Table 32-198(a) is the number of dwelling units allowed per acre based upon the approval processes set forth in Sections 32-205 and 32-205.

Table 32-198(a) Transitional Mixed Use Subdistrict Dimensional Requirements		
<b>Lot Size</b>		
Lot Width	50 ft. min.	
Lot Area	5000 sf. min./ 100,000 max.	
Lot Coverage	95% max.	
Minimum Landscape Area	5%	
<b>Building Placement</b>		
<b>A</b>	Primary Street Setback <sup>2</sup>	10 ft. min./ 15 ft. max.
	Secondary Street Setback	10 ft. min.
<b>B</b>	Interior Side Setback <sup>2</sup>	0 ft. min. <sup>2</sup>
<b>C</b>	Rear Setback	10 ft. min.
<b>D</b>	Building Frontage on Primary Streets	50% min.
<b>Building Size &amp; Height</b>		
Min. Height Primary Streets	1 Story	
Max. Building Height	3 Stories	
<b>Density</b>		
Base Density	0 du/ac	
Max. Density	18 du/ac	
<b>Civic Open Space Requirement</b>		
Sites Greater than 40,000 sq. ft.	5%	
<sup>1</sup> Side lot lines facing streets are regulated by front setback requirements. <sup>2</sup> All light and air shafts shall be provided within the lot (See Section)		

Figure 32-198(a)  
Transitional Mixed Use Subdistrict  
Building Placement & Height



(e) *Frontage Standards.*

- (1) The front setback and side setbacks facing streets shall be landscaped and shall have the following characteristics:
  - a. Street trees shall be installed as set forth in Section 32-201(c).
  - b. A pedestrian walkway shall be accommodated as set forth in Section 32-201(b).
  - c. Any remaining setback area not used to accommodate a pedestrian walkway, shall be landscaped using trees, potted plants in removable planters, or ground planting that does not obstruct views into windows, and may also be used to accommodate merchandise displays or outdoor dining areas.
- (2) The main entrance(s) to ground story lobbies or commercial space(s) shall be directly from and face a public right-of-way or civic open space. Doors allowing public access shall occur at intervals no greater than 75 feet.
- (3) Building entrances shall use at least one of the following frontage types detailed in Section 32-201:
  - a. Stoop
  - b. Forecourt
  - c. Bracketed Balcony
  - d. Storefront
  - e. Arcade/ Colonnade

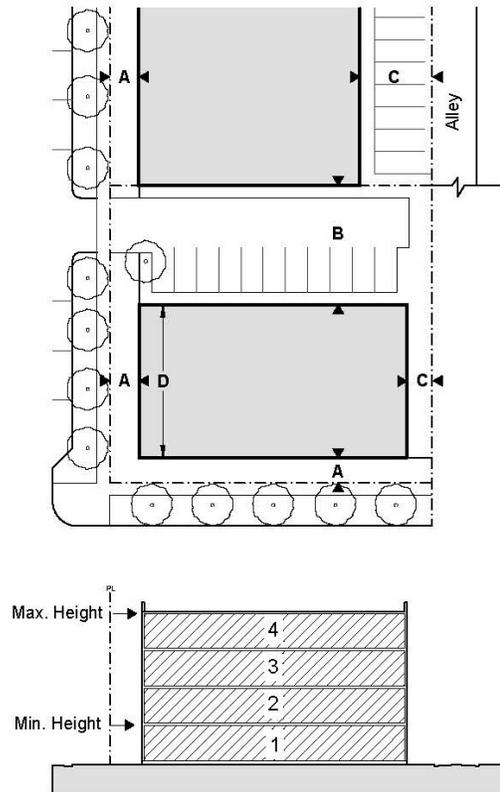
(f) *Other applicable Standards.* See Section 32-194 and Sections 32-201 through 32-204 for standards that also apply to the Transitional Mixed Use subdistrict.

**Section 32-199. Fashion/Art/Design Subdistrict Standards**

- (a) *Purpose and Intent.* The Fashion/Art/Design Subdistrict is intended to be a unique, lively arts and commerce area accommodating a wide range of uses including residential, retail, art, culture, design, and some light industrial uses.
- (b) *Lot Size and Building Placement.* Table 32-199(a) provides the dimensional requirements regarding lot size, lot coverage, building setbacks, and building frontage for the Fashion/Art/Design subdistrict. Figure 32-199(a) illustrates the dimensional requirements from the table.
- (1) A minimum of 50 percent of the linear width of the lot along a Primary Street shall be occupied by the primary façade of a building, located in accordance with the minimum and maximum setbacks in Table 32-199(a).
- (2) Secondary streets do not have a required minimum building façade frontage and buildings shall be located in accordance with the minimum setback in Table 32-199(a).
- (3) Buildings with more than 250 feet of street frontage shall provide a pedestrian passageway at least 10 feet wide connecting rear parking to a sidewalk in the public right-of-way.
- Building Size and Height.*
- (1) On Primary Streets, the minimum building height is one story in height.
- (2) Maximum building height is four stories.
- (d) *Building Uses and Density.*
- (1) *Specific Uses.* Specific uses in the Fashion/Art/Design subdistrict shall conform to the regulations in Section 32-193.
- (2) *Conditional Use Standards.* Conditional uses must be approved pursuant to the provisions in Section 32-964. In addition, the following regulations apply:
- a. *Drive-through facilities for any use.* Drive-through facilities for any use shall have the drive through window(s) and stacking area located to the rear or side of buildings.
- b. *Interim Parking Lots.* Parcels no greater than 25,000 square feet in area may be approved for interim parking lots serving general business and residential areas for specific timeframes. Interim parking lots must be maintained with a dust-free surface and shall have perimeter landscaping comprised of a continuous maintained hedge three to four feet in height with one tree every 30 feet installed along streets and residential properties, with final details to be incorporated as conditions of approval. The approval may specify an annual review process that could result in revocation if these requirements and any other conditions of approval are not maintained.
- (3) *Base Density.* The Base Density in Table 32-199(a) is the number of dwelling units allowed per acre.
- (4) *Maximum Density.* The Maximum Density in Table 32-199(a) is the number of dwelling units allowed per acre based upon the approval processes set forth in Sections 32-205 and 32-206:

Table 32-199(a) Fashion/Art/Design Subdistrict Dimensional Requirements		
<b>Lot Size</b>		
Lot Width	50 ft. min.	
Lot Area	5000 sf. min./ 100,000 max.	
Lot Coverage	90% max.	
Minimum Landscape Area	10%	
<b>Building Placement</b>		
<b>A</b>	Primary Street Setback <sup>2</sup>	10 ft. min./ 15 ft. max.
	Secondary Street Setback	10 ft. min.
<b>B</b>	Interior Side Setback <sup>2</sup>	0 ft. min. <sup>2</sup>
<b>C</b>	Rear Setback	10 ft. min.
<b>D</b>	Building Frontage on Primary Streets	50% min.
<b>Building Size &amp; Height</b>		
Min. Height Primary Streets	1 Stories	
Max. Building Height	4 Stories	
<b>Density</b>		
Base Density	18 du/ac	
Max. Density	18 du/ac	
<b>Civic Open Space Requirement</b>		
Sites Greater than 40,000 sq. ft.	5%	
<sup>1</sup> Side lot lines facing streets are regulated by front setback requirements. <sup>2</sup> All light and air shafts shall be provided within the lot See Section		

**Figure 32-199(a)  
Fashion/Art/Design Subdistrict  
Building Placement & Height**



(e) *Frontage Standards.*

- (1) The front setback and side setbacks facing streets shall be landscaped and shall have the following characteristics:
  - a. One royal palm or shade tree shall be planted in the right-of-way for each 20 feet of linear street frontage of a property. In the absence of a pervious swale, and where installation of new sidewalk segments are required by this chapter, street trees shall be planted within the sidewalk utilizing a minimum of nine and a maximum of 16 square feet of unpaved planting area, provided that at least four feet of pedestrian clearance is maintained. All trees shall be planted and maintained in compliance with article IV, division 8 of this chapter
  - b. A pedestrian walkway at least 8 feet wide shall be accommodated as set forth in Section 32-201(b).
  - c. Any remaining setback area not used to accommodate a pedestrian walkway shall be landscaped using trees, potted plants in removable planters, or ground planting that does not obstruct views into windows, and may also be used to accommodate merchandise displays or outdoor dining areas.
  - d. Except for the required streetwall in Section 32-194(d)(6), fences and walls are prohibited within the front setback.
- (2) The main entrance(s) to ground story lobbies or commercial space(s) shall be directly from and face a public right-of-way or civic open space. Doors allowing public access shall occur at intervals no greater than 75 feet.
- (3) Building entrances shall use at least one of the following frontage types detailed in Section 32-201:
  - a. Stoop
  - b. Forecourt
  - c. Bracketed Balcony
  - d. Storefront
  - e. Arcade/ Colonnade

(f) *Murals.* In addition to the signs permitted in Section 32-605(d), establishments in the Fashion/Arts/Design subdistrict may have murals. Murals are encouraged in the Fashion/Art/Design subdistrict to improve the appearance of buildings through the use of highly visible and tasteful art. Murals shall meet the following criteria and process:

- (1) The content shall be of an aesthetically pleasing nature with artistic value and contain no copy advertising a specific business, service, or product.
- (2) Applicants shall submit an application to Development Services department containing the names and addresses of persons in control or possession of the real property upon which mural will be located, a drawing or rendering of the proposed design, location, dimensions, colors and materials. If the applicant is not the same person as the person in control or possession of the affected real property, the applicant shall provide appropriate proof of authority to proceed with the application. The application shall be accompanied by an application fee which is on file in the city clerk's office. The application shall be reviewed by the Development Services Director and the CRA

Director for content and size. If the proposed design is denied, the applicant may appeal to the city commission.

(g) *Outdoor display.* Outdoor display of merchandise in the Fashion/Arts/Design subdistrict is permitted and exempt from the provisions of Section 32-415. Only retailers may display their items in outdoors and the items may only be displayed in the area immediately fronting the individual store selling the item. Items may not be displayed in parking lots. Retailers displaying their merchandise on sidewalks or walkways must allow for the minimum pedestrian walkway as set forth in Section 32-201(b).

(h) *Other applicable Standards.* See Section 32-194 and Sections 32-201 through 32-204 for standards that also apply to the Fashion/Art/Design subdistrict.

**Section 32-200. Greyhound Track Subdistrict Standards**

- (a) *Purpose and Intent.* The Greyhound Track Subdistrict is intended to be a unique, lively arts and commerce area accommodating a wide range of uses including residential, retail, and some industrial uses.
- (b) *Incremental Redevelopment.* The development of individual buildings on the site shall follow the Commercial Recreational (active) district (CR-A) standards in addition to the following:
- (1) A perimeter landscape treatment at least 10 feet wide shall be installed along the nearest street frontage comprised of a continuous, maintained hedge three feet to three feet six inches high and one shade tree, uniformly spaced, per 25 feet of linear street front.
  - (2) Buildings shall be positioned on the site so that a street and block network that meets the requirements of Section 32-205 can be incorporated in a long-term redevelopment strategy.
- (c) *Interim Parking Lots.* Parcels no greater than 25,000 square feet in area may be approved for interim parking lots serving general business and residential areas for specific timeframes. Interim parking lots must be maintained with a dust-free surface and shall have perimeter landscaping comprised of a continuous maintained hedge three to four feet in height with one tree every 30 feet installed along streets and residential properties, with final details to be incorporated as conditions of approval. The approval may specify an annual review process that could result in revocation if these requirements and any other conditions of approval are not maintained.
- (d) *Large-Scale Redevelopment.* In the event that significant redevelopment of the site is proposed, a street and block network consistent with the requirements of Section 32-205 that interconnects and the expands the local street network shall be established for the site and regulations regarding building setbacks and frontage shall be incorporated into this subdistrict.

**Section 32-201. Frontage Standards.** The Central RAC subdistricts establish a predictable spatial framework to create a pedestrian-friendly environment supportive of infill redevelopment and multi-modal transportation options. Frontage standards ensure a superior pedestrian environment develops overtime that improves the overall visual appearance and use of streets. These standards define architecture and design components for the entrance(s) to buildings and the area between building facades and streets.

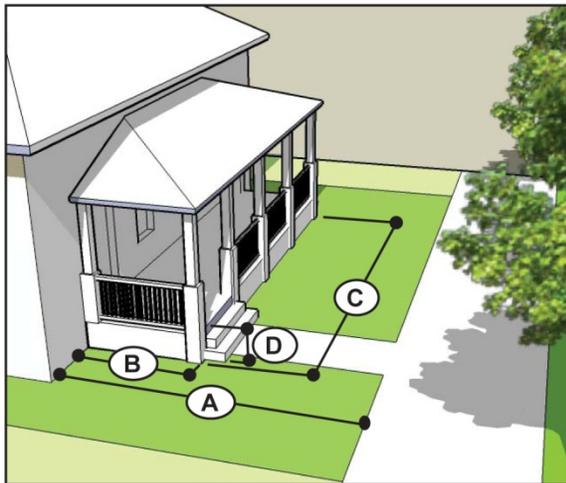
(a) *Frontage Types.* The entrance(s) of every building shall be directly accessible from and face a public right-of-way or civic open space. Frontage Types define architectural characteristics for the detailing of these building entrances. Six distinct frontage types have been identified, which are appropriate for different types of buildings and uses. Table 32-201(a) identifies the frontage types appropriate for each subdistrict by an “X”. Using one or more of frontage types identified is required.

<b>Table 32-201(a)</b> <i>Frontage Types per Subdistrict</i>						
<b>RAC Subdistrict</b>	<b>Frontage Types</b>					
	<b>Porch</b>	<b>Stoop</b>	<b>Bracketed Balcony</b>	<b>Forecourt</b>	<b>Storefront</b>	<b>Arcade/ Colonnade</b>
<b>RAC Corridor</b>		X	X	X	X	X
<b>Transit Core</b>		X	X	X	X	X
<b>RAC Neighborhood</b>	X	X		X		
<b>Transitional Mixed Use</b>			X	X	X	X
<b>Fashion/Art/Design</b>	X	X	X	X	X	X
<b>Greyhound Track</b>	X	X	X	X	X	X

(1) *Porch*. A porch is an open-air structure attached to a building forming a covered entrance large enough for comfortable use as an outdoor room. Porches are generally appropriate for single-family attached or detached houses. The main building façade is typically setback from the property line, creating a private front yard. Table 32-201(b) provides the dimensional requirements and the maximum allowable encroachment permitted by the subdistrict. Figure 32-201(a) illustrates the dimensional requirements from Table 32-201(b) and Figure 32-201(b) provides a character example.

<b>Table 32-201(b)</b> <i>Dimensional Requirements for Porches</i>			
<b>Dimension</b>		<b>Minimum</b>	<b>Maximum</b>
<b>A</b>	Building Setback	varies by subdistrict	
<b>B</b>	Depth	8 feet	12 feet
<b>C</b>	Width	40% Facade	100% Facade
<b>D</b>	Floor Elevation	6 inches	3 feet
Maximum Setback Encroachment		-	50% of Setback

**Figure 32-201(a)**  
*Porch Frontage Type*



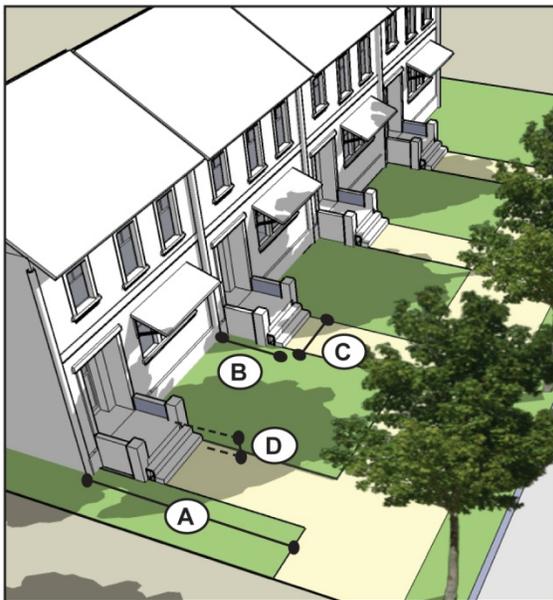
**Figure 32-201(b)**  
*Porch Character Example*



(2) *Stoop*. A stoop is a small staircase leading to the entrance of a building that may be covered. The elevation of the stoop is necessary to ensure privacy for residential uses in the ground story of buildings. Stoops should provide sufficient space for a person to comfortably pause before entering or after exiting the building. Stoops are frontage types typically associated with townhouses and other residential building types. Table 32-201(c) provides the dimensional requirements and the maximum allowable encroachment permitted by the subdistrict. Figure 32-201(c) illustrates the dimensional requirements from Table 32-201(c) and Figure 32-201(d) provides a character example.

<b>Table 32-201(c)</b> <i>Dimensional Requirements for Stoops</i>			
<b>Dimension</b>		<b>Minimum</b>	<b>Maximum</b>
<b>A</b>	Building Setback	varies by subdistrict	
<b>B</b>	Depth	5 feet	8 feet
<b>C</b>	Width	4 feet	No Max.
<b>D</b>	Floor Elevation	1 foot	4 feet
Maximum Setback Encroachment		-	5 feet

**Figure 32-201(c)**  
*Stoop Frontage Type*



**Figure 32-201(d)**  
*Stoop Character Example*

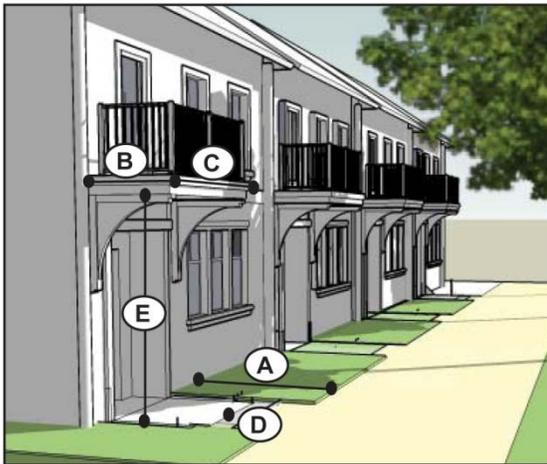


(3) *Bracketed Balcony*. A bracketed balcony is second-story platform projecting from the building wall, enclosed by a railing or balustrade, supported by brackets. The bracketed balcony is located over the main building entry, which provides cover for a person entering or exiting the building, emphasizes the entryway, and creates a semi-public space overlooking the street. Bracketed balconies are typically associated with buildings with commercial uses in the ground story; however, bracketed balconies can be used on residential buildings when combined with a stoop.

- a. Table 32-201(d) provides the dimensional requirements and the maximum allowable encroachment permitted by the subdistrict. Figure 32-201(e) illustrates the dimensional requirements from Table 32-201(d) and Figure 32-201(f) provides a character example.

Table 32-201(d) <i>Dimensional Requirements for Bracketed Balcony</i>			
Dimension		Minimum	Maximum
<b>A</b>	Building Setback	varies by subdistrict	
<b>B</b>	Depth	-	5 feet
<b>C</b>	Width	4 feet	No Max.
<b>D</b>	Floor Elevation	0	-
Maximum Setback Encroachment		-	3 feet

**Figure 32-201(e)**  
*Bracketed Balcony Frontage Type*



**Figure 32-201(f)**  
*Bracketed Balcony Character Example*



- b. *Bracketed Balcony Elements*
  1. Brackets shall be made of wood, pre-cast concrete or steel.
  2. Brackets shall be designed to reflect their intended structural role and to define the entryway.

(4) *Forecourt.* A forecourt is an open area in front of the main building entrance(s) designed as a small garden or hardscaped plaza. The forecourt may afford access to one or more first floor units and may incorporate storefronts for retail uses. The forecourt is suitable for outdoor seating for residents or restaurants. Forecourts are typically associated with multifamily, mixed-use, and commercial buildings.

- a. Table 32-201(e) provides the dimensional requirements and the maximum allowable encroachment permitted by the subdistrict. Figure 32-201(g) illustrates the dimensional requirements from Table 32-201(e) and Figure 32-201(h) provides a character example.

<b>Table 32-201(e)</b> <i>Dimensional Requirements for Forecourt</i>			
<b>Dimension</b>		<b>Minimum</b>	<b>Maximum</b>
<b>A</b>	Building Setback	varies by subdistrict	
<b>B</b>	Depth	10 feet	20 feet
<b>C</b>	Width	20 feet	50% of facade
<b>D</b>	Floor Elevation	0	3 feet
Maximum Setback Encroachment		N/A	N/A

**Figure 32-201(g)**  
*Forecourt Frontage Type*



**Figure 32-201(h)**  
*Forecourt Character Example*



b. *Forecourt Elements*

1. Low walls or balustrades may extend into the front setback and shall be at least two feet six inches tall and shall not exceed three feet six inches in height.
2. Low walls shall be constructed of similar material as the principal building, or be composed of a continuous, maintained hedge.

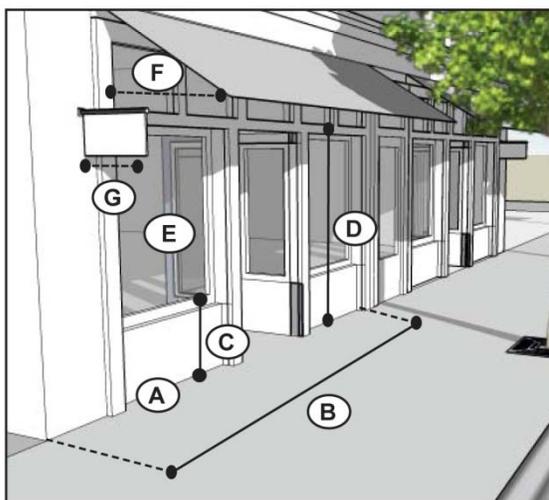
3. Forecourts may be combined with the storefront frontage type.
4. Awnings, if proposed, shall project at least four feet and no more than two feet from the edge of curb.
5. Awnings shall be consistent with the architecture of the building. Internally illuminated or vinyl awnings are prohibited.

(5) *Storefront*. The storefront is a frontage type placed along the property line, and is typically associated with retail and mixed-use buildings. The storefront must be designed in a way that promotes an attractive, convenient shopping experience. Storefronts are typically at sidewalk grade and are usually shaded by awnings or arcades.

- a. *Storefront Dimensions*. Table 32-201(f) provides the dimensional requirements and the maximum allowable encroachment. Figure 32-201(i) illustrates the dimensional requirements from Table 32-201(f) and Figure 32-201(j) provides a character example.
  1. Storefronts shall extend across at least 70% of the commercial/retail space.
  2. Storefronts shall be directly accessible from sidewalks; storefront doors may be recessed up to 10 feet.

Table 32-201(f) Dimensional Requirements for Storefronts			
Dimension		Minimum	Maximum
<b>A</b>	Building Setback	varies by subdistrict	
<b>B</b>	Storefront Width	70%	100%
<b>C</b>	Storefront Base	1 foot	3 feet
<b>D</b>	Glazing Height	8 feet	No Max.
<b>E</b>	Glazing Area	70%	100%
Allowable Setback Encroachment of Elements			
<b>F</b>	Awning Projection	3 feet	2 feet from curb
<b>G</b>	Pedestrian Blade Sign Projection	N/A	4 feet

**Figure 32-201(i)**  
*Storefront Frontage Type*



**Figure 32-201(j)**  
*Storefront Character Example*



3. Storefronts shall have transparent glazing of at least 70% of the facade area, as measured between the adjacent sidewalk to eight feet in height, comprised of storefront windows and doors. Storefront windows shall have a base one foot to three feet high with transparent glazed areas extending from the base to at least eight feet in height as measured from sidewalk grade. Transparent glazing transmits at least 50% of visible daylight.
- b. *Storefront Elements*
1. Awnings shall project a minimum of three feet from the building facade and no more than to within two feet from the face of curb.
  2. Awnings shall be consistent with the buildings' architecture and façade opening shape. Except for curved awnings, all fabric awnings shall be sloped 15-35 degrees from the horizontal plane. Valances shall be no more than 12 inches long. Internally illuminated or plastic awnings are prohibited.
  3. Each ground story business may have one wall sign per street front. The wall sign shall be no greater than three feet in height by 60% of the width of the tenant space along the street front. The wall sign shall be located over the first story, below the second story. A name or logo printed on the awnings shall be considered as square footage against the overall dimensions of the sign band.
  4. Each ground story business may have one pedestrian blade sign per street front. Pedestrian blade signs may extend up to four feet from the building façade and shall not exceed three feet in vertical dimension, including all mounting brackets and hardware, with a maximum sign area of six (6) square feet. Pedestrian Blade Signs shall be set back at least two feet from the end of the building or storefront. Pedestrian blade signs may not be internally illuminated.
  5. Window signs advertising special sales, events or services, store hours, and store name may be affixed to the inside of a window provided that their total area does not exceed 25% of the window area.
  6. Storefronts may be combined with forecourts or arcade/colonnades.

**Figure 32-201(k)***Storefront Composition and Signage Examples*

(6) *Arcade/Colonnade*. An arcade/colonnade is a covered, unglazed, linear hallway attached to the front of a building, supported by columns or pillars. The arcade/colonnade extends into the public right-of-way, over the sidewalk, creating a shaded environment ideal for pedestrians and conducive to retail. In arcades, upper stories of the building extend over the passageway. This frontage type is typically associated with retail and mixed-use buildings.

a. *Arcade/Colonnade Dimensions*. Table 32-201(g) provides the dimensional requirements and the maximum allowable encroachment. Figure 32-201(l) illustrates the dimensional requirements from Table 32-201(g) and Figure 32-201(m) provides a character example.

1. Arcades/ colonnades shall extend over the sidewalk. A sidewalk should not run parallel to an arcade or colonnade, which allows pedestrians to bypass retail or commercial windows. Use of the arcade/colonnade requires entering into a right-of-way agreement between the property owner and the City. This agreement shall establish liability and insurance responsibilities in a form acceptable to the City.

<b>Table 32-201(g)</b> <i>Dimensional Requirements for Arcade/Colonnades</i>			
<b>Dimension</b>		<b>Minimum</b>	<b>Maximum</b>
<b>A</b>	Building Setback	varies by subdistrict	
<b>B</b>	Arcade/Colonnade Depth	10 feet	20 feet
<b>C</b>	Arcade/Colonnade Height	12 feet	N/A
<b>D</b>	Column/Pillar to Face of Curb	2 feet	4 feet
<b>Allowable Setback Encroachment of Elements</b>			
<b>E</b>	Arcade/Colonnade	varies by street	
<b>F</b>	Pedestrian Blade Sign Projection	N/A	4 feet

**Figure 32-201(l)**  
*Arcade/Colonnade*



**Figure 32-201(m)**  
*Arcade/ Colonnade Character Example*



2. Arcades/ colonnades shall have a clear depth between the interior face of the columns and the building facade of at least 10 feet and no more than 20 feet. If the distance between the property line and the face of curb is not sufficient to accommodate the minimum depth required for an arcade/colonnade, the building shall set back accordingly. If the distance between the property line and the face of curb is wide enough that using the minimum building setback results in an arcade with a clear depth greater than 12 feet, the minimum front setback may be administratively reduced by the Development Services Director, taking into consideration the ultimate location of the face of curb based on the street design standards for the community redevelopment area.
  3. Arcades/ colonnades shall have a clear height above the sidewalk of at least 12 feet.
  4. Support columns or pillars shall be placed no farther apart than they are tall, and shall be placed two to four feet from the face of the curb.
  5. Open-air terraces and habitable stories may extend over the arcade, up to the fourth story.
  6. Arcade/ colonnade ceilings shall be designed with coffers or exposed beams extruding at least six inches, aligned with columns or pillars.
- b. Arcade/Colonnade Elements*
1. Arcade/Colonnades shall be combined with storefronts.
  2. The height and proportions of the arcade/ colonnade shall be consistent with the style and proportions of the building to which it is attached.
  3. Each ground story business may have one wall sign not exceeding three feet in height by 60% of the storefront width on the first story facade of the arcade/colonnade.
  4. Each ground story business may have one wall sign under the covered area, not exceeding two feet in height by 60% of the storefront width.
  5. Each ground story business may have one pedestrian blade sign under the covered area. Pedestrian blade signs may extend up to four feet from the building façade and shall not exceed three feet in vertical dimension, including all mounting brackets and hardware, with a maximum sign area of six (6) square feet. Pedestrian Blade Signs shall be set back at least two feet from the end of the building or storefront. Pedestrian blade signs may not be internally illuminated.
6. Potted landscaping or ground planting shall be provided between the face of the columns or pillars and the face of curb.

**Figure 32-201(n)**

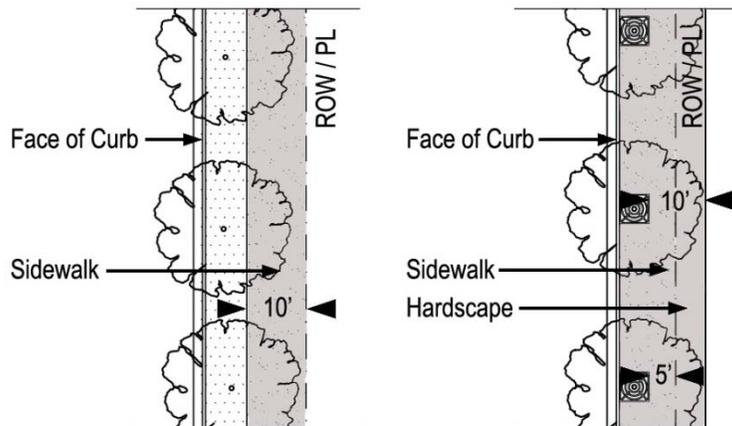
*Arcade/ Colonnade Signage Examples*



(b) *Pedestrian Walkway.* In order to ensure a superior pedestrian realm develops overtime, a pedestrian walkway may be required to augment public sidewalk widths, especially along narrow rights-of-way. A pedestrian walkway is an area that forms a continuous route for pedestrians, which is unobstructed by trees, landscaping, street lights, utility poles, etc. Pedestrian walkways may be composed of public sidewalks, hardscape on private property, or a combination of the two.

**Figure 32-201(m)**

*Examples of Providing a Required 10-ft. Wide Pedestrian Walkway*



**LEFT:** A sidewalk 10 feet in width is provided within the public right-of-way; therefore, no on-site pedestrian walkway is required.

**RIGHT:** A sidewalk with trees in planters has a clear route 5 feet wide in the public right-of-way; therefore, 5 additional feet in width is provided within the front setback.

<b>Table 32-201(h)</b> <i>Dimensional Requirements for Pedestrian Walkways per subdistrict</i>		
<b>Subdistrict</b>	<b>Primary Street</b>	<b>Secondary Street</b>
<b>RAC Corridor</b>	10 feet	8 feet
<b>Transit Core</b>	10 feet	8 feet
<b>RAC Neighborhood</b>	5 feet	5 feet
<b>Transitional Mixed Use</b>	10 feet	8 feet
<b>Fashion/Arts/Design</b>	8 feet	8 feet
<b>Greyhound Track</b>	8 feet	6 feet

- (1) *Width of Pedestrian Walkway.* The minimum width of pedestrian walkways shall be provided as depicted in **Table 32-201(h)**. The proposed pedestrian walkway shall be demonstrated on site plans. In order to accommodate the required width of the pedestrian walkway, increasing the front setback beyond the minimum amount allowed by the subdistrict may be necessary and buildings shall set back further than the maximum allowed per subdistrict, if necessary. In the event the maximum front setback does not provide adequate space, the pedestrian walkway may be accommodated within the arcade/colonnade frontage type to meet the intent of the code.
- (2) Where an existing public sidewalk adjoins the property line, the paved area of the public sidewalk and the pedestrian walkway shall connect, thereby expanding the perceived width of the public sidewalk. An existing, adjoining public sidewalk may be counted toward fulfilling the minimum clear width of a pedestrian walkway.
- (3) All paving materials for the pedestrian walkway shall be compliant with ADA accessibility standards, and shall be constructed of concrete consistent with the adjacent sidewalk and acceptable to the Development Services and Engineering Departments.
- (4) Where a sidewalk or a pedestrian walkway crosses vehicular ingress/egress points, the pedestrian crossing shall be paved with material consistent with the paving material of the sidewalk or walkway, and shall be clearly distinguished from the vehicular surface.
- (c) *Street Trees.* Street trees are intended to provide a shaded environment for the pedestrian, provide a physical separation between pedestrians and vehicles, and improve the overall visual appearance of the street.
- (1) All new construction, relocation of a building, or addition equal to or greater than 20% of the gross floor area of an existing building shall install street trees at the time of

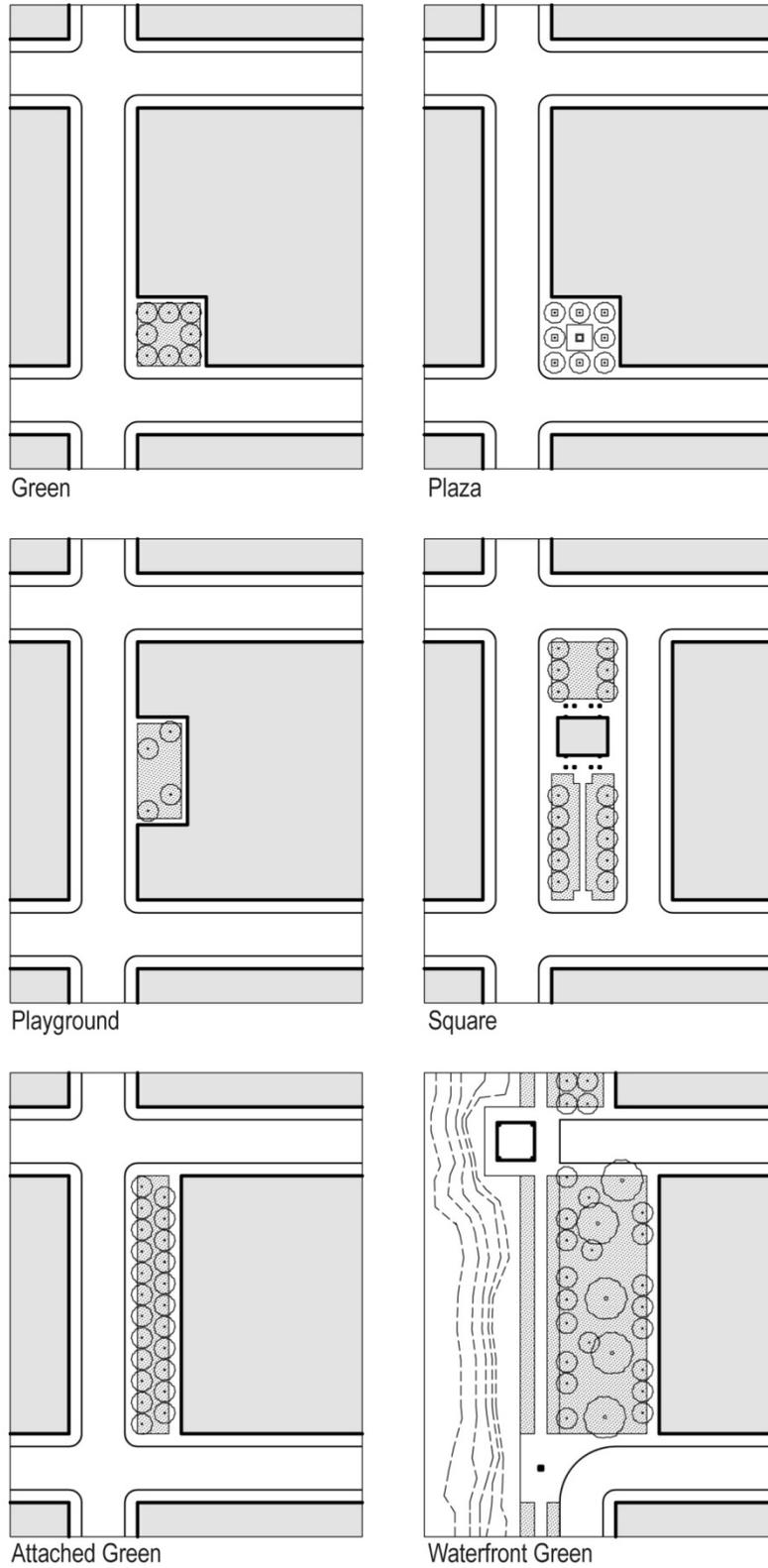
development. Street trees shall be a canopy species, planted in the public right-of-way directly in front of the property line(s), uniformly spaced no greater than 25 feet on center. Spacing of trees may only exceed 25 feet in order to accommodate curb cuts, fire hydrants, utilities, existing trees, and other infrastructure elements. Palm varieties may be used at corners, crosswalks, or to accent building entrances and may be permitted in lieu of shade trees when physical conditions may prevent the proper growth of shade trees, as determined by the Development Services Director. Consistency in street tree species shall be established on both sides of the street along a block face. The first to develop shall establish the species for the entire block.

- (2) Street trees shall be planted in planting strips, landscaped planters or tree grates consistent with City street design standards. Street trees shall be located along the curb side, in order to separate pedestrians from vehicular lanes.
- (3) All trees shall satisfy the following standards at the time of planting:
  - (i) Canopy species: Minimum 15 feet in height with a clear trunk space of six feet and a spread of no less than eight feet.
  - (ii) Palm trees: Minimum 20 feet in height, with a clear trunk space of eight feet.
- (4) In the event that site constraints such as utility easements prevent the installation of required street trees, removable planters of small palms and small shrubs, vines or seasonal flowers shall be installed. In addition, the building shall provide devices such as awnings or roof overhangs to establish a shaded pedestrian environment.

**Section 32-202. Civic Open Spaces.**

- (a) **Civic Open Spaces.** Civic open spaces are maintained outdoor spaces which are accessible by the general public, improve the pedestrian environment, are aesthetically pleasing, and serve as an amenity for the city as a whole as well as for occupants of the building which the open space serves. Civic open spaces are generally constructed by landowners during the development process.
- (1) **Amount.** On sites 40,000 square feet or more in size, new buildings or additions of gross floor area equal to 20 percent or more to existing buildings, shall provide at least five percent (5%) of the size of the site, or portion of the site proposed for development in a multi-phased project, as Civic Open Space(s). Dedicated rights-of-way and building setbacks may not count toward fulfilling the required amount.
- (2) **Types of Civic Open Spaces.** Civic open space shall be designed as one of the following types:
- a. **Green.** A green is at least 2,000 square feet in size and adjoins streets on at least two sides or a pedestrian passageway and a street. Greens are designed primarily for passive uses, consisting primarily of lawn with either formally or informally arranged landscaping.
  - b. **Plaza.** A plaza is at least 2,000 square feet in size and adjoins a street on at least two sides or a pedestrian passageway and a street. Plazas are mostly hardscaped with formal landscaping and a water feature.
  - c. **Playground.** A playground shall be at least 2,500 square feet in size. Playgrounds shall provide children's play equipment and shaded seating. Playgrounds adjoin a street on at least one side and the proposed configuration should ensure easy surveillance of the area from the adjacent buildings and streets.
  - d. **Square.** A square is at least 10,000 square feet and adjoins streets on at least three sides. Squares may be up to 50 percent hardscaped, with formal landscaping. Squares accommodate both passive uses and community gatherings.
  - e. **Attached Green.** The attached green is generally 3,000 to 6,000 square feet and spans the entire length of a block. Attached greens shall be at least 30 feet wide and are appropriate on the short end of a block. Attached greens are formally landscaped.

**Figure 32-202**  
*Civic Open Spaces*



- (3) **Configuration.** Civic open spaces shall be configured as follows:
- a. The civic open space shall adjoin a street front property line for no less than 30 linear feet.
  - b. Except for attached greens, civic spaces shall have a proportion so that the depth is no more than two and a half times the width, and the width is no more than five times the depth;
  - c. Civic open spaces shall be lined by building facades or streets on all sides. In order to provide oversight of the space, buildings facing civic open spaces shall contain habitable uses; parking lots, parking garages, and storage areas are not considered habitable uses.
- (4) **Additional Standards.** Civic open spaces shall meet the following minimum standards:
- a. Civic open spaces must be accessible to the public during all daylight hours;
  - b. Civic open spaces must be situated to allow easy ingress and egress by pedestrians. Except for playgrounds, which may be fenced, no streetwalls, gates, fences or other impediments to pedestrian accessibility shall be permitted along the frontage line;
  - c. Civic open spaces must be located at the sidewalk level;
  - d. Civic open spaces must be open to the sky; however, open-air garden structures such as gazebos or trellises are permitted within civic open spaces;
  - e. Landscaping shall be arranged in a manner reflective of description of the type of civic open space. One shade tree per 20 feet of perimeter of the space is required. Trees may be arranged in regular spacing or in informal clusters, depending on the type of open space. Trees shall be installed to provide shade along walkways and for benches. Substituting shade trees for multiple palm species is not permitted; however, adding palms to the landscape design is permitted.
  - f. Each civic open space shall provide the following street furniture elements, specifications subject to approval by the City of Hallandale Beach:
    1. One bench per 350 square feet of area;
    2. One bicycle rack with no less than four spaces;
    3. One trash receptacle;
    4. One pet clean up station.
  - g. Fences are permitted only to enclose playgrounds or community gardens. Fences may be composed of wood or metal pickets and shall not exceed four feet in height.
  - h. Vehicular traffic shall not be permitted within a civic open space.
  - i. Civic open spaces shall be designed to enhance user safety and security using Crime Prevention Through Environmental Design (CEPTED) principles by
    1. being well lighted;
    2. having one or more focal points within the open space visible from all adjoining buildings and streets; and
    3. having a clear landscape zone between three feet and eight feet in height providing sightlines unobstructed by berms or bushes.

- (5) **Availability.** Civic open space shall be developed and ready for use concurrent with the issuance of a certificate of occupancy for the building(s) for which the open space is required.
- (6) **Public Benefit Height Option.** In order to encourage projects to provide civic open space in the Central RAC, increased building height and density may be approved in the RAC Corridor and Transit Core subdistricts, provided additional criteria is met, including providing a total of seven and a half percent (7.5%) of the site, or the portion of the site proposed for development in a multi-phased project, as Civic Open Space(s).

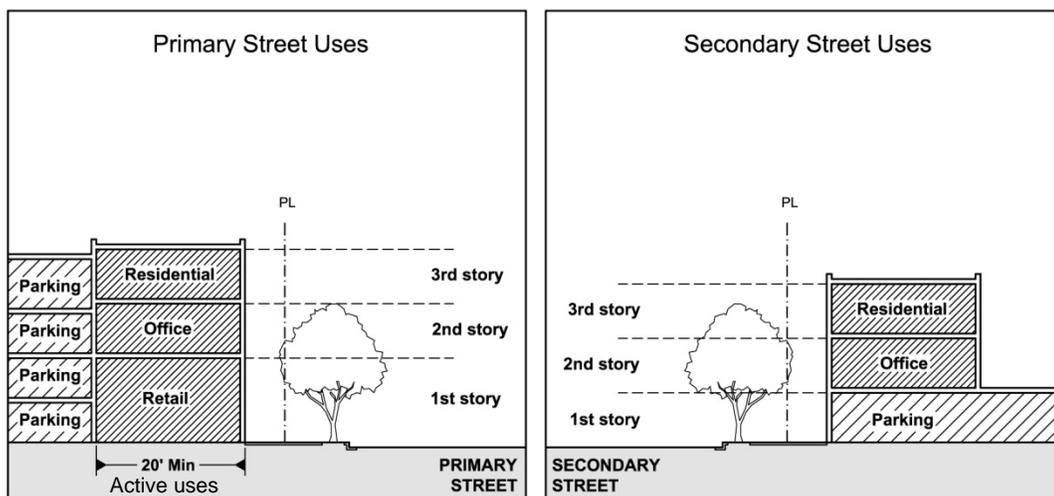
**Section 32-203. Central RAC Parking Standards**

- (a) Purpose of Revised Standards. This section provides modified regulations for off-street parking and bicycle parking within the Central RAC zoning district. These regulations recognize that the RAC is an interconnected area with multimodal transportation options, and that improper placement of parking and mandatory duplication of the parking supply on each building site separates the various land uses from each other. This separation reduces the viability of the mixed-use districts and harms the walkability of the streets in the RAC. These regulations reflect the needs of an urban, mixed use area. When in conflict with the regulations in Division 11, this section shall rule.
- (b) Minimum Number of Off-Street Parking Spaces. The minimum number of parking spaces required in Section 32-455 “Minimum parking space requirements” is modified by this section for the Central RAC zoning district.
  - (1) Table 32-203(a) identifies the minimum number of off-street parking spaces required for the use; uses not listed shall provide parking in accordance with the amount required in Section 32-455.

<b>Table 32-203(a) Minimum Number of Off-street Parking Spaces Required per Use</b>	
<b>Single-family Residential (attached or detached)</b>	
Single-family House, Townhouse, or Duplex	2 spaces per unit
Live/Work and Work/Live Units	2 spaces per unit
<b>Multi-family Residential Use</b>	
Efficiency dwelling unit	1.0 space/unit
One bedroom dwelling unit	1.25 spaces/unit
Two or more bedroom dwelling unit	1.75 spaces per unit
Guest parking cumulatively:	
First 20 Units	0.5 spaces/unit
Units 21-50	0.3 spaces/unit
Units 51+	0.2 spaces/unit
<b>Lodging</b>	
Hotels/Motels	1.0 space for each guest room plus 1.0 space per 300 sq. ft. of ballrooms, meeting rooms, shops, restaurants, and lounges
<b>Business Uses</b>	
Professional Office	1 space per 300 sf. of net floor area
Retail, Restaurant, and other Commercial Uses	1 space per 300 sf. of gross floor area

- (2) Once service commences on the Tri-Rail Coastal Link and the Hallandale Beach station is operational, the minimum number of off-street parking required may be multiplied by a factor of .70 for properties located within ¼ mile of the station, measured along the closest pedestrian route between nearest building entrance and nearest station entrance.
  - (3) Properties located with the Fashion/Art/Design subdistrict are not required to provide additional parking resulting from a change of use or renovations of a building and any existing nonconforming parking layout is permitted to maintain the existing layout.
  - (4) Properties located within 750 feet of the Planned Tri-Rail Coastal Link station (See Regulating Plan) are not required to provide additional parking resulting from a change in use within an existing building.
- (c) Location and Access to Off-Street Parking. Parking and service areas shall be accessed and located at the rear or side of the building(s) whenever possible.
- (1) Location
    - a. Except for houses and duplexes that do not have a rear alley, parking is not permitted in front setbacks or in side setbacks facing streets, parks, or civic open spaces.
    - b. On Primary Streets all parking lots shall be located to the rear of buildings. If parking in the rear is inappropriate or impossible and a RAM is requested, the City Commission may require special perimeter landscape treatments to protect and improve the pedestrian experience along the street.
    - c. On Secondary Streets, parking lots may be located on the side of buildings provided the parking is screened from view of the street by a streetwall (See Section 32-194(d)(6)).
    - d. Parking Garage Design Standards
      - 1. On Primary Streets, parking garage levels shall be fully concealed from view by a story containing active use, such as residential, office, or retail for at least 20 feet of depth.
      - 2. On Secondary Streets, parking garage levels not lined by another use shall be screened by a building façade that meets the architectural requirements in Section 32-194(d).

**Figure 32-203(a) – Parking Garage Design Standards**



## (2) Access

- a. Except for houses and duplexes that do not have rear alleys, and properties located within the Fashion/Art/Design subdistrict, parking shall not be accessed by backing onto public streets.
- b. Access drives shall not exceed 24 feet in width.
- c. On Primary Streets, alleys or Secondary streets shall be the primary source of vehicular access to off-street parking, except that access to parking in the Fashion/Arts/Design Subdistrict is not permitted from NE 2<sup>nd</sup> Avenue for properties south of NW 3<sup>rd</sup> Street.
- d. When neither alleys nor Secondary Streets are present, primary vehicular access may be from a Primary Street. In the instance that site constraints necessitate access from a Primary Street, and the provision of an access drive precludes meeting the minimum building frontage percentage required, the Development Services Director may administratively allow a reduction from the minimum building frontage in order to allow vehicular access to the site.
- e. Alleys may be incorporated into parking lots and garages as standard drive aisles and vehicles may back out onto alleys. Access to all properties adjacent to the alley shall be maintained.
- f. When an alley is not present, vehicular access between adjacent parcels across property lines is required, and shall be accommodated within the site layout. The first property owner to develop shall be required to make an irrevocable offer of cross-access to the adjacent parcels prior to issuance of a development order. When adjacent property develops, a reciprocal cross-access agreement is required, and the physical connection shall be completed by both property owners.
- g. Parking lots and structures shall provide pedestrian access directly from a street. In addition, pedestrian access may also be provided directly from a building.
- h. Buildings with more than 250 feet of street frontage on a block face shall provide a pedestrian passageway at least 10 feet wide connecting the rear parking to the sidewalk in the public right-of-way that the building faces.
- i. Public sidewalks may not be interrupted or deviated to accommodate back out parking, drop-off or valet parking. The sidewalk shall continue across driveway openings.
- j. Parking lots with no more than 20 spaces and a maximum of 10 spaces per corridor are exempt from the requirements of Section 32-453(i)(4) requiring vehicular entry/exit in one continuous forward motion.

- (d) *Bicycle Parking and Facilities.* Bicycle parking and facilities shall be provided within the CBD Sub-districts.
- (1) **Minimum Number of Bicycle Parking Spaces.** Bicycle parking shall be provided at 1 space per every 20 vehicular parking spaces.
  - (2) **Design and Location.** Visitor, employee and resident bicycle parking facilities shall be provided in a location(s) shown on the site plan that meets the following standards;
    - a. Provided in a safe, accessible and convenient location;
    - b. Accessed within 300 feet of the main building entrance; and
    - c. Does not encroach into the minimum pedestrian walkway (see Section 32-201(b)).
    - d. The Planning and Zoning Director shall review the location, design, and details of the bicycle spaces as part of the site plan review

**Section 32-204. Street and Block Standards**

- (a) Purpose and Intent. The highly connected street and block structure of the Central RAC is a critical component to foster multi-modal options. Smaller block sizes reduce bike and walk distances and allow traffic to disperse using multiple routes. The standards that guide the creation of new blocks and changes to existing streets and blocks are contained in this section.
- (b) Block Standards. The following dimensional standards promote a desirable block structure:
- (1) The maximum block length should not exceed 660 feet.
  - (2) The maximum perimeter of a block generally should not exceed 1,800 feet, as measured along the inner edges of each street right-of-way. Block perimeters may exceed 1,800 feet, up to a maximum of 2,000 feet if one or more of the following conditions apply:
    - a. The block has at least one face on an arterial street that limits access points.
    - b. The block contains a public parking garage.
  - (3) The portion of a block between intersecting streets may not exceed 600 feet without providing either:
    - a. A publicly dedicated pedestrian passageway not less than 10 feet in width that provides access to another street; or,
    - b. An alley at least 20 feet in width that provides vehicular access to another street.
- (c) Existing Streets. In the case of existing streets, the City will not abandon, relocate, or close streets if the block size(s) will exceed the standards in 32-204(b).

**Sec. 32-205. Approval processes.**

- (a) **Approval types.** Development applications may follow two different review and approval processes:
- (1) Development applications in the Central RAC zoning district may be approved administratively if the application:
    - a. Meets all requirements of this code; and
    - b. Does not exceed the base density specified for its RAC subdistrict; and
    - c. Does not require any conditional uses, variances, or redevelopment area modifications.
  - (2) Development applications in the Central RAC zoning district may be approved only by the city commission using the major development review process if the application:
    - a. Meets all requirements of this code only upon approval of simultaneously requested conditional uses, variances, or redevelopment area modifications; and/or
    - b. Is requesting a density level between the base density and the maximum density allowable in any Central RAC subdistrict.
- (b) **Submission requirements and procedures.**
- (1) Development applications in the Central RAC zoning district that may be approved administratively (see subsection (a)(1) above) shall be submitted to the city using the procedures in Article V of this code, except that the Development Services Director has the authority to approve the application administratively even if Chapter V would otherwise require review and approval by the planning and zoning board and the city commission.
  - (2) Development applications in the Central RAC zoning district that may be approved only by the city commission (see subsection (a)(2) above) shall be submitted to the city using the procedures in Article V of this code. These applications will be reviewed and processed as if they were major developments even if they are below the size thresholds in section 32-782(a).
- (c) **Conditional uses and variances.** The city commission may approve conditional uses and variances in the Central RAC zoning district using the procedures and standards in Article VIII of this code plus any additional standards set forth in the Central RAC regulations. However:
- (1) These processes cannot be used to increase the number of stories above the maximum building height established for each Central RAC subdistrict.
  - (2) These processes cannot be used to increase density levels above the base density in any Central RAC subdistrict; the process for requesting a density increase (up to the maximum density) is set forth in section 32-206.
- (d) **Redevelopment area modifications.** The city commission may approve redevelopment area modifications in the Central RAC zoning district using the procedures and standards in section 32-135, plus the following additional standards:
- (1) This process cannot be used to increase the number of stories above the maximum building height established for each Central RAC subdistrict.

- (2) This process cannot be used to increase density levels above the base density in any Central RAC subdistrict; the process for requesting a density increase (up to the maximum density) is set forth in section 32-206.

(e) **General rules for changes to Central RAC zoning district.**

(1) **Overlays.**

- a. *Prior mapped overlays.* Portions of the Central RAC zoning district had previously been included in one or more mapped overlays: North Dixie Corridor Overlay, South Dixie Highway Overlay, Fashion Art and Design Overlay, Pembroke Road Overlay, Foster Road Corridor Overlay, and Redevelopment Overlay. Relevant parts of those overlay regulations have been incorporated into the Central RAC subdistrict regulations.
- b. *Previously approved planned development overlays.* Some individual properties in the Central RAC zoning district had obtained prior approval for a site-specific “planned development district (PDD)” overlay. At the landowner’s discretion:
1. The terms of those approvals may continue to be used to obtain remaining development approvals until such time as the original approval and/or development agreement has expired; or
  2. The provisions of the Central RAC zoning district may be used to obtain future development approvals without rescinding the prior “planned development” approval. However, the two methods may not be combined except to the extent that non-conformity with the current code is not furthered.
- c. *Future overlays.* Additional mapped or planned development overlays may not be approved in the Central RAC zoning district, with the following exceptions:
1. On sites in the RAC Corridor subdistrict with 5 or more contiguous acres under unified control, a landowner may request a Planned Development Overlay (PDO) and development agreement consistent with the applicable provisions of section 32-186.
  2. On sites in the RAC Corridor subdistrict with 3 to 5 contiguous acres under unified control, a landowner may request a Planned Development Overlay (PDO) and development agreement consistent with the applicable provisions of section 32-186 for a period up to six months after the land was rezoned to the Central RAC zoning district.
    - i. The request must accompany an official development application that meets the site plan review submission requirements as set forth in Article V of the City of Hallandale Beach Zoning and Land Development Code.
    - ii. Development approval for the application must be obtained within six months of the original request for PDO and development agreement.
    - iii. Development approvals granted under this provision are subject to extension provisions as outlined in Section 32-790 of the City of Hallandale Beach Zoning and Land Development Code.

- iv. Should the site plan approval expire, the PDO and development agreement expire concurrently.
3. Under either exception, the following additional standards shall apply:
  - i. Development must be consistent with the city's comprehensive plan.
  - ii. Allowable uses and all development regulations and requirements, including height and density shall be as specified for the RAC Corridor subdistrict, except where modifications were specifically requested and explicitly approved in the Planned Development Overlay and development agreement.
- (2) **Expansions, contractions, and subdistrict adjustments.** The boundary of the Central RAC zoning district and the boundaries of its subdistricts may be expanded or contracted by the city commission by amending the regulating plan in section 32-192. Landowners desiring boundary changes must request an amendment to the zoning and land development code instead of using the rezoning process. New mapped or planned development overlays cannot be used in the Central RAC zoning district.
- (f) **Transitional Period.** For applications submitted prior to September 1, 2014, staff may present an analysis of the measurable parameters of development under both regulations.

**Sec. 32-206. RAC density allocation standards.**

- (a) **Base density and maximum density.** Each Central RAC subdistrict defines a base density and a maximum density, expressed as the number of dwelling units allowed per acre.
  - (1) Development up to the base density is permitted by right.
  - (2) Development between the base density and the maximum density requires a RAC density allocation as described in subsection (c).
  - (3) Development above the maximum density cannot be approved.
- (b) **Regional activity center (RAC).** The Hallandale Beach Comprehensive Plan establishes a Regional Activity Center (RAC) for an area generally bounded by Pembroke Road to the north, Federal Highway to the east, County Line Road to the south, Dixie Highway and westward along the Foster Road Corridor to the west. The purpose of the RAC is to define an area of regional significance within which transit-oriented and mixed-use development are encouraged, public transportation will be enhanced, the need for automobile travel will be reduced, redevelopment is encouraged, the walkable urban form is being enhanced, development/redevelopment proposals are encouraged in areas adjacent to major transportation corridors, and existing residential areas are protected
- (c) **RAC density allocation.** The Hallandale Beach Comprehensive Plan and the Broward County Land Use Plan limit the total number of dwelling units within the RAC. The city commission has established the following density allocation procedures to ensure the equitable allocation of the remaining dwelling units in accordance with both plans.
  - (1) These procedures must be followed for development applications that would exceed the base density in a Central RAC subdistrict. Individual subdistricts

provide performance criteria that must also be met to qualify for density levels above the specified base density.

- (2) These procedures must also be followed for RAC development applications outside the Central RAC zoning district where additional density is allowed by the zoning district or through rezoning to a district that allows a higher density.
  - (3) Additional dwelling units will be allocated at the time of development plan approval by the city commission. Upon expiration of a development plan, as provided in Section 32-790, the allocation of dwelling units shall terminate and such units shall be made available for future development.
  - (4) The allocation of additional dwelling units shall be subject to all provisions of the zoning and land development code applicable at the time of development plan approval and subject to any special conditions imposed by the city commission on a development approval.
  - (5) The Broward County Land Use Plan limits the total number of dwelling units that can be added within the RAC east of U.S. 1. Allocation of dwelling units east of U.S. 1 must be consistent with that plan.
  - (6) Acreage for non-residential land use shall be assigned on a net acreage basis to all lands included in the parcel needed to comply with the on-site land development requirements, such as building footprint, setbacks, parking, outdoor pedestrian circulation, landscaping, drainage, and other improvements.
- (d) **Monitoring of development activity.** Hallandale Beach has entered into an interlocal agreement with Broward County that commits the city to monitor development activity with the RAC and to submit quarterly reports to the county about the density and intensity of land uses within the RAC.
- (1) Within mixed use projects, RAC acreage and RAC dwelling units shall be assigned according to the proportion of floor area associated with each use for monitoring overall RAC build out (e.g. if 50% of the floor area is used for A, then 50% percent of the net acreage of the development parcel shall be assigned to A).
- (e) **Future increases in RAC density.** If the Hallandale Beach Comprehensive Plan and the Broward County Land Use Plan are amended to increase the total number of dwelling units allowable within the RAC, this code may be amended to define how the additional dwelling units will be allocated.