
Oakland Park Downtown Mixed Use District

Design Guidelines



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Introduction

Image of Downtown Oakland Park

Oakland Park is a quaint small town tucked into the sub-tropical urban environment of Broward County. The downtown district of Oakland Park is located along two of the area's major arterial corridors, Oakland Park Boulevard and Dixie Highway, therefore making it an accessible destination from many locations. The area is also less than two miles from world-famous South Florida beaches, schools, shopping centers and employment centers, making it attractive for both the homebuyer and the visitor. Downtown Oakland Park is surrounded by a number of established neighborhoods which are accessible by both pedestrians and vehicles.

The downtown district is intended to be a vibrant and compact urban area that will foster smart growth and stimulate economic development. Emphasis on new urbanism will be encouraged with a mixed-use city center that will have spacious pedestrian walkways and arcades, beautiful parks and open spaces and aesthetically-pleasing facades. Characteristics and components of the revitalized downtown will also include mixed-use development, enhanced housing opportunities, historic preservation and improved transportation facilities that will further the objective and policies applicable to the Local Activity Center Land Use Designation.



Oakland Park Downtown Illustrative Plan

Statement of Intent

These guidelines are adopted as a companion document to Article XX, Downtown District Regulations, of Chapter 24, Land Development Code of the City of Oakland Park, Florida.

The following guidelines are designed to facilitate the development of a livable, walkable, workable and enjoyable downtown in the City of Oakland Park. The area of the Downtown includes all properties, corridors and areas north of Oakland Park Boulevard, east of N.E. 10th Avenue, west of N.E. 13th Avenue and south of N.E. 42nd Street.

The guidelines are organized in the following sections; Urban Design: Architectural Massing Guidelines, Urban Design: Street-level Guidelines, Landscape Planting, Signage & Graphics, Site Furnishings, and Site Lighting. The purpose of these guidelines is to enhance the existing Oakland Park Code, not to supersede the ordinance currently enacted by the City of Oakland Park.

Overview

These guidelines are divided into seven (7) sections including an introductory section and six (6) sections governing different site development issues. Each of the areas addressed in these design guidelines must be addressed and adhered to through the redevelopment process. These sections may be summarized as follows:

Section 1: Introduction

A review of Downtown Oakland Park's unique characteristics and image is accompanied by a statement of intent. Also included is a brief overview of the design guidelines, herein.

Section 2: Urban Design: Architectural Massing Guidelines

The architectural massing guidelines govern the aesthetic quality of the architecture within the downtown area. More specifically, the guidelines address architectural massing such as overall building height, cornice height, vertical plane moderation, setbacks, façade treatments, arcades, canopies, rooftop elements and over street connections.

Section 3: Urban Design: Street Level Guidelines

The street level guidelines govern all functional and aesthetic quality of elements along streets and corridors.

Street level elements such as active use, structured parking, plazas, access to open space, architectural fenestration, fences/walls, water features, public art, block size requirements special paving, intersection treatments, barrier free design, trash loading facilities, sidewalks and bikeways are addressed.

Section 4: Landscape Plantings

The landscape plantings guidelines pertain to all landscaping within the downtown district. These landscape planting guidelines enhance the existing Oakland Park regulations and include landscape elements such as streetscape plantings, signature trees, open space plantings, screening plantings, perimeter landscaping between incompatible uses, parking lot landscaping, irrigation and residential landscaping.

Section 5: Signage and Graphics

The signage and graphics guidelines govern all signage with the downtown district. Signage and graphics relating to both the private sector and public sector are addressed.

Section 6: Site Furnishings

The site furnishings guidelines govern the specific function and visual characteristics of the actual site furnishings within the downtown area. Site furnishings, such as; bike racks, bollards, flagpoles, benches, tree grates, planters, trash receptacles, drinking fountains and parking meters are addressed and in several cases, specific products to be utilized are included.

Section 7: Site Lighting

The site lighting guidelines govern the functional and visual quality of the lighting within the downtown district. Lighting typology addressed includes streetscape lighting, pedestrian lighting and landscape lighting.

Urban Design: Architectural Massing Guidelines

Introduction

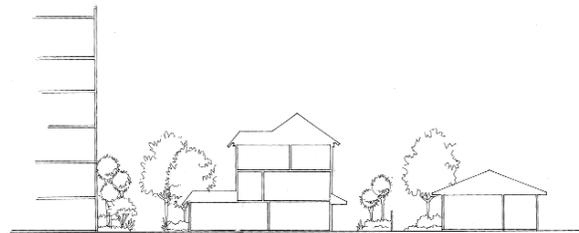
The Architectural Massing Guidelines are intended to offer guidelines towards the massing of the architecture, not the style of the building. Variation in architectural style is desired within the Oakland Park Downtown, with restrictions guiding setbacks, step backs, arcades, canopies and other urban design elements.

Overall Building Height

Building height refers to the overall height of a building mass from the finished floor elevation (FFE) to the uppermost part of space that can be occupied (top of beam). Maximum building heights and definitions are specified within the Oakland Park Downtown Mixed-Use District Zoning Ordinance. Infrastructure supporting roof activity, such as an elevator tower, stair tower, trellis, mechanical equipment or architectural fenestration, does not reflect in the overall building height, but must not exceed twelve (12') in height above top of beam of uppermost story or cover over 10% of the roof area. Tennis court lighting and plant material are exempt from this height restriction.

Neighborhood Compatibility Height Restrictions

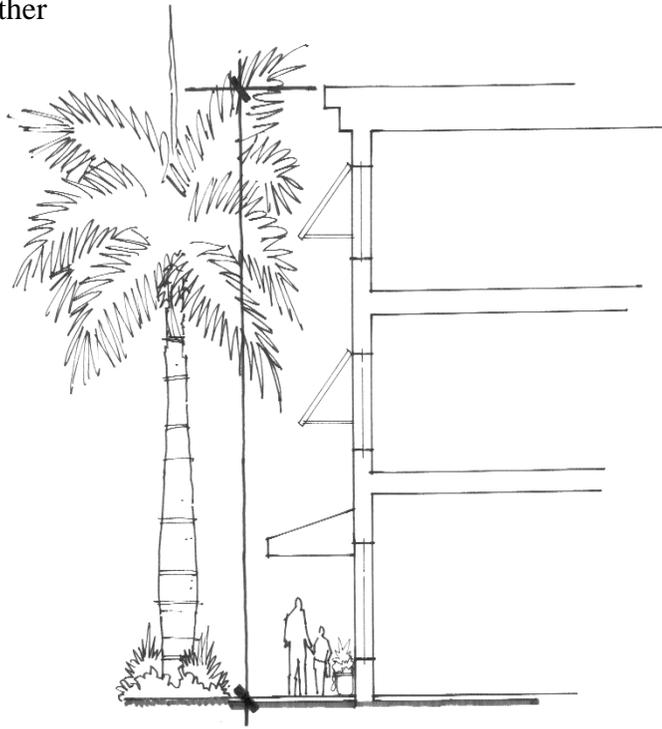
Along the perimeter of the North End Urban Residential sub area when building height incentives are granted, it is required that the first structure along the boundary line of the sub-area remain at three (3) building stories with a maximum height of 35'. This requirement will promote neighborhood compatibility between existing residential homes and new developments within the Downtown Mixed Use District.



It is important to promote neighborhood compatibility between the existing homes and new developments by stepping down building heights to the existing neighborhoods.

Cornice Height

All buildings which front either Dixie Highway or N.E. 12th Avenue in the Park Place sub-area, Dixie Mixed Use sub-area or Civic Use sub-areas are encouraged to display a uniform cornice height of thirty-five (35') feet measured from sidewalk grade. This cornice may take varying architectural forms to fit the individual style of the building. Cornice heights in other zoning sub-areas do not apply.

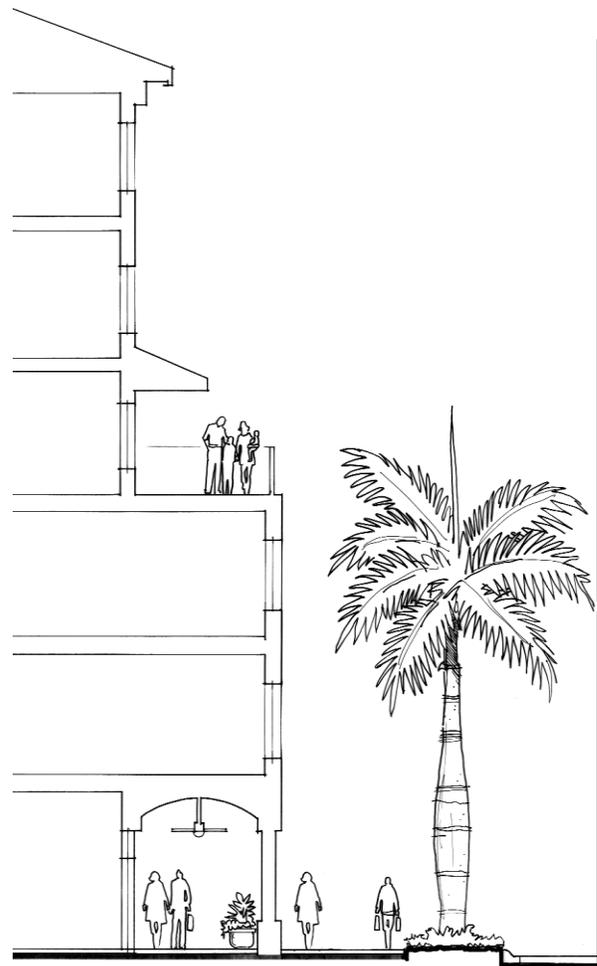


Cornice height is measured from the ground plane to the top of facade cornice

Vertical Plane Moderation

Buildings exceeding 35' in height are required to maintain no more than three stories without horizontal moderation in the vertical surface plane. A step back is required above the third floor, which may serve as a balcony or outdoor living space for residential or office uses. Such step backs should occur on a minimum of two building faces: the building side facing a major corridor (Dixie Highway and N.E. 12th Avenue) and the side facing the residential neighborhoods on both the east and west side of the Florida East Coast (FEC) tracks (See Sections A, B, C, D, E and F in the Appendix). The step back must be between 8' to 12' in depth from building face to edge of step back.

Where step backs create outdoor residential livable spaces, a number of items are not permitted in these areas, including grills, clothes lines, clothes drying racks and bicycles. Storage of any kind is not permitted. Potted plants and patio furniture are desired. The City reserves the right to determine what is permitted or not permitted in these areas.



Vertical plane moderation shown between the third and fourth stories

Setbacks

Setbacks are required in all zoning sub-areas within the Oakland Park Downtown district and must be consistent with the requirements identified in the Oakland Park Downtown Mixed-Use District Zoning Ordinance. Setbacks are measured from the property line. Areas set back along Dixie Highway and N.E. 12th Avenue are opportunities for streetscape plantings, site elements, sidewalks and gathering spaces. Other areas within the downtown will provide for streetscape plantings, signage, drainage swales and green space. Setback requirements are specified in the Oakland Park Downtown Mixed-Use District Zoning Ordinance.

Minimum Distance between Structures

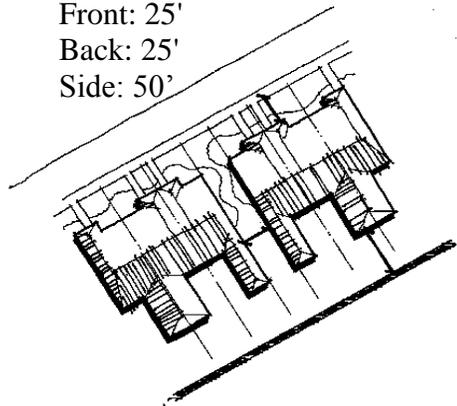
The Downtown Mixed Use District Ordinance outlines the perimeter setback requirements for each sub-area. Where a property exists that will allow for the development of more than one building type on a single property, the following setbacks are required between internal structures.

Three (3) story buildings, at a maximum of 35' in overall height, within a development, the following setbacks are required:

Front: 12'
Back 15'
Side: 15'

Building over three (3) stories:

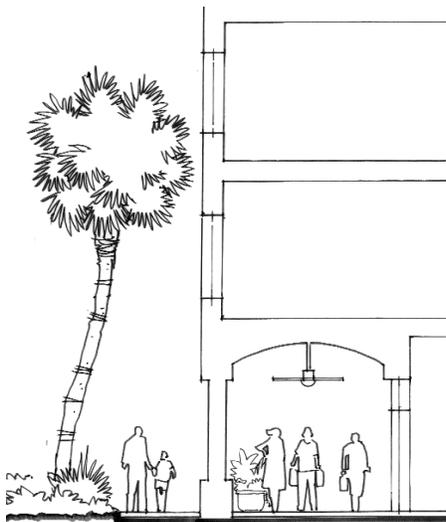
Front: 25'
Back: 25'
Side: 50'



The minimum distances between buildings will preserve open space in the downtown

Façade Treatments

The first thirty five (35') of exterior façade vertical plane must enhance the pedestrian environment by incorporating appropriate architectural features. These features must include cornice detailing, ornamentation, moldings, changes in materials and colors, and other sculpting of the architectural surface which add special interest and appeal at the ground level. These features will complement the design integrity of the Oakland Park Downtown.



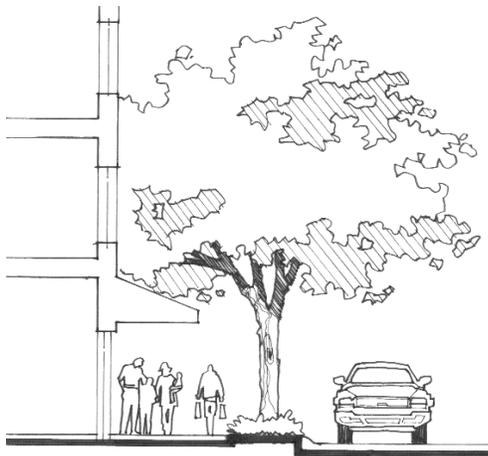
Arcades provide protection from the elements and comfort for pedestrians

Arcades

Arcades are required within the Park Place sub-area along the frontages of the major thoroughfares (Dixie Highway and N.E. 12th Avenue). Pedestrian flow and outdoor dining will take place within the arcade area. Arcades are recommended within the Dixie Mixed Use sub-area and the Civic Use sub-areas along the frontages of Dixie Highway and N.E. 12th Avenue (See Sections A, B, D and E in the Appendix). The architectural features of the arcade may vary, but the required minimum width of 12' clear is mandatory in Park Place. If introduced in the Mixed-Use sub-areas, a minimum width of 10' clear is required.

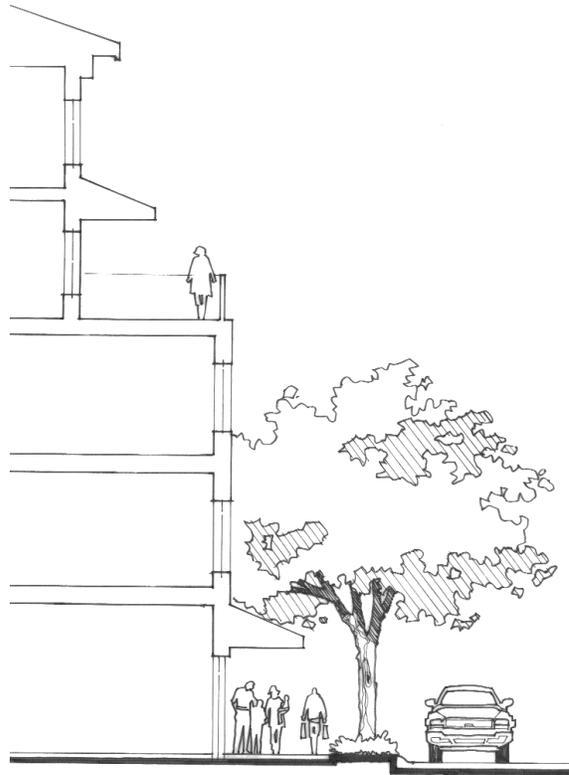
Canopies

Canopies are required where arcades are not included along Dixie Highway and N.E. 12th Avenue to provide pedestrians comfort and facilitate movement along the frontages. Continuous architectural canopies should reflect the design integrity of the structure. Either flexible or rigid materials are acceptable, providing they are compatible with site elements. Canopies may incorporate retractable elements, and may be permitted to intrude within the setback zone pending specific approval by variance or the Design Review Committee (DRC) process. Canopies should in no way interfere with street light fixtures or with the growth and maintenance of street trees, signature trees and landscape materials. All state and local building regulations shall apply to the construction and installation of canopies.



Canopies provide protection from the elements and interest along sunny streets
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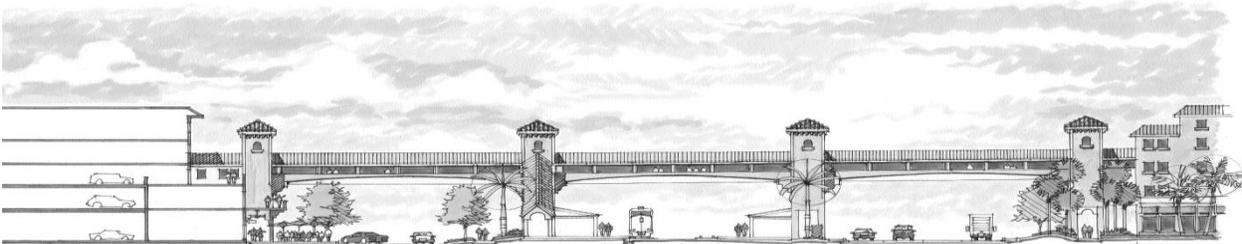
Canopies are desired within the step backed areas of buildings exceeding 35' in overall height. If canopies are used in both the step backed areas and at the street level, then they should be coordinated in color and design.



Canopies located on the ground plane and stepbacked areas must coordinate

Rooftop Guidelines

Where possible, rooftops must be designed to maximize various forms of activities in the private sector. Activities could include sun decks, roof gardens, tennis courts, outdoor cafes, pool decks, parking and much more. In instances where rooftops are utilized for parking, the perimeter of the lot should include a trellis, canopies and/or landscape to mitigate views. Roof surfaces not allocated to activity should be finished with a material which reflects the architectural integrity of the building and creates interest from surrounding buildings. All rooftop mechanical equipment, stair and elevator towers shall be designed as an integral part of the building, which will not count in the overall building height, but must not exceed 12' from the rooftop floor elevation to the uppermost element of the rooftop. All infrastructure within a rooftop should be designed as an integral part of the building volume. All unsightly elements must be screened from both users of the rooftop and neighboring buildings.



A pedestrian bridge will transport pedestrians safely over Dixie Highway and the FEC Railway tracks and serve as an iconic element of the Oakland Park Downtown

Overstreet Connections

Connections between buildings which pass over a public right-of-way may be permitted providing those connections have secured legitimate air rights over the public corridor and meet all applicable codes. A connection over Dixie Highway, the Florida East Coast (FEC) tracks and N.E. 12th Avenue is desired north of N.E. 34th Court to safely transport pedestrians over Dixie Highway and the Florida East Coast (FEC) tracks within the Park Place sub-area, as well as, set in motion the infrastructure needs of a future Florida East Coast (FEC) commuter station (See Illustrative Plan in the Appendix). The pedestrian bridge at N.E. 34th Court should be of exceptional design to enhance the corridor and serve as a statement of the Oakland Park Downtown.

Other over-street connections may be permitted only in the Dixie Mixed Use sub-area and the Civic Use sub-area, as well as the Park Place.

Urban Design: Street Level Guidelines

Introduction

The Street-level Guidelines are intended to create an attractive urban environment welcoming a host of activities, store fronts, residential units, restaurants, businesses, offices and open spaces.

Active Use

The first floors of all buildings facing Dixie Highway and N.E. 12th Avenue in the Park Place sub-area, Dixie Mixed Use sub-area and Civic Use sub-areas must be designed to encourage pedestrian activity along these major corridors. For developments within the North End Urban Residential sub-area, the commercial use shall be located on the first floor of buildings that face to Dixie Highway and/or that portion of N.E. 38th Street that is east of Dixie Highway. Retail uses such as restaurants, shops, galleries, cafes and other active uses must be located at the ground level, providing direct and visual access to pedestrian areas.

Buildings which are situated along major roadways (Dixie Highway and N.E. 12th Avenue) intersecting N.E. 34th Court within the Park Place sub-area, are required to include a public gathering space at the corner of the intersecting streets to achieve a unique urban space (See Illustrative Plan in Appendix). Building frontages are to be setback at the corners to create a plaza with a minimum outdoor area of 1,500 square feet (see Plazas) and should incorporate landscape materials that

offers shade and enhances the aesthetic quality. All displays, furnishings and other outdoor elements associated with these outdoor spaces should be designed and maintained to enhance the visual and functional quality of the downtown. To be considered, specific design of these public spaces should be submitted for approval through the Development Review Committee (DRC) process.

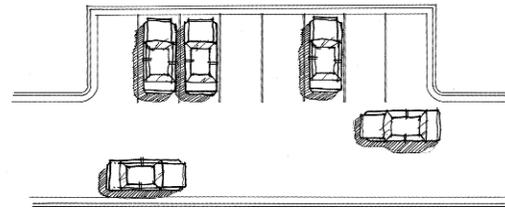
Structured Parking

Structured parking facilities are strongly desired along Dixie Highway and N.E. 12th Avenue. These parking facilities must be designed with ground level frontage (or liner buildings) situated on Dixie Highway and N.E. 12th Avenue in the Park Place sub-area, Dixie Mixed Use sub-area and the Civic Use sub-area.

In addition to retail frontages, all exposed parking must be designed with architectural screening and landscape planting. Vehicular access to structured parking facilities cannot occur along Dixie Highway and N.E. 12th Avenue. Access must be located on an east/west connector (i.e. N.E. 34th Street, N.E. 37th Street, etc.) or N.E. 11th Avenue (behind frontages on Dixie Highway) and N.E. 12th Terrace (behind frontage on the N.E. 12th Avenue)

Back-out Parking Conditions

There is a variety of existing back-out ninety (90) degree parking conditions that will create unsafe traffic flow once redevelopment begins in the Downtown Mixed Use District. Back-out ninety (90) degree parking is prohibited on all streets within the Downtown, except on single family and townhome land uses with a maximum width of two cars or as noted below:



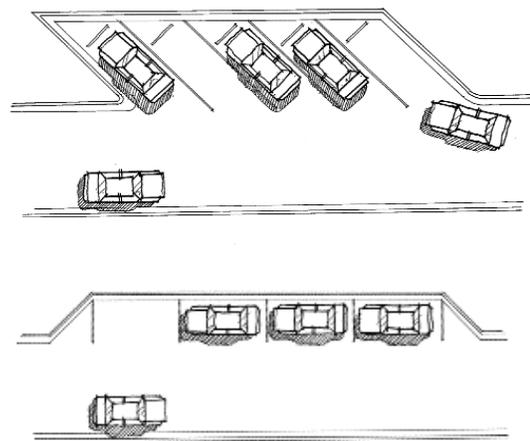
Back-out ninety degree parking can create an unsafe condition

- N.E. 10th Avenue: Permitted only on single family and townhome properties where the driveway is only the width of two cars
- N.E. 11th Avenue: Permitted only on single family and townhome properties where the driveway is only the width of two cars
- Dixie Highway: Prohibited
- N.E. 12th Avenue: Prohibited
- N.E. 12th Terrace: Prohibited
- N.E. 13th Avenue: Permitted only on single family and townhome properties where the driveway is only the width of two cars
- N.E. 39th Street: Permitted only on single family and townhome properties where the driveway is only the width of two cars
- N.E. 38th Street: Prohibited within approximately 250' west of the intersection of Dixie Highway and N.E. 38th Street and approximately 300' east of the intersection of 12th Avenue and N.E. 38th Street
- N.E. 37th Street: Prohibited within approximately 250' west of the Dixie Highway and approximately 300' east of the 12th Avenue

-
- N.E. 36th Street: Prohibited within approximately 250' west of the Dixie Highway and approximately 450' east of the 12th Avenue
 - N.E. 35th Street: Prohibited within approximately 250' west of the Dixie Highway and approximately 450' east of the 12th Avenue
 - N.E. 34th Court: Prohibited within approximately 250' west of the Dixie Highway and approximately 450' east of the 12th Avenue
 - N.E. 34th Street: Prohibited within approximately 250' west of the Dixie Highway and approximately 450' east of the 12th Avenue
 - N.E. 33rd Street: Prohibited within approximately 250' west of the Dixie Highway and approximately 300' east of the 12th Avenue
 - N.E. 32nd Street: Prohibited within approximately 250' west of the Dixie Highway and approximately 300' east of the 12th Avenue

Oakland Park Blvd: Prohibited

An alternative to back-out ninety (90) degree parking is angled parking or parallel parking. These parking alternatives allow for cars to safely park by not crossing into opposing lanes of traffic.



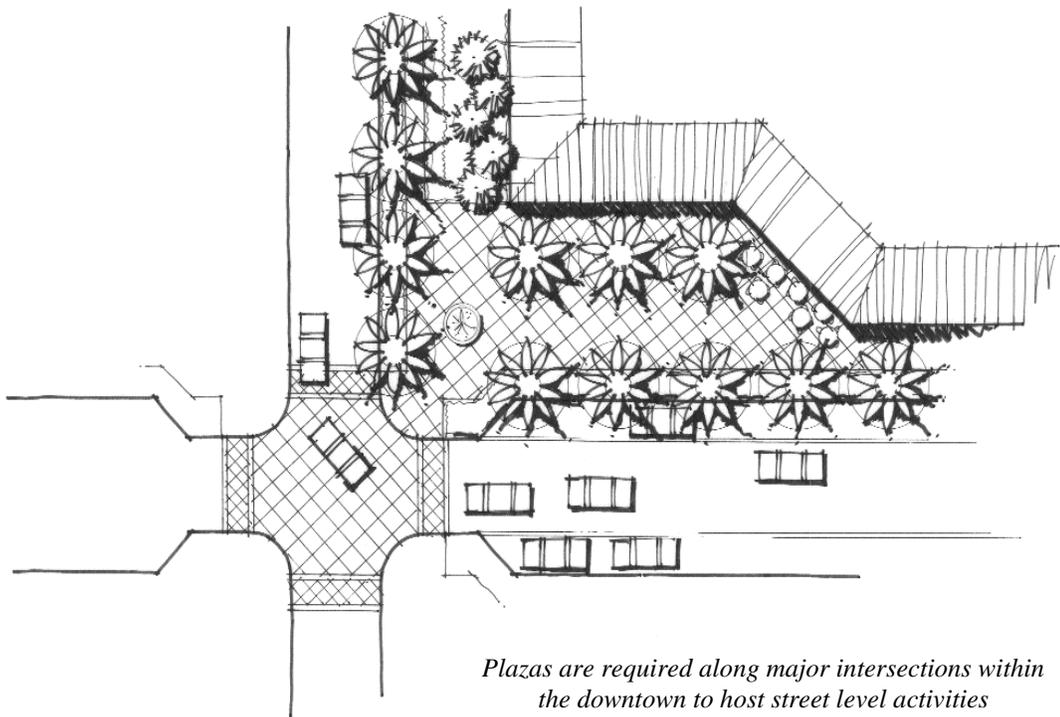
Angled parking and parallel parking are safer alternatives to back-out ninety degree parking

Plazas

Open plazas for public congregation should be encouraged to the extent that these spaces do not interfere with pedestrian and vehicular flow, as well as activities occurring at the building edge. Open plaza spaces of a minimum area of 1,500 square feet are required within the Park Place sub-area along the intersection of N.E. 34th Court and N.E. 12th Avenue and the intersection of N.E. 34th Court and Dixie Highway. The streetscape edge should be maintained by architectural features (arcades and canopies), site furnishings and landscape that offer shade. Special paving is required in these areas.

Access to Open Space

Access to open space, including parks and plazas, should be encouraged. Residential and nonresidential uses abutting open spaces shall provide frontage and access to the open space to the extent possible. Perimeter buffers are discouraged, but may be installed in compliance with the standards located in the Perimeter Landscaping between Incompatible Uses section.



Plazas are required along major intersections within the downtown to host street level activities

Architectural Fenestration

To complement pedestrian scale activity on N.E. 12th Avenue and Dixie Highway, a majority of the ground floor façades facing these streets should include transparent windows and doors to attract activity along the corridors. Transparent windows must make up a minimum of 65% of the building face at the ground level, therefore limiting expanses of solid walls along streets with pedestrian activity. Reflective surfaces are not permitted so pedestrians may view the interior activities. Architectural detailing is highly desired and recommended.

Fences & Walls

Fences and walls within the downtown district may be useful to create views, as well as, provide screening, separate uses, and establish physical barriers between different land uses or spaces. Walls for screening should not be obtrusive. Height and proximity of the wall to the use area should not be imposing; therefore walls cannot exceed six feet (6') in height. Walls which face pedestrian spaces must introduce a two foot (2') wide minimum strip of landscape between the wall and the pedestrian space to soften the appearance. This landscape strip must be planted with groundcover or shrubs, sod is not acceptable.



Screening undesirable areas from pedestrians is required.

Water Features

The use of water in a variety of forms is highly encouraged within the downtown district. Fountains add valuable accents to the setting and provide a sense of relaxation to the urban environment that is integral to the enjoyment of the sub-tropical South Florida climate. They can mask noise, direct attention, cool a small area and create positive images. Water features should avoid interference with circulation. Participatory fountains are encouraged within the Park Place sub-area to invite interaction and recreation.



Water features add visual interest and soothing sounds

Nighttime lighting is strongly recommended near water features to add visual appeal and added security. Visual aesthetic should be carefully considered in the design of the fountain. A variety of effects are encouraged, such as bubbles, sprays, falls, mists, pools, basins and water interaction. Durable, solid materials should be used for containment. Water feature mechanical equipment should be remote and completely unobtrusive to the pedestrian areas. Exposed motors, piping, and electrical panels are not permitted. All water features must comply with all local codes and regulations.

Public Art

Public art is strongly recommended throughout the downtown area to establish space and identity, as well as, celebrate the local art community within Oakland Park. Any public art piece introduced to the downtown must be durable and free of sharp or obtrusive objects. Any public art recommended within the public realm of the downtown, must be reviewed by a public art committee (established and assigned by the City Commission) and the City for approval.

Block Size Requirements

Smaller block sizes encourage a walkable environment, which is a key component to an enjoyable downtown. In all sub-areas, for

properties with a minimum area of 2.3 acres (100,000 sq. ft.), the maximum length of a block shall be no greater than 500 feet and the maximum perimeter of a block shall be no greater than 1,400 feet. The perimeter of a block shall be the sum of the block's length and depth, multiplied by two. (i.e. if a block's width is 500 feet, and the block's length is 200 feet, the perimeter is calculated as follows: $(500 \text{ ft.} + 200 \text{ ft.}) \times 2 = 1,400 \text{ ft.}$ block perimeter)

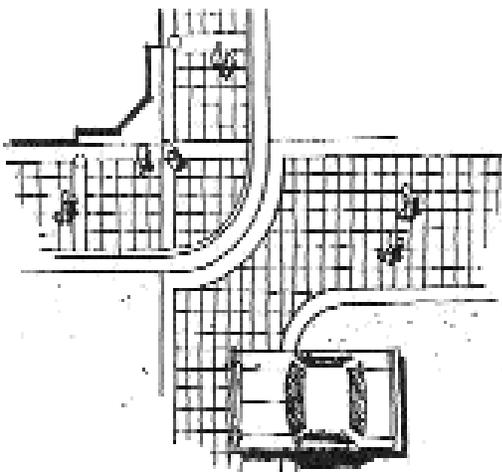
Special Paving

Paving becomes an important element within the urban environment in creating space on the ground plane and establishing identity within the downtown district. It is strongly recommended that special paving be utilized at major intersections (N.E. 38th Street and Dixie Highway, N.E. 34th Court and Dixie Highway, Oakland Park Boulevard and Dixie Highway, etc.), pedestrian crosswalks, sidewalks, plazas and bus stops. Additionally, special paving is required along N.E. 12th Avenue between N.E. 36th Street and N.E. 34th Street so that this area can be used as a flexible plaza for special and civic events. Paving materials at streetscape intersections and sidewalks should reflect the intensity of pedestrian traffic, and create identifiable ground plane links throughout the downtown area. Well marked pedestrian routes

marked with special paving will also aid in the circulation system along the downtown district.

Pedestrian paving can define uses along the streetscapes. By varying the appearance of the surface materials, distinctions can be made between public sidewalks and private outdoor areas (i.e. outdoor eating patio, etc.).

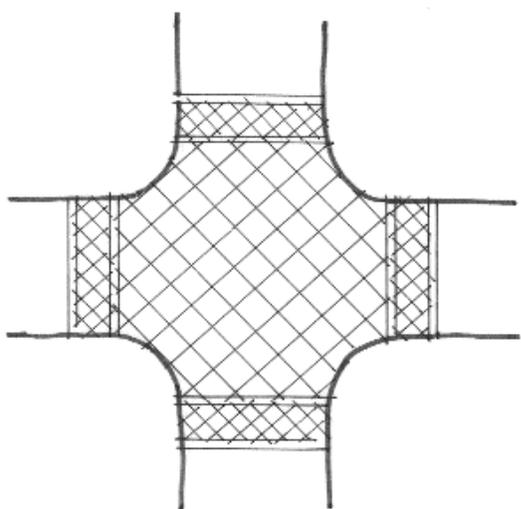
It is recommended that all special paving in heavily used areas (i.e. bus stops, cross walks, etc.) be a tropical blend of colors and shaped in the deco style to match existing paving established along the Florida East Coast (FEC) corridor and N.E. 38th Street improvements.



Special paving must be incorporated into crosswalks and sidewalks

Intersection Treatments

Intersections within the downtown must accommodate pedestrian, bicycle and vehicular traffic traveling in a variety of directions with a variety of purposes. Intersection treatments within the downtown are opportunities for accent plantings, special paving, street furnishings and iconographic elements. Extreme care must be taken in the coordination of these elements with the necessary functions of the intersection in a way that maximizes safety, functions and aesthetics. Special care must be given to the intersections along both Dixie Highway and N.E. 12th Avenue, as they are the major visual corridors within the downtown.



Intersection treatments are opportunities for special paving

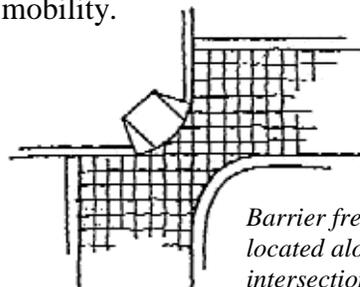
Underground Placement of Utilities

Buried utility lines are encouraged in the downtown district, where possible, in an effort to remove visual clutter from the street. Above ground utility boxes should be properly screened and placed outside of public areas. Inconspicuous locations for above ground utilities are strongly encouraged.

Barrier Free Design

Barrier free design should be implemented through the downtown. Where pedestrian circulation crosses vehicular traffic, appropriate drop curbs and ramps should be provided. Drop curbs should be located in all directions pedestrian circulation is directed. Ramps should also be provided at buildings entrances and along stairs. Ramps should be an integral part of the streetscape and building design.

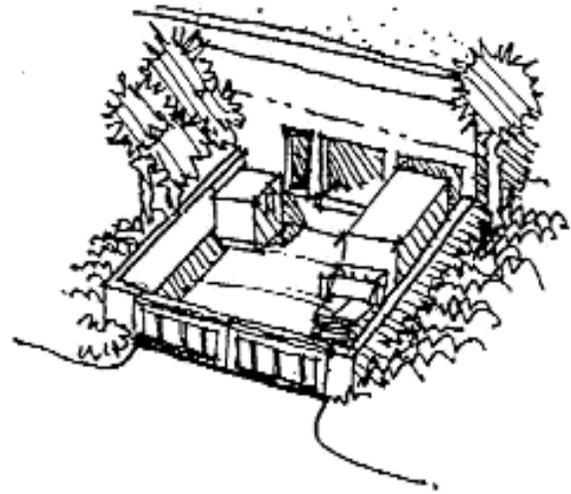
A public elevator must be incorporated into the pedestrian bridge to ensure safe mobility.



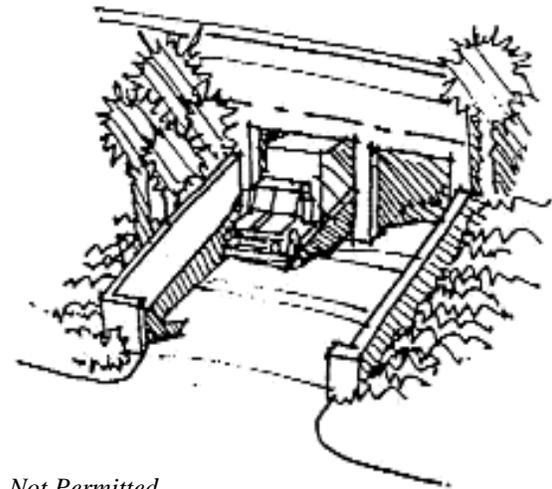
Barrier free ramps should be located along every intersection

Trash/Loading Facilities

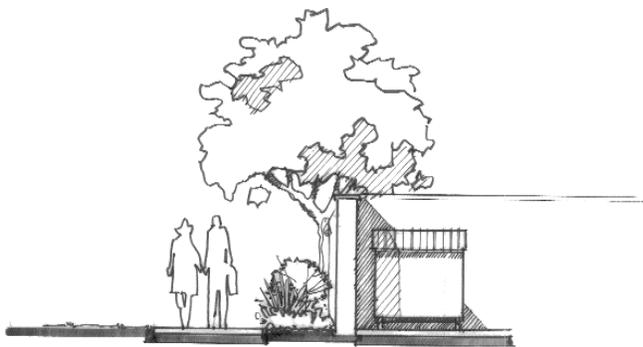
All building facilities for loading, trash and service should be incorporated within the building volume and screened with a decorative wall, fence or landscaping (see Landscape Planting, Screening Plantings). These areas must not be visible from the street or pedestrian areas. Where buildings are of inadequate volume to accommodate these facilities, trash/loading facilities should be architecturally treated as a part of the building mass, and must be screened. Where trash/loading area entrance is visible from pedestrian circulation, they are to be gated with solid panels. All trash/loading facilities must allow for access by garbage maintenance vehicles.



Permitted



Not Permitted

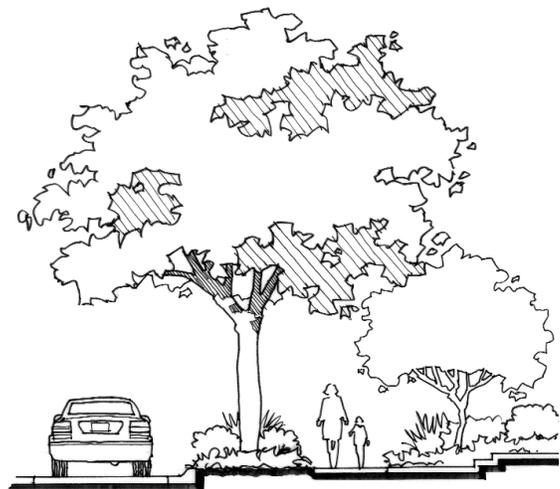


Trash loading facilities with dumpsters must have solid panels separating the area from pedestrians

Trash loading facilities must be properly screened from public areas

Sidewalks

Pedestrian circulation is one of the most important aspects of the downtown. Sidewalks within the downtown area should connect major points of interest within the downtown, as well as connect with the future Broward Greenways project. The pedestrian pavement system of the streetscape will function to direct circulation and movement, as well as, serve as a place to implement site elements (benches, trash receptacles, water features, etc.) within the downtown. The pavement should be easily negotiated by all sidewalk users. It should not present any unnecessary obstructions and should not be composed of a material that will be dangerous or uncomfortable under any conditions. Special paving is required on the sidewalks along Dixie Highway and N.E. 12th Avenue, or in the Park Place sub-area, Dixie Mixed Use sub-area and the Civic Use sub-area to provide for pedestrian connectivity. Sidewalk dimensions in these areas shall range between 5' to 12' in width to accommodate a large number of pedestrians (See Sections A, B, C, D, E, F and G in Appendix). Sidewalks on all neighboring areas should be a minimum of 5' in width and should be introduced along all roadways in the downtown.

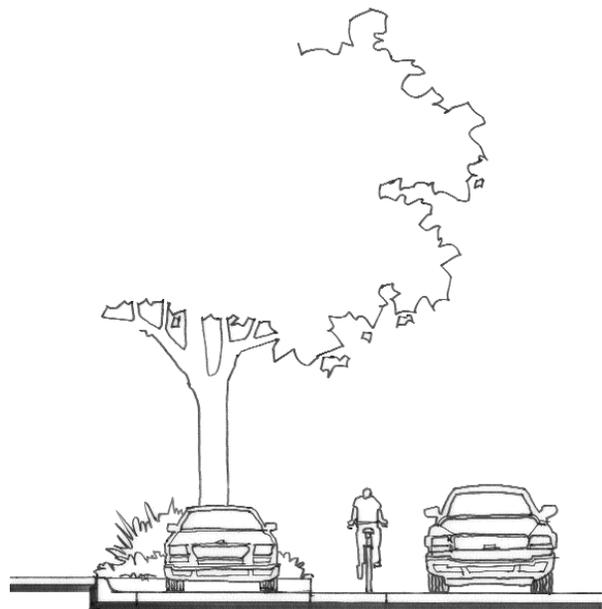


Sidewalks should connect the neighborhoods to the downtown district

Bikeways

Roadway surfaces must be designed to accommodate bicyclists and should connect to the surrounding bicycle systems and link the downtown to parks, open spaces, schools, libraries, civic buildings and neighborhoods within the area. Bike lanes shall meet all local transportation and state regulations. Bikeway lanes shall be properly located along neighborhood streets into the downtown district. Accommodations for bicyclists should be primarily for the recreational or leisure cyclist. Traveling at relatively slow speeds, the cyclists will likely make frequent stops along the downtown district. Therefore bike racks should be located at various locations throughout the downtown to provide safe and convenient temporary storage.

Areas that are designated for bicyclists should use paving materials that are smooth and free of obstruction. There must be a clearly designated separation between bicycle zones and vehicular areas. This separation can visually be established by using varying colors or materials, where possible.



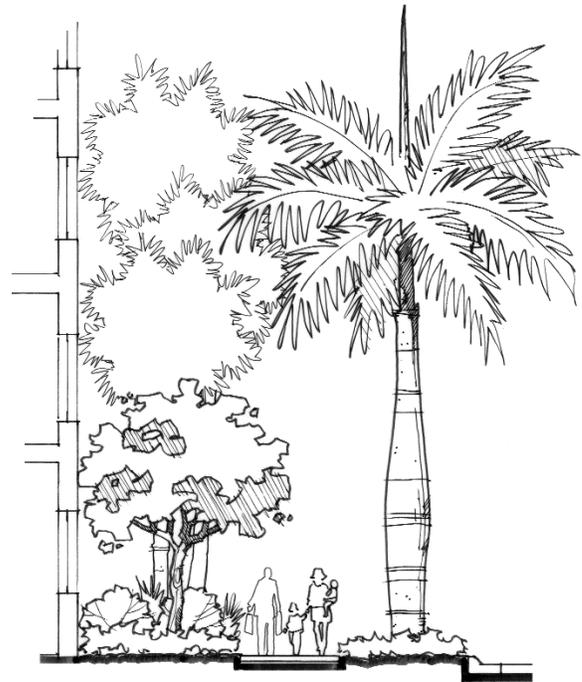
Bikeways should be located along neighborhood streets into the downtown district.

Landscape Planting

Introduction

To establish a strong image for the Oakland Park Downtown, the landscape treatments must be bold, layered and consistent. Plantings should provide a common framework and be governed by both the aesthetic qualities of the varying materials, and the functional concerns of the downtown. Landscape plantings must be of the highest caliber.

Landscape plantings will provide important spatial definitions to the downtown area. They will aid in establishing a strong identity for the downtown while visually unifying its streets, sidewalks, medians, open spaces and yards. Full and healthy landscape plantings will also help mitigate the South Florida climate and create year round habitable outdoor spaces, as well as, screen unsightly views of exposed utility areas, loading zones and parking garages. Proper use of landscape plantings will also aid in directing pedestrian traffic throughout the downtown area.



Landscape plantings will add character to the downtown district

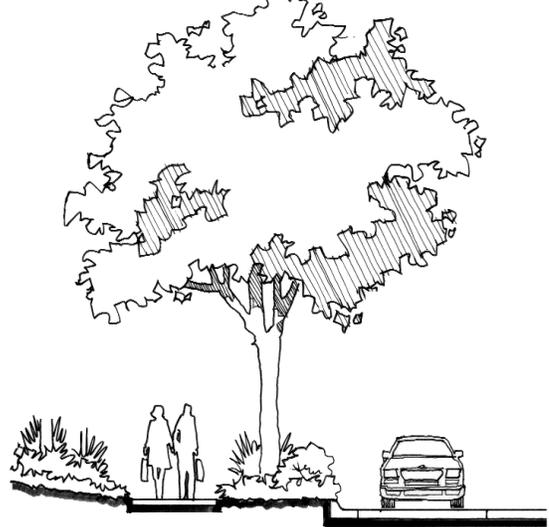
General Requirements

All plant material must be Florida #1 or better, in accordance with "Grades and Standards of Nursery Plants," published by the Division of Plant Industry, Florida Department of Agriculture. The minimum overall height of a shade tree must be eighteen feet (18') at the time of installation. The minimum height of a palm used as a street tree must be twelve feet (12') of gray wood or clear trunk at the time of installation. Shrubs and groundcover must be full in size and true to form. The minimum height for all required hedge material must be twenty four (24") inches at the time of installation and the plants must be spaced twenty-four (24") inches on center to form a hedge.

Streetscape Plantings

Streetscape plantings will serve two major purposes in the Oakland Park Downtown; first, it will provide much needed shade along sidewalks and streets; and second, it will be an important visual element in creating the overall character in the downtown (See Sections A, B, C, D, E, F and G in the Appendix). Trees and palms should be planted along major roadways, sidewalks and medians in a consistent distance from one another to create an organized and green urban environment. Trees and/or palms located along streets, adjacent to retail, must be single trunk. Multi-trunk species are not allowed in these areas. Streetscape planting must be Florida #1, in

Plant Industry, accordance with "Grades and Standards of Nursery Plants," published by the Division of Florida Department of Agriculture. Below is a partial list of allowable shade trees. Please note, minimum height standards are eighteen (18') overall height with eight (8') to the lowest branch.



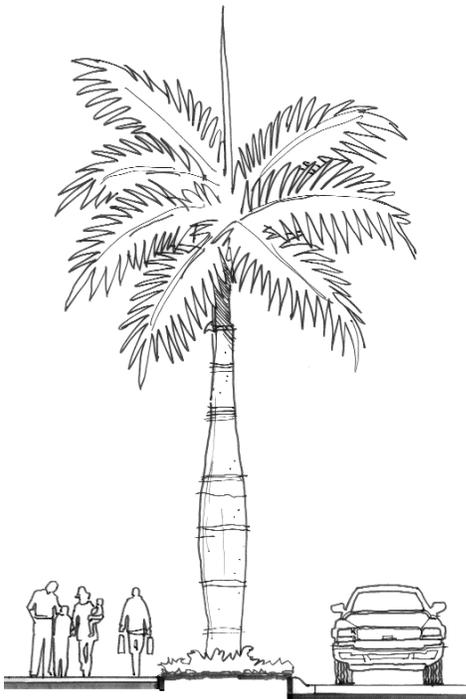
Street trees will unify the area and offer shade to pedestrians

Shade Trees

Bursera simaruba	Gumbo Limbo
Persea borbonia	Redbay
Swietenia mahagoni	Mahogany
Quercus laurifolia	Laurel Oak
Quercus virginiana	Live Oak

Signature Trees

To establish a strong statement in the Park Place sub-area, signature trees are required as the standard street tree. The signature tree will take the place of streetscape plantings along roadways, sidewalks and medians (See Section A, D, F and G in the Appendix). The signature tree is required to be a Florida



The Florida Royal Palm is the Park Place sub-area signature tree

Royal Palm, planted at a minimum height of twelve (12') of gray wood. It is important that these signature trees are matched, therefore consistent in form and stature throughout the Park Place sub-area to make a strong statement and to create identity. It is recommended that these trees be spaced tightly on center along all roadways, sidewalks and medians. Other Palm species, such as Date Palms are allowable within the Park Place sub-area in public gathering spaces, such as plazas, parks and open spaces. Signature trees must be Florida #1, in accordance with "Grades and Standards of Nursery Plants," published by the Division of Plant Industry, Florida Department of Agriculture.

Signature Trees

Roystonea elata	Florida Royal Palm
Phoenix dactylifera	Date Palm
'Medjool'	

Open Space Plantings

Open Space Plantings must be lush and layered with a variety of plant material. All reasonable efforts shall be to use native landscape material. When available, it is recommended that all open space plantings include, at a minimum, 35% of native plant materials. The following is a partial list of native plant materials which can be used:

Native Plant Material

Palms

<i>Acoelorrhaphe wrightii</i>	Paurotis Palm
<i>Coccothrinax argentata</i>	Silver Palm
<i>Pseudophoenix sergentii</i>	Buccaneer Palm
<i>Rhapidophyllum hystrix</i>	Needle Palm
<i>Roystonea elata</i>	Florida Royal Palm
<i>Sabal minor</i>	Dwarf Palmetto
<i>Sabal palmetto</i>	Sabal Palm
<i>Thrinax radiata</i>	Florida Thatch Palm

Trees

<i>Acer rubrum</i>	Red Maple
<i>Bursera simaruba</i>	Gumbo Limbo
<i>Conocarpus erectus</i>	Buttonwood
<i>Lysiloma latisiliqua</i>	Wild Tamarind
<i>Pinus elliottii</i>	Slash Pine
<i>Quercus laurifolia</i>	Laurel Oak
<i>Quercus virginiana</i>	Live Oak
<i>Swietenia mahagoni</i>	Mahogany

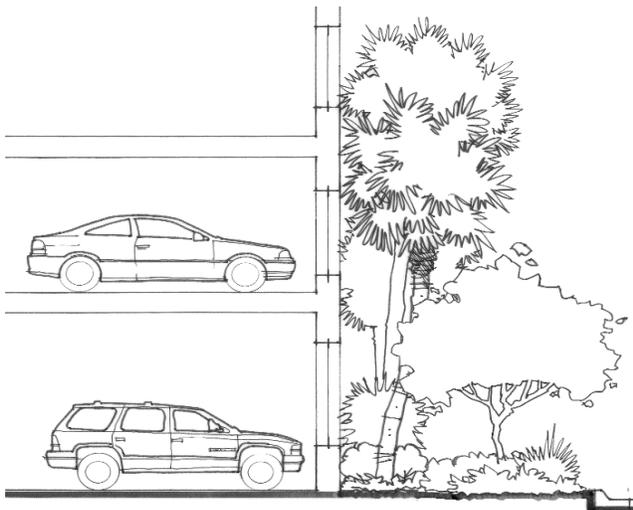
Shrubs/Ground Cover

<i>Chrysobalanus icaco</i>	Cocopulm
<i>Hamelia patens</i>	Firebush
<i>Lantana involucrate</i>	Lantana/Wild Sage
<i>Lyonia ferruginea</i>	Rusty Lyonia
<i>Zamia pumila</i>	Coontie

Plant diversity is strongly recommended in open space planting areas. A palette of plant material will create interest and offer a strong aesthetic quality to the area.

Screening Plantings

Dense plantings along parking structures, the Florida East Coast (FEC) Railroad and busy streets can soften edges and buffer noise from habitable areas (i.e. residential neighborhoods, open spaces, schools, etc.). Proper placement of under story plantings, coupled with climbing vines, medium shrubs, palms and trees are strongly desired to minimize unsightly views (See Sections C and G in the Appendix). Any proposed screening plantings adjacent to the Florida East Coast (FEC) corridor's right-of-way needs to be coordinated with Florida East Coast (FEC) Railway. Planting along the Florida East Coast (FEC) corridor should continue the design character of the existing plantings located between Oakland Park Boulevard and N.E. 38th Street



Varying landscape material screens a structured parking garage in the downtown

along the Florida East Coast (FEC) tracks. The following is a list of plant materials considered acceptable for screening purposes:

Palms

Acoelorrhaphe wrightii	Paurotis Palm
Caryota mitis	Fishtail Palm
Cocos nucifera	Coconut Palm
Sabal palmetto	Sabal Palm

Trees

Ligustrum japonicum	Wax Privet
---------------------	------------

Ornamental Trees

Cassia surattensis	Glaucous Cassia
Lagerstroemia indica	Crepe Myrtle
Plumeria acuminata	Plumeria
Tabebuia heterophylla	Pink Tabebuia

Tall/ Medium Shrubs

Chrysobalanus icaco	Cocopulm
Ixora coccinea	Red Ixora
Jasminum multifloru	Star Jasmine
Murraya paniculata	Orange Jasmine
Philodendron selloum	Philodendron
Plumbago auriculata	Plumbago
Raphiolepis indica	'Magestic Beauty'
Indian Hawthorn	Tripsacum dactyloides
Fakahatchee Grass	Zamia furfuracea
	Scurfy Zamia

Understory Shrubs/ Ground Cover

Gamolepis	African Bush Daisy
chrysanthemoides	Sword Fern
Nephrolepis exaltata	Wart Fern
Polypodium phymatodes	Oyster Plant
	Rhoeo discolor

Climbing Vines

Allamanda cathartica	Golden Trumpet
Bougainvillea sp.	Bougainvillea
Senecio confuses	Mexican Flame Vine
Trachelosperma	Confederate
jasminiodes	Jasmine

Perimeter Landscaping between Incompatible Uses

Perimeter landscaping, composed of a landscaped strip and masonry wall, should be used to separate incompatible land uses from one another (i.e. residential and commercial, etc.) and/or screen unsightly areas and utility zones. Perimeter buffers shall be provided by the development that caused the incompatibility and installed along all lot lines, excluding front lot lines. The masonry wall shall be completely located within the development’s property. In addition to the standards provided for in §24-105 C.3, perimeter buffers shall be provided as listed below.

Between single family residential use and multifamily residential use.

Landscaping strip at a minimum of ten (10’) feet in width and a solid masonry wall at a minimum of six (6’) feet in height

Between the FEC railroad and residential, commercial, and industrial uses.

Landscaping strip at a minimum of ten (10’) feet in width and a solid masonry wall at a minimum of eight (8’) feet in height and a maximum of twenty (20’) feet in height.

Between parks and open space uses and residential, commercial, and industrial uses.

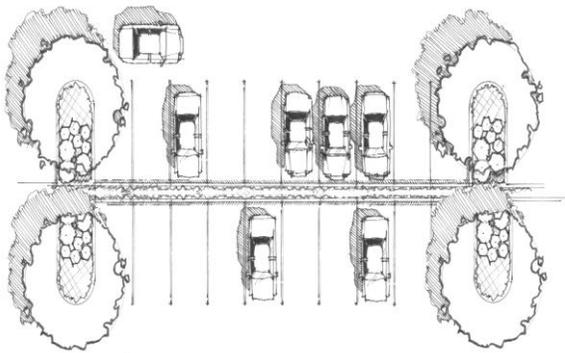
Not required. However if installed, a masonry wall at a maximum of four (4’) feet in height and a landscaping strip at a minimum of ten (10’) feet in width on both sides of the wall.

Irrigation

All planted areas will require irrigation systems providing 100% coverage with “head to head” or 50% overlap throughout the Downtown. Irrigation systems should be capable of distributing 1 ½" of water per week during a maximum eight (8) hour watering cycle. All irrigation systems must be entirely automatic, with the ability to switch to manual operation in emergency situations. In high pedestrian areas, bubblers or drip irrigation is encouraged. Due to the intense pedestrian activity within the downtown zone, irrigation systems should be designed to avoid over spray into public and pedestrian areas. All irrigation systems should be equipped with automatic rain sensors for water conservation. Planting areas with native plant materials and xeriscape planting practices are encouraged.

Parking Lot Landscaping

Landscaping is required both within the interior area of a surface parking lot, as well as, along the perimeter of a surface parking lot to soften and screen the parking facility. A shade tree (see shade tree list) at a minimum height of twelve (12') must be planted in a planting bed island nine (9) feet in width, between every ten (10) parking spaces in a surface parking lot. Parking lot plantings are not required within a structured parking facility. One (1) tree and eight (8) shrubs must be planted in ever



A planted island is required between every ten parking spaces.

Residential Landscaping

Landscaping within the Neighborhoods zoning sub-area is intended to improve the appearance of certain yard areas. In the Neighborhoods, where properties are solely used for residential purposes, it is required that all lots under 6,000 square feet have a minimum of three (3) trees (overall heights over twelve [12']). In lots between 6,000 to 7,499 square feet, properties are required to have a minimum of four (4) trees (overall heights over 12'). In lots between 7,500 and 9,999 square feet, properties are required to have a minimum of five (5) trees (overall heights over 12'). Lastly, in lots exceeding 10,000 square feet in area, properties are required to have a minimum of six (6) trees (overall heights over 12'); or two (2) trees per unit, whichever is greater.

In the North End Urban Residential area where single family or town homes are platted and introduced, landscape requirements shall be consistent with those described above. Where multifamily units are introduced in a condominium, or loft style, residential landscaping shall apply to off-street parking facilities, open space, entrance yards and buffer areas (see Perimeter Landscape). For every dwelling unit within a building structure, two trees and three shrubs must be introduced in the areas specified herein.

Signage & Graphics

Introduction

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

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

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

These guidelines are divided into private and public sector signage. It is essential that signage compliments other streetscape elements to direct the public to their destinations within the downtown area.

Private Sector Signage

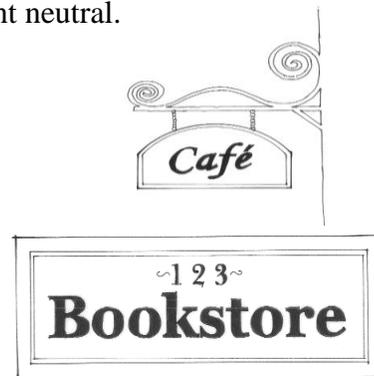
These guidelines are intended to regulate

Private sector signage. When conflicts with Land Development Code Article XI. Signs occur, these guidelines shall take precedence. For subjects not contained in these guidelines, the City of Oakland Park Land Development Code shall be utilized. All signage regulated by these guidelines must be approved by the City's Development Review Committee (DRC) or subcommittee thereof.

Building/Business Identification

Signs must offer design integrity and individuality, but not diminish the overall quality of the downtown district.

While logos are preferred over lettering to identify buildings and/or businesses, it is the express intent of these guidelines to be content neutral.



Building/business identification signage examples

Entry Monuments

Entry monument signage shall be supported by a solid structure containing a sign face which is supported solely by its own ground-mounted base which is not affixed to a building. Entry monument signs shall be used as entry statements into neighborhoods, parks and future projects. They must be readable from the vehicles, but not overbearing. Entry signage shall not exceed thirty-two (32) square feet in size. Letters shall not exceed 16" in height. All entry monument signage must offer design integrity and individuality, but must not impede on the overall quality of the downtown area.

Area of a Sign

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

Signs Containing Integral Background Areas:

The area of a sign containing a clearly defined background area as defined herein shall be the area of the smallest geometric shape capable

of encompassing the perimeter of the background area of shape capable of encompassing the perimeter of the background area of the sign.

In the case of signs in which multiple background areas are separated by space, sign area shall be expressed as the sum of the areas of all separate background areas, calculated as referenced above, but without regard for space between separate background areas.

Signs without Integral Background Areas:

In instances in which a sign consists of individual elements such as letters, symbols, or other graphics, or representations that are painted, attached to, or otherwise affixed to a surface such as a wall, window, canopy, architectural projection, or to any surface not specifically designed to serve as a sign background, the sign area shall be expressed as the sum of the individual areas of the smallest geometric shapes capable of encompassing the perimeters of the individual elements comprising the sign.

SIGN AREA - COMPUTATION METHODOLOGY
Sum Of Shaded Areas Only Represent Sign Area For Code Compliance Purposes

Signs consisting of individual letters, elements, or logos placed on building walls or structures.

METROLAND BANK
Drive In Branch

Compute area around copy elements only.

Compute area inside defined border or inside contrasting color area.

METROLAND BANK
Drive In Branch

Compute sum of areas of individual elements on wall or structure

Arrowhead

PARKING

In computing area for upper and lower case lettering, include ascenders OR decenders, but not both. Calculate super ascenders separately as indicated.

Village Center

Figure 1003.4
SIGN AREA - COMPUTATION METHODOLOGY
Sum of Shaded Areas Only Represent Sign Area for Code Compliance Purposes
Signs consisting of individual letters, elements, or logos placed on building walls or structures

Wall Sign

A wall sign is any sign which is affixed to and support by an exterior wall, fascia, cantilever, marquee, awning or mansard of any building which is parallel thereto. Refer to the Land Development Code for the regulations for wall signage for gasoline service stations.

Sign Copy

The entire area of a sign may consist of a logo or primary copy. No more than 40% of a sign area may be secondary copy. No more than two (2) colors may be used, except for logos.

A logo is a graphical element (ideogram, symbol, emblem, icon) that, together with its logotype (a uniquely set and arranged typeface) form a trademark or commercial brand.

Primary copy is defined as any typeface that is a minimum of 12 inches and maximum of 24 inches in height if not part of a logo.

Secondary copy is defined as any typeface that is a minimum of six (6) inches and not more than 12 inches in height if not part of a logo. Typeface smaller than six (6) inches in height is not permitted unless it is part of a logo. No sign may be comprised entirely of secondary copy.

Permitted Sign Materials and Types

The materials or type of signs used is perhaps the most critical element of these signage guidelines. It is important to have quality signs with a strong aesthetic value to distinguish the Downtown Mixed Use District from the rest of the City.

Illumination must shine on the entire wall sign and shall not glare. Any sign within 100 feet of any property zoned or solely used for residential use may not be illuminated.

Permitted materials and types include box signs with all copy embossed, box signs with a pierced face with push through copy, channel letters, neon, non-animated LED (Light Emitting Diodes), reverse channel letters, routed, and sandblasted.

If the façade is illuminated with decorative lighting so that it shines upon the signage, then non-electric injection molded, PVC (Poly Vinyl Chloride), or metal letters are permitted. The method of illumination must complement the building's architecture and must be approved by the Development Review Committee.

Prohibitions

Certain types of signs and materials detract from the image of the Downtown Mixed Use District and must be prohibited. Animated, box or cabinet signs with flat faces, changeable copy, flat metal or plastic or plywood, garish, pole, pylon, and signs painted directly onto a building are prohibited.

Single Occupant Buildings

Two (2) wall signs per building, but not on the same façade. The maximum width of any sign is 75% of the façade. Signs shall not be located higher than six (6) inches below the top of a facade, wall, or parapet integral to the architecture of the structure.

The maximum size is one (1) square foot of signage for each linear feet of the façade, not to exceed 100 square feet.

For a façade that is over 100 linear feet another five (5) square feet of signage is allowed for each ten (10) linear feet of façade.

Result:

A façade that is 15 linear feet can have a 15 square foot sign.

A façade that is 30 linear feet can have a 30 square foot sign.

A façade that is 45 linear feet can have a 45 square foot sign.

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A façade that is 60 linear feet can have a 60 square foot sign.

A façade that is 75 linear feet can have a 75 square foot sign.

A façade that is 100 linear feet can have a 100 square foot sign.

A façade that is 150 linear feet can have a 125 square foot sign.

A façade that is 200 linear feet can have a 150 square foot sign.

A façade that is 275 linear feet can have a 187.5 square foot sign.

A façade that is 300 linear feet can have a 200 square foot sign.

Multi-tenant Buildings

The owner of any multi-tenant building shall have a general signage criteria plan approved by the Development Review Committee before any new signage may be placed on a building. A general signage criteria plan shall contain the minimum plan requirements for signs of the Land Development Code §24-151(B). Once this criterion is established it shall not be changed to accommodate a new tenant unless all signage on the building is concurrently modified to be consistent with the new criteria.

While it is important for signage on multi-tenant buildings to have some consistency it is also important that creativity in design is allowed. To achieve consistency different sign materials and types cannot be used on the same building. The following are the general guidelines for signage design that are to be further restricted by the general signage criteria plan.

Two (2) wall signs per tenant, but not on the same facade. If a tenant has more than one (1) bay signage is only permitted on the additional bay(s) if the space is utilized for customer service area, office space, or a showroom.

The maximum width of any sign is 75% of the facade. Signs shall not be located higher than six (6) inches below the top of a facade, wall, or parapet integral to the architecture of the structure.

The maximum size is one and one-half (1.5) square foot of signage for each linear feet of the facade, not to exceed 100 square feet.

For a facade that is over 75 linear feet another five (5) square feet of signage is allowed for each ten (10) linear feet of facade.

Result:

A facade that is 15 linear feet can have a 22.5 square foot sign.

A facade that is 30 linear feet can have a 45 square foot sign.

A facade that is 45 linear feet can have a 67.5 square foot sign.

A facade that is 60 linear feet can have a 90 square foot sign.

A facade that is 75 linear feet can have a 100 square foot sign.

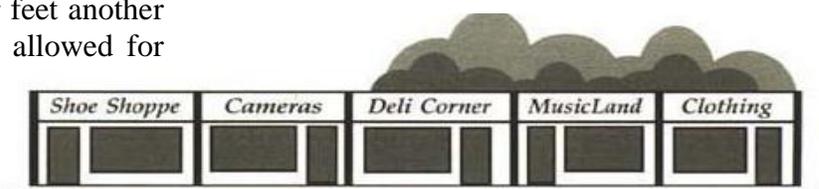
A facade that is 100 linear feet can have a 125 square foot sign.

A facade that is 150 linear feet can have a 137.5 square foot sign.

A facade that is 200 linear feet can have a 162.5 square foot sign.

A facade that is 275 linear feet can have a 200 square foot sign.

A facade that is 300 linear feet can have a 212.5 square foot sign.



WALL OR FASCIA SIGNS ON STOREFRONTS

Awning Signs

The valance of an awning or backlit awning may have a logo or typeface that does not exceed 50% of the valance area applied or affixed to it.

The logo or typeface shall have a minimum height of six (6) inches and a maximum height of eight (8) inches. Graphics such as striping and patterns do not count towards copy area.

Under Canopy Signs

An under canopy sign is a sign attached to the underside of a canopy.

One (1) under canopy identification sign per ground floor establishment is permitted not to exceed three (3) square feet in area. The sign must be positioned 90 degrees to façade and located in close proximity to the primary pedestrian entrance to the establishment.

Window Signs

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

Window signs may not exceed 15% of the window area. No more than two (2) signs per window are permitted.

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

Projecting Signs

There may be only one (1) per building. The maximum area of a projecting sign is one (1) square foot of signage for each two (2) lineal feet of façade, not to exceed 100 square feet in area. A projecting sign may exceed the height of the façade it is located on by 25% of the vertical dimension of the façade. A projecting sign may extend two-thirds (2/3) of the width of an adjacent sidewalk if the clearance from the bottom of the sign to the sidewalk is at least ten (10) feet.



Freestanding Signs

A freestanding sign is a sign that is principally supported by one or more columns, poles, or braces placed in or upon the ground. Refer to the Land Development Code for the regulations for freestanding signage for gasoline service stations.

One (1) sign freestanding is permitted per property. The minimum setback is five (5) feet and a sign may not be located within a sight visibility triangle. The maximum height shall not exceed five (5) feet. When the property has a frontage of 100 feet or less than the maximum size may be 32 square feet; when the frontage is more than 100 feet but less than 200 feet then the maximum size may be 48 square feet; when the frontage is 200 feet or more than the maximum size may be 64 square feet.

Portable Signs

Bars, coffee shops, and restaurants are allowed to have one (1) A-frame sign. No more than one (1) A-frame sign per business is allowed and the sign shall not exceed four (4) feet in height or 30 inches in width. These signs may not be placed on any roadway; however they may be placed on a sidewalk if it does not interfere with pedestrian movement.

Public Sector Signage

The guidelines below are intended to regulate signage that is developed in the public sector, by the City of Oakland Park. It is recommended that a way-finding sign program be established and followed for all signage within the public sector; including, Informational Identification Signage, Street Identification Signage, Directional Signage and Traffic Regulatory.

Informational Identification Signage

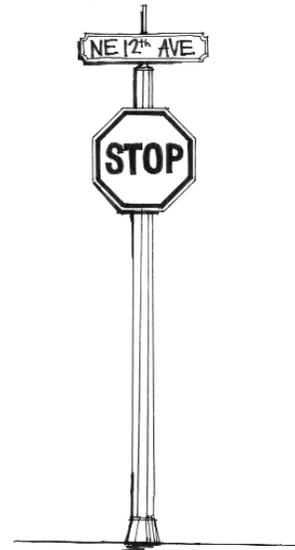
This type of signage will provide important information to the Downtown District to identify key places, focal areas or entries. Other types of informational identification signage may include:

- Entry Signs into the downtown district
- Public transit stops (Bus and future FEC commuter)
- Public facilities - Parks, Oakland Park Library, City Hall, Post Office, etc.

Street Identification Signage

Street identification signage should be adopted in the downtown to unify the area and create a strong sense of place. Street identification signage will be combined with other categories of signage, such as traffic regulatory and directional signs to minimize the number of individual streetscape elements.

Whenever possible, street identification signs within the downtown should incorporate custom posts and frames around a standard sign blade. In some cases, such as in major intersections, the street identification sign should be incorporated within the structure that supports the traffic signals and regulatory signage. The typeface or font of these signs should remain consistent with the City's overall style



Consistent character should be implemented into Street Identification signage

and graphic system. The addition of a simple icon or City logo can be included in the signage border or post to help distinguish this area as a special district.

Directional Signage

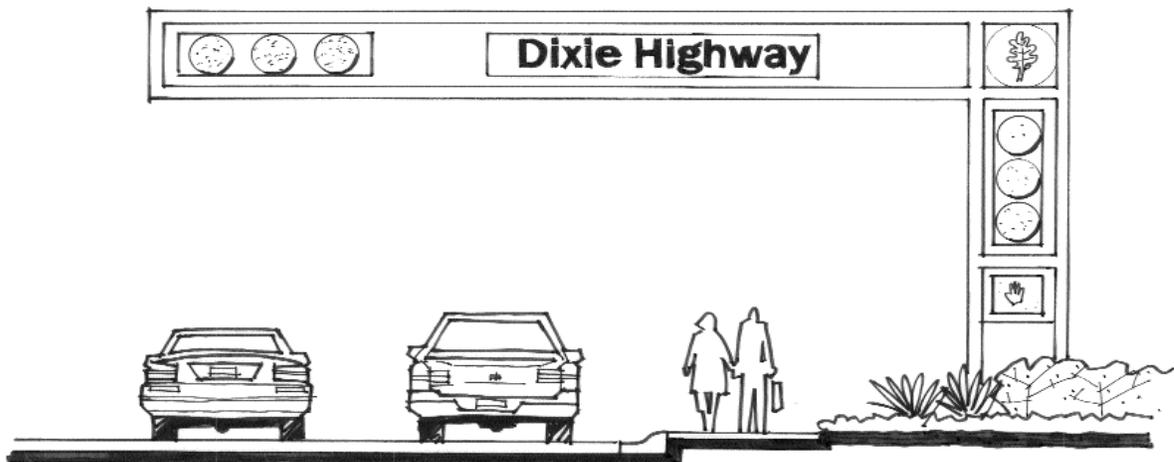
Directional signage shall identify major destination points or circulation routes within and near the Downtown District. To emphasize the character of the downtown, a series of signs directing vehicles and pedestrians through the area is recommended. The redirection of traffic northbound from N.E. 12th Avenue to N.E. 12th Terrace for three blocks (between N.E. 34th Street and NE 36th Street) in the Park Place (east) sub-area will slightly change the roadway circulation for northbound cars. Directional signs should be used to identify how businesses can be best accessed.

There are two (2) major types of users for directional signs: vehicles and

pedestrians/ cyclists. In many cases, messages for both could be combined. Directional signs should only be separated when the areas for each group are located far from one another.

Traffic Regulatory

This category includes signs and traffic signals that direct and regulate the flow of vehicular traffic. All traffic regulatory systems should be replaced with mast arms designated to incorporate signal lights, street identification signage, and regulatory information. They shall also follow any state or federal regulations and be clear of obstructions.

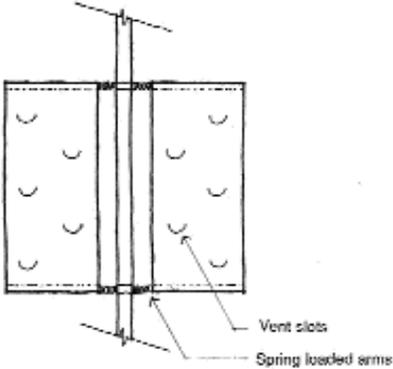


Mast arms better organize traffic regulatory signage and graphics

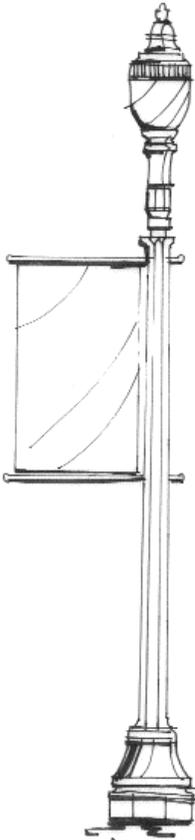
Specialty Signage/Banners

Specialty banners are highly recommended on light fixtures located along Dixie Highway and N.E. 12th Avenue. Banners are intended to advertise special events throughout the city, celebrate holidays, and add color during off times. They are intended to sustain a sense of excitement and change within the downtown. They are designed to be changeable, as opposed to disposable.

Due to the strength and intensity of the South Florida sun, it is recommended that all banner fabrics be made from marine canvas and/or vinyl fabrics. These types of fabrics will withstand prolonged exposure to the sun and will allow air movement through the banner and discourage damage by strong winds.



Vent slots and spring loaded arms help make banners durable



Banners create interest along streets

Site Furnishings

Introduction

Site furnishings play an important role in the overall character of Downtown Oakland Park. Careful consideration must be given to the selection of site furnishings, such as those listed below. Coordination of materials and colors, functionality, durability and handicap accessibility are paramount to the selection and implementation of furnishings.

Recommended Materials

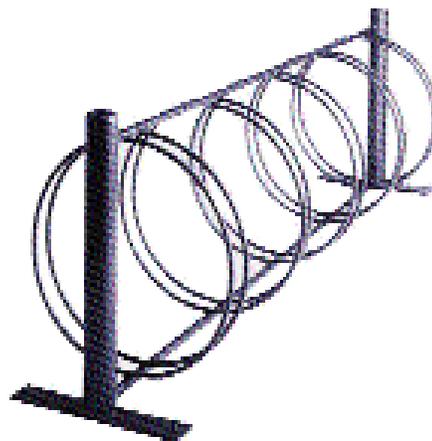
- Aluminum/Cast Aluminum
- Stainless Steel
- Concrete
- Specialty hardwoods
- Cast iron (with epoxy based paint)

Bike Racks

Bike Racks will provide a safe and secure place for residents and visitors to lock bicycles and participate in retail and civic activities. The placement of bike racks should be out of way of pedestrian traffic at the sides of buildings and sidewalks, but also within sight, or under a light fixture, for security purposes. Racks might be architecturally treated as significant items or minimized for their visual impact. Bike racks may be integrated with light standards or other site elements to reduce their visual impact.

The image below depicts the specified bike rack to be used within the downtown district:

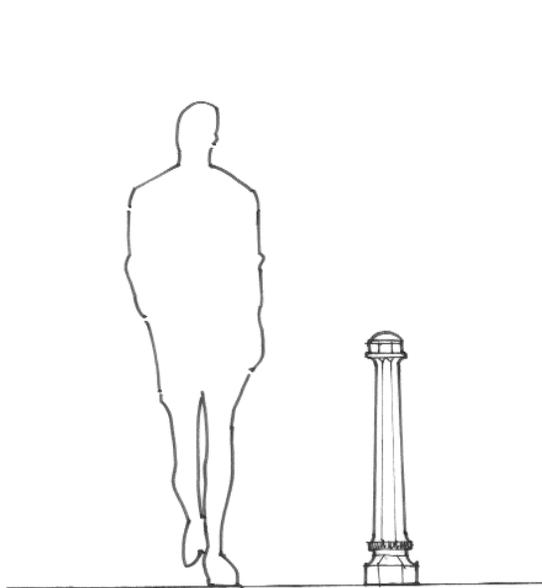
Manufacturer: Urban Accessories
Model: D, Bike Rack



Bike racks offer visitors a safe and secure place to temporarily store bicycles

Bollards

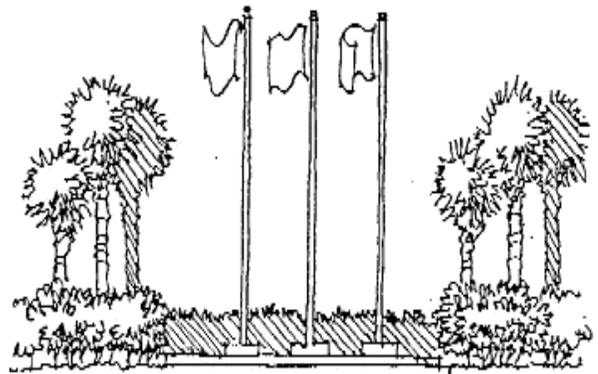
Bollards should be designed to be both functional and aesthetically pleasing. The main function of the bollard is to discourage vehicular intrusion into pedestrian dominated spaces. Bollard design, location and durability, however, must consider emergency and maintenance vehicles. Design should respond to the architectural style of the downtown area and streetscape elements.



Bollards separate areas within the ground plane and add character to the downtown district

Flagpoles

Flagpoles should be located in groups of three or five (3 or 5) to create focal points at portals and major statement areas. It is recommended that flags and banners be changed during various times of the year to add visual quality to the downtown area. Up-lighting on flagpoles is encouraged for nighttime interest



Flagpoles announce major statement areas

Benches

Seating within the downtown will be used for social interaction, people watching, waiting and resting. Seating must occur along streetscapes, plazas and open spaces, and shall be consistent with site furnishings implemented throughout the downtown. Commercial advertisements on benches are not permitted. Benches should be placed outside of the main pedestrian flow, but within close proximity to pedestrian zones. Seating should be placed in shaded open spaces; plazas, parks and bus stops; to invite longer stays. Special attention should be taken in the selection and placement of benches within the Oakland Park downtown. The image below depicts the specified bench to be used in the downtown district:

Manufacturer: Landscape Forms
Model: Scarborough 72" backed bench with no center arm, woven metal
Color: Ivy powdercoat

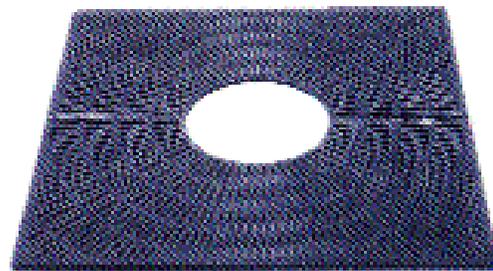


Benches provide seating in the downtown

Tree Grates

Tree grates must be provided for trees planted in paved areas. Tree grates shall be designed with small openings to be walkable, yet porous and moveable for maintenance purposes. Tree grates must be accessible per local American with Disabilities (ADA) codes and regulations. The style of the trees grates should be consistent with the style of other site furnishings selected within the Oakland Park downtown. The image below depicts the specified tree grate to be used within the downtown district:

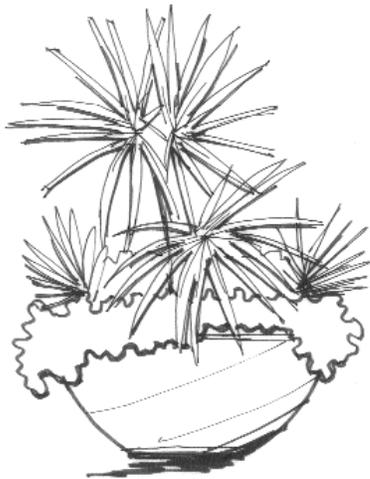
Manufacturer: Urban Accessories



Tree grates protect tree roots and adds walkable area to the sidewalk

Planters

As special site elements, planters and flower pots can visually enhance a space and provide areas for landscape relief, as well as reduce or accent an architectural mass. Planters should be designed with consideration to both the physical form of the planters, as well as the plants used within each planter.



Planters help decorate the streetscape

Trash Receptacles

Trash receptacles must be consistent in terms of color, materials and style with other streetscape elements. They shall compliment other furnishings and help to unify the image of downtown. The major consideration when providing trash receptacles is their location. Trash receptacles must be located on each city block

facing both Dixie Highway and N.E. 12th Avenue so they are accessible and well located for pedestrian. They should also be located at portals, pedestrian nodes, intersections and seating areas, but not to impede views or expel unpleasant odors. Trash receptacles should not interfere with pedestrian traffic and therefore should be located within planting beds near or along curbs for easy maintenance access. The below image depicts the specified trash receptacle to be used in the downtown district:

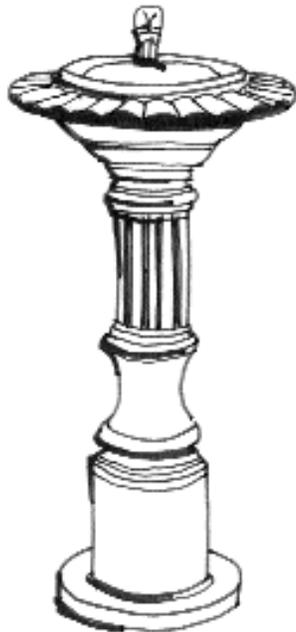
Manufacturer: Landscape Forms
Model: Scarborough receptacle side opening, vertical strap side panel
Color: Ivy powdercoat



Trash receptacles to be used in the downtown

Drinking Fountains

Drinking fountains offer refreshment to downtown users. When located under shade and near seating, they help to create a refreshing oasis in the hot South Florida sun. Drinking fountains can be freestanding or attached to a wall or building surface. They should complement other site furnishings within the downtown by incorporating similar materials. Fountains must also provide for handicap use and must have self-closing controls to minimize inefficient or improper water usage.



Drinking fountains offer refreshment to the visitors of the downtown district

Parking Meters

Parking meters shall be provided for public parking spaces. Parking meters must clearly designate the time of operation and cost. Meters shall be uniform in color, material and style to ensure continuity within Downtown Oakland Park. Where possible, individual meters per space are discouraged and modern electronic group meters are encouraged. The City or parking authority shall designate a parking fee collection and equipment, once the downtown is established. However, individual parking meters per space are prohibited within the downtown.



Modern electronic group parking meters are encouraged to better organize parking lots

Site Lighting

Introduction

A well-coordinated lighting system is a very effective way of establishing a sense of security and unity throughout the Oakland Park downtown. Although the primary function of site lighting is to provide nighttime orientation and security, light fixtures become very visible site elements in creating a downtown image. Light fixtures should be cohesive within the downtown district with thematic variations consistent between streetscape lighting, pedestrian lighting and any added decorative fixtures. Light fixtures must be metal halide with "master color" bulbs for truest color rendition.

Careful consideration must be given to the proper relation between the scale of a light fixture and the scale of the areas where it is to be located. In general, the larger the scale of the area, the higher the mounting height should of the luminaries. The size of the light fixture shall also be in proportion to the height of its pole to avoid awkward proportions.

Fixtures should be economical, durable and aesthetically pleasing. The selection of the fixtures throughout the downtown should be based on the following:

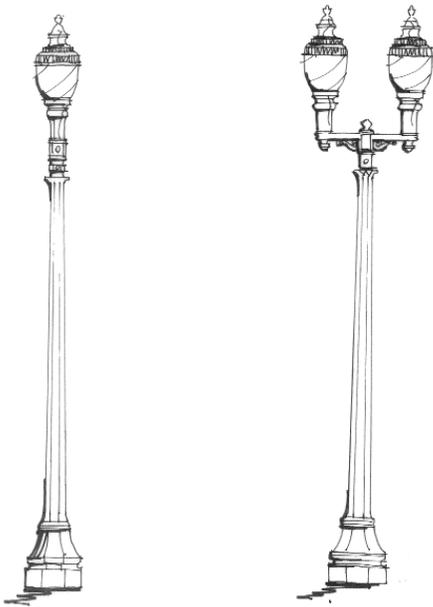
- Quality of fixture in terms of materials, lens, constructions, etc.
- Longevity
- Ease of maintenance
- Aesthetics and style
- Initial costs versus long term cost

Streetscape Lighting

The main objective of the streetscape lighting is to provide sufficient illumination for vehicular and pedestrian safety and to elevate the aesthetic quality of the downtown streets, in daylight and in nighttime darkness. Lighting should be hierarchal varying in intensity between major thoroughfares and side streets.

All poles should be located a minimum of 4' from the curb face and maintained plumb and secure. The placement of poles should not create undesirable obstructions in pedestrian thoroughfares and all lighting fixtures shall meet all regulatory requirements. It is recommended that light poles along Dixie Highway and N.E. 12th Avenue be outfitted for specialty banners. The specified streetscape light of the downtown district is a Sternberg Vintage fixture:

Manufacturer: Sternberg Vintage Lighting
Top Fixture: Cambridge A783
Metal Halide 175 watt
Medallions: City logo
Color: Park Green
Ornamental Pole: Barrington 5214-TFP6
Fluted 6" shaft, 14' pole
Color: Park Green



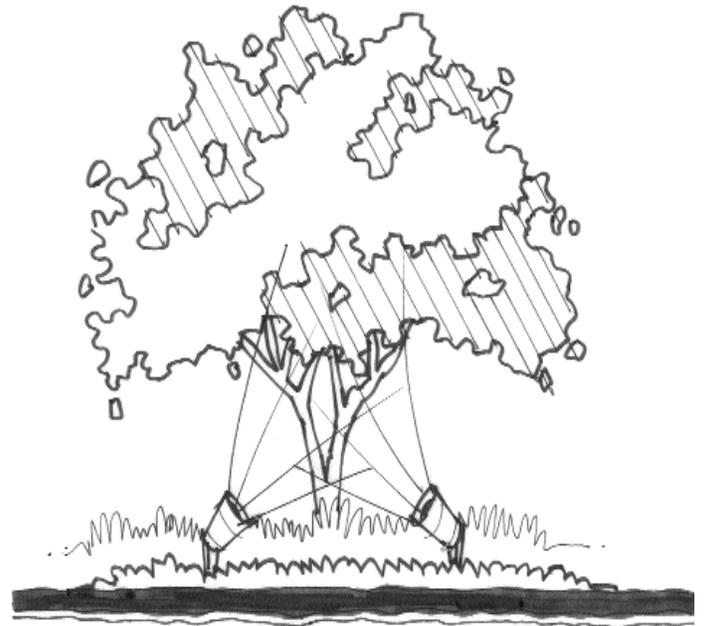
Light fixture examples of the Cambridge acorn light with dark green Barrington fluted poles

Pedestrian Lighting

Pedestrian lighting within the Oakland Park Downtown District must serve a variety of functions. This lighting must establish a safe and secure atmosphere for nighttime use and provide a distinct ambiance, which differentiates pedestrian areas from adjacent vehicular areas. The fixtures, poles and bollards must have a human scale and offer visual appeal, which compliments the other streetscape elements in creating a unique image for the Oakland Park Downtown.

Landscape Lighting

Landscape lighting, or up lighting, is an efficient way to achieve pleasant accent effects throughout the downtown district. Accent light fixtures directed upwards into a tree or palm foliage provides low intensity but often dramatic illumination of nearby pedestrian zones.



Landscape up-lighting adds interest to the landscaping during nighttime hours

Traffic, Parking & Circulation

Introduction

Creating a vibrant, exciting urban environment where pedestrians feel safe and comfortable directly relates to how vehicular circulation and parking works within the urban environment. The City of Oakland Park's Downtown area has all the typical issues associated with an urban environment related to traffic calming, shortage of parking, as well as both Dixie Highway and the FEC corridor bisecting the Downtown area.

As previously discussed in the Downtown Mixed-Use District Zoning Ordinance, the proposed center of Downtown is Park Place. Park Place is generally bounded by N.E. 11th Avenue to the west and N.E. 12th Terrace to the east, and N.E. 36th Street to the north, and N.E. 34th Street to the south.

Transit Oriented Development

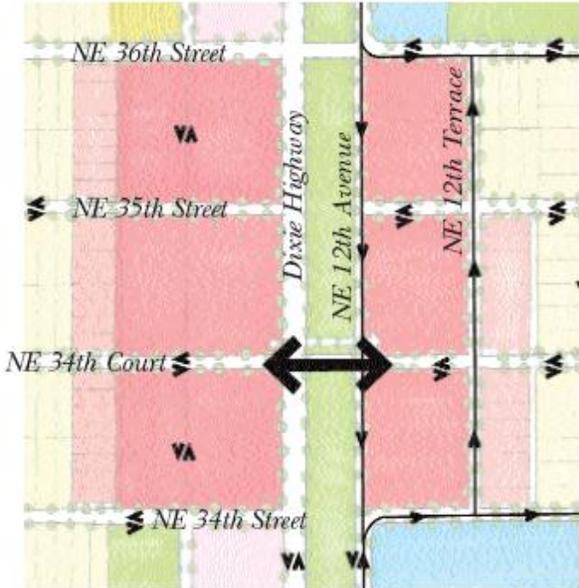
As well as being centrally located within the Downtown, the Park Place sub area is bisected by Dixie Highway and the FEC corridor. Although bisected by these major transportation corridors, this presents a unique opportunity for the City of Oakland Park to promote the principles of Transit Oriented Development and Design. As described and defined by Peter Calthorpe in "The Next American Metropolis," Transit Oriented Development (TOD) is a "mixed-use community within an average 2,000 feet walking distance of a transit stop and core

Commercial center. TOD's mix residential, public uses in a retail, office, open space, and walk able environment, making it convenient for residents and employees to travel by transit, bicycle, foot or car."

The City of Oakland Park's Park Place sub area includes retail, office, and residential, which is consistent with the mix of uses included in a TOD. Currently, the FEC in conjunction with the Florida Department of Transportation, the South Florida Regional Transit Authority and the Metropolitan Planning Organizations of several South Florida counties are commissioning a study to examine potential commuter traffic on the FEC corridor. The City of Oakland Park has a unique opportunity to position the Downtown for a possible commuter station located within Park Place. The proposed mix of uses, structured parking and pedestrian circulation is consistent with Transit Oriented Development.

Traffic Circulation

Traffic circulation and parking are key components to the Downtown Master Plan. Communities with a gated entrance, cul-de-sacs, T-turnarounds, and dead end streets, are not permitted. New streets and modified existing streets are required to connect to other streets or alleys. New privately built streets shall allow general public access. In most cases, the existing street grid is respected; however, traffic flow is modified in several areas to facilitate the redevelopment of the downtown, specifically, Park Place. This new circulation is illustrated below in the diagram and is described on the following page.



Circulation around Park Place

N.E. 12th Avenue (between N.E. 34th Street and N.E. 36th Street)

Northbound traffic on N.E. 12th Avenue will be redirected to N.E. 12th Terrace via N.E. 34th Street, therefore making N.E. 12th Terrace a two-lane one way street for three (3) blocks. N.E. 34th Street will become a one way street with traffic moving east between N.E. 12th Avenue and N.E. 13th Avenue. N.E. 12th Terrace will have stop signs at N.E. 34th Court, N.E. 35th Street and N.E. 36th Street. At N.E. 36th Street, one-way northbound traffic on N.E. 12th Terrace will have the opportunity to turn either left (westward) or right (eastward). N.E. 36th Street will remain a two-way corridor.

N.E. 12th Terrace (between N.E. 34th Street and N.E. 36th Street)

Southbound traffic on N.E. 12th Avenue will become a one way south thoroughfare for three (3) blocks between N.E. 36th Street and N.E. 34th Street. At the intersection of N.E. 12th Avenue and N.E. 34th Court, a stop sign will be added to allow traffic moving in the east/west direction on N.E. 34th Court to safely cross the intersection and the FEC tracks. There will be a right turn lane for cars on N.E. 12th Avenue to safely turn right across the tracks in the westerly direction.

N.E. 37th Street (between N.E. 12th Avenue and N.E. 13th Avenue)

The existing one way eastbound traffic on N.E. 37th Street will be converted to two way traffic both eastbound and westbound.

Turning Movements off Dixie Highway onto N.E. 38th Street

Southbound traffic on Dixie Highway will no longer be able to turn left onto N.E. 38th Street. An s-curve exit will occur before the light on N.E. 11th Avenue, vehicles will safely exit of Dixie Highway, turn left at the four way stop on N.E. 38th Street and continue across Dixie Highway and N.E. 12th Avenue to the east. N.E. 39th Street will no longer connect to Dixie Highway, instead a cul-de-sac and one way alley south to N.E. 38th Street will safely separate these traffic movements.

N.E. 12th Avenue Parking

In addition to the traffic circulation in Park Place, parking remains an important issue. Although the ultimate cross section of N.E. 12th Avenue illustrates both one way and two way circulation with parallel parking, there is a need for developing an interim solution for the businesses that currently exist in the Downtown with respect to parking. Currently, the Oakland Park Downtown has a need for parking.

Therefore, as an interim step to the ultimate cross section of N.E. 12th Avenue, the City can implement a portion of the N.E. 12th Avenue improvements as an incentive to spark redevelopment in the Downtown. The interim step in the implementation includes reconstructing N.E. 12th Avenue with storm drainage and utility improvements as well reconfiguring circulation and parking. The interim step will examine the possibilities of including angled parking on both the east and west sides of N.E. 12th Avenue, where possible, as well as sidewalks and swale areas to improve drainage problems. In some places, parallel parking may be included due to drainage and roadway building elevations issues.

The reconstruction of N.E. 12th Avenue in the interim solution will have a negative impact on the parking, however, less than previously considered plans. The City is considering alternative solutions to the parking which include the construction of surface parking lots on City owned lands, parking lease agreements with neighbors within the Downtown area, and public private partnerships in the development of parking garages within the Downtown redevelopment area.

Illustrative Plan



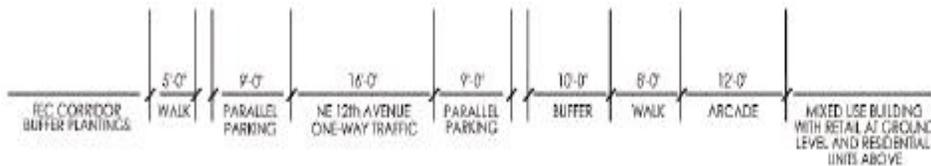
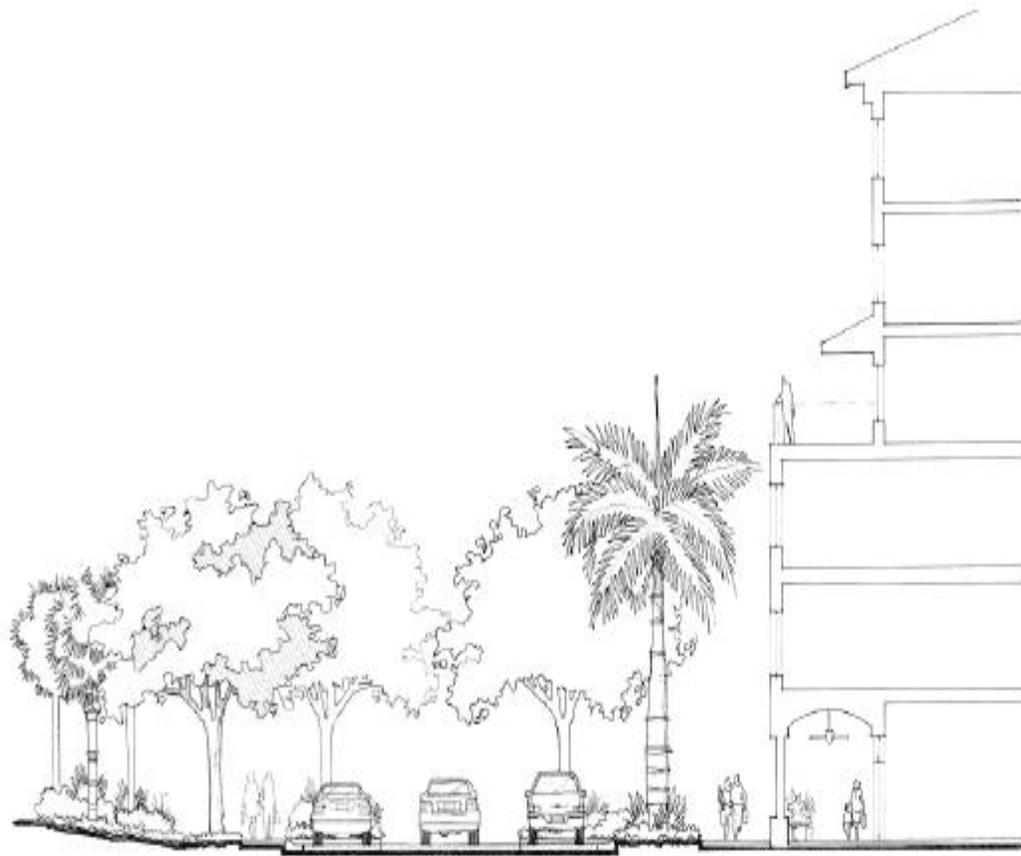
Legend

- 1 - Park Place
- 2 - Downtown Park
- 3 - Civic Campus:
City Hall
Library
Proposed Spiher
Community Center
- 4 - Post Office
- 5 - Future FEC Commuter
Station
- 6 - Future Neighborhood Park

▲ NORTH
NOT TO SCALE

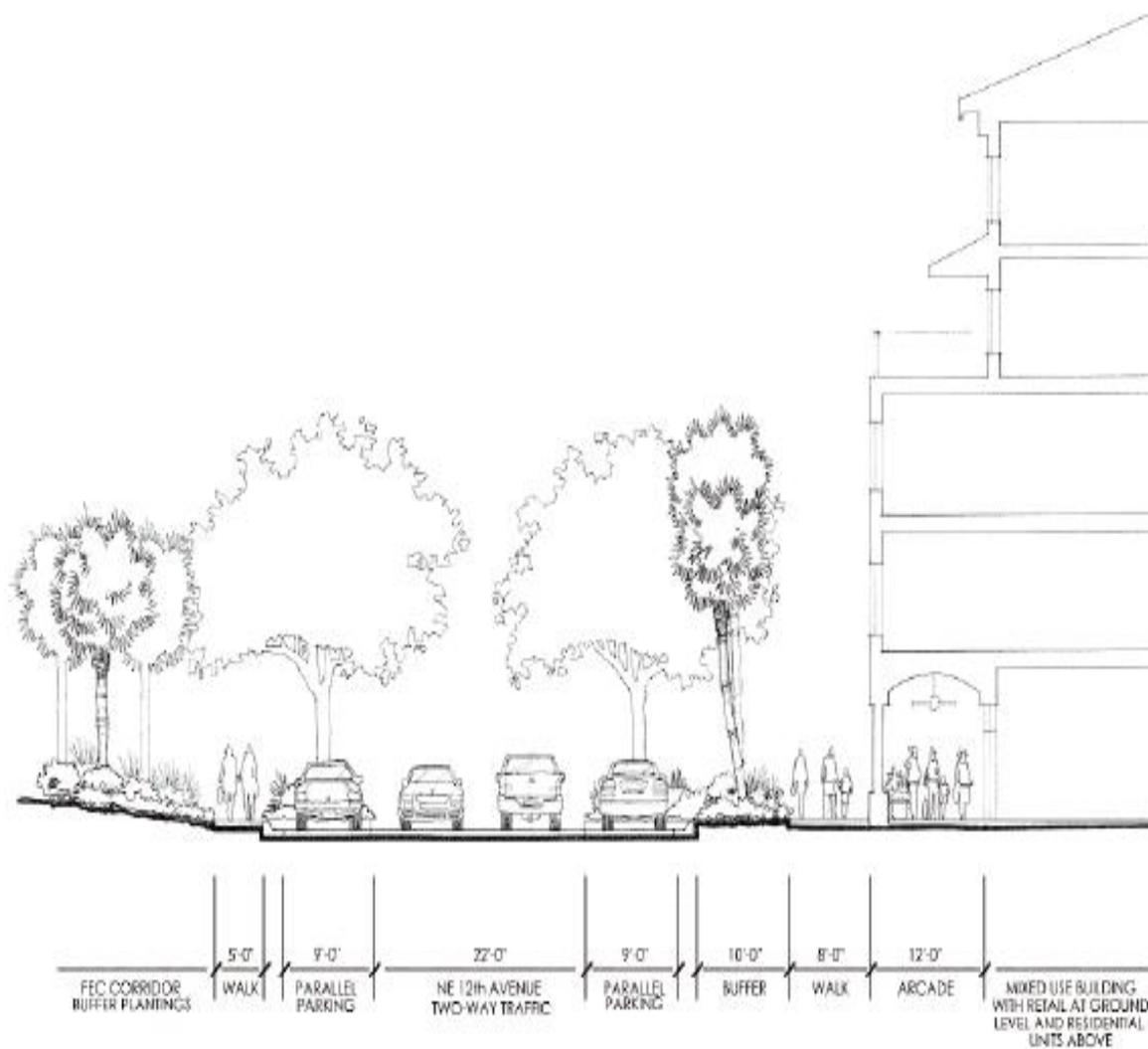
Section A

NE 12th Avenue in Park Place



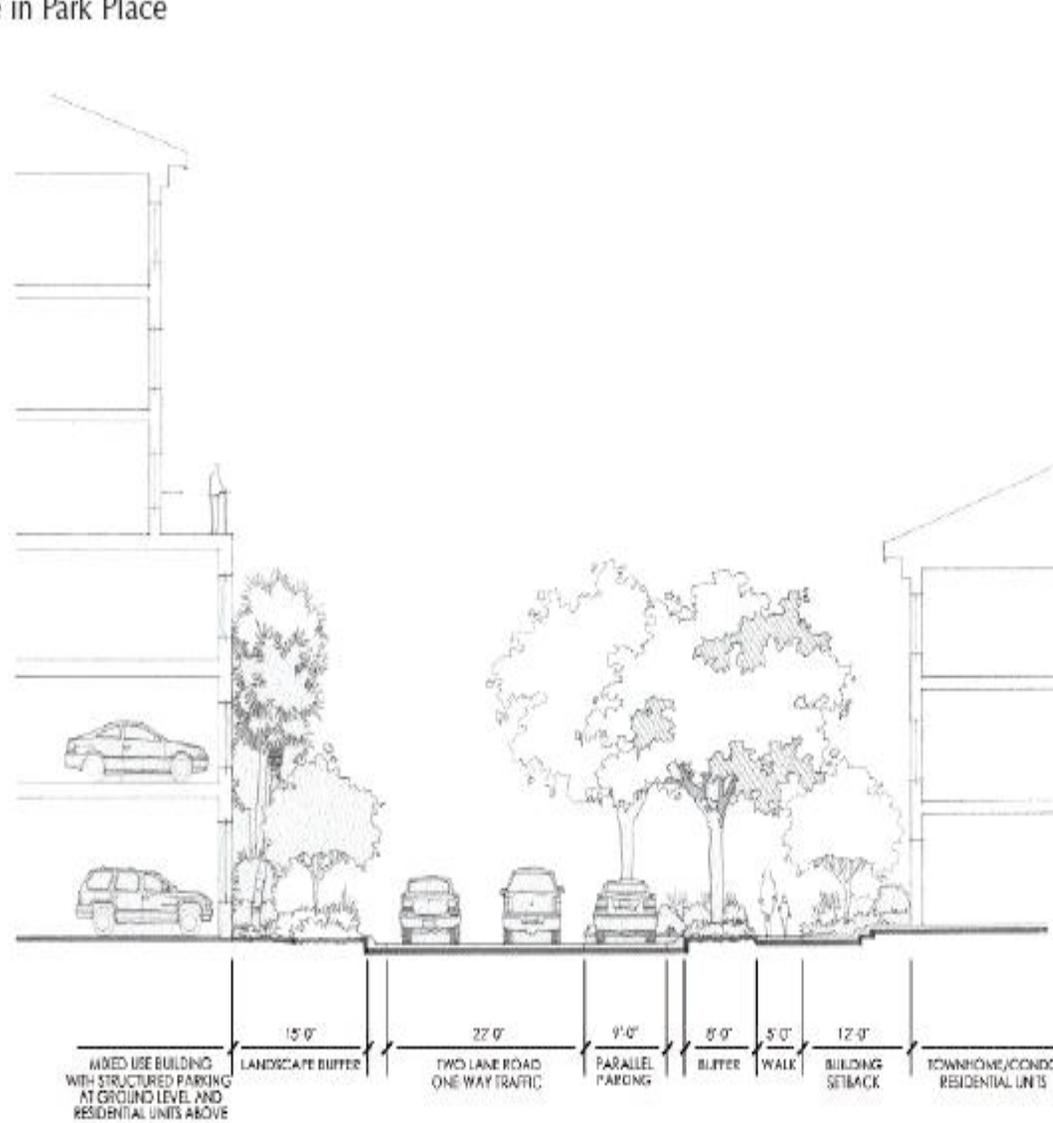
Section B

NE 12th Avenue in Dixie Mixed Use



Section C

NE 12th Terrace in Park Place

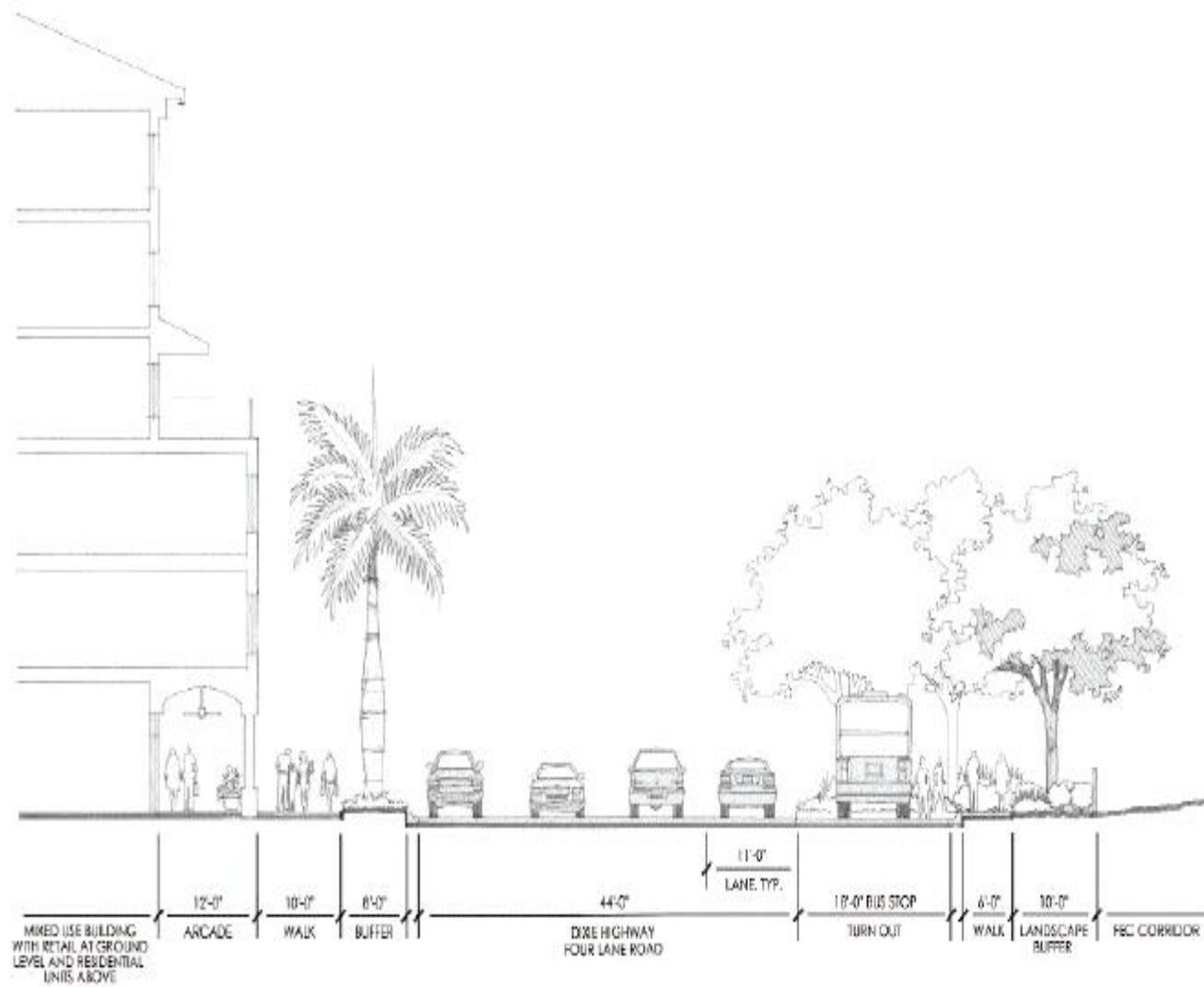


Oakland Park Downtown Mixed Use District

Design Guidelines

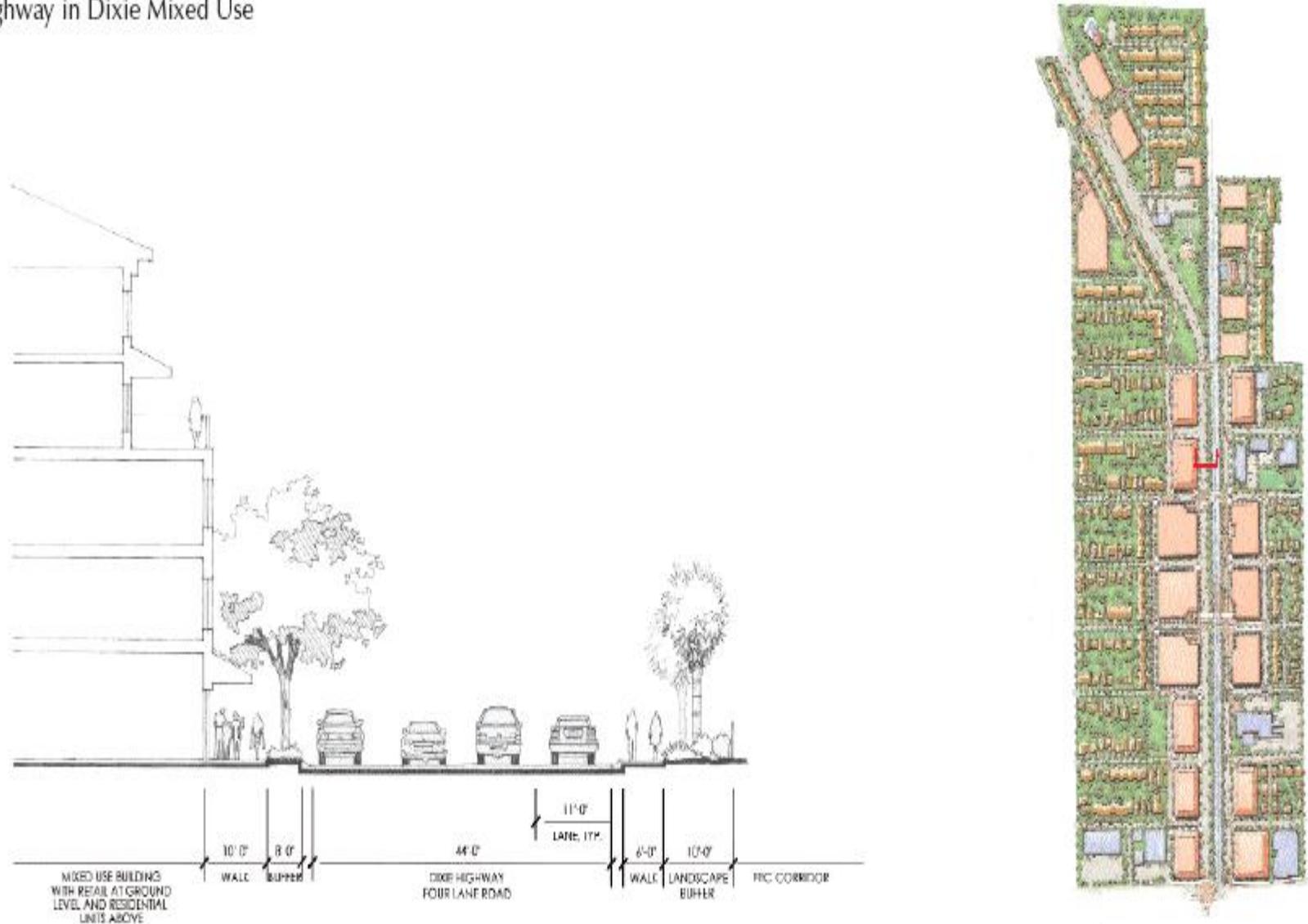
Section D

Dixie Highway in Park Place



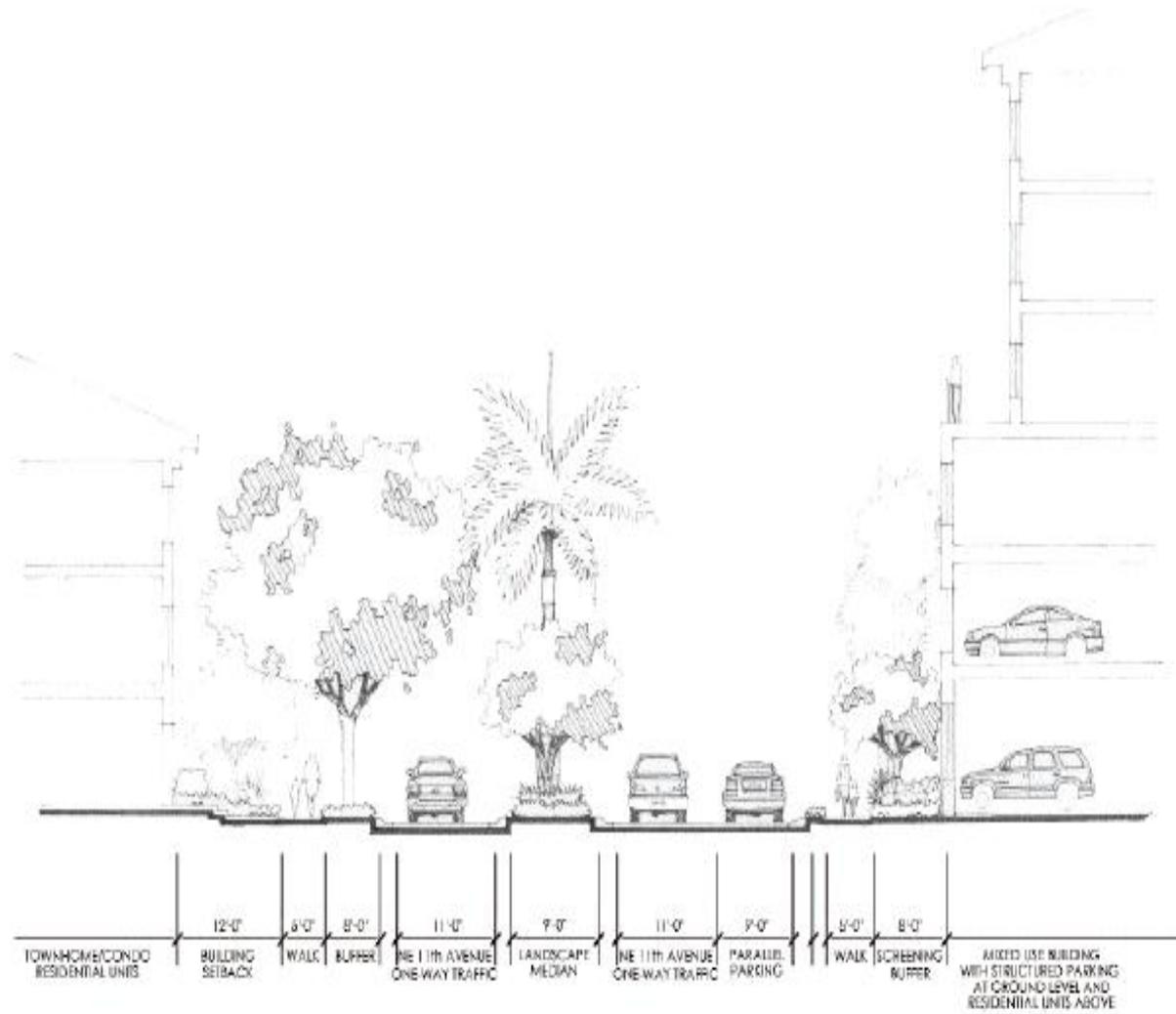
Section E

Dixie Highway in Dixie Mixed Use



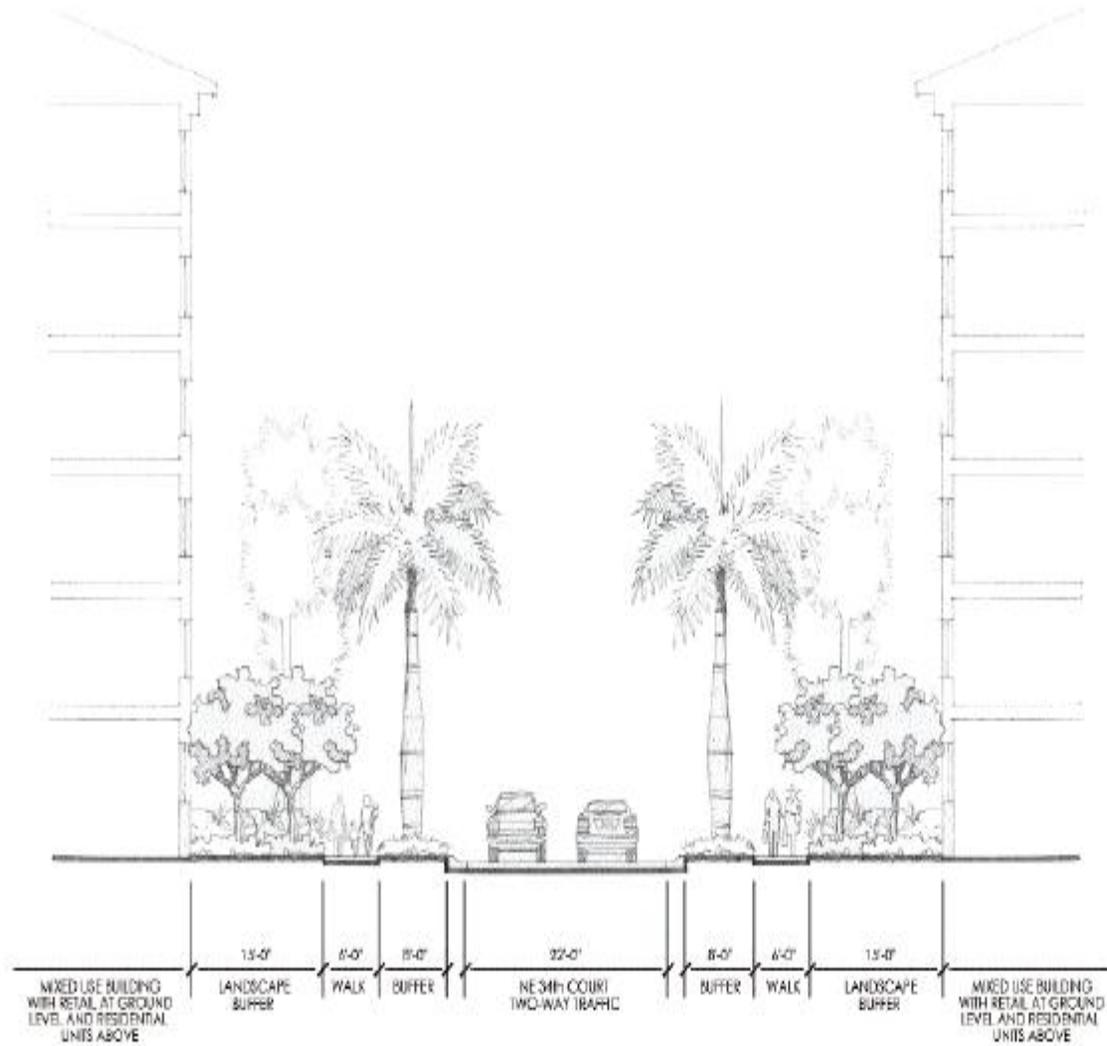
Section F

NE 11th Avenue in Park Place



Section G

NE 34th Court in Park Place



Circulation Plan

Legend

1- Park Place



▲ NORTH
NOT TO SCALE