

PATTERN BOOK ISSUES BRIEFING BOOK



Downtown Boca Raton

PATTERN BOOK

PREPARED FOR

Community Redevelopment Agency
City of Boca Raton

U R B A N D E S I G N A S S O C I A T E S

April 12, 2011

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DOWNTOWN BOCA

It's Happening!

PREFACE

Attached is the Pattern Book Issues – Briefing Book. This briefing book is a compilation of major policy issues raised and comments received from the Board, the Downtown Advisory Committee (DAC) and the public based upon the most recent Urban Design Associates presentation and the Draft Proposed Pattern Book (PPB) dated 11/19/10. The Briefing Book includes suggested changes for consideration and policy decisions prior to finalizing the Ordinance and Pattern Book to be introduced to City Council. No changes have been incorporated into the 11/19/10 Draft PPB.

The analysis of these policy issues has brought forward new ideas, new approaches and clarifications with respect to the PPB. These new ideas and approaches will not only improve the Ordinance and Pattern Book introduced at City Council, but will assist the Board in achieving the goals envisioned for Downtown some 30 years ago.

The Ordinance and Pattern Book to be introduced at City Council will go through an extensive public hearing process including review by the Planning & Zoning Board, and two public hearings at City Council before a final decision is made.

Introduction

This Briefing Book is intended to systematically provide, in a consistent format, all of the significant policy issues necessary for the CRA Board to consider to finalize the Ordinance and Pattern Book for introduction at City Council. This Briefing Book provides the Board and public, in a simple format, with both the insight and information developed by Urban Design Associates (UDA) and staff regarding each of these policy issues.

By going through this Briefing Book, the Board can direct staff to make any and all necessary changes in the Ordinance and Pattern Book before introduction at City Council.

The Ordinance and Pattern Book introduced at City Council will go through an extensive public hearing process including review by the Planning & Zoning Board and two public hearings at City Council before a final decision is made.

It is important to remember that a Pattern Book is not a single, simple regulation, but a set of regulations. This set of regulations does not only have to work architecturally but also economically in light of the property owner's ability to continue to utilize 1992 Regulations.

A decision to adopt the Ordinance and Pattern Book should be based upon its ability, as a set of regulations, to further the goals of the Boca Raton Downtown Master Plan Update. These goals continue to be:

- Creating wider sidewalks and more meaningful open space;
- Creating a continuous, interconnected network of congenial, pedestrian-oriented streets and public spaces between sites throughout the Downtown;
- Improving the design and appearance of buildings;
- Creating articulation in building; and
- Creating a picturesque skyline.

Throughout this Briefing Book several acronyms are used. These acronyms are:

1992 Regulations – The Downtown Development of Regional Impact Development Order, Ordinance No 4035, adopted on October 13, 1992

IDG – The Interim Design Guidelines adopted by Ordinance No. 5052 on November 12, 2008

PPB - The Proposed Pattern Book dated November 19, 2010 provided to the Board.

AOZ – The Architectural Opportunity Zone as provided for in the PPB.

The order of issues in this document have been changed from the 3/10/11 Policy Issues List to move what are considered the most important and interrelated issues to the beginning followed by the issues of slightly lesser importance. The "Tracking Sheet" provided on the next two pages tracks the numbers of the 3/10/11 Policy Issues List with the new numbers from the reorganized document.

The copy of the 3/10/11 Policy Issues List and PPB are included in an Appendix for reference purposes.

Pattern Book Issues – Briefing Book
Reorganization
“Tracking Sheet”

3/10/11 Policy Issue Number	Description	New Policy Issue Number
1	Type C Streets Stepbacks before a building can go over 100 ft. were changed from 40 ft. to 30 ft. (Council Member Majhess)	12
2	Quality Projects over 100 ft. were limited in the IDG in the core area and the limits in the Pattern Book were expanded to allow the higher buildings on the perimeter of downtown (excluding areas on Palmetto east of Mizner Blvd.) The 160 ft. allowance should be limited to the center core area to address compatibility with adjacent residential neighborhoods. (Council Member Majhess); The Camino Real area should be included? (Council Member Mullaugh)	4
3	Limits/boundaries of areas of Pattern Book application were increased (IDG was over core of CRA boundary); The Pattern Book now includes all areas in Downtown except the areas on Palmetto Park Road East of Mizner Blvd. (Council Member Majhess)	3
4	A project can go to 50% (over 100 ft.) instead of 33% only to achieve the volumetric capacity. Why did this change? (Council Member Majhess)	7
5	No definition of curblines and the measurement of setbacks is based on curblines. Is the curblines the current curblines or the curblines at future road right-of-way (ROW) buildout? (Deputy Mayor Haynie)	15
6	Glossary defines Building Footprint and Footprint; it needs to be clarified. (Council Member Majhess)	16
7	Type D Streets were eliminated (Council Member Majhess)	11
8	Building Height: simultaneous "increase" in height in exchange for a "decrease" in height. (Council Member Majhess/Staff)	10

3/10/11 Policy Issue Number	Description	New Policy Issue Number
9	Define 1/2 Block (p. 16) (Staff)	17
10A	Inclusion of Existing buildings in a Project Area: whether or not existing buildings may be included into a project area. (Council Member Majhess)	9
10B	The restrictions for redistributing Volumetric Potential (p. 47, Sec. 1.4.2, 2nd bullet) applies only to the building site, not multiple buildings on one site. (Staff)	8
11	Why were minimum Floor-to-Floor Heights not previously addressed?	14
12	The Boundary Map for the Pattern Book previously required parcels to be over 2 acres to qualify to use the Pattern Book. Why did that requirement disappear? What are the parameters for small parcels? How many parcels in the Downtown meet the small parcel criteria? (Council Member Majhess)	2
13	The setbacks and stepbacks for Type B streets need to be readdressed. (Staff)	13
14	Architectural consistency is necessary to achieve the pedestrian linkage between the Pattern Book requirements and the 1992 Guidelines.	1
New	Discussion of height (Staff)	5
New	Consistent use of the term Volumetric Potential (Staff)	6
New	Obsolete and outdated 1992 Architectural Design Guidelines (Staff)	19
New	The preservation of historic buildings should be encouraged and provided for in the Downtown. (Staff)	18

ISSUE 1:

Setback compatibility necessary between the November Proposed Pattern Book (PPB) requirements and the 1992 Guidelines to achieve the pedestrian linkage goals of the Downtown Master Plan Update (DMPU).

Related Policy Issues

Policy Issue 2: Application of Pattern Book to parcels of less than 2 acres

Policy Issue 3: Pattern Book Boundaries

Policy Issue 4: Limitation of Pattern Book to Core Area

BACKGROUND:

One of the fundamental findings of the Master Plan Update was that Downtown currently is a series of successful, but separate contained destinations. While these separate destinations (Mizner Park, Sanborn Square, Plaza Real South, Royal Palm Place, and Camino Real West of Federal Highway) may have pedestrian-scaled environments within them, they are not connected to each other to form a cohesive, pedestrian oriented Downtown.

Based on this finding and input from residents, one of the primary goals of the Downtown Master Plan Update and Pattern Book is to create a continuous, interconnected network of congenial, pedestrian-oriented streets and public spaces throughout the Downtown. This will be difficult, if not impossible, to achieve if the Downtown has Pattern Book sites with setbacks as large as 26 feet from the curblinex next to sites with setbacks as close as 6 feet from the property line.

The PPB addressed this issue primarily by broadening the coverage of the Pattern Book to include parcels of less than two acres and expanding the area of Downtown covered by the Pattern Book. However this approach, while reducing the setback compatibility problem, does not resolve the issue because adjacent sites can still be built under the 1992 Regulations with 6 foot setbacks from the property line.

Based upon the input received relative to Policy Issues 1, 2, 3 and 4 as well as additional analysis performed, an alternative approach has been developed in terms of a minor modification to the 1992 Regulations. This minor modification will create a level of setback compatibility between the 1992 Regulation and the Pattern Book setbacks. The intent of this minor modification is to create the level of setback compatibility necessary to achieve the goals of the DMPU while not reducing the floor area or intensity from that under the 1992 Regulations.

The basic approach is to require the exterior wall of the first floor of building under the 1992 Regulations to be setback 26, 24 or 20 feet from the curblinex as in the Pattern Book using an arcade/loggia, if necessary, with the building cantilevered over the arcade or loggia.

This is exactly what is done along Mizner Park's Plaza Real.



This can be achieved by a minor amendment to the 1992 Regulations, as attached, by modifying the Exhibit D currently in the 1992 Regulations, as shown in red, and adding the Street Map from the Pattern Book as Exhibit D-2.

In the case of buildings over 75 feet, this setback compatibility can be accomplished without an arcade/loggia by simply reallocating required open space on the site. In most cases, on smaller parcels this can be accomplished with an arcade or loggia with the building cantilevered over it, as previously discussed. In a few instances it may require minor modifications of other design parameters such as setbacks above the first floor, parking or open space. However, what is important about this approach is that it will make it possible to achieve the goal of a continuous, interconnected network of congenial, pedestrian-oriented streets and public spaces throughout the Downtown.

An additional benefit of this approach is that it diminishes the need to apply the Pattern Book to parcels of less than two (2) acres or expand the boundary beyond the core areas, defined as the IDG boundary (Policy Issues 2, 3, and 4).

RESPONSE/RECOMMENDATION:

Incorporate the draft language attached in the Ordinance and Pattern Book to be introduced at City Council.

Amendment to 1992 Regulations

Setback Section

The 1992 Development Order, as amended, is hereby revised by modifying Section 2 Paragraph (4)(a)2 as follows:

* * *

2. Setbacks.

Except for (i) buildings or structures existing on the effective date of this Amended Development Order, (ii) buildings or structures subject to a valid outstanding approval of the CRA on the effective date of this Amended Development Order, or (iii) buildings approved pursuant to the Pattern Book Downtown Quality Development Regulations, Section 2 Paragraph (4)(i) (5), all buildings shall be set back from rights-of-way of any contiguous public road, as demonstrated on Exhibit D-1 attached hereto and incorporated herein, so that:

a. No part of any building is located in a required easement.

b. No part of any building is located within six (6) feet of the outside edge of the right-of-way indicated in the right-of-way plan referenced in paragraph 3(25) of this amended Development Order;

c. That part of a building which has a height of greater than thirty (30) feet must be located at least twenty (20) feet from the outside edge of any right-of-way indicated in the right-of-way plan referenced in paragraph 3(25) of this amended Development Order;

d. That part of a building which has a height of greater than fifty (50) feet must be located at least thirty (30) feet from the outside edge of any right of way indicated in the right-of-way plan referenced in paragraph 3(25) of this amended Development Order;

e. Each and every portion of the building is set back from the centerline of all public rights-of-way by a distance that is at least equal to or greater than one half of the height of such portion of the building.

f. Depending on the type of street frontage (Type A, B, or C) as shown on Exhibit D-2, the exterior surface of the first (1st) floor exterior wall shall be set back a minimum of 20, 24, or 26 feet from the nearest curb line or 6 feet from the property line, whichever is greater.

The purpose of Section 2 Paragraph (4)(a)2.f. shown above is to create a harmonious interconnected network of congenial, pedestrian-oriented linkages and public spaces in the Downtown, given the use of the Pattern Book standards on some sites, the 1992 standards on some sites, and the inability of the existing standards to achieve this goal. This provision is not intended to reduce the leasable square footage or intensity on any site. If a project subject to an IDA approval can demonstrate that criteria in Section 2 Paragraph (4)(a)2.f., as a practical matter, made it impossible to achieve the same leasable project square footage or intensity as prior to the adoption of Section 2 Paragraph (4)(a)2.f. or an alternative design would better achieve a harmonious interconnected network of congenial, pedestrian-oriented linkages and public spaces, then the Community Redevelopment Agency shall grant a reduction in open space, a reduction in parking, a reduction of setbacks or other design parameters or a combination of design parameters, so as to make the original leasable square footage reasonably achievable and create a harmonious interconnected network of congenial, pedestrian-orientated linkages and public spaces. In no event shall this provision be used to increase the maximum height or leasable square footage above that which could be achieved had Section 2 Paragraph (4)(a)2.f. shown above not existed.

Exhibit D-1

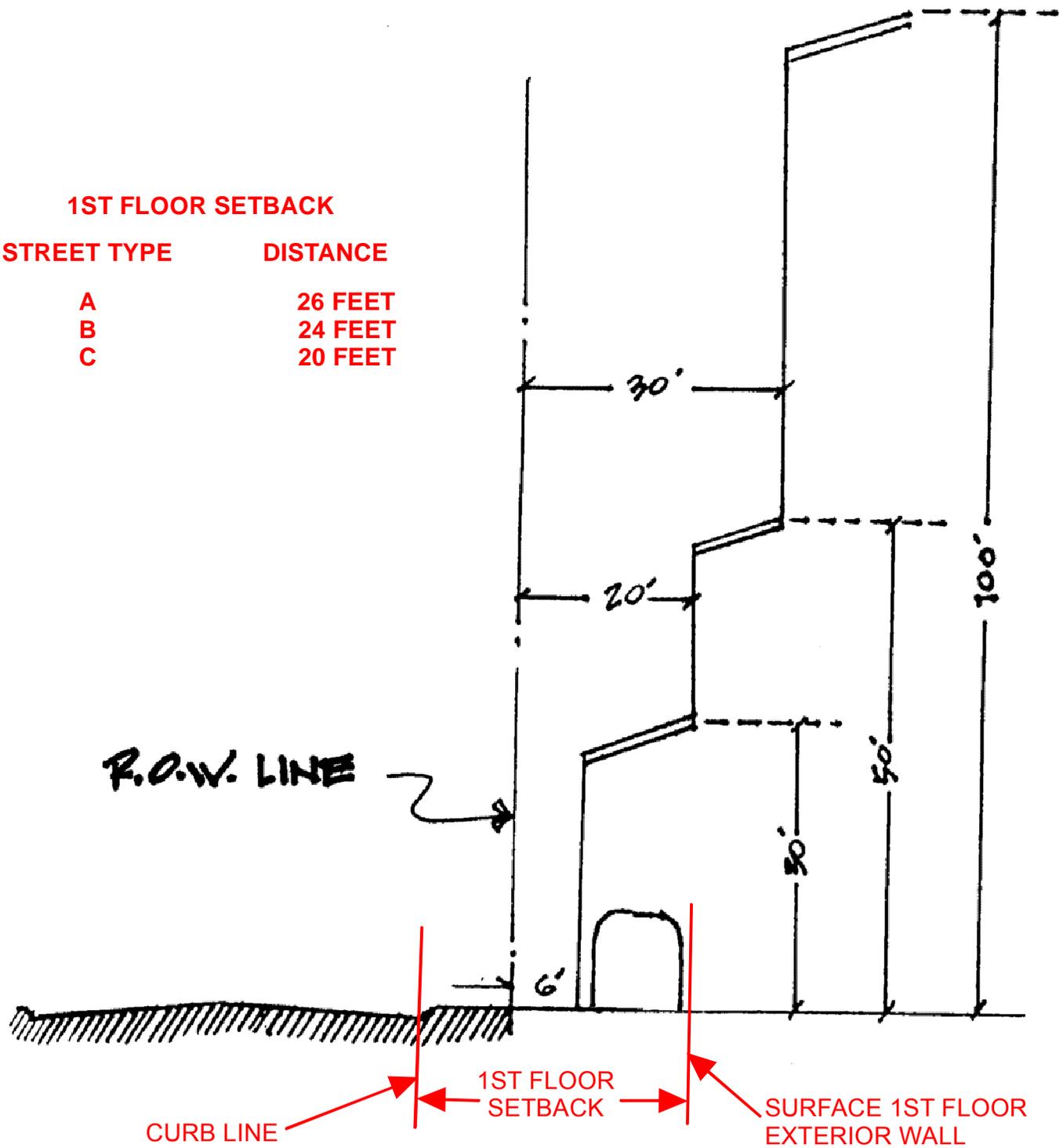
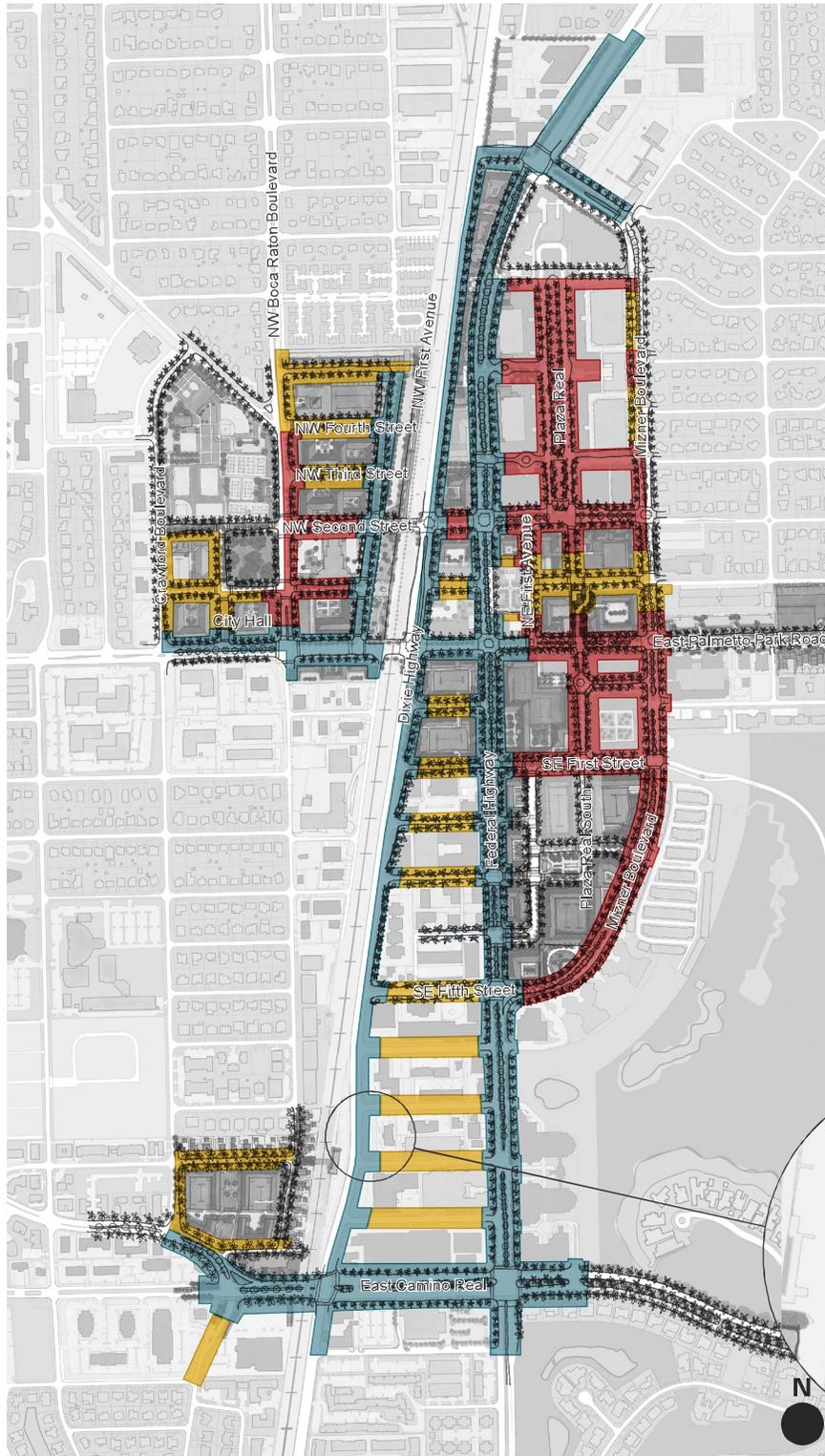


Exhibit D-2



■ TYPE A
 ■ TYPE B
 ■ TYPE C

Framework diagram showing the streets of Boca Raton based upon street type. Each street type dictates specific exterior surface of the first floor setback.

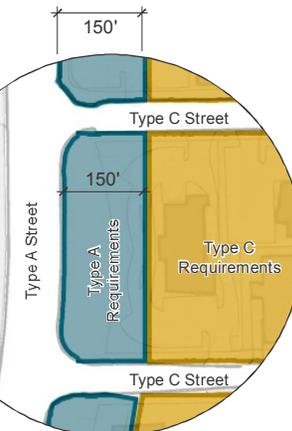
Notes

Depending on the type of street (type A, B, or C) the exterior surface of the first floor exterior wall shall be set back a minimum of 20, 24, or 26 feet from the nearest curb line or 6 feet, whichever is greater.

Where street types transition from one type to another, the exterior surface of the first floor of the building will transition in accordance with the individual street types.

The curb line and surface of the first floor wall setbacks are dimensioned exclusive of pedestrian or landscape bulbouts.

For locations of half-block lot depth on Type C streets, the B street setbacks may be used.



Inset detail illustrates exterior wall first floor setback dimensions at the intersection of different street types.

ISSUE 2:

The Boundary Map for the Interim Design Guidelines previously required parcels to be over 2 acres to qualify to use the Regulations. Why did that requirement disappear? What are the parameters for small parcels? How many parcels in the Downtown meet the small parcel criteria? (Council Member Majhess)

BACKGROUND:

The Interim Design Guidelines were guidelines intended to be in effect for a limited period of time to avoid major setback mistakes and improved design on sites 2 acres or greater. In the long-term having adequate Pattern Book setbacks of 26, 24 and 20 feet from curblin on sites greater than 2 acres while continuing to have setbacks of 6 foot from property line on all other sites will make it difficult, if not impossible, to achieve a continuous, interconnected network of congenial, pedestrian-oriented streets and public spaces throughout the Downtown. Primarily for this reason, and to provide for improved design and articulation on smaller sites, the 2 acre minimum was eliminated in the PPB.

If the recommendation in Policy Issue 1 is implemented, the need to include parcels smaller than 2 acres in the Pattern Book is greatly diminished. The primary impact of removing parcels of less than 2 acres from the Pattern Book would be diminished articulation and design standards.

Attached are maps of small parcels, parcels less than 2 acres and parcels 2 acres or greater in the Downtown.

RESPONSE/RECOMMENDATION:

If the recommendation on Policy Issue 1 is implemented then parcels of less than 2 acres can be safely eliminated from the Pattern Book introduced by Ordinance.

If the recommendation on Policy Issue 1 is not implemented, it is recommended that sites of less than 2 acres be included in the Pattern Book.

If the issue is the inclusion of the additional height on parcels of less than 2 acres under the Pattern Book, then the additional height should simply be eliminated on smaller sites.

Boca Raton CRA

Parcels less than 2 Acres

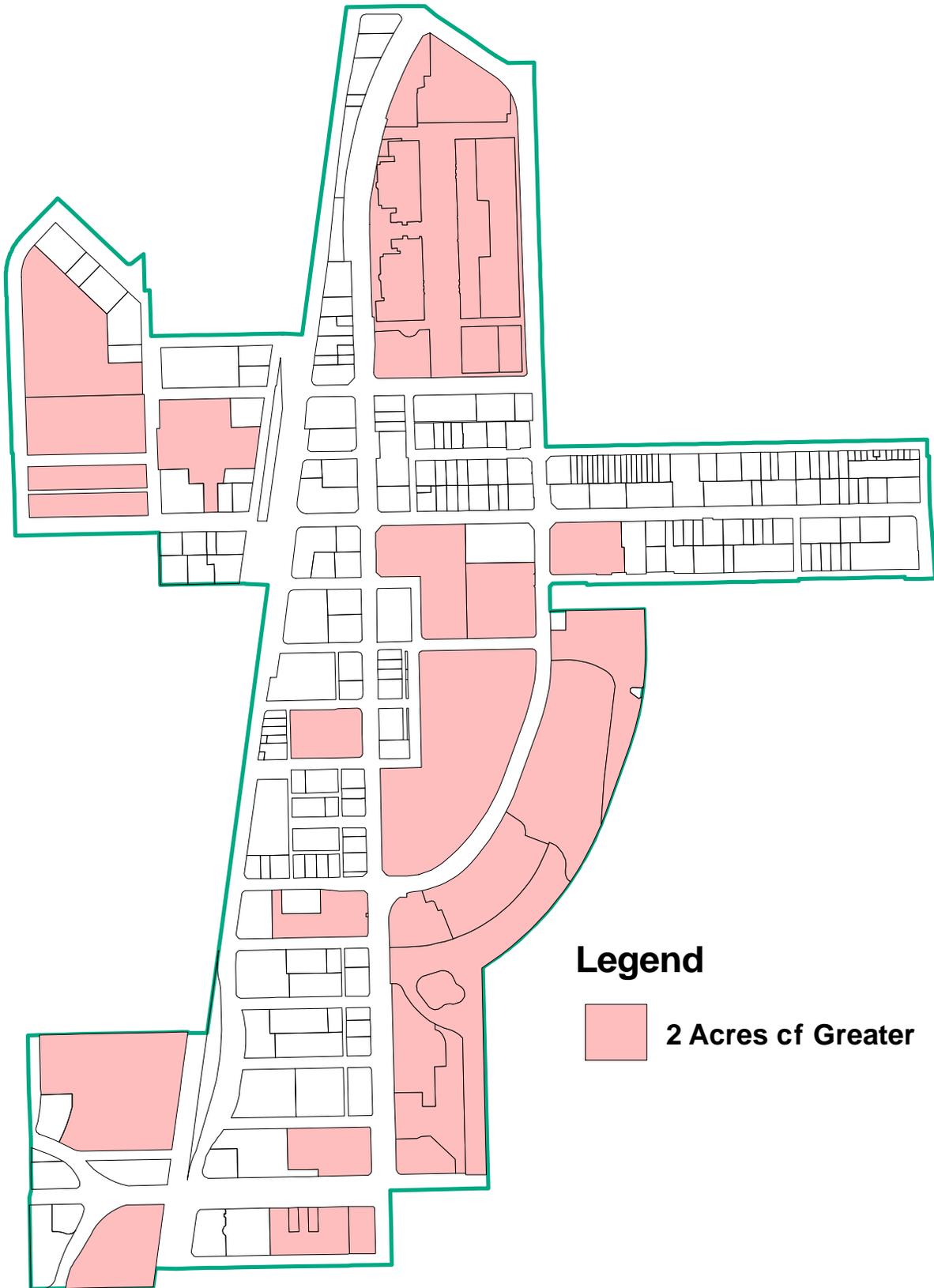


Legend

 Less than 2 Acres

Boca Raton CRA

Parcels 2 Acres or Greater



ISSUE 3:

Limits/boundaries of areas of Pattern Book application were increased (IDG is over core of CRA boundary); The Pattern Book now includes all areas in Downtown except the areas on Palmetto Park Road east of Mizner Blvd. (Council Member Majhess)

BACKGROUND:

The limits/boundaries of the PPB were expanded from the IDG to make available to additional areas the design, setback and articulation improvements in the Pattern Book. The most important of these improvements were the setback changes from 6 feet from the property line to 26, 24 or 20 feet from the curbline or 6 feet from the property line, whichever is greater. Without this setback change it will be difficult to achieve the fundamental goal of creating a continuous, interconnected network of congenial, pedestrian-oriented streets and public spaces throughout the Downtown

If the recommendation on Policy Issue 1 is implemented, the need to expand the boundary diminishes. The primary impact of limiting the Pattern Book to the IDG area would be the elimination of the articulation and design standards in the Pattern Book from much of the remainder of Downtown.

Attached are maps of the IDG and PPB.

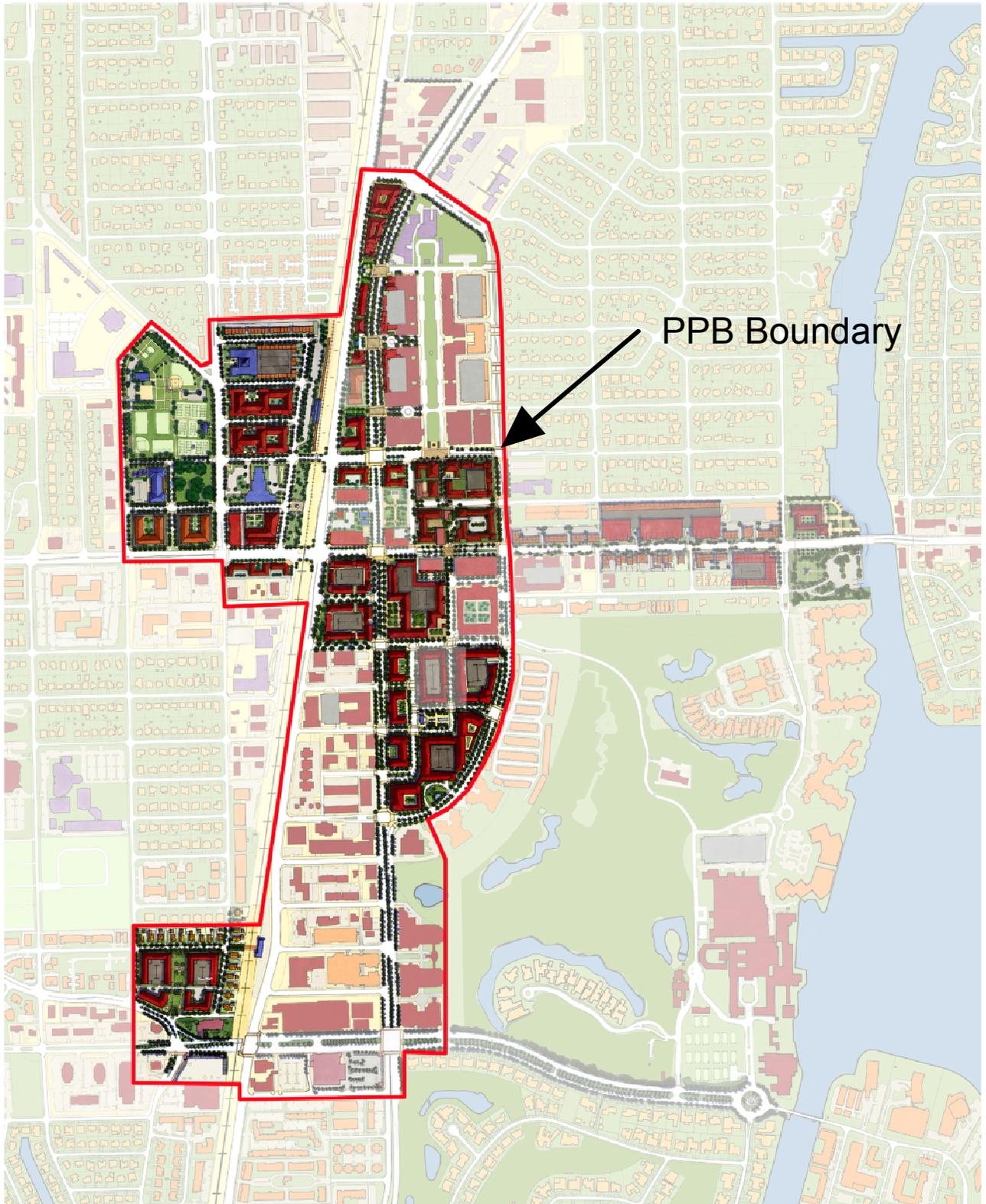
RESPONSE/RECOMMENDATION:

If the recommendation on Policy Issue 1 is implemented then the Pattern Book area can be safely limited to the IDG core area.

If the recommendation on Policy Issue 1 is not implemented, it is recommended that PPB be retained throughout the Downtown.

If the issue is concern about the inclusion of the additional height outside the core area under the Pattern Book, then the option for additional height should simply be eliminated outside of the core area.

PPB Boundary



ISSUE 4:

Quality Projects over 100 ft. were limited by the IDG in the core area while the limits in the Pattern Book were expanded allowing higher buildings on the perimeter of Downtown (excluding areas on Palmetto east of Mizner Blvd.) The 160 ft. allowance should be limited to the center core area to address compatibility with adjacent residential neighborhoods. (Council Member Majhess); Should the Camino Real area be included? (Council Member Mullaugh)

BACKGROUND:

The limits/boundaries of the PPB were expanded from those set out in the IDG to make available to additional areas the design, setback and articulation improvements in the Pattern Book. The most important of these improvements were the setback changes from 6 feet from the property line to 26, 24 or 20 feet from the curbline or 6 feet from the property line whichever is greater. Without this setback change it will be difficult to achieve the fundamental goal of creating a continuous, interconnected network of congenial, pedestrian-oriented streets and public spaces throughout the Downtown.

Expansion of the Pattern Book area beyond the IDG core area does make available to more properties an additional 40 feet in height available on 33% of the footprint of a building or 50% of the footprint of the building based upon specific criteria. In exchange for this additional height, the building and parcel would have to conform to the design, setbacks and articulation improvements required by the Pattern Book.

The 160 feet height limitation includes the 140 foot height of habitable space with an additional 20 feet in height for screening mechanical structure and other non-habitable architectural elements. It should be noted that the height of non-habitable space is not even regulated in the 1992 Regulations.

If the recommendation in Policy Issue 1 is implemented the need to expand the boundary diminishes. The primary impact of limiting the Pattern Book to the IDG area would be elimination of the continuity of articulation and design standards in the Pattern Book from much of the remaining Downtown area. It would also eliminate the possibility of additional height with a purpose in this area for improved building design, wider sidewalks, more meaningful open space, continuous, interconnected network of congenial, pedestrian-oriented streets and public spaces between sites throughout the Downtown, and a varied skyline.

See maps attached to Policy Issue 3 for reference purposes.

RESPONSE/RECOMMENDATION:

If the recommendation on Policy Issue 1 is implemented then the Pattern Book can be safely limited to the core area. If this is done, it is further recommended that a follow up study be developed to examine the future benefits from extension of the design and articulation improvements in the Pattern Book outside of the core area.

If the recommendation on Policy Issue 1 is not implemented, then it is recommended that the expansion of the area beyond the core be retained.

If the issue is the inclusion of the additional height outside the core area under the Pattern Book, then the additional height should simply be eliminated outside of the core area.

ISSUE 5:

Confusion exists with respect to the measurement of height relative to the 100 foot height limit in the 1992 Regulation, the 140 foot height limit for habitable space in the Pattern Book and the 160 foot limit in the Pattern Book. (Staff)

BACKGROUND:

The 1992 Regulations limited the height of habitable space in a building to 100 feet. The entire footprint of the building, with the exclusion of setback areas of the building, could go to this 100 foot level. The 1992 regulations did not regulate the height of architectural screening of mechanical structures or non-habitable architectural design elements above 100 feet.

The PPB limits habitable space to 140 feet in height. However, habitable space above 100 feet is also limited to 33% of the footprint of the building or 50% based upon specific criteria. Habitable space at the 100 foot level is further reduced by the setbacks, the Architectural Opportunity Zone (AOZ) and the requirement to articulate the building.

For a more detailed understanding of the 50% criteria see Policy Issue 7.

The 160 foot limitation is for architectural screening of mechanical structures or non-habitable architectural design elements above 140 feet. This height is not limited in the 1992 Regulations.

Comparing the 160 foot limitation, which limits the height of architectural screening of mechanical structures or non-habitable architectural design elements above 140 feet in the Proposed Pattern Book, to the 100 foot habitable space limitation in the 1992 Regulations is inappropriate. The height of architectural screening of mechanical structures or non-habitable architectural elements in 1992 regulation is not limited.

In addition, the non-habitable space in the PPB is limited in the PPB to 26 percent of the roof. In the case of a 140 foot building this equates to 8.5% to 13% of the building footprint, excluding setbacks areas. In the 1992 Regulation the height of non-habitable space is unrestricted above 100' and applies to 30% of the roof area.

It should be emphasized that the additional height under the PPB is height with a purpose. The purposes are:

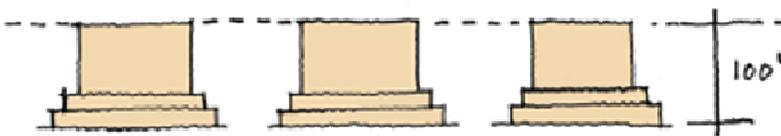
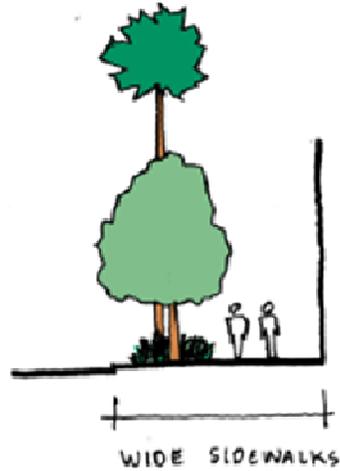
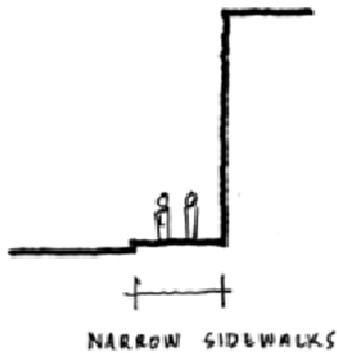
- Creating wider sidewalks and more meaningful open space;
- Creating a continuous, interconnected network of congenial, pedestrian-oriented streets and public spaces between sites throughout the Downtown;
- Improving the design and appearance of buildings;
- Creating articulation in buildings; and
- Creating a picturesque skyline.

See attached Graphic

RESPONSE/RECOMMENDATION:

No change is recommended in the Ordinance and Pattern Book introduced at City Council.

Height with a Purpose



RESULT OF 1992 GUIDELINES:

- NO SKYLINE
- REPETITION
- NARROW SIDEWALKS

PATTERN BOOK:

- VARIATION
- PICTURESQUE SKYLINE
- WIDE SIDEWALKS

ISSUE 6:

There is significant confusion with respect to use of the term Volumetric Potential. This confusion is caused by the use of the terms “project”, “building”, “site”, “building site”, and “parcel” somewhat interchangeably with respect to Volumetric Potential. (Staff)

BACKGROUND:

Volumetric Potential is the maximum building volume (cubic feet) that can be built on a parcel defined under the 1992 Regulations. It is a specific number mathematically calculated based upon the street frontages, size and shape of the parcel, and 1992 height, setback and open space requirements. A sample diagram and calculation based on the IDG is attached.

This number is compared to a floor by floor analysis of the proposed building as part of the approval process. A sample diagram and calculation based on the IDG is attached. It would be impossible for a proposed building to exceed the Volumetric Potential unless there was a mathematical error by the design architect and the staff reviewing the calculations.

In addition, the Volumetric Potential and Proposed Building Volume diagrams and calculations are prominently displayed on the plans for public review.

Moving the Volumetric Potential on the site is severely limited by the 33% and 50% footprint limitation on the building. Policy 1.4.2 states:

A primary building mass located above 100 feet shall not exceed 33% of the building’s footprint* in area. However, if extra area is necessary to meet the Volumetric Potential from Step 1.1.1, a primary building mass located above 100 feet may increase to 50% of the building’s footprint in area.

*Building footprint is defined in the glossary as “The maximum horizontal section of a building’s conditioned spaces.”

For a more detailed understanding between the 33% and 50% of footprint options see Policy Issue 7.

In addition, it should be remembered that any habitable building space above 100 feet has to come from some of the Volumetric Potential below 100 feet on the parcel under the 1992 Regulations. For this additional height, the community benefits from improved setbacks, better design, improved building articulation and a varied skyline. The impact of these benefits will be improved pedestrian orientation and improved building appearance.

In the PPB “project”, “building”, “site”, “building site”, “project” and “parcel” are used somewhat interchangeably. Upon careful review this can lead to confusion. To eliminate any confusion the following definitions have been developed:

Parcel - Any quantity of land and water capable of being described with such definiteness that its location and boundaries may be established, which is designated by its owner or developer as land to be used or developed as a single unit, or which has been used or developed as a unit.

Site - A parcel or sub portion of a parcel to be developed. A parcel is made up of one or more sites.

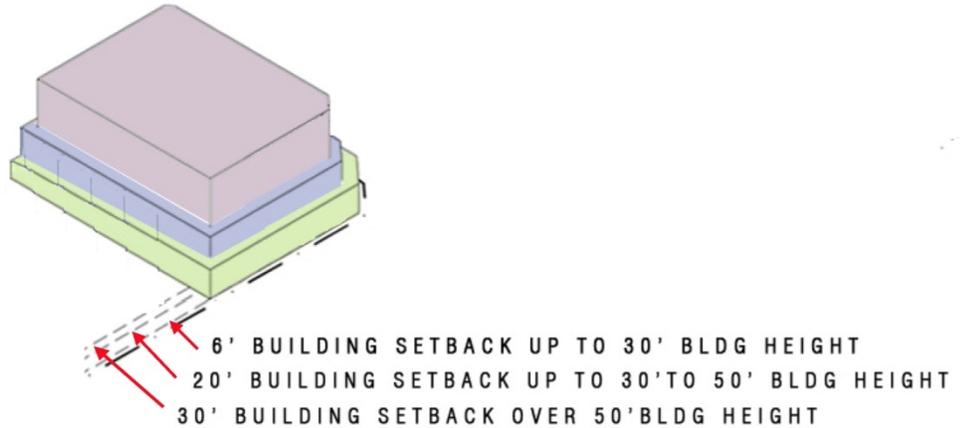
Project - The development related to a parcel.

These definitions can be added to the glossary of the Pattern Book and reviewed in detail to make sure the correct term is used to avoid confusion.

RESPONSE/RECOMMENDATION:

The above definitions should be added to the Ordinance and Pattern Book introduced at City Council and appropriate changes made to ensure the correct term is always used.

Sample Diagrams / Calculating Volumetric Potential



Volumetric Potential Calculation

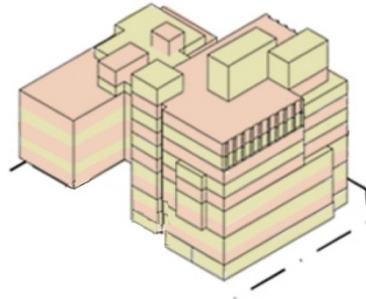
SITE AREA = 56,770 S.F.
 REQUIRED OPEN AREA = 40% OF SITE AREA
 REQUIRED OPEN TO THE SKY = 65% OF 22,708 = 14,760 S.F.
 REQUIRED NET % OPEN TO THE SKY = 26% OF TOTAL SITE AREA

ALLOWED GROSS AREA FOR HOTEL/OFFICE BUILDING:
 1ST UP TO 30' = 51,195 X 30' = 1,535,850 CUBIC FEET
 2ND FROM 30' TO 50' = 39,501 X 20' = 790,020 CUBIC FEET
 3RD FROM 50' TO 100' = 32,027 X 50' = 1,601,350 CUBIC FEET

ALLOWED MAXIMUM CUBIC AREA = 3,927,220 CUBIC FEET

Sample Diagram & Calculation

Proposed Development Volume



P R O P O S E D

Floor Level	Office/Retail Gross SQ FT	Office FLOOR HEIGHT	Office CUBIC FT	Hotel/Retail Gross SQ FT	Hotel FLOOR HEIGHT	Hotel CUBIC FT	Total CUBIC FT
1	17,440	16	279,040	13,069	16	209,104	
2	17,133	13.75	235,579	14,690	10	146,895	
3	17,283	13.75	237,641	14,690	10	146,895	
4	17,283	13.75	237,641	14,690	10	146,895	
5	17,283	13.75	237,641	14,690	10	146,895	
6	17,047	13.75	234,396	14,690	10	146,895	
7	16,960	13.75	233,200	14,690	10	146,895	
8	16,810	13.75	231,138	14,689	10	146,890	
9 / HOTEL ROOF	16,552	13.75	227,590	9,015	10	90,150	
10	15,635	13.75	214,981	0	0	0	
ORNAM. TOWER	2,023	28.00	56,644				
TOTALS	169,426		2,425,492	124,910		1,327,514	3,753,006
	(excludes terraces, pool deck and underground parking)			(excludes terraces, pool deck and underground parking)			

ISSUE 7:

A project can go to 50% (over 100 ft.) instead of 33% only to achieve the volumetric capacity. Why did this change? (Council Member Majhess)

BACKGROUND:

The IDG provided:

The maximum height of any primary building mass shall be 140'-0" and will normally be limited to 33% of the overall buildable footprint. However, up to 50% of the overall building footprint may be approved if necessary to achieve general consistency with these guidelines.

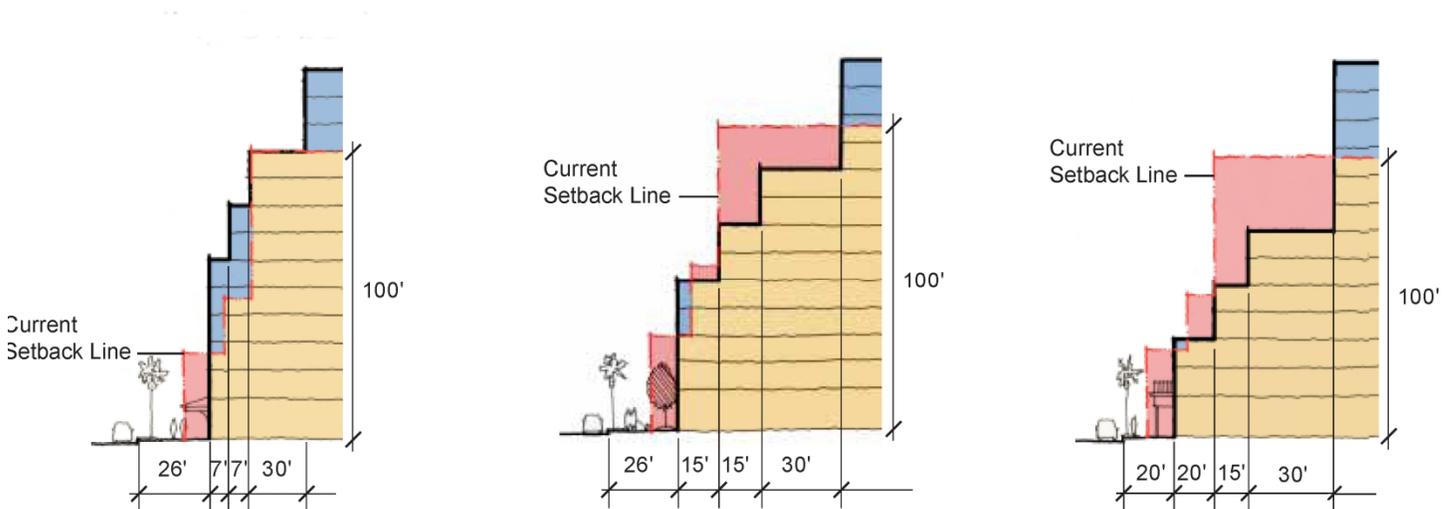
Based upon staff and UDA experience dealing with applicants this proved to be an ineffective regulation. Applicants generally felt entitled to the 50% and the "if necessary" language was simply inadequate.

The language in the PPB was rewritten as follows:

A primary building mass located above 100 feet shall not exceed 33% of the building's footprint in area. However, if extra area is necessary to meet the Volumetric Potential from Step 1.1.1, a primary building mass located above 100 feet may increase to 50% of the building's footprint in area.

This makes the 50% criteria a clear mathematical calculation and a limited number of parcels will be able to meet this criteria. In addition, it should be noted that this language makes it clear that it is per building footprint and does not, in effect, allow the transfer from the "overall footprint" on the parcel.

Below are the setback diagrams for Type A, B, and C streets (from left to right).



Mathematically it is unlikely that a parcel can meet this criteria unless the red area, which illustrates what a parcel typically gives up by using the PPB setback and stepbacks, is larger than the blue area which is what a parcel gets by using the PPB. Given these setbacks and stepbacks, it is very unlikely that a parcel with just one side facing an A street could meet this criteria. It is possible a parcel facing an A street with one or more sides facing a B or C street could meet this criteria depending upon the distance of the property line from the curbline and the depth of the parcel. Parcels with one or more sides facing a B or C street are likely to meet the 50% criteria.

If it is the intent of the Pattern Book to preserve the Volumetric Potential on parcels, language similar to the IDG or PPB need to be in the Pattern Book to be introduced at City Council.

UDA and staff believe the PPB language is clearer and more restrictive than the language in the IDG.

RESPONSE/RECOMMENDATION:

Retain the 33% and 50% of footprint language from the PPB in the Ordinance and Pattern Book to be introduced at City Council.

ISSUE 8:

The restrictions for redistributing Volumetric Potential (page 47, Sec. 1.4.2, 2nd bullet) apply only to the building, not multiple buildings on one site. (Staff)

BACKGROUND:

The language in the IDG allowed the 33% and 50% area above 100' on a multiple building parcel to be transferred to one building on the parcel.

The language in IDG is:

The maximum height of any primary building mass shall be 140'-0" and will normally be limited to 33% of the overall buildable footprint. However, up to 50% of the overall building footprint may be approved if necessary to achieve general consistency with these guidelines.

The language in the PPB is:

A primary building mass located above 100 feet shall not exceed 33% of the building's footprint in area. However, if extra area is necessary to meet the Volumetric Potential from Step 1.1.1, a primary building mass located above 100 feet may increase to 50% of the building's footprint in area.

This language prohibits the transfer of areas above 100' from building to building and is more restrictive than the IDG.

RESPONSE/RECOMMENDATION:

Retain the language in the PPB in the Ordinance and Pattern Book to be introduced at City Council.

ISSUE 9:

Inclusion of existing buildings in a Project Area: whether or not existing buildings may be included into a project area. (Council Member Majhess)

BACKGROUND:

Under the PPB existing buildings may be included in a parcel for development. However, there are no advantages in terms of development on the parcel above 100' in height by the inclusion of existing buildings. The area above 100 feet cannot be transferred from an existing building to a new building based upon the language in the PPB.

Sec. 1.4.2, page 47 2nd bullet of the PPB which states:

A primary building mass located above 100 feet shall not exceed 33% of the building's footprint in area. However, if extra area is necessary to meet the Volumetric Potential from Step 1.1.1, a primary building mass located above 100 feet may increase to 50% of the building's footprint in area.

RESPONSE/RECOMMENDATION:

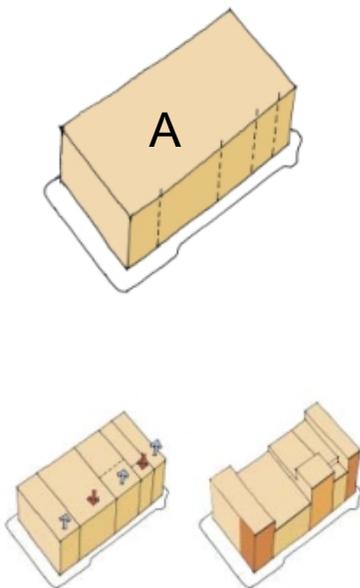
Retain the language in the PPB in the Ordinance and Pattern Book to be introduced at City Council.

ISSUE 10:

Building Height: simultaneous "increase" in height in exchange for a "decrease" in height.
(Council Member Majhess/Staff)

BACKGROUND:

The concept that every height increase comes with a simultaneous decrease came from the IDG. The relevant paragraph and diagrams from the IDG are:



STEP FIVE: Determine Building Massing

Based on the pattern of vertical articulation, vary the height of the different elements. For every increase in height over the current limit, there must be an equivalent decrease in height. Special elements that create tall slender tower forms are encouraged. The height of the cornice line along street facades will be either 6 stories, 4 stories or three stories depending on the street type. An exception will be special locations in which a landmark is needed in order to fulfill the goals of the Master Plan Update. The maximum height of any primary building mass shall be 140'-0" and will normally be limited to 33% of the overall buildable footprint. However, up to 50% of the overall building footprint may be approved if necessary to achieve general consistency with these guidelines. An equivalent reduction of building height is required to achieve every increase in building height.

While this sounds "good", based upon further analysis it has some problems. First, the statement is ambiguous as to whether the exchange is on the parcel or on the building. The diagrams are for a simple parcel with a single building.

Secondly, diagram A generally assumes you are dealing with an urban block and that the mass depicted is at the Volumetric Potential of the parcel. This makes any increase in the volumetric mass above 100' have to come from the volume below 100'. This geometrically implies that for every increase in height there has to be an equivalent decrease in height. In addition, the fact that the diagram assumes the Volumetric Potential of the parcel implies the footprint of the building has been maximized.

To date there has never been a building built in the Downtown at the Volumetric Potential of the parcel. It is difficult, upon further analysis, to recommend a regulation which would serve to encourage the construction of parcels at their Volumetric Potential and maximum footprint. This would result in the creation of a regulation that sounds "good" but would actually serve to encourage larger buildings and less open space.

RESPONSE/RECOMMENDATION:

Do not reintroduce the "increase" in height in exchange for a "decrease" in the height language in the Ordinance and Pattern Book to be introduced at Council.

ISSUE 11:

Type D Streets were eliminated (Council Member Majhess)

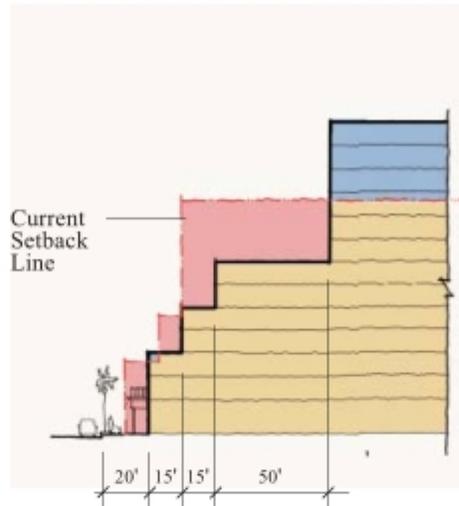
BACKGROUND:

D streets were in the Downtown Master Plan Update but not in the IDG. The diagrams for setbacks on C and D streets from the Downtown Master Plan Update are:

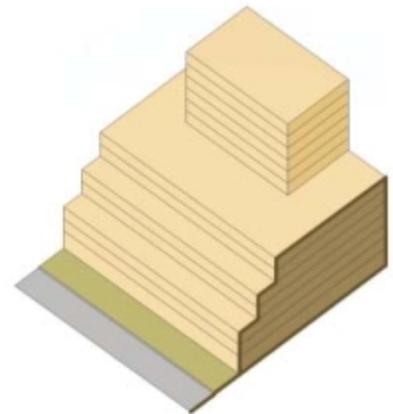
TYPE C

THREE-LANE STREETS WITH MIXED-USE ACTIVITY

These should have frequent crosswalks and would have a smaller-scale facade, except where special features are needed such as the termination of the Mizner Park axis. The setbacks would start at the top of the third floor and taller elements would be less visible from the street. The minimum setback from the curb would be 20 feet, with 26 feet preferred. The facade at the first setback should be no more than 3 stories, with upper floors stepped back further than Types A and B.



Cross-section of the proposed guidelines under Type C

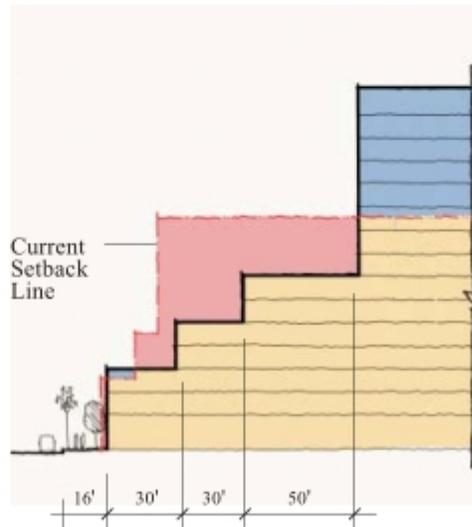


Three dimensional diagram of a section of the development

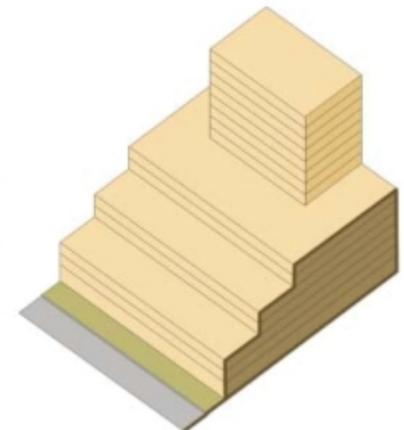
TYPE D

TWO-LANE STREETS

These small-scale local streets and pedestrian ways should have deeper setbacks, as illustrated with taller elements not visible from the space of the street.



Cross-section of the proposed guidelines under Type D



Three dimensional diagram of a section of the development

Notice the red area, the area you can no longer build in because of the increased setbacks or stepbacks, on Type D streets. This means that buildings on Type D streets were unlikely to meet their Volumetric Potential without going over 100". In addition, it means that any parcel

with a significant D street frontage is likely to qualify for the 50% of footprint height increase to 140', rather than be limited to the 33% of footprint height increase limitation. Finally, based upon review it was felt that the loss of volume which could be developed below 100' was so extensive that property owners would just choose to use the 1992 Regulations. This would eliminate the benefits of the Pattern Book on Type D streets. These benefits include:

- Creating a continuous, interconnected network of congenial, pedestrian-oriented streets and public spaces throughout the Downtown;
- Improving the design of buildings;
- Creating building articulation; and
- Creating a picturesque skyline.

For these reasons Type D street designations were eliminated in the IDG and PPB and replaced with Type C streets.

RESPONSE/RECOMMENDATION:

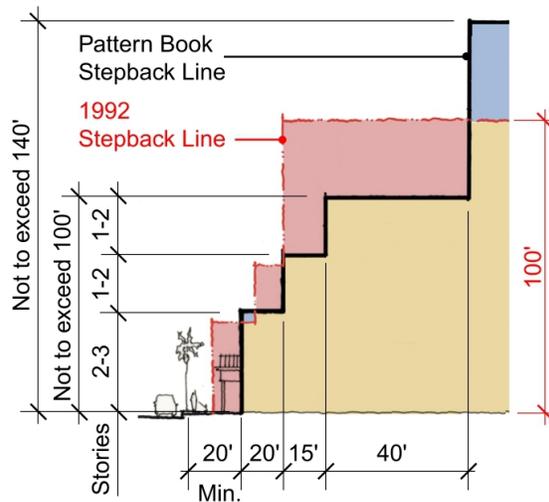
Retain the elimination of Type D streets in the Ordinance and Pattern Book to be introduced at City Council.

ISSUE 12:

Type C streets stepbacks before a building can go over 100 ft. were changed from 40 ft. to 30 ft. (Council Member Majhess)

BACKGROUND:

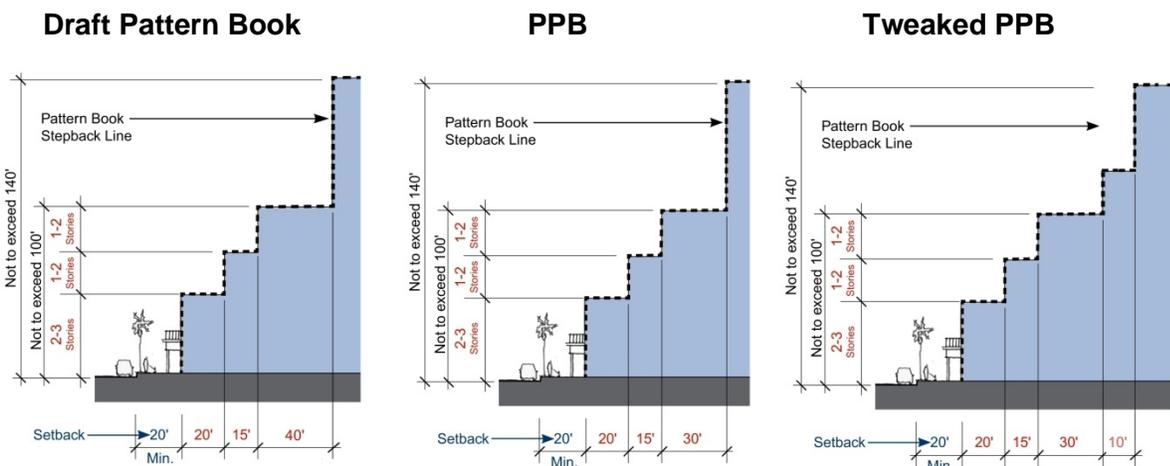
The DAC felt that if the stepback was left at 40 feet on Type C streets it would result in design issues and all owners on Type C streets would just continue to use the 1992 regulations. The 40 foot setback on Type C streets is diagrammed below:



The red area is the potential area lost from the 1992 Regulations.

UDA and staff felt this was a legitimate concern. However, UDA believed 30 feet was the minimum required to continue to create a street of low buildings with intensity at the center of the each site.

A slight tweak to this 30' alternative would be to have a 40 foot setback above 100 feet. The 40', 30' and 30' tweaked stepbacks are diagrammed below:



RESPONSE/RECOMMENDATION:

Retain the 30' alternative in the Ordinance and Pattern Book to be introduced at Council or implement the slight tweak to 40' above 100',

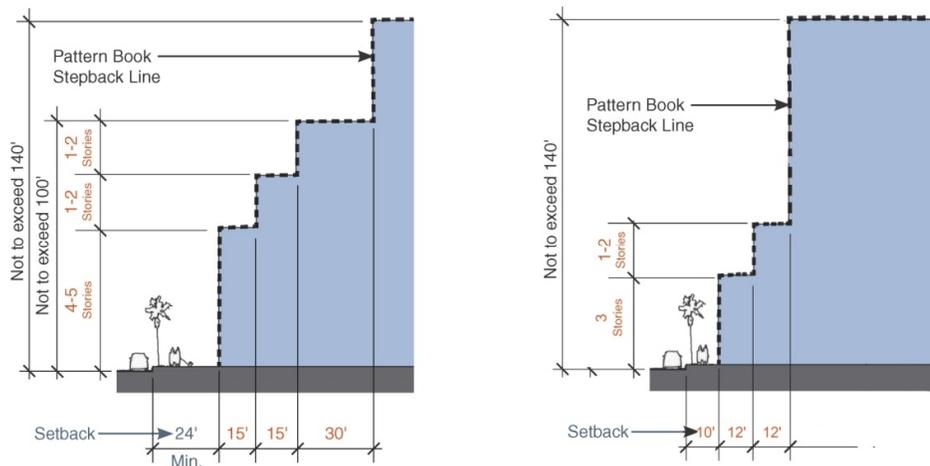
ISSUE 13:

The setbacks and setbacks for Type B streets need to be readdressed. (Staff)

BACKGROUND:

An alternative to the proposed setback/stepbacks on Type B streets to encourage a more tiered building is:

Proposed Pattern Book	Proposed Alternative
Setback:	Setback:
24' Min	10' Min
Stepbacks:	Stepbacks:
15' for first 4-5 stories	12' for first 3 stories
15' for next 1-2 stories	12' for next 1-2 stories
30' for next 1-2 stories	Maximum height for remainder



The 10' setback is not sufficient to create a functioning Downtown with a continuous, interconnected network of congenial, pedestrian-oriented streets and public spaces. This was one of the primary goals of the Downtown Master Plan Update.

If implemented, the proposed alternative should be modified to require the exterior wall of the first floor of the building to be 24 feet back from the curbline. This will allow for an arcade/loggia consistent with a continuous, interconnected network of congenial, pedestrian-oriented streets and public spaces.

RESPONSE/RECOMMENDATION:

Retain the setbacks and setbacks on Type B streets as proposed in the PPB in the Ordinance and Pattern Book to be introduced at City Council.

If the alternative proposal is selected, a requirement should be added for a 24 foot setback from the curbline for the exterior wall on the first floor.

ISSUE 14:

Why were minimum Floor-to-Floor Heights not previously addressed?

BACKGROUND:

Minimum floor heights were not addressed in the 1992 Regulations. Floor heights in the 1992 Regulations were left to the market place. Minimum floor heights were not addressed in the Downtown Master Plan Update, the IDG and the PPB.

Floor heights do have a relationship to the quality of buildings. Since the Pattern Book is about improving the quality of buildings in Downtown, it is appropriate to include minimum floor heights. This can be accomplished by amending the "recommended" range for Floor-to-Floor heights on Page. 16 of the PPB as follows:

Recommended Floor-to-Floor Heights	<u>*Minimum</u>	<u>*Maximum</u>
Ground Floor	12' Min.	14' — 18'
Residential Floors	9'8" Min.	11' — 13'
Office/Commercial	12' Min.	13' — 15'

***A special allowance process may be used for consideration of exceptions to minimum and maximum heights.**

RESPONSE/RECOMMENDATION:

Incorporate the revised table above in the Ordinance and Pattern Book to be introduced at City Council.

ISSUE 15:

There is no definition of curblines and the measurement of setbacks is based on the curblines. Is the curblines the current curblines or the curblines at future road right-of-way (ROW) buildout? (Deputy Mayor Haynie)

BACKGROUND:

Curblines are diagrammatically illustrated, but not clearly defined, in the PPB. To correct this issue the following definition is provided:

“Curblines” means the line formed by the outer surface of the curb closest to the property line existing at the time of completion of an IDA project, exclusive of any parking, pedestrian, or landscape bulbouts (In areas where no curb is required, it is the edge of the cartway or road surface of finished design).”

The intent of this definition is that a project should look and be complete in terms of setbacks at completion of construction and not dependent on future roadwork. Current roadway widths in the Downtown area are those expected at full development under the Downtown Development of Regional Impact.

RESPONSE/RECOMMENDATION:

Incorporate the definition of Curblines in the Ordinance and Pattern Book to be introduced at City Council.

Glossary of Terms

1992 Design Guidelines The regulations adopted by the Boca Raton City Council on October 13, 1992 as Ordinance No. 4035 amending the Downtown Development Order.

Architectural Bay A vertical division of a building's exterior, as marked by openings, projections, roofs, windows, columns, and architectural elements.

Architectural Opportunity Zone A zone that allows for massing articulation and architectural expression outside of the basic building envelope established by setbacks, stepbacks, and height limitations.

Articulation The ordering of a building's facade or massing into distinct divisions, parts, and/or geometries.

Base The first two floors of a building between the ground plane and the top of the second story.

Building Envelope The limits established by setbacks, stepbacks, and height requirements, within which a building may be constructed.

Curbline The line coincident with the face of the street curb adjacent to the roadway, excluding parking bulbouts. (In areas where no curb is required, it is the edge of the cartway or road surface.)

Facade (also Street Facade) Principal exterior face of a building or series of buildings facing a public way or space.



FAR Floor Area Ratio; the gross floor area of the building or buildings on a site divided by the site area.

Footprint The total area defined by the maximum horizontal section of a building's conditioned spaces projected to the ground plane.

Height The vertical distance from the established grade at the center of the front of the building to the highest point of the roof surface if a flat roof, and to the mean heights level between eaves and ridges for

ISSUE 16:

Glossary defines Building Footprint and Footprint; it needs to be clarified. (Council Member Majhess)

BACKGROUND:

Inadvertently the PPB contained two definitions related to footprint:

Building Footprint The area of a structure from the most exterior walls projected to the ground.

Footprint The maximum horizontal section of a building's conditioned spaces.

Duplicate definitions should be eliminated. After review the definition of footprint should be revised as follows:

Footprint The total area defined by the maximum horizontal section of a building's conditioned spaces projected to the ground plane.

RESPONSE/RECOMMENDATION:

Incorporate the definition of Footprint above in the Ordinance and Pattern Book to be introduced at City Council.

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Height The vertical distance from the established grade at the center of the front of the building to the highest point of the roof surface if a flat roof, and to the mean heights level between eaves and ridges for

ISSUE 17:

Define "½ Block" (Page. 16) (Staff)

BACKGROUND:

The PPB did not define "½ Block". In addition, in reviewing the ½ Block issue it became clear the PPB did not adequately address full block and large parcel. The attached pages resolve these issues and address ½ Block, Full Block and Conglomerate (large) parcels.

RESPONSE/RECOMMENDATION:

Incorporate the attached pages addressing the ½ Block and related issues in the Ordinance and Pattern Book to be introduced at City Council.

Parcel Types



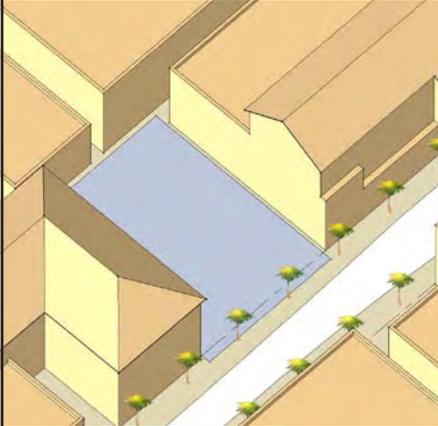
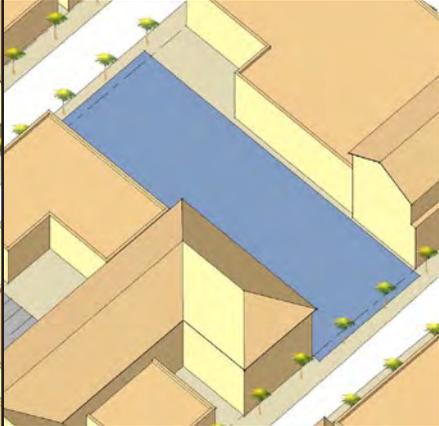
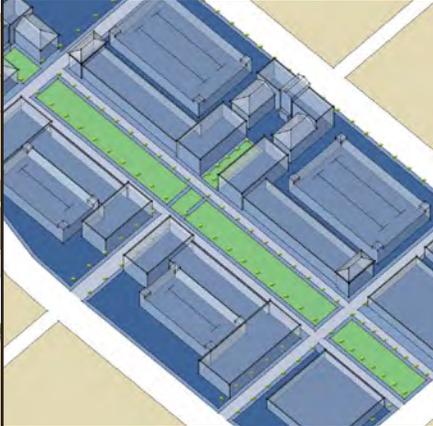
Like many cities in America, the City of Boca Raton has grown and changed over time. In a close look at the parcelization map of Downtown Boca Raton, it is clear that the City has aggregated parcels over time, thus creating a great discrepancy of lot size across downtown. The objective of this Pattern Book is to allow Downtown Boca Raton to continue to evolve as a whole place. Thus, understanding how the challenges and the characteristics of these unique parcel types is key to the growth of Boca Raton as a place that works for the pedestrians, bicycles, cars, and transit.

Boca Raton has three principal types of lots: Conglomerate, Street-to-street, and half-block parcels. All of the parcel types vary greatly in scale. The largest of these are “conglomerate” parcels. These parcels have been assembled over time. The projects that have been, or will be, designed for these parcels

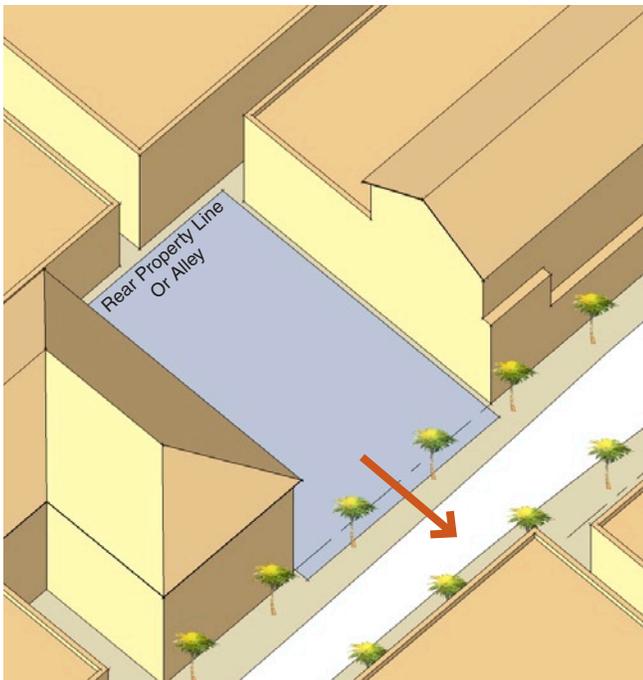
represent several city blocks of development. In the development of these parcels, in many cases, streets, open spaces and paseos must be developed as public spaces that fit into the context of Downtown Boca Raton.

Another type of parcel are “street-to-street” parcels. In this case, the parcels generally span across the width of an entire city block, thus requiring a minimum of two building ‘front’ elevations. On these parcels, a designer design a building that addresses the context of two or more street conditions.

The third type, “half-block” parcels, are typically the smallest parcels in Downtown Boca Raton. These parcels front a street, but back up to property line or an alley. Prioritizing public access over vehicular access is critical.

Half-Block	Street-to-Street	Conglomerate
		
<p>A parcel that spans from the street ROW to a clear mid-block split such as an alley or property line.</p>	<p>A parcel that spans from one street ROW to another.</p>	<p>A (generally) larger parcel that is often an aggregation of smaller regular parcels.</p>

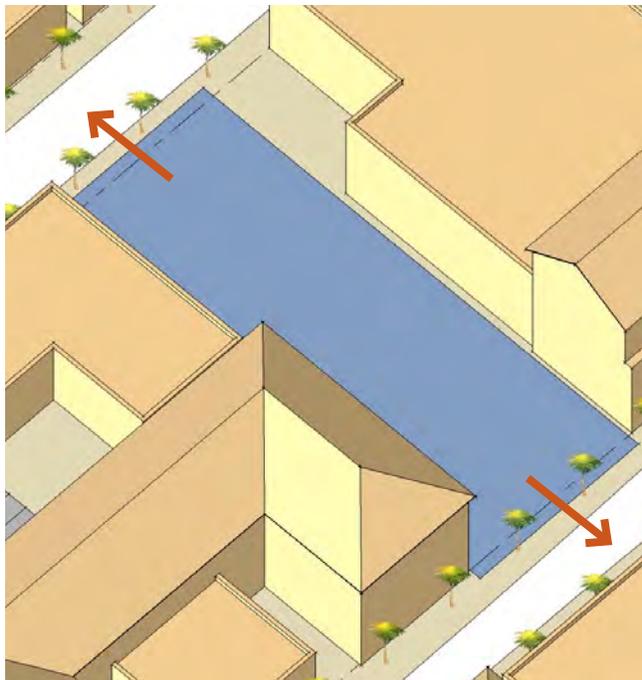
Half-Block Parcels



Notes

- Typical Depth: Approximately 100'
- Typical Width: Approximately 50'
- In the case of no alley access, coordinate the pedestrian and vehicle access for a safe pedestrian environment.
- In the case of a corner condition, locate the vehicle access on the street that has least amount of pedestrian traffic.
- See Street Types for Setback and Stepback Requirements

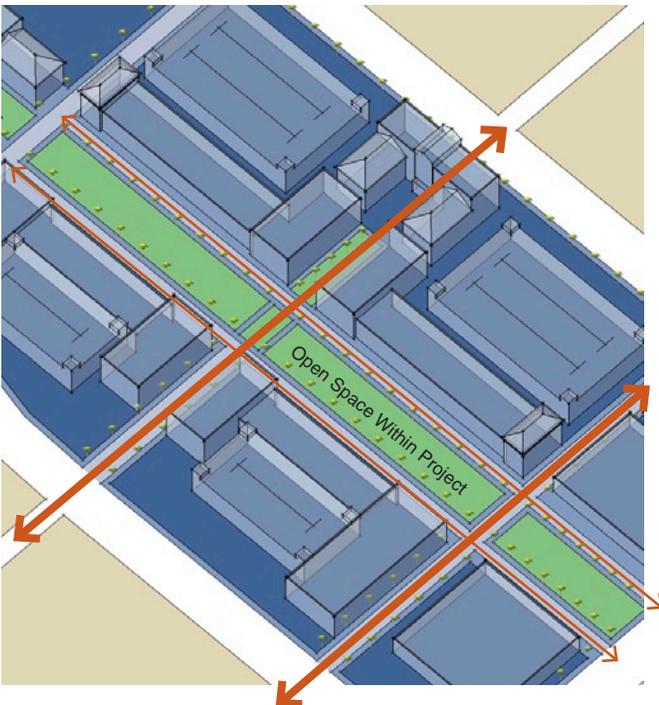
Street-to-Street Parcels



Notes

- Typical Depth: Varies
- Typical Width: Varies
- Shape Varies
- Locate the vehicle access on the street that has least amount of pedestrian traffic.
- Consider facade design with the adjacent, neighboring buildings.
- See Street Types for Setback and Stepback Requirements

Conglomerate Parcels



Notes

- Typical Depth: Varies
- Typical Width: Varies
- Typically larger in size than one city block.
- Align new streets, open spaces and paseos with those outside the project area wherever possible.
- In the design process, create redevelopment 'blocks' for buildings with streets and pedestrian paseos in the spirit of the Pattern Book.
- Buildings should respond to pedestrian and vehicular patterns in a coordinated manner.
- Setbacks, stepbacks, street and paseo widths within the project area are subject to approval through the design review process.

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Base The first two floors of a building between the ground plane and the top of the second story.

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Facade (also Street Facade) Principal exterior face of a building or series of buildings facing a public way or space.

FAR Floor Area Ratio; the gross floor area of the building or buildings on a site divided by the site area.

Footprint The total area defined by the maximum horizontal section of a building's conditioned spaces projected to the ground plane.

Half-Block Parcel A parcel that extends from the street right-of-way to a clear mid-block division such as a property line or alley right-of-way.

ISSUE 18:

The preservation of historic buildings should be encouraged and provided for in the Pattern Book.

BACKGROUND:

The PPB does not contain a mechanism to encourage the preservation of historic building in the Downtown. A simple way to do this is to allow owners to count the land under the footprint of historic buildings as part of required open space. This simple provision is implemented on the attached sheet.

RESPONSE/RECOMMENDATION:

Incorporate the provision that provides a mechanism to encourage the preservation of historic buildings in the Ordinance and Pattern Book to be introduced at City Council.

ISSUE 19:

Limited and outdated Architectural Guidelines and Exhibits and related language in the 1992 Regulations dating back to 1988 do not provide adequate architectural guidance to designers with respect to what is desired in the Downtown Area. (Staff)

BACKGROUND:

The Architectural Guidelines in the 1992 Development Order date back to the Original Development Order in 1988. These Guidelines were developed over a few months and the exhibits were cobbled together based upon available photographs. The basic concept behind the 1992 Architectural Guideline was for designers to employ “creative reinterpretations of the Mizner tradition as opposed to a literal copy of Mizner's work.” This concept has been much more fully developed as “Mizneresque Architecture” in the PPB. It would be a both a mistake and a disservice to future architectural designers in Downtown not to update the 1992 Architectural Guidelines based on insights gained in the PPB process.

Attached are revised 1992 Architectural Guidelines in strike-through/underline format and Exhibits. These Exhibits are followed by the Exhibits that would be deleted.

RESPONSE/RECOMMENDATION:

Incorporate the revised 1992 Architectural Guidelines in the Ordinance and Pattern Book to be introduced at City Council.

Amendment to 1992 Development Order

Architectural Design

The 1992 Development Order, as amended, is hereby revised by modifying Section 2 Paragraph (4)(f) as follows:

* * *

(f) Architectural Design.

1. It is the intent of this amended Development Order to ensure that the development of Downtown Boca Raton is carried out in accordance with a harmonious architectural environment. In order to achieve this intent, all development in Downtown Boca Raton shall comply with the following:

a. All development is encouraged to use the fundamental concepts which are found in the architecture of Addison Mizner as a principal design influence (Mizneresque Architecture) which are illustrated in Exhibit J. These concepts, are expanded and further illustrated in Exhibits ~~J, K, L, and M, N, O, and P,~~ and include:

The creation of pedestrian-scaled buildings through the use of building massing, articulation, varied roof-scapes, ornamentation and color (Exhibits J and K);

The linkage of landscaped exterior open spaces (courtyards, loggias, arcades and plazas) to buildings and adjacent sites resulting in the creation of a harmonious interconnected network of congenial, pedestrian-oriented linkages and public spaces in the Downtown (Exhibits L and K Building Base);

The creation of sustainable development in recognition of the South Florida climate which should influence building shape and orientation, nature of roofs and overhangs, and the location and size of windows (Exhibit M);

The use of smooth and textured stucco, clay tile roofing, painted window frames, stucco mouldings, masonry garden walls, ~~and~~ wood trellis members and appropriate use of tower elements; and prime examples of these concepts are found in Mizner's Worth Avenue development in the Town of Palm Beach, ~~and~~ in the Mediterranean style of the Boca Raton Hotel and in Downtown in such projects as 200 East Palmetto Park Road and Mizner Park.

b. Development designers should employ creative reinterpretations of the Mizner tradition as opposed to literal copy of Mizner's work, examples of which are the Police Station of the City of Boca Raton, Sanborn Square, Mizner Court, 200 East Palmetto Park Road, and Mizner Park.

c. All development in Downtown Boca Raton shall contribute to the creation of a pedestrian-oriented downtown by providing the following:

Emphasis on the buildings' street facades as major elements of the overall streetscape (Exhibit K Building Base); and

Recognition of the scale and character of adjacent structures or developments, including continuation of existing facade treatment or expression lines, and the use of similar finish materials.

d. The principles set out above and the following guidelines are not intended to limit quality architecture, but to establish a meaningful guide for quality development and redevelopment in Downtown Boca Raton.

2. Each parcel proposed for development shall maintain the following percentages of the parcel as open space and no structures or buildings other than landscape features, fountains, benches, arcades and objects of art shall be located within the open space area:

15%, if the building is less than thirty-five (35) feet in height; and

for each foot of height above thirty-five (35) feet, up to seventy-five (75) feet, 15% open space plus 1% for every 1.6 feet of height above thirty-five (35) feet; and 40%, if the building is greater than seventy-five (75) feet.

3. At least sixty-five percent (65%) of the required open space shall be open and uncovered from the ground to the sky. Up to thirty-five percent (35%) may be arcades, colonnades, areas under exposed balconies, areas under exposed stairwells, areas under canopies and areas under pedestrian bridges.

4. Archways similar to those examples included in Exhibit K P shall be encouraged as a motif for windows and openings.

5. Street level architectural treatment reminiscent of Addison Mizner, including colonnades, arcades, awnings, and other shade-producing elements should be provided along all pedestrian street frontages, consistent with the examples in Exhibits K and L Q.

6. Pedestrian-orientated frontages shall be integrated with adjacent properties which have also provided pedestrian-orientated buildings. See Exhibits K and L P for examples of this standard.

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Exhibit J

Mizneresque Architecture

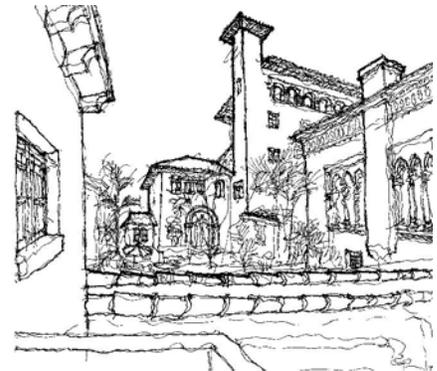
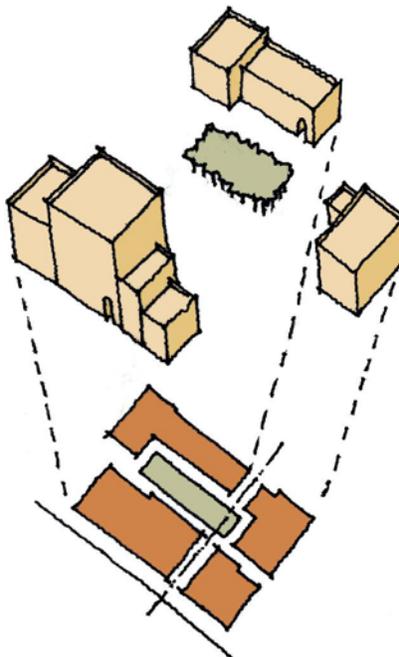
Addison Mizner's architecture in Boca Raton illustrates a successful combination of strong urban and architectural design elements. These design elements are not necessarily style specific but provide designers and architects with a model applicable to a variety of contemporary pedestrian environments in South Florida.

These pages illustrate the essential elements of Mizneresque architecture. Mizner's architectural elements, combined with his urban design principles, create open and congenial street facades with shop fronts, loggias, and arcades. Mizneresque massing results in building ensembles that appear more like villages than large singular structures. Mizner designed a series of buildings that vary in scale: from one-story shops to six-story, mixed-use buildings. By creating each ensemble as if it were a village, he made it possible for the buildings to fit comfortably within their context.



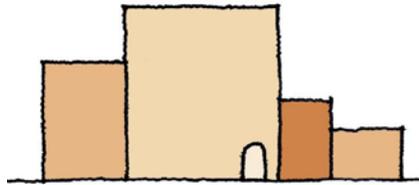
A. Use Building Elements to Create Space

When composing an ensemble of buildings, Mizner shaped the buildings to create human-scaled spaces of varied shape and character. The spaces were often connected via paseos and loggias.



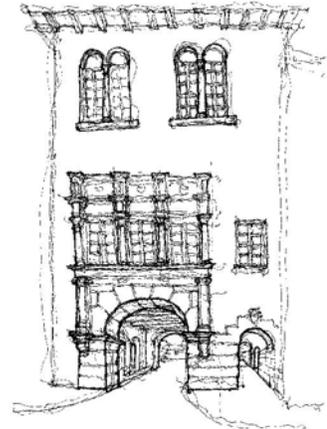
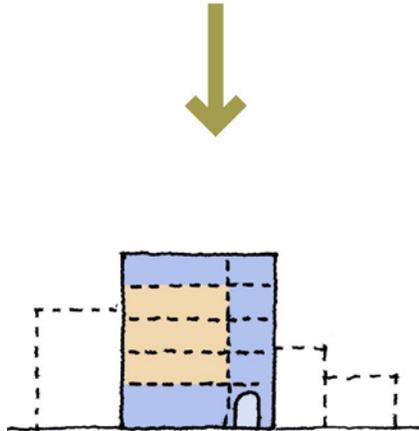
B. Compose Projects into Multiple Individual Buildings of Varied Height

Although Mizner designed some projects of considerable size, he composed such projects into multiple buildings that would reinforce a human scale. The resulting buildings create a varied, attractive skyline.



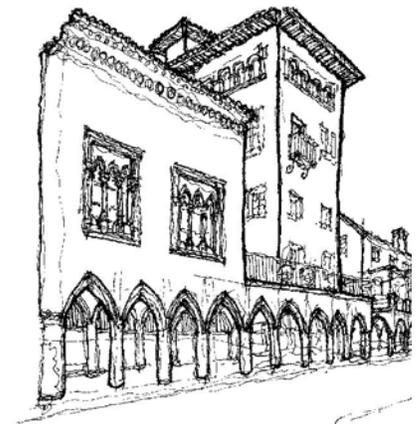
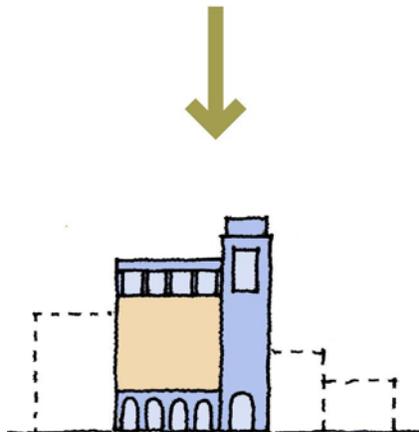
C. Highlight Building Base, Top, and Entry

Mizner focused his design energies in areas critical to comfortable, human environments. The building base and entry are detailed to increase the richness of the pedestrian experience. The top is detailed to represent human habitation, in order to improve pedestrian scale and add interest to the building's skyline.



D. Compose Facades with a Combination of Horizontal and Vertical Emphasis

Mizner created horizontal emphasis to reinforce pedestrian scale. Vertical elements are used to create landmark elements and further enhance the skyline.



Mizneresque Massing

The *massing* of a building is important from both an urban design and architectural standpoint. Massing indicates how the building is organized, where special features occur, and how it relates to its surroundings.



Varied massing and use of projections organize Mizner's buildings



Worth Avenue, view of Via Mizner



Buildings of various architectural styles that all exhibit massing principles.

Assembly and Facade Composition

Mizner’s architecture embodies a playfulness and attention to detail from the base of a building all the way to the top and from one end of a facade to the other. In the context of current development practices, there is considerable need to vary facades through the articulation of building elements and horizontal and vertical facade design variation.

Facade composition and variation is dependent on active uses. Parking garages must be shielded from public view by active uses where ever possible. Where necessary, parking garages must be screened with architectural treatment. Internal parking garage lighting must be shielded from the public realm.



Substantial repetition of architectural elements does not contribute to Mizner’s picturesque vision for Boca Raton and does not contribute to a distinguished sense of place.



The RAM project submission shows considerable variation in architectural elements both vertically and horizontally.

Create Multiple Buildings and Facades

A recognizable feature of notable cities, towns, and neighborhoods is a cadence of building *facades*, when smaller buildings are lined up to create a continuous *street facade*. One of the distinguishing characteristics of Mizner’s architecture is the picturesque manner in which he designed building facades to create this cadence by using a collection of well-composed, regular bays. Taking a similar approach for new development will provide the diversity necessary for lively and active streetscapes.

All street-facing building *facades* must be divided into *architectural bays*. An *architectural bay* is defined as a vertical division of the exterior of a building marked not by walls but by doors, windows, projections, roof compartments, etc.

Each building façade along any street-facing building should be articulated differently from adjacent facades by substantially different colors, details and/or materials. Structured parking must be enclosed by architectural screening that is coordinated with the overall design of the building.



Addison Mizner’s architectural bays



Image supplied by RLC Architects

Elevation view of a well-composed facade with a clear rhythm of architectural bays and varied facade depth



Image supplied by RLC Architects

Series of buildings with clear facades and bays organized around an open space



Image supplied by RLC Architects

Examples of successful architectural bays and building facades

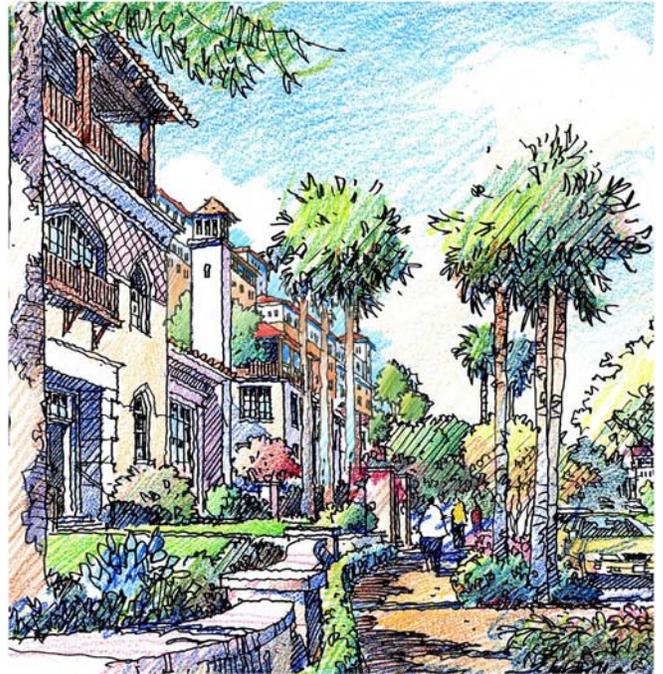
Exhibit K

Articulate the Building Mass

The articulation of a building's *mass* provides a sense of human scale, reinforces the rhythm of *architectural bays*, and adds visual interest to the overall composition. Buildings are typically organized into three distinct sections: *skyline*, *midsection*, and *base*. The following section highlights common building elements and their appropriate vertical organization.

As illustrated by Addison Mizner's architecture, large-scale buildings and small-scale buildings should work together as an ensemble. Building coordination is achieved through the use of common architectural design features and human-scale features; these common building elements are part of the recipe for exceptional town environments.

Certain elements in this section, including balconies, trellises, and loggias, contribute to sustainable building by increasing energy efficiency and climatic comfort for pedestrians and building inhabitants.



Illustrations depicting urban rooms created by the articulation of a building's skyline, midsection, and pedestrian-friendly base

Building Base

The building *base* is the space between the ground plane and the top of the second story. This area of the building has the greatest impact on the pedestrian realm. A building's base must be designed with the greatest care and focus on quality materials so that it may support an active, pleasant pedestrian experience.

This section includes sustainable building attributes, including the use of building shading with architectural features and comfortable outdoor spaces.

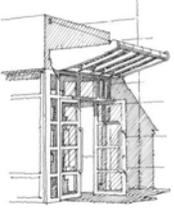
Primary building entrances must generally be located on the ground floor adjacent to active pedestrian spaces. Architectural and landscape elements should be included to provide shade for pedestrians.



Image supplied by RLC Architects

Perspective of new development with the building's base indicated

Building Base Elements Summary



Doors and Openings

- Must be prevalent along pedestrian corridors, resulting in an inviting street level
- Convenient access for building users is often a key ingredient to the success of a development



Loggias and Arcades

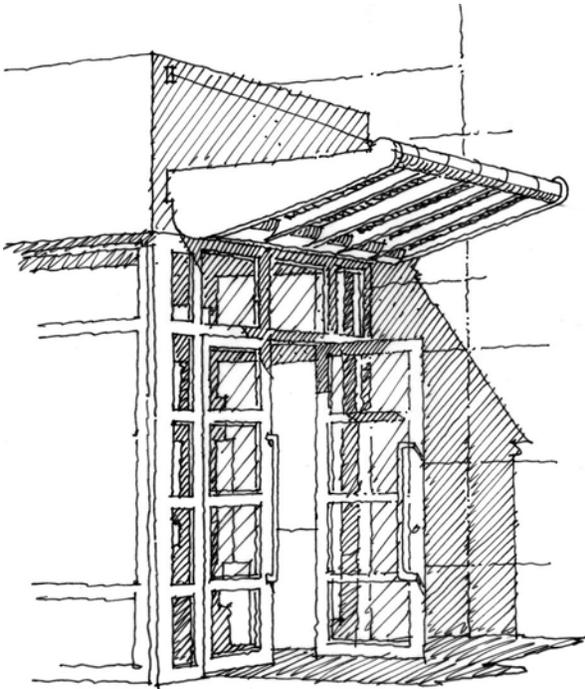
- Heat and frequent rain showers of the region make loggias and arcades a welcome addition to public frontage
- Numerous local precedents of loggias and arcades can be found in a variety of architectural styles.



Retail Frontages

- Critical to a downtown district
- Require a delicate sense of scale, proportion, composition, color, and location in order to maximize visibility and maintain street harmony.

Base Elements: Doors and Openings



In the development of a walkable downtown, it is essential that projects include well-designed and properly located openings to encourage pedestrian traffic. Alignment of entrances must be coordinated between important features, open space, and primary approaches. Any *facade* along a public frontage should include active uses and corresponding doors and openings.

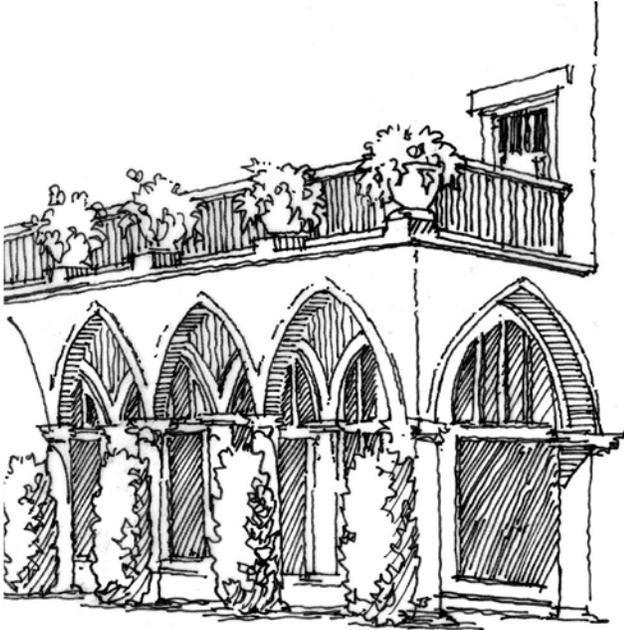
Essential Attributes

Doors and openings shall be clearly marked with inviting architectural elements.





Base Elements: Loggias and Arcades



Loggias and arcades can transform public frontages into comfortable spaces regardless of the season. Their benefits are so significant that they have become a common element throughout Boca Raton and the rest of Florida. Individual properties benefit by including loggias and arcades, and when they are linked to adjacent properties, the entire frontage benefits. The importance of the ground floor is often indicated by double height loggias or arcades, allowing for generous natural light and shelter from the rain.

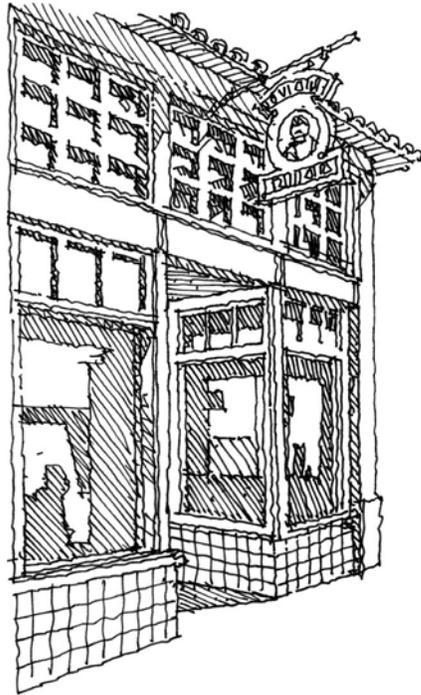
This shading from direct sunlight helps prevent excessive solar heat gain while providing pedestrians with a comfortable walking environment.

Essential Attributes

Loggias and arcades shall connect in a meaningful way with pedestrian pathways and open space on adjacent properties and within the project boundary.



Base Elements: Retail Frontages



The design of retail frontage influences how passers-by perceive a business and the building that houses it. Attractive and welcoming storefronts generate more business and can improve the exposure of surrounding properties to potential customers and clients. Design considerations will vary according to retail type, but in any situation storefronts must be well proportioned, properly scaled, and highly visible.

Essential Attributes

Retail frontages shall maximize glass use while maintaining a pedestrian scale and proportion. Egress doors shall be set back from public facades so as not to obstruct pedestrian travel.

Signage should contribute to the public realm by being attractive, appropriately-scaled and pedestrian oriented. Larger projects consisting of multiple tenants or storefronts should avoid the use of a single style of signage throughout.



Midsection and Common Elements

The *midsection* is the main body of the building. It is generally planar but the facade must be accentuated by balconies and windows of human scale. While midsection only applies to buildings over four stories tall, the midsection elements described here often also appear in a building's *skyline* and *base*.

Windows shall be appropriately scaled to one another and to the building as a whole. Materials must be consistent with the architectural style of the building. Mirrored glass is not permitted. However, spectrally selective Low-E glass (with a minimal reflectance of visible light) is permitted.

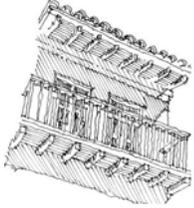


Image supplied by RLC Architects

Perspective of new development with the building's midsection indicated

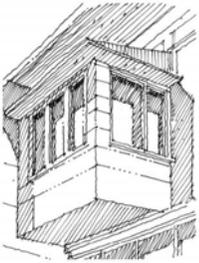
Midsection Elements Summary

Loggias and Balconies



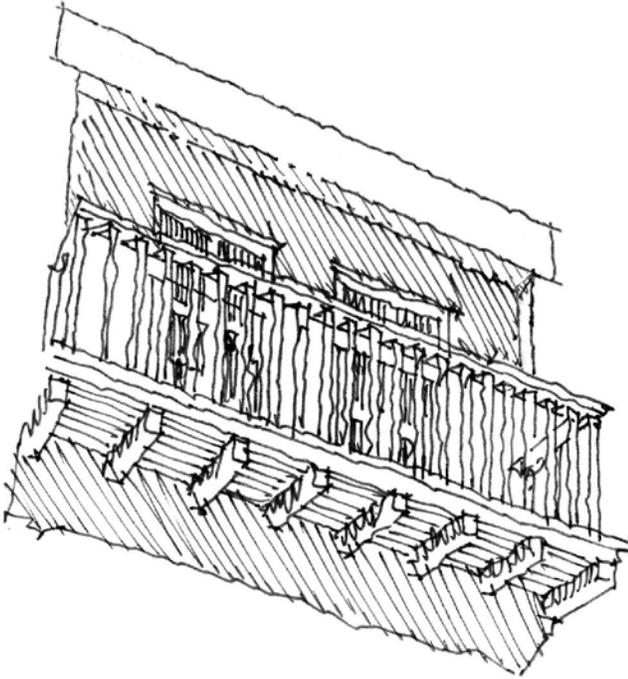
- . Practical benefits of shade and breezes
- . Contribute to effective building composition
- . Help establish a human scale at upper floors
- . Connect building occupants to the outdoors and provide a sense of habitation when viewed from the street

Windows



- . Pattern of windows in the midsection is generally the clearest indication of a building's structural bays and the functional organization within
- . Diversity of available window types (single, ganged, boxed, curtain wall) allows for great variation in building facades

Midsection Elements: Loggias and Balconies



Loggias and balconies are a key component in the organization of building facades and these elements become more important as the number of building stories increases. Depending on their location and number, loggias and balconies increase the sense of horizontal and vertical articulation. When overused, however, they may lose their visual benefits; therefore, they should not be stacked in a monotonous vertical fashion as illustrated in the Section B introduction.

Loggias and balconies can provide shade to windows, openings, and outdoor living spaces, thereby decreasing building heat gain.

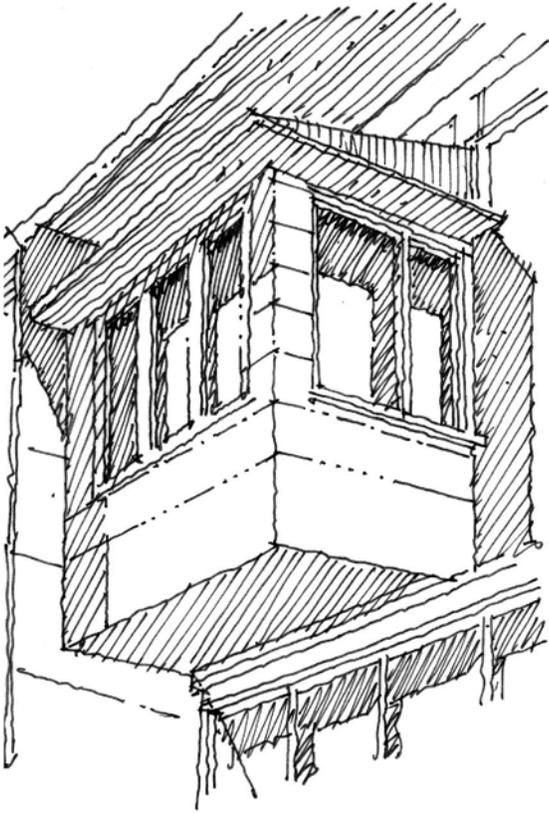
Essential Attributes

A substantial number of loggias and balconies shall be built for practical human use (sitting and standing). Loggias and balconies shall be designed with thoughtful variation vertically and horizontally.





Midsection Elements: Windows



Windows are among the most basic elements of a building, and their application can have dramatically different effects on the appearance of a *facade*. Windows indicate how large a space inside may be; they reinforce the architectural style; and they reveal construction patterns by means of their organization and layout.

Properly designed window patterns can significantly reduce the need for interior lighting. When windows are operable, they can also greatly decrease the need for mechanical ventilation. The use of balconies, loggias, eaves, shade devices, and vegetation should all be considered as means of providing shade and decreasing solar heat gain through windows.

Essential Attributes

Operable windows are encouraged wherever possible. All windows shall be transparent and subdivided with mullions or muntins.



Building Skyline

The *skyline* is the top two floors of a building and its profile as it meets the sky. In Boca Raton, it is important that the skyline be varied, providing a sense of human habitation. The upper floors of a building have the greatest impact on the appearance of a building's mass and its contribution to the city's skyline as a whole. The skylines of Mizner's buildings are recognized for their prominent character and detail.

This section includes sustainable building attributes, including building and window shading critical for comfortable outdoor spaces and indoor units. (All mechanical equipment within the skyline shall comply with the applicable appearance criteria established in Ordinances 2110, 3859 and 5085 [as may be amended]).

Elements and embellishments such as balconies, loggias, and trellises shall be used to indicate human habitation on the upper floors. Mechanical enclosures shall be articulated with architectural features.



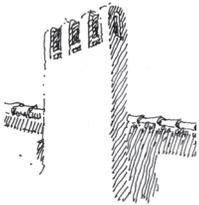
Perspective of new development with the building skyline indicate

Skyline Elements Summary



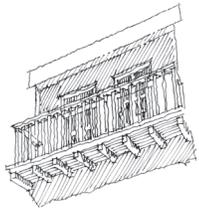
Towers

- Expressively designed elements
- Serve both functional and aesthetic purposes to punctuate the city's skyline
- Useful tools for orientation within the city



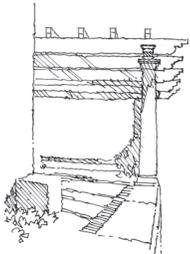
Chimneys

- Functional or aesthetic in nature
- Slender, should compliment towers and other vertical forms
- Use to vent mechanical systems where possible



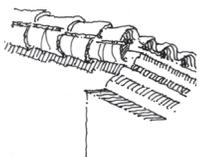
Loggias and Balconies

- Help establish a human scale at upper floors
- Connect building occupants to the outdoors and provide a sense of habitation when viewed from the street



Roof Trellises and Terraces

- Establish visual patterns along a skyline
- Provide shade
- Create space for roof gardens and planters.

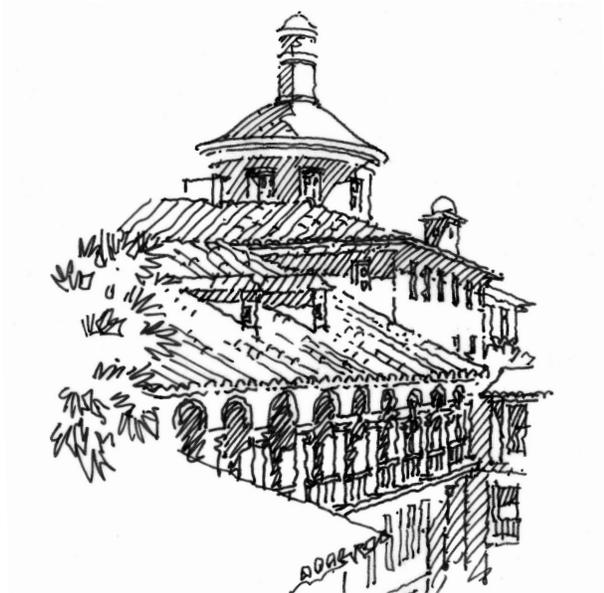


Eaves

- Profiles along the roofline reinforce the stylistic character of a building
- Protects the wall surfaces from rain and harsh sunlight.



Skyline Elements: Towers



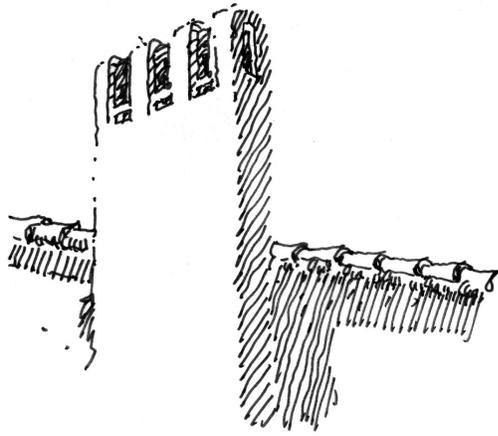
Towers are commonly used to highlight an important location within a building, on a street, or at an intersection. The vertical nature of towers is particularly influential in this region given the featureless topography of the city. Set against lower building elements, towers allow for a dynamic reading of the *skyline* that is currently lacking in Boca Raton. As a practical matter, architectural towers are an effective means of masking otherwise mundane functions such as elevator towers or roof access.

Essential Attributes

Towers shall break the skyline when viewed from street level, thereby suggesting habitation of upper floors.



Skyline Elements: Chimneys



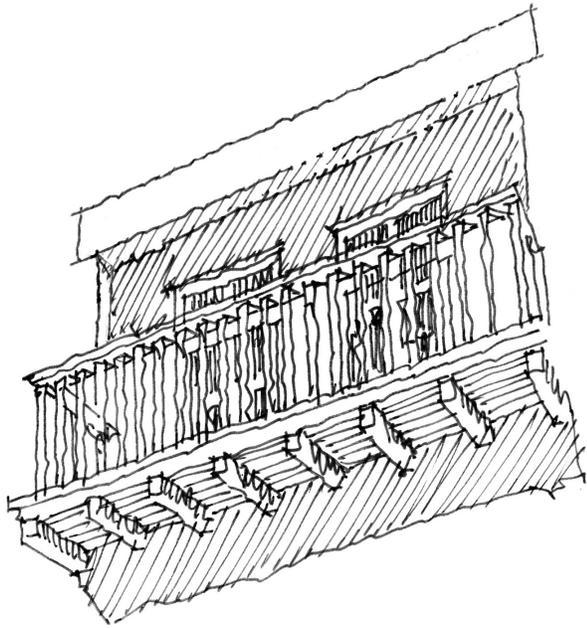
Chimneys are a prevalent feature in most building types, even in warm, coastal climates. They can be used for working fireplaces, ventilation stacks, or to embellish roof forms and building profiles. As unoccupied masses, one advantage to chimneys is that they can rise above the rest of the building form where other elements typically cannot. Chimneys of slender proportion were often employed in Addison Mizner's designs.

Essential Attributes

Chimneys shall break the skyline when viewed from street level, and they shall be constructed using materials and colors that coordinate with the building elements.



Skyline Elements: Loggias and Balconies



Loggias and balconies are ubiquitous along the upper floors of waterfront development for good reason – they allow for excellent views, capture ocean breezes, and provide occupants with easy access to the outside environment. Seen from below, loggias and balconies are an indication that people actively use the spaces above, and their presence indicates the scale of a building when seen from a distance.

Loggias and balconies can also provide shade to windows, openings, and outdoor living spaces, decreasing the amount of building heat gain.

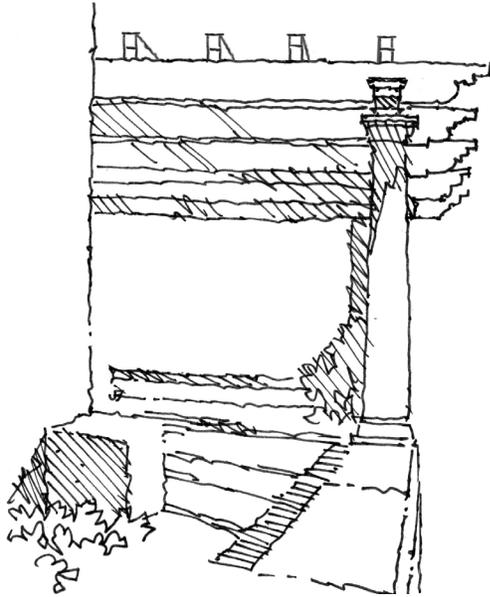
Essential Attributes

A substantial number of loggias and balconies shall be built for practical human use (sitting and standing).





Skyline Elements: Roof Trellises and Terraces



As shade devices and outdoor spaces, roof trellises and terraces make excellent amenities in what otherwise may be unused roof areas. Terraces, like balconies and loggias, allow for convenient access to views and fresh air without increasing the conditioned volume of a development. They can also play a key role in finessing the building mass, thereby improving visual patterns along the skyline.

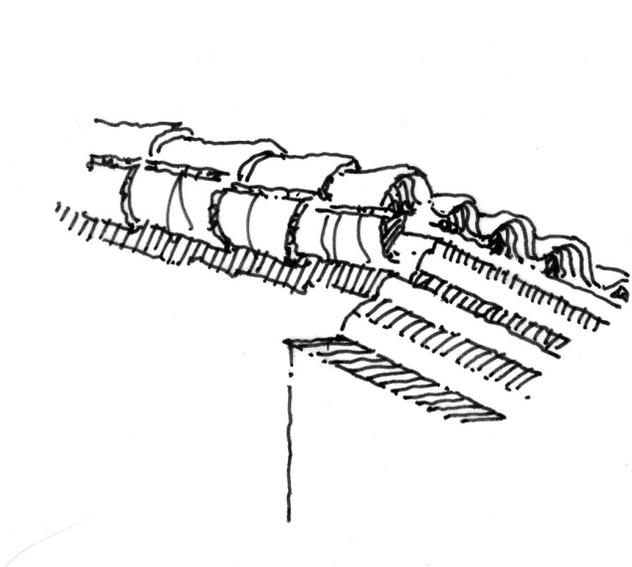
In addition to providing comfortable outdoor rooms, roof trellises and terraces can help shade a building's roof with vegetation or structures and thereby decrease the amount of energy needed to cool a building.

Essential Attributes

Roof trellises and terraces shall suggest human habitation and be of practical human scale. They shall also break the skyline when viewed from street level.



Skyline Elements: Eaves



Practical and expressive, eaves are critical to understanding the architectural style of a building. Their composition may be streamlined to appear as a line or form a repetitive pattern. Typically the exterior eave expression is an indication of a building's structure, but in some instances this relationship is suppressed. The shape, projection, and overall form of an eave creates a shadow pattern that allows a building's *skyline* to appear differently throughout the day. In many circumstances, overhangs protect the building from water intrusion and excessive sunlight.

Essential Attributes

Eaves shall cast shadows and add building detail that is visible from street level.

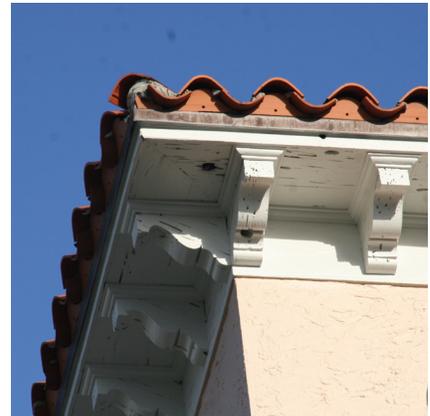


Exhibit L

Create Quality Open Space

Open space is a critical element in the development of urban centers and essential for the overall success of a downtown. Suitable vegetation, covered walks, and pervious paving can dramatically improve the character of a site. A network of well-designed, walkable green spaces has the capacity to transform the pedestrian experience of Boca Raton.

The features of an open space should reflect the uses of a given project. Commercial and retail properties will typically include more hardscape features such as site walls, loggias, and trellises; whereas residential sites focus more on the landscape elements.

All street-level open spaces shall be public in nature, provide ample shade, and allow for comfortable pedestrian circulation.

Landscaping should encourage pedestrian activity and comfort through the creative selection and arrangement of colorful plant species which are appropriate for their location and use.



Public Pedestrian Pathways

Addison Mizner designed excellent pedestrian pathways in his South Florida projects. In both Via Mizner and the Boca Raton Resort and Club, pedestrian networks include lush landscapes and intimately-scaled corridors, comfortable for walking.

Pedestrian connectivity is a key component of development in Downtown Boca Raton. Pedestrian pathways should connect among private and public properties. Between buildings they shall be punctuated with architectural elements and active ground-floor uses, and along green open spaces, pathways shall be shaded with trellises or trees.

These pages illustrate the essential attributes and requirements of public spaces and pathways between buildings necessary for a continuous pedestrian environment.



Public Pathway Requirements

Maximize pedestrian entries and storefront opportunities.

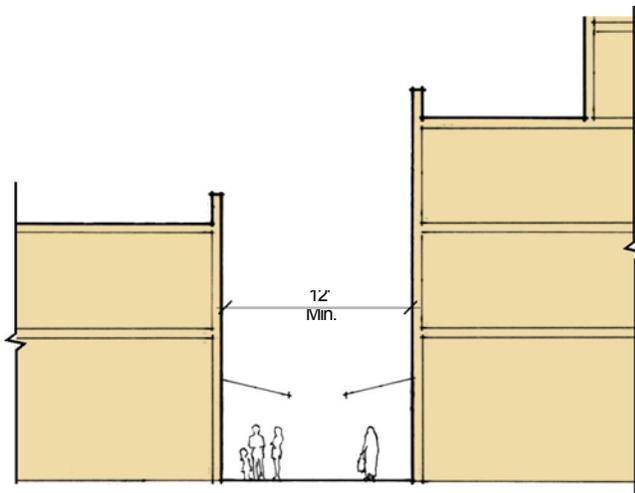
Use seating and public street furniture to create opportunities for gathering.

Walkways must be comfortably-lit at night for pedestrian safety. Multiple soft lights rather than single bright lights are required.

Architectural treatments such as windows, entrances, and/or shopfronts along public ways shall be pedestrian-scaled.

Doors and egress should not obstruct pathways of pedestrian travel.

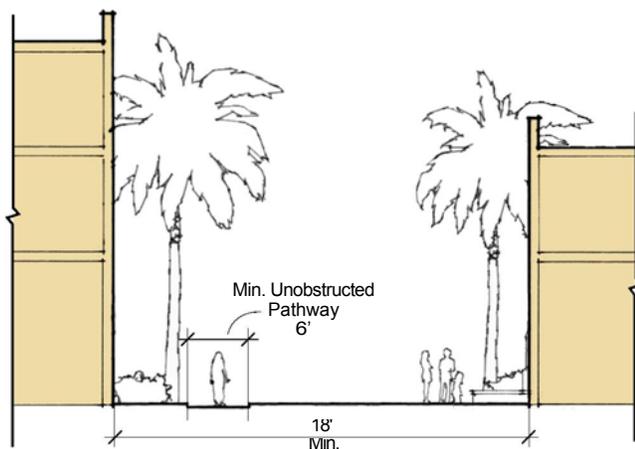
The minimum 6-foot unobstructed pathway and open spaces adjacent to public pedestrian pathways shall encourage pedestrian use consistent with the design guidelines.



Section: commercial pathway



Example of commercial pathway



Section: open space pathway



Example of open space pathway

Exhibit M

Sustainability

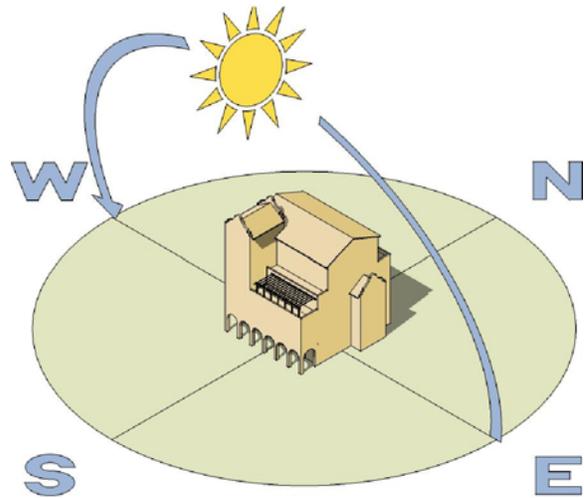
Sustainable development celebrates the connection between the built and natural environment, minimizing the impact of design, construction, and operation on natural resources and creating healthy and comfortable building environments.

Historically, Boca Raton was home to sustainable architecture: many individual buildings were designed with climate and solar orientation in mind. Today, architects and developers can contribute to resource conservation and community health by using strategies for sustainable architecture and design in Downtown Boca Raton.

This *Pattern Book* recommends that buildings seek certification through a standard such as LEED® or an approved equivalent. Additional credits in Section C: Scoring System are available for projects in pursuit of LEED® certification (registered with the GBCITM) or an approved equivalent, or for projects that commit to implementing the principles and practices proposed by Boca Raton's Green Living Task Force.

Considerations for sustainable development

- Solar and wind orientation
- Pedestrian circulation and access, bicycle use, and alternative transportation
- Reuse of stormwater and innovative water use reductions
- On-site renewable energy and green power solutions
- High-efficiency mechanical systems
- Enhanced refrigerant management for air-conditioning systems
- Reused and recycled materials
- Improved indoor environmental quality including: daylighting, views, thermal comfort, operable windows, and low chemical-emitting materials



Understanding solar orientation and environmental patterns is a crucial element to sustainable design.



Traditionally, eaves, balconies, windows, and vegetation were sized and placed to provide shade for the building's exterior, interior, and occupants.

Sustainability Key

A. Roofs

Utilize rooftop renewable power generation and stormwater management to reduce reliance on utilities and infrastructure. Light colored roof materials and green roofs can greatly decrease heat gain.

B. Balconies and Trellis

Utilize architectural devices and plants to shade the building and interior spaces from the sun. This decreases energy use and provides a more comfortable living environment.

C. Windows

Utilize operable windows for natural ventilation, and improved indoor air quality.

D. Loggias

Provide shade and create a comfortable pedestrian environment to promote walking within the Downtown.

E. Front Doors

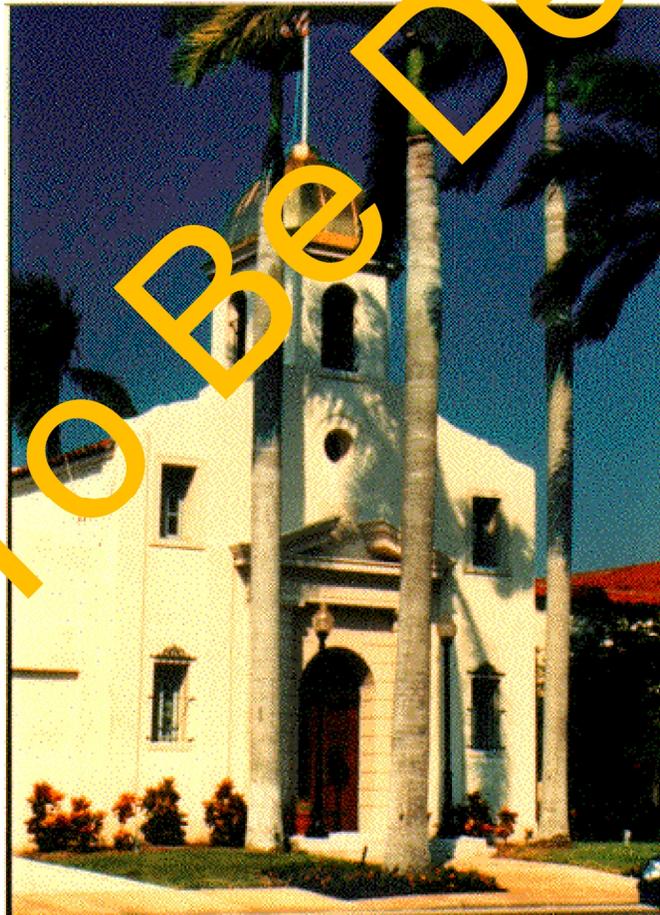
Provide easy pedestrian access to public ways to encourage pedestrian circulation and alternative means of transportation.



This elevation corresponds with the architectural elements in the Sustainability Key.



EXHIBIT J I

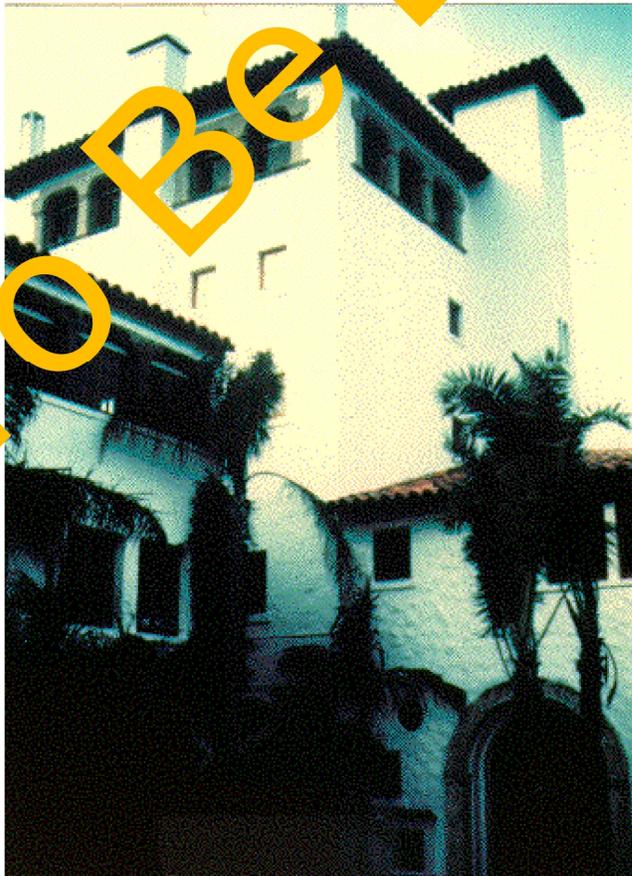


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EXHIBIT J II



EXHIBIT K

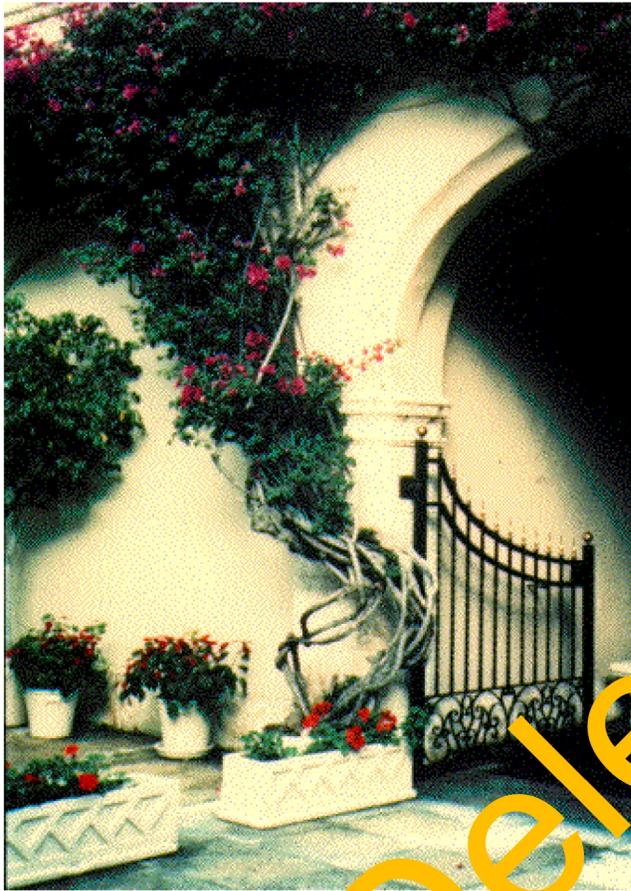


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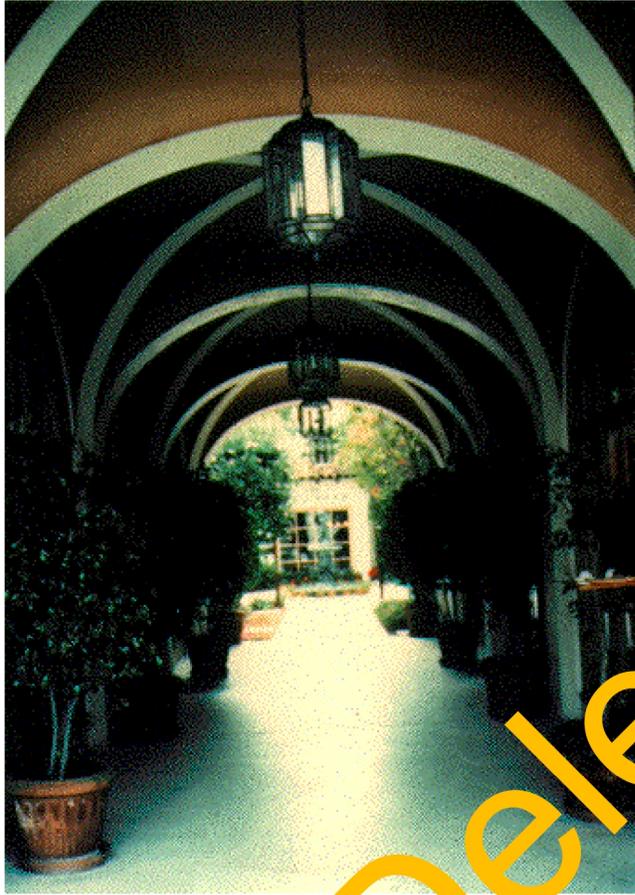


EXHIBIT M



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