

APPENDICES

- A PROPOSED ZONING
ORDINANCE
- B TECHNICAL
SUPPLEMENT

APPENDIX A PROPOSED ZONING ORDINANCE

TABLE OF CONTENTS

| | |
|----|---|
| 2 | Article II: Definitions |
| 2 | Section 2: Terms Defined (Revised) |
| 4 | Article III: Zoning Districts |
| 4 | Section 1: Classes and Symbols (Revised) |
| 4 | Article IV: General Provisions (Revised) |
| 4 | Section 21: Exclusions from Height Limits and Yard Requirements |
| 4 | Section 27: Combination Residential and Non-Residential Buildings |
| 5 | Article XV: Central Commercial - C-3 District |
| 5 | Section 1: Purpose of District (Revised) |
| 5 | Section 2: Use Regulations (Revised) |
| 5 | Section 4: Area (Revised) |
| 5 | Section 5: Yards and Minimum Distance between Residential Buildings (Revised) |
| 6 | Section 6: Height (Revised) |
| 6 | Section 7: Floor Area Ratio (New) |
| 6 | Section 8: Floor Area Premiums (New) |
| 7 | Section 9: Usable Open Space (New) |
| 7 | Article XV-1: Central Commercial - C-3A District (New) |
| 7 | Section 1: Use Regulations |
| 8 | Article XV-2: Central Commercial - C-3B District (New) |
| 8 | Section 1: Use Regulations |
| 9 | Section 2: Limitations on Uses |
| 9 | Section 3: Area |
| 9 | Section 4: Yards and Minimum Distance between Residential Buildings |
| 10 | Section 5: Height |
| 10 | Section 6: Floor Area Ratio |
| 10 | Section 7: Floor Area Premiums |
| 10 | Section 8: Usable Open Space |
| 10 | Article XV-3: Central Commercial Service - C-3C District (New) |
| 11 | Section 1: Use Regulations |
| 11 | Section 2: Limitations on Uses |
| 11 | Section 3: Area |
| 11 | Section 4: Yards and Minimum Distance between Residential Buildings |
| 12 | Section 5: Height |
| 12 | Section 6: Floor Area Ratio |
| 12 | Section 7: Floor Area Premiums |
| 13 | Section 8: Usable Open Space |

| | |
|----|--|
| 13 | Article XV-4: Residential-Office Central Commercial-C-3D District (New) |
| 13 | Section 1: Use Regulations |
| 14 | Section 2: Limitations on Uses |
| 14 | Section 3: Area |
| 14 | Section 4: Yards and Minimum Distance between Residential Buildings |
| 15 | Section 5: Height |
| 15 | Section 6: Floor Area Ratio |
| 15 | Section 7: Floor Area Premiums |
| 16 | Section 8: Usable Open Space |
| 16 | Article XV-5: Mixed Central Commercial - Residential - C-3E District (New) |
| 16 | Section 1: Use Regulations |
| 16 | Section 2: Limitations on Uses |
| 16 | Section 3: Area |
| 16 | Section 4: Yards |
| 17 | Section 5: Height |
| 17 | Section 6: Floor Area Ratio |
| 17 | Article XXIII: Off-Street Parking and Loading |
| 17 | Section 1: Off-Street Parking Required (Revised) |
| 17 | Section 2: Location, Character and Size (Revised) |
| 17 | Section 4: Amount of Off-Street Parking (Revised) |
| 18 | Section 10: Access Restrictions for Off-Street Parking and Loading Facilities (New) |
| 18 | Article XXVI-1: Special Central Business District (New) |
| 18 | Section 1: Purpose and General Provisions |
| 18 | Section 2: Central Business District Plan* |
| 18 | Section 3: Adoption of Design Plans and Parking Policy |
| 20 | Section 4: Landscaped Paths |
| 20 | Section 5: Arcades |
| 21 | Section 6: Waterfront Area Development Controls |
| 22 | Section 7: Building Walls along Certain Street Lines |
| 22 | Section 8: Off-Street Parking in Central Business District |
| 23 | Article XXXII-1: Special Permits (New) |
| 23 | Section 1: Urban Open Spaces |
| 24 | Article XXIV: Signs |
| 24 | Section 4: Signs in the C-1, C-1A, C-2, C-3, C-3A, C-3B, C-3C, C-3D, C-3E, W-R and W-I Districts |

* Provides for:

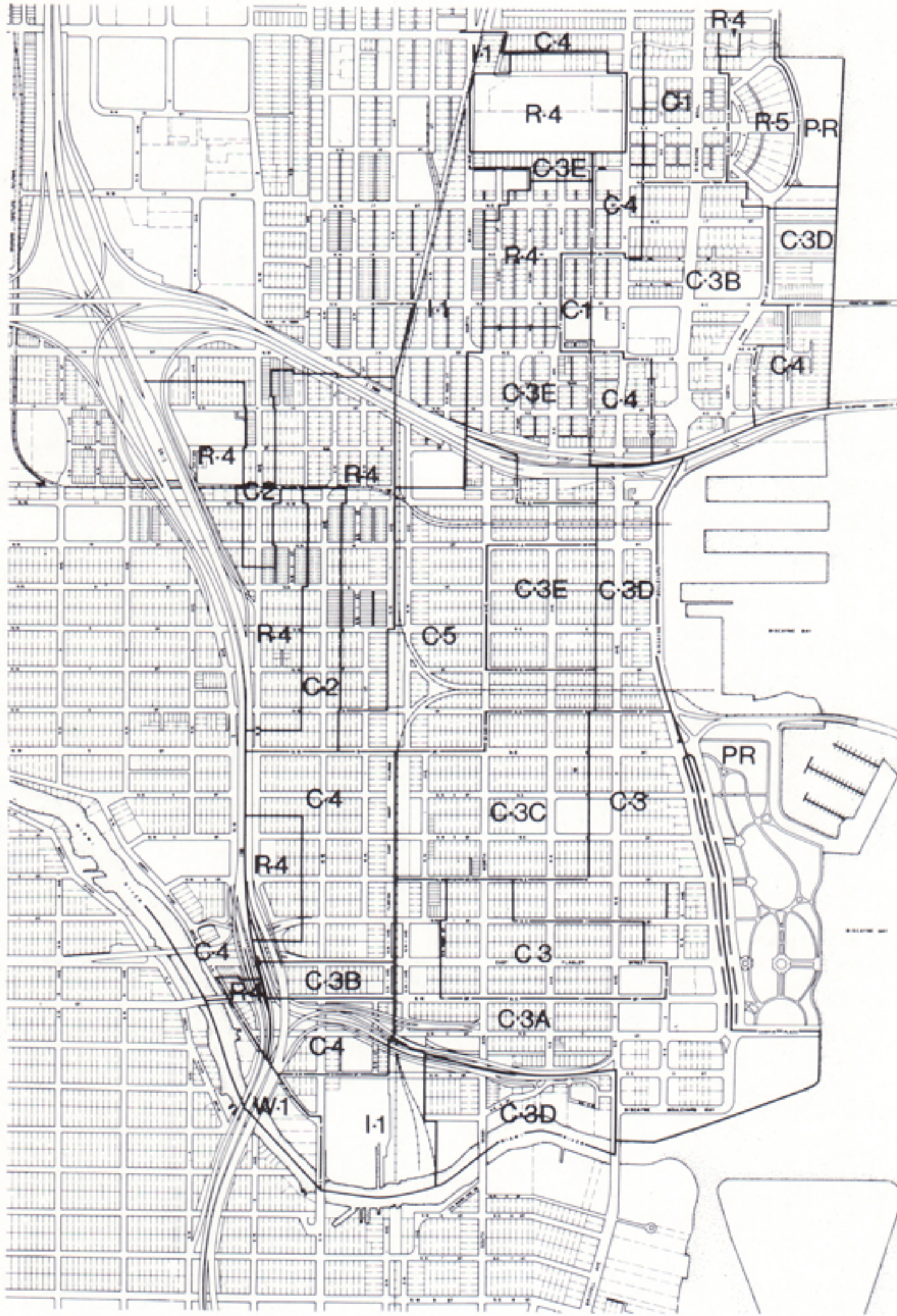
- a) A system of interconnected ground level pedestrian spaces and arcades.
- b) A system of landscaped paths at ground level.
- c) A system of interconnecting upper level pedestrian spaces, rapid transit station plazas, pedestrian ways and bridges and vertical circulation elements.

ARTICLE II: DEFINITIONS

Section 2: Terms Defined

(The provisions which follow are all new.)

- (6-A) **ARCADE**
 For the purpose of this Ordinance an ARCADE is a continuous area open to the street or to an urban open space, which is accessible to the public at all times and conforms to the following requirements:
- (1) It shall adjoin a front lot line or urban open space boundary, extend for the full length of, or a minimum of 100 feet along, such front lot line or urban open space boundary, and at no point be above the level of adjoining public sidewalk or urban open space.
 - (2) It shall be covered by a permanent canopy or part of a building allowing at least 12 feet of headroom.
 - (3) It shall have a minimum depth of eight feet and a maximum creditable depth of 20 feet (for purposes of bonus floor area) measured perpendicular to the front lot line or urban open space boundary.
 - (4) Portions of an arcade that are obstructed by columns, building services or similar features do not qualify as arcade area (for purposes of bonus floor area), but landscaping or works of art may occupy qualified arcade area, provided that a minimum clear width of 6 feet remains for pedestrian circulation along the length of the arcade, and that public access from the street or urban open space is nowhere obstructed for a length of more than 40 feet or for an aggregate length of more than 65 percent of the arcade's total length within the lot. Access openings between obstructions shall not be less than six feet in width. All planting shall be raised and curbed.
- (89-A) **THROUGH BLOCK CONNECTION**
 For the purpose of this Ordinance, a THROUGH BLOCK CONNECTION is a portion of lot which is accessible to the public and provides a pedestrian connection between two streets which are parallel or approximately parallel to each other or between urban open spaces or arcades abutting such streets. It shall be located so that at neither end is it closer than 150' to a street intersecting the street with which it connects. At each of its ends it shall be at the same elevation as the sidewalk, arcade or urban open space which it connects for a distance of at least 25 feet therefrom. A through block connection may be open, covered or enclosed. If open, it shall have a minimum width equal to not less than 1/6 of the height of the highest abutting wall within 30' of its center line or 30 feet whichever is more. If covered or enclosed, it shall have a minimum width of 20 feet. Columns, lighting standards, vertical circulation elements, plantings, ornamental fountains, sculptures, displays, kiosks or open cafes are permitted obstructions at the pedestrian level,



PROPOSED ZONING MAP

— District Boundary
 C-1 District Designation



provided that a continuous way not less than 15 feet wide remains free of obstructions and available for unimpeded pedestrian circulation. The ceiling height of a covered or enclosed through block connection shall at no point be less than 20 feet above the walking surface. Pedestrian bridges, balconies or mezzanines are permitted overhead obstructions provided that they do not cover in the aggregate more than 15 percent of the area of the through block connection.

* * *

(91-B) URBAN OPEN SPACE

For the purpose of this Ordinance, an urban open space is a landscaped public open area which conforms to the following requirements:

- (1) Is accessible to the public at all times.
- (2) Extends along a street line for a length of at least 30 feet and is directly accessible from the public sidewalk for a length of at least 30 feet, or is directly connected by an entrance at least 10 feet wide with an upper level pedestrian way designated as such on the Special District Plan as set forth in Article XXVI-1 and provided in accordance therewith.
- (3) Has a least horizontal dimension of not less than 30 feet.
- (4) Is not more than three feet above or below the level of the public sidewalk which it adjoins or the level of the upper level pedestrian way with which it connects.
- (5) Is landscaped with trees, shrubs or other plant materials and may include cafe furniture, sculpture, fountains or similar features, provided that the surface area occupied by such planting or features does not exceed two-thirds of the area of the urban open space and that the balance of the urban open space area is suitable for walking, sitting and similar pursuits.

* * *

(In the provisions which follow, matter underlined _____ is new.)

(93-A) USABLE OPEN SPACE (ORD. 7508)

For the purpose of this Ordinance, USABLE OPEN SPACE shall mean outdoor area, excluding parking and other service areas, which is utilized for outdoor living, recreation or landscaping and which is open and unobstructed from its lowest level to the sky except for roof overhangs not in excess of three (3) feet. All open space shall be accessible to, and usable by, all residents residing on the lot. USABLE OPEN SPACE may include areas at the ground level and/or on roofs, decks and balconies, provided that such areas meet other criteria set forth in this definition. The minimum dimension for USABLE OPEN SPACE at the ground level shall be ten (10) feet and the minimum area shall be one hundred

(100) square feet. The minimum dimensions for USABLE OPEN SPACE located on roofs or decks shall be twenty (20) feet and the minimum area shall be four hundred (400) square feet. Except as otherwise provided for the C-3, C-3A, C-3B, C-3C and C-3D Districts, at least one-half of the required USABLE OPEN SPACE shall be at the ground level. Not more than twenty (20) percent of the required open space shall be on roof balcony or deck area that is above twenty-five (25) feet in height.

* * *

(In the provisions which follow, matter underlined _____ is new.)

ARTICLE III: ZONING DISTRICTS

Section 1: Classes and Symbols

* * *

| | |
|-------------|--|
| C-3 | Central Commercial |
| <u>C-3A</u> | <u>Central Commercial</u> |
| <u>C-3B</u> | <u>Central Commercial</u> |
| <u>C-3C</u> | <u>Central Commercial Service</u> |
| <u>C-3D</u> | <u>Residential—Office Central Commercial</u> |
| <u>C-3E</u> | <u>Mixed Central Commercial—Residential</u> |
| C-4 | General Commercial |

* * *

(In the provisions which follow, matter underlined _____ is new; matter in brackets [] is old, to be deleted.)

ARTICLE IV: GENERAL PROVISIONS

* * *

Section 21: Exclusions from Height Limits and Yard Requirements

* * *

- (2) YARD REQUIREMENTS
In the "C-3" and "C-3A" (Central Commercial) [District] Districts, hotels and motels shall be excluded from the yard requirements for residential buildings. Hotels and motels shall comply with [those yard requirements as set forth by other laws or Ordinances] the yard requirements for non-residential uses in such Districts.

* * *

Section 27: Combination Residential and Non-Residential Buildings (Ord. 7508)

The following regulations shall apply to any building containing both a residential and a non-residential use:

* * *

- (3) The provisions of paragraphs (1) and (2) of this Section shall not apply to apartments, hotels and motels in the C-3, C-3A, C-3B, C-3C and C-3D Districts.

* * *

(In the provisions which follow, matter underlined _____ is new, matter in brackets [] is old, to be deleted.)

ARTICLE XV: CENTRAL COMMERCIAL - C-3 DISTRICT

The following regulations shall apply in the C-3 District.

Section 1: Purpose of District

The C-3 CENTRAL COMMERCIAL DISTRICT is intended to apply to the heart of the downtown business section of the City, which serves all portions of the City, and the metropolitan area. The businesses and services of the Central Commercial District include many of those supplied in other types of commercial districts and in addition thereto many services and facilities not available elsewhere. High land values, limitations of space, and public convenience justify a greater intensity of use than in other commercial districts. Residential development is also encouraged for the purpose of accommodating people disposed to urban living in close proximity to place of employment and thereby promoting a balanced downtown community and reduced strain on the transportation system.

Section 2: Use Regulations

No building or structure, or part thereof, shall be erected, altered or used, or land or water used, in whole or in part, for other than one or more of the following specified uses in accordance with the limitations hereafter specified.

- (1) Any non-residential USE permitted in the C-2 District, except Gasoline Stations, accessory parking facilities, parking lots and parking garages, subject to the USE REGULATIONS specified in the said District. (ORD. 7856)
 - (a) Hotels and Motels subject to the provisions in Section 21 and 27 of ARTICLE IV. (ORD. 7508) (ORD.7856)
- (2) Auction galleries.
- (3) Dance Halls.
- (4) Detective Agencies.
- (5) Night Clubs.
- (6) Blue Printing and Photostating; Job Printing; Publishing; Lithographing or Engraving Establishments.
- (7) Accessory uses and structures.
- (8) Accessory parking facilities for apartment buildings, with vehicle capacities not exceeding 60 percent of the number of dwelling units.
- (9) The following accessory parking facilities, parking lots or parking garages, subject to approval by the City Commission in accordance

with the provisions of Section 8 of Article XXVI-1:

- (a) Accessory parking facilities for non-residential uses or hotels.
- (b) Accessory parking facilities for apartment buildings, with vehicle capacities exceeding 60 percent of the number of dwelling units.
- (c) Parking lots or garages for the parking of automobiles by the public.

- (10) [(8)] The following USES if approved as a "CONDITIONAL USE":
 - [(a)] Parking lots and parking garages.]
 - (a) [(b)] Motor Bus Terminal
 - (b) [(c)] Heliports
 - (c) [(d)] Apartment Building(s) not exceeding a density of one dwelling unit for each one hundred fifteen (115) square feet of lot area [subject to the following regulations: (ORD. 7455)
 - 1. MINIMUM LOT AREA/DWELLING UNIT:
 - 7. SPACING BETWEEN BUILDINGS ON THE SAME SITE:
Notwithstanding the provisions of ARTICLE IV, Section 15, the minimum spacing between any portion of a building which has exposed window area and an adjoining building on the same site shall be eighteen (18) feet.]
- (11) [(9)] Other uses: Other uses or enterprises similar to the above,

* * *

Section 4: Area

- [(1)] Non-Residential Use
 - (a) There shall be no required area or width of lot [for non-residential use] in this District.

[Section 5: Yards

- (1) Non-Residential Use
 - (a) There shall be no required yards except where a lot in the C-3 District abuts upon a lot in any "R" (Residential) District; a yard at least ten (10) feet in width shall be provided adjacent to the "R" District.

Section 6: Height

- (1) No building or structure or part thereof shall be erected or altered to a height exceeding three hundred (300) feet.]

Section 5: Yards and Minimum Distance between Residential Buildings

- (1) FRONT AND STREET-SIDE SETBACKS:

In all instances, except as provided for Arcades in Article XXVI-1, Section 5 and except as hereafter provided, a minimum front setback of ten (10) feet for the first nine (9) feet of building height and a minimum street-side setback of five (5) feet for the first nine (9) feet of building height, shall be provided and maintained in accordance with the following requirements:

- (a) The required setback area shall be treated with landscaping so as to present, in perpetuity, a neat and orderly appearance.
 - (b) The required setback area shall not be used for off-street parking.
- (2) Where a lot is adjoined by a building which has less than the above required setback, the following exceptions shall be made:
- (a) If the lot has a lot line dimension of less than fifty (50) feet abutting any street, then the setback required along that particular street shall not be greater than the deeper of either adjoining setback.
 - (b) If the lot has a lot line dimension of fifty (50) feet or more abutting any street, but not greater than sixty-five (65) feet, then the setback required along that particular street shall not be greater than the deeper of any adjoining setback, unless such adjoining setback is less than five (5) feet, in which case the required setback shall be five (5) feet.
- (3) **INTERIOR SIDE YARD:** No interior side yard is required. However, if any open area extending along an interior side lot line is provided, it shall be at least ten (10) feet wide. For residential buildings or residential portions of buildings, any portion of a building wall which has windows shall be set back from an interior side lot line a distance of not less than twenty-five (25) feet or one-sixth (1/6) of the height of said building wall, whichever is greater. The minimum setback may be reduced by one-half (1/2) when the lot line is immediately adjacent to a public park. For residential portions of buildings which combine residential and non-residential uses, the height of the building wall shall be measured from the floor level of the lowest story used for residential use.
- (4) **REAR YARD:**
- (a) For non-residential building, no rear yard is required except where a lot in the C-3 District abuts upon a lot in any "R"(Residential) District; a yard at least ten (10) feet in width shall be

provided adjacent to the "R" District. If any open area along a rear lot line is provided, it shall be at least ten (10) feet wide.

- (b) For residential buildings or residential portions of buildings, a rear yard shall be provided having a minimum depth of twenty-five (25) feet, and any portion of a building wall which has windows shall be set back from a rear lot line a distance of not less than twenty-five (25) feet or one-sixth (1/6) of the height of said building wall, whichever is greater. The minimum setback may be reduced by one-half (1/2) when the lot line is immediately adjacent to a public park. For residential portions of buildings which combine residential and non-residential uses, the required rear yard for the residential portion may be provided at any level not higher than the floor level of the lowest story used for residential use, and the height of a building wall containing windows shall be measured from such floor level of the lowest story used for residential use.

(5) **MINIMUM DISTANCE BETWEEN RESIDENTIAL BUILDINGS:**

The provisions of Article IV Section 15 shall apply in this District except that the formula for determining minimum horizontal distance between any two buildings on the site is modified to read as follows:

$$S = \frac{LA \text{ plus } LB}{6} \text{ plus } \frac{HA \text{ plus } HB}{8}$$

All provisions of Article IV Section 15 which refer to the formula in said Section shall instead refer in this District to the formula as modified herein.

Section 6: Height

There shall be no absolute height limit in this District, except as required by Article IV, Section 37.

Section 7: Floor Area Ratio

- (1) **Non-Residential Uses**
Except as provided in Section 8, the floor area ratio for non-residential uses or hotels shall not exceed 8.0.
- (2) **Residential Uses**
Except as provided in Section 8, the floor area ratio for residential uses, except hotels, shall not exceed 4.0.
- (3) Except as provided in Section 8, the floor area ratio for all uses in a building shall not exceed 10.0.

Section 8: Floor Area Premiums

The floor area ratios permitted in Section 7 may be increased

in accordance with the provisions of this Section.

- (1) For lots on which public facilities are specifically mandated by the provisions of Article XXVI-1, floor area bonuses, if any, shall be in accordance with the provisions of said Article, except that bonus floor area used for residential uses may be doubled.
- (2) Optional features not specifically mandated by the provisions of Article XXVI-1 will entitle the lot to bonus floor area as follows:
 - (a) For arcades conforming to the definition of arcade as set forth in Article II, Section 2: four square feet of non-residential floor area or eight square feet of residential floor area for each square foot of arcade area within 20 feet of the street line or urban open space boundary which it adjoins.
 - (b) For through block connections conforming to the definition of through block connection as set forth in Article II, Section 2: 6 square feet of non-residential floor area or 12 square feet of residential floor area for each square foot of through block connection area.
 - (c) For urban open spaces conforming to the definition of urban open space as set forth in Article II, Section 2 and receiving approval by special permit of the City Commission in accordance with the provisions of Article XXXII-1, Section 2: eight square feet of non-residential floor area or 16 square feet of residential floor area for each square foot of urban open space area.
- (3) For lots adjacent to a public open space (other than a public street) of at least fifty (50) feet in width, bonus floor area for residential use only is permitted in the amount of one square foot for each two square feet of the lot's area.
- (4) Notwithstanding the provisions of paragraphs (1), (2) and (3) of this Section, total floor area ratios including all premiums shall not exceed the limits set forth as follows:
 - (a) For non-residential or hotel buildings or portions of buildings: 11.0 if no main building entrance is less than 1,000 feet walking distance from a designated station mezzanine of a regional rapid transit system, or 13.0 if a main building entrance is less than 1,000 feet walking distance from such station mezzanine.
 - (b) For residential buildings or portions of buildings, except hotels: 8.0.
 - (c) For entire buildings which include both residential and non-residential or hotel portions: 15.0 if no main building entrance is less than 1,000 feet walking distance from a designated station mezzanine of a regional rapid transit

system, or 17.0 if a main building entrance is less than 1,000 feet walking distance from such station mezzanine.

Section 9: Usable Open Space

For each dwelling unit a minimum of 50 square feet of usable open space shall be provided on the site. Notwithstanding provisions in the definition of usable open space in Article II, Section 2, there are no restrictions on the levels or heights at which the usable open space requirements may be satisfied in the C-3 District.

(The following provisions are all new material.)

ARTICLE XV-1: CENTRAL COMMERCIAL - C-3A DISTRICT

Purpose:

The C-3A Central Commercial District is designed to preserve and enhance a major retail center while accommodating high intensity new development as in the C-3 District. For this purpose a special retail requirement applies to all new developments or enlargements.

The following regulations shall apply in the C-3A District:

Section 1: Use Regulations

No building or structure, or part thereof, shall be erected, altered or used, or land or water used, in whole or in part, for other than one of more of the following specified uses in accordance with the limitations hereafter specified.

- (1) Any USE permitted in the C-3 District subject to the applicable regulations specified in said District and to the following additional regulations designed to preserve and strengthen the retail character of the district:

- (a) For all new buildings, alterations or enlargements, floor space equivalent to at least 75 percent of the lot area shall be allocated for occupancy by one or more uses listed below. Only the net floor space for lease and actual physical occupancy by individual uses and not including corridors and other spaces used in common will be counted in determining the amount of space so allocated.

List of Uses Which May Occupy Required Floor Space

Antique stores
Art galleries, commercial
Artists' supply stores
Bakery goods shop
Barber shops
Beauty parlors
Book stores
Candy or ice cream stores
Carpet, rug, linoleum, or other floor covering stores
Cigar or tobacco stores
Clothing or clothing accessory stores
Department stores

Drug stores
 Dry cleaning agencies or pressing establishments
 Dry goods or fabrics stores
 Eating or drinking places, including those which provide outdoor table service or incidental musical entertainment
 Florist shops
 Food stores, including supermarkets, grocery stores, meat markets, or delicatessen stores
 Furniture stores
 Furrier shops, custom
 Gift shops
 Hardware stores
 Interior decorating establishments
 Jewelry or art metal craft shops
 Laundry agencies
 Leather goods or luggage stores
 Locksmith shops
 Millinery shops
 Music stores
 Newsstands, open or enclosed
 Optical stores
 Package liquor stores
 Photographic equipment or supply stores
 Photographic studios
 Record stores
 Sewing machine stores, selling household machines only
 Shoe or hat repair shops
 Shoe stores
 Sporting goods stores
 Stamp or coin stores
 Stationery stores
 Tailor or dressmaking shops, custom
 Television, radio, phonograph, or household appliance stores or repair shops
 Toy stores
 Typewriter stores
 Variety stores
 Wallpaper stores
 Watch or clock stores or repair shops

- (b) For the purposes of meeting the minimum space requirements for such uses, space will be counted as qualifying only if accessible to the public and situated as follows:
1. Space directly accessible from and on the same level with a public sidewalk, other public pedestrian way or an arcade
 2. Space directly accessible from and on the same level with the main lobby of a building
 3. Space on levels immediately above or below other qualifying space and publicly accessible by escalator
- (c) For buildings with frontage on East or West Flagler Street or on North or South Miami Avenue at least 70 percent

of such frontage shall be allocated for occupancy by uses listed in sub-paragraph (a) of this Section. The remainder of such frontage may be devoted to other permitted uses not listed in sub-paragraph (a), to building entrances, lobbies, through block connections or other pedestrian spaces, or to escalators or stairs providing public access to other levels, provided that no single segment of frontage devoted to such other uses, spaces or facilities may exceed 70 feet in length.

(The following provisions are all new material.)

ARTICLE XV-2: CENTRAL COMMERCIAL - C-3B DISTRICT

Purpose:

The purpose of the C-3B District is to provide for central commercial and high density residential development in areas near the core of the central business district. The District permits the same uses as the C-3 District but at somewhat lower development intensities. Permitted floor area ratios are generally consistent with ability to accommodate generated parking demand on site.

The following regulations shall apply in the C-3B District.

Section 1: Use Regulations

No building or structure, or portion thereof, shall be erected, altered or used, or land or water used, in whole or in part, for other than one or more of the following specified uses:

- (1) Any non-residential use permitted in the C-3 District, subject to the USE REGULATIONS specified in said District.
- (2) Any residential use permitted in the R-3 District, subject to the USE, AREA, and YARD regulations specified in said District.
- (3) Apartment building or apartment hotel not exceeding a density of one (1) dwelling unit for each two hundred twenty (220) square feet of lot area.
- (4) Hotel or Motel
- (5) Accessory parking facilities for apartment buildings, with vehicle capacities not exceeding 60 percent of the number of dwelling units.
- (6) The following accessory parking facilities, parking lots or parking garages, subject to approval by the City Commission in accordance with the provisions of Section 8 of Article XXVI-1:
 - (a) Accessory parking facilities for non-residential uses or hotels.
 - (b) Accessory parking facilities for apartment buildings, with vehicle capacities exceeding 60 percent of the number of dwelling units.
 - (c) Parking lots or garages for the parking of automobiles by the public.
- (7) The following uses if approved as a "CONDI-

TIONAL USE”:

- (a) Motor bus terminal
- (b) Helicopter

Section 2: Limitations on Uses

- (1) Except for automobile parking lots and motor bus terminals, heliports, all activities, including sale, display, preparation and storage, shall be conducted entirely within a completely enclosed building.
- (2) No second-hand or used merchandise shall be offered for sale, displayed or stored, except in connection with an antique store, art or auction gallery.
- (3) All products shall be sold at retail on the premises.

Section 3: Area (All new material.)

There shall be no minimum required area or width of lot in this District.

Section 4: Yards and Minimum Distance Between Residential Buildings

- (1) **FRONT AND STREET-SIDE SETBACKS:**
In all instances, except as provided for Arcades in Article XXVI-1, Section 5 and except as hereafter provided, a minimum front setback of ten (10) feet for the first nine (9) feet of building height and a minimum street-side setback of five (5) feet for the first nine (9) feet of building height, shall be provided and maintained in accordance with the following requirements:
 - (a) The required setback area shall be treated with landscaping so as to present, in perpetuity, a neat and orderly appearance.
 - (b) The required setback area shall not be used for off-street parking.
- (2) Where a lot is adjoined by a building which has less than the above required setback, the following exceptions shall be made:
 - (a) If the lot has a lot line dimension of less than fifty (50) feet abutting any street, then the setback required along that particular street shall not be greater than the deeper of either adjoining setback.
 - (b) If the lot has a lot line dimension of fifty (50) feet or more abutting any street, but not greater than sixty-five (65) feet, then the setback required along that particular street shall not be greater than the deeper of any adjoining setback, unless such adjoining setback is less than five (5) feet, in which case the required setback shall be five (5) feet.

- (3) Above a height of 100 feet above grade, no point on a building shall be closer to the centerline of a street than one-half (1/2) the height of said point above grade, provided that such restriction shall not require a setback greater than 25 feet from the street line.
- (4) **INTERIOR SIDE YARD:** No interior side yard is required. However, if any open area extending along an interior side lot line is provided, it shall be at least ten (10) feet wide. For residential buildings or residential portions of buildings, any portion of a building wall which has windows shall be set back from an interior side lot line a distance of not less than twenty-five (25) feet or one-sixth (1/6) of the height of said building wall, whichever is greater. The minimum setback may be reduced by one-half (1/2) when the lot line is immediately adjacent to a public park. For residential portions of buildings which combine residential and non-residential uses, the height of the building wall shall be measured from the floor level of the lowest story used for residential use.
- (5) **REAR YARD:**
 - (a) For non-residential buildings, no rear yard is required except where a lot in the C-3B District abuts upon a lot in any "R" (Residential) District; a yard at least ten (10) feet in width shall be provided adjacent to the "R" District. However, if any open area along a rear lot line is provided, it shall be at least ten (10) feet wide.
 - (b) For residential buildings or residential portions of buildings, a rear yard shall be provided having a minimum depth of twenty-five (25) feet, and any portion of a building wall which has windows shall be set back from a rear lot line a distance of not less than twenty-five (25) feet or one-sixth (1/6) of the height of said building wall, whichever is greater. The minimum setback may be reduced by one-half (1/2) when the lot line is immediately adjacent to a public park. For residential portions of buildings which combine residential and non-residential uses, the required rear yard for the residential portion may be provided at any level not higher than the floor level of the lowest story used for residential use, and the height of a building wall containing windows shall be measured from such floor level of the lowest story used for residential use.
- (6) **MINIMUM DISTANCE BETWEEN RESIDENTIAL BUILDINGS:** The provisions of Article IV, Section 15 shall apply in this District except that the formula for determining minimum horizontal distance between any two buildings

on the site is modified to read as follows:

$$S = \frac{LA \text{ plus } LB}{6} \text{ plus } \frac{HA \text{ plus } HB}{8}$$

All provisions of Article IV, Section 15 which refer to the formula in said Section shall instead refer in this District to the formula as modified herein.

Section 5: Height

There shall be no absolute height limit in this District, except as required by Article IV, Section 37.

Section 6: Floor Area Ratio

- (1) Non-Residential Uses
Except as provided in Section 7, the floor area ratio for non-residential uses shall not exceed 2.0.
- (2) Residential Uses
Except as provided in Section 7, the floor area ratio for residential uses shall not exceed 2.0.
- (3) Except as provided in Section 7, the floor area ratio for all uses in a building shall not exceed 3.0.

Section 7: Floor Area Premiums

The floor area ratios permitted in Section 6 may be increased in accordance with the provisions of this Section.

- (1) For lots on which public facilities are specifically mandated by the provisions of Article XXVI-1, floor area bonuses, if any, shall be in accordance with the provisions of said Article, except that bonus floor area allowed thereunder and allocated for residential uses may be increased by 50 percent.
- (2) Optional features not specifically mandated by the provisions of Article XXVI-1 will entitle the lot to bonus floor area as follows:
 - (a) For arcades conforming to the definition of arcade as set forth in Article II, Section 2: four square feet of non-residential floor area or six square feet of residential floor area for each square foot of arcade area within 20 feet of the street line or urban open space boundary which it adjoins.
 - (b) For through block connections conforming to the definition of through block connection as set forth in Article II, Section 2: 6 square feet of non-residential floor area or 9 square feet of residential floor area for each square foot of through block connection area.
 - (c) For urban open spaces conforming to the definition of urban open space as set forth in Article II, Section 2 and receiving approval by special permit of the City Commission in accordance with the provisions of Article XXXII-1,

Section 1: 8 square feet of residential or non-residential floor area for each square foot of urban open space area.

- (d) For that portion of total usable open space in excess of 50 percent of the lot area, four square feet of residential floor area for each excess square foot of usable open space, provided that an urban open space for which bonus floor area is allowed shall not be included in the total usable open space for purposes of determining the excess usable open space eligible for bonus.
- (3) Notwithstanding the provisions of paragraphs (1) and (2) of this Section, total floor area ratios including all premiums shall not exceed the limits set forth as follows:
 - (a) For non-residential buildings or portions of buildings: 4.0 if no main building entrance is less than 1,000 feet walking distance from a designated station mezzanine of a regional rapid transit system, or 5.0 if a main building entrance is less than 1,000 feet walking distance from such station mezzanine.
 - (b) For residential buildings or portions of buildings: 5.0.
 - (c) For entire buildings which include both residential and non-residential portions: 6.0.

Section 8: Usable Open Space

For each dwelling unit a minimum of 120 square feet of usable open space shall be provided on the site. In this District, notwithstanding the provisions of the definition of usable open space as set forth in Article II, Section 2, the requirements on distribution of usable open space by level are as follows:

- (1) At least 50 percent at or below the floor level of the lowest residential story containing dwelling units.
- (2) Not more than 20 percent at a level higher than either:
 - (a) 120 feet above ground level, or
 - (b) the floor level of the lowest residential story containing dwelling units, whichever level is higher.

Not less than 50 percent of total usable open space shall be landscaped including trees and shrubbery.

(The following provisions are all new material.)

ARTICLE XV-3: CENTRAL COMMERCIAL SERVICE - C-3C DISTRICT

Purpose:

The purpose of this District is to provide for the wide range of services required by central business district firms, their employees and visitors in close proximity to the core of highest development intensity.

The following regulations shall apply in the C-3C District.

Section 1: Use Regulations

No building or structure, or portion thereof, shall be erected, altered or used, or land or water used, in whole or in part, for other than one or more of the following specified uses:

- (1) Any non-residential use permitted in the C-3 District, subject to the USE REGULATIONS specified in said District.
- (2) Hotel or Motel
- (3) Bowling alleys limited to not more than sixteen (16) lanes per establishment.
- (4) Catering Service, Social, Home or Airline
- (5) Electrical, glazing, heating, painting, paper hanging, plumbing, roofing, or ventilating contractors' establishments, limited to 2,500 square feet of floor area per establishment.
- (6) Monuments (sale and display only)
- (7) Mortuary, undertaker or embalming establishment, and funeral home
- (8) Pawn shop
- (9) Pest control agency
- (10) Refreshment stands, drive-in
- (11) Sign painting shops, limited to 2,500 square feet of floor area per establishment
- (12) Taxidermist shops
- (13) Trade, or other schools for adults
- (14) Upholstering shops dealing directly with consumers
- (15) Venetian blind, window shade, or awning shops, custom, limited to 2,500 square feet of floor area per establishment.
- (16) Window cleaning contractors' establishments, including floor waxing and other similar building maintenance services
- (17) The following automotive service uses:
 - (a) Automobile glass and mirror shops
 - (b) Automobile seat cover or convertible top establishments, selling or installation
 - (c) Tire sales establishments, including installation services
- (18) Accessory parking facilities for apartment buildings, with vehicle capacities not exceeding 60 percent of the number of dwelling units.
- (19) The following accessory parking facilities, parking lots or parking garages, subject to approval by the City Commission in accordance with the provisions of Section 8 of Article XXVI-1:
 - (a) Accessory parking facilities for non-residential uses or hotels.
 - (b) Accessory parking facilities for apartment buildings, with vehicle capacities exceeding 60 percent of the number of dwelling units.
 - (c) Parking lots or garages for the parking of automobiles by the public.
- (20) The following uses if approved as "CONDITIONAL USES":
 - (a) Apartment building or apartment hotel not exceeding a density of one (1) dwelling unit for each 220 square feet

- of lot area
- (b) Armory
- (c) Boxing or sports arena, fronton, or skating rinks
- (d) Gasoline stations subject to the limitations applicable in C-2 Districts (Article XIV, Section 1, paragraph (21)(g))

Section 2: Limitations on Uses

- (1) Except for drive-in businesses, parking lots, parking garages or accessory parking facilities, all activities, including sale, display, preparation and storage, shall be conducted entirely within a completely enclosed building.
- (2) All products shall be sold at retail on the premises.
- (3) Storage of merchandise and/or materials shall be permitted within the rear portion of a building when in conjunction to the operation of an office, store, or other commercial use, located within the front portion of the same building, and provided that:
 - (a) The office, store, or commercial use occupies a minimum of twenty-five (25) percent of the total floor area of the building or structure.

Section 3: Area

There shall be no minimum required area or width of lot in this District.

Section 4: Yards and Minimum Distance Between Residential Buildings

- (1) FRONT AND STREET-SIDE SETBACKS: In all instances, except as provided for Arcades in Article XXVI-1, Section 5 and except as hereafter provided, a minimum front setback of ten (10) feet for the first nine (9) feet of building height and a minimum street-side setback of five (5) feet for the first nine (9) feet of building height, shall be provided and maintained in accordance with the following requirements:

- (a) The required setback area shall be treated with landscaping so as to present, in perpetuity, a neat and orderly appearance.
- (b) The required setback area shall not be used for off-street parking.
- (2) Where a lot is adjoined by a building which has less than the above required setback, the following exceptions shall be made:
 - (a) If the lot has a lot line dimension of less than fifty (50) feet abutting any street, then the setback required along that particular street shall not be greater than the deeper of either adjoining setback.
 - (b) If the lot has a lot line dimension of fifty (50) feet or more abutting any street, but not greater than sixty-five (65) feet, then the setback required along that particular street shall not be greater than the deeper of any adjoining setback, unless such adjoining setback is less than five (5) feet, in which case the required setback shall be five (5) feet.
- (3) Above a height of 100' above grade, no point on a building shall be closer to the centerline of a street than one-half (1/2) the height of said point above grade, provided that such restriction shall not require a setback greater than 25 feet from the street line.
- (4) **INTERIOR SIDE YARD:** No interior side yard is required. However, if any open area extending along an interior side lot line is provided, it shall be at least ten (10) feet wide. For residential buildings or residential portions of buildings, any portion of a building wall which has windows shall be set back from an interior side lot line a distance of not less than twenty-five (25) feet or one-sixth (1/6) of the height of said building wall, whichever is greater. The minimum setback may be reduced by one-half (1/2) when the lot line is immediately adjacent to a public park. For residential portions of buildings which combine residential and non-residential uses, the height of the building wall shall be measured from the floor level of the lowest story used for residential use.
- (5) **REAR YARD:**
 - (a) For non-residential buildings, no rear yard is required except where a lot in the C-3C District abuts upon a lot in any "R" (Residential) District; a yard at least ten (10) feet in width shall be provided adjacent to the "R" District. However, if any open area along a rear lot line is provided, it shall be at least ten (10) feet wide.
 - (b) For residential buildings or residential portions of buildings, a rear yard shall

be provided having a minimum depth of twenty-five (25) feet, and any portion of a building wall which has windows shall be set back from a rear lot line a distance of not less than twenty-five (25) feet or one-sixth (1/6) of the height of said building wall, whichever is greater. The minimum setback may be reduced by one-half (1/2) when the lot line is immediately adjacent to a public park. For residential portions of buildings which combine residential and non-residential uses, the required rear yard for the residential portion may be provided at any level not higher than the floor level of the lowest story used for residential use, and the height of a building wall containing windows shall be measured from such floor level of the lowest story used for residential use.

- (6) **MINIMUM DISTANCE BETWEEN RESIDENTIAL BUILDINGS:** The provisions of Article IV, Section 15 shall apply in this District except that the formula for determining minimum horizontal distance between any two buildings on the site is modified to read as follows:

$$S = \frac{LA \text{ plus } LB}{6} \text{ plus } \frac{HA \text{ plus } HB}{8}$$

All provisions of Article IV, Section 15 which refer to the formula in said Section shall instead refer in this District to the formula as modified herein.

Section 5: Height

There shall be no absolute height limit in this District, except as required by Article IV, Section 37.

Section 6: Floor Area Ratio

- (1) **Non-Residential Uses**
Except as provided in Section 7, the floor area ratio for non-residential uses shall not exceed 2.0.
- (2) **Residential Uses**
Except as provided in Section 7, the floor area ratio for residential uses shall not exceed 2.0.
- (3) Except as provided in Section 7, the floor area ratio for all uses in a building shall not exceed 3.0.

Section 7: Floor Area Premiums

The floor area ratios permitted in Section 6 may be increased in accordance with the provisions of this Section.

- (1) For lots on which public facilities are specifically mandated by the provisions of Article XXVI-1, floor area bonuses, if any, shall be in accordance with the provisions of said Article, except that bonus floor area

allowed thereunder and allocated for residential uses may be increased by 50 percent.

- (2) Optional features not specifically mandated by the provisions of Article XXVI-1 will entitle the lot to bonus floor area as follows:
 - (a) For arcades conforming to the definition of arcade as set forth in Article II, Section 2: four square feet of non-residential floor area or six square feet of residential floor area for each square foot of arcade area within 20 feet of the street line or urban open space boundary which it adjoins.
 - (b) For through block connections conforming to the definition of through block connection as set forth in Article II, Section 2: 6 square feet of non-residential floor area or 9 square feet of residential floor area for each square foot of through block connection area.
 - (c) For urban open spaces conforming to the definition of urban open space as set forth in Article II, Section 2 and receiving approval by special permit of the City Commission in accordance with the provisions of Article XXXII-1, Section 1: 8 square feet of residential or non-residential floor area for each square foot of urban open space area.
 - (d) For that portion of total usable open space in excess of 50 percent of the lot area, four square feet of residential floor area for each excess square foot of usable open space, provided that an urban open space for which bonus floor area is allowed shall not be included in the total usable open space for purposes of determining the excess usable open space eligible for bonus.
- (3) Notwithstanding the provisions of paragraphs (1) and (2) of this Section, total floor area ratios including all premiums shall not exceed the limits set forth as follows:
 - (a) For non-residential buildings or portions of buildings: 4.0 if no main building entrance is less than 1,000 feet walking distance from a designated station mezzanine of a regional rapid transit system, or 5.0 if a main building entrance is less than 1,000 feet walking distance from such station mezzanine.
 - (b) For residential buildings or portions of buildings: 5.0.
 - (c) For entire buildings which include both residential and non-residential portions: 6.0.

Section 8: Usable Open Space

For each dwelling unit a minimum of 120 square feet of usable open space shall be provided on the site. In this District,

notwithstanding the provisions of the definition of usable open space as set forth in Article II, Section 2, the requirements on distribution of usable open space by level are as follows:

- (1) At least 50 percent at or below the floor level of the lowest residential story containing dwelling units.
- (2) Not more than 20 percent at a level higher than either:
 - (a) 120 feet above ground level, or
 - (b) the floor level of the lowest residential story containing dwelling units, whichever level is higher.

Not less than 50 percent of total usable open space shall be landscaped including trees and shrubbery.

(The following provisions are all new material.)

ARTICLE XV-4: RESIDENTIAL-OFFICE CENTRAL COMMERCIAL-C-3D DISTRICT

Purpose:

This District is designed as a residential-office -commercial district for parts of the central business district enjoying the special advantages of proximity to waterfronts and parks. Residential development is encouraged in this district for the purpose of accommodating people disposed to urban living close to places of employment.

The following regulations shall apply in the C-3D District:

Section 1: Use Regulations

No building or structure, or part thereof, shall be erected, altered or used, or land or water used, in whole or in part, for other than one or more of the following specified uses:

- (1) Any use permitted in an R-3 District, subject to the USE, AREA, and YARD regulations specified in said district.
- (2) Apartment building and apartment hotel not exceeding a density of one (1) dwelling unit for each 220 square feet of lot area.
- (3) Hotel or Motel.
- (4) Office for the conduct of real estate, mortgage financing, accountants, tax consultants, engineers, dental or medical (including clinics), or office of other professions, or businesses not involving sale or handling or merchandise on the premises.
- (5) Bank and Finance Offices, exclusive of drive-in tellers.
- (6) Broadcasting Stations for Radio and TV.
- (7) The following retail or service uses:
 - Art Galleries
 - Art Supply Store
 - Bake Shop
 - Barber Shop
 - Beauty Parlor
 - Camera Shop
 - Delicatessen
 - Florist Shop
 - Gift and Card Shop
 - Health Spa

- Jewelry Store
- Laundry and Dry Cleaning Agency
- Medical and Dental Laboratory
- Museum
- Music Store
- Newsstand
- Optical Service
- Photographer
- Stationery Store
- Travel Agency
- Private Club, lodge, fraternity, sorority, and other similar uses, not operated for profit
- Restaurants, Tea Rooms or Cafes (Excluding dancing or entertainment)
- Drug Store
- Book Store—for use by the general public
- Food, meat, fruit or vegetable market, limited to 2,000 square feet of floor area per establishment
- Duplication center, not including typesetting and letterpress
- (8) Accessory parking facilities for apartment buildings, with vehicle capacities not exceeding 60 percent of the number of dwelling units.
- (9) The following accessory parking facilities, parking lots or parking garages, subject to approval by the City Commission in accordance with the provisions of Section 8 of Article XXVI-1:
 - (a) Accessory parking facilities for non-residential uses or hotels.
 - (b) Accessory parking facilities for apartment buildings, with vehicle capacities exceeding 60 percent of the number of dwelling units.
 - (c) Parking lots or garages for the parking of automobiles by the public.
- (10) Accessory Uses or Structures

Section 2: Limitations on Uses

- (1) All activities, including sales, display, preparation and storage, shall be conducted entirely within a completely enclosed building.
- (2) No second-hand or used merchandise shall be offered for sale, displayed or stored.
- (3) All products shall be sold at retail on the premises.

Section 3: Area (All New Material)

There shall be no minimum required area or width of lot in this District.

Section 4: Yards and Minimum Distance between Residential Buildings

- (1) **FRONT AND STREET-SIDE SETBACKS:** In all instances, except as provided for Arcades in Article XXVI-1, Section 5 and except as hereafter provided, a minimum front setback of ten (10) feet for the first nine (9) feet of

building height and a minimum street-side setback of five (5) feet for the first nine (9) feet of building height, shall be provided and maintained in accordance with the following requirements:

- (a) The required setback area shall be treated with landscaping so as to present, in perpetuity, a neat and orderly appearance.
- (b) The required setback area shall not be used for off-street parking.
- (2) Where a lot is adjoined by a building which has less than the above required setback, the following exceptions shall be made:
 - (a) If the lot has a lot line dimension of less than fifty (50) feet abutting any street, then the setback required along that particular street shall not be greater than the deeper of either adjoining setback.
 - (b) If the lot has a lot line dimension of fifty (50) feet or more abutting any street, but not greater than sixty-five (65) feet, then the setback required along that particular street shall not be greater than the deeper of any adjoining setback, unless such adjoining setback is less than five (5) feet, in which case the required setback shall be five (5) feet.
- (3) Above a height of 100 feet above grade, no point on a building shall be closer to the center-line of a street than one-half (1/2) the height of said point above grade, provided that such restriction shall not require a setback greater than 25 feet from the street line.
- (4) **INTERIOR SIDE YARD:** No interior side yard is required. However, if any open area extending along an interior side lot line is provided, it shall be at least ten (10) feet wide. For residential buildings or residential portions of buildings, any portion of a building wall which has windows shall be set back from an interior side lot line a distance of not less than twenty-five (25) feet or one-sixth (1/6) of the height of said building wall, whichever is greater. The minimum setback may be reduced by one-half (1/2) when the lot line is immediately adjacent to a public park. For residential portions of buildings which combine residential and non-residential uses, the height of the building wall shall be measured from the floor level of the lowest story used for residential use.
- (5) **REAR YARD:**
 - (a) For non-residential buildings, no rear yard is required except where a lot in the C-3D District abuts upon a lot in any "R" (Residential) District; a yard at least ten (10) feet in width shall be provided adjacent to the "R" District.

However, if any open area along a rear lot line is provided, it shall be at least ten (10) feet wide.

- (b) For residential buildings or residential portions of buildings, a rear yard shall be provided having a minimum depth of twenty-five (25) feet, and any portion of a building wall which has windows shall be set back from a rear lot line a distance of not less than twenty-five (25) feet or one-sixth (1/6) of the height of said building wall, whichever is greater. The minimum setback may be reduced by one-half (1/2) when the lot line is immediately adjacent to a public park. For residential portions of buildings which combine residential and non-residential uses, the required rear yard for the residential portion may be provided at any level not higher than the floor level of the lowest story used for residential use, and the height of a building wall containing windows shall be measured from such floor level of the lowest story used for residential use.
- (6) **MINIMUM DISTANCE BETWEEN RESIDENTIAL BUILDINGS:** The provisions of Article IV, Section 15 shall apply in this District except that the formula for determining minimum horizontal distance between any two buildings on the site is modified to read as follows:

$$S = \frac{LA \text{ plus } LB}{6} \text{ plus } \frac{HA \text{ plus } HB}{8}$$

All provisions of Article IV Section 15 which refer to the formula in said Section shall instead refer in this District to the formula as modified herein.

Section 5: Height

There shall be no absolute height limit in this District, except as required by Article IV, Section 37.

Section 6: Floor Area Ratio

- (1) **Non-Residential Uses**
Except as provided in Section 7, the floor area ratio for non-residential uses shall not exceed 1.5.
- (2) **Residential Uses**
Except as provided in Section 7, the floor area ratio for residential uses shall not exceed 1.5.
- (3) Except as provided in Section 7, the floor area ratio for all uses in a building shall not exceed 2.5.

Section 7: Floor Area Premiums

The floor area ratios permitted in Section 6 may be increased in accordance with the provisions of this Section.

- (1) For lots having an area of at least 20,000 square feet, the floor area ratio for residential uses and the floor area ratio for all uses in a building may be increased by 1.0.
- (2) For lots on which public facilities are specifically mandated by the provisions of Article XXVI-1, floor area bonuses, if any, shall be in accordance with the provisions of said Article, except that bonus floor area allowed thereunder and allocated for residential uses may be increased by 50 percent.
- (3) Optional features not specifically mandated by the provisions of Article XXVI-1 will entitle the lot to bonus floor area as follows:
- (a) For arcades conforming to the definition of arcade as set forth in Article II, Section 2: four square feet of non-residential floor area or six square feet of residential floor area for each square foot of arcade area within 20 feet of the street line or urban open space boundary which it adjoins.
- (b) For through block connections conforming to the definition of through block connection as set forth in Article II, Section 2: 6 square feet of non-residential floor area or 9 square feet of residential floor area for each square foot of through block connection area.
- (c) For urban open spaces conforming to the definition of urban open space as set forth in Article II, Section 2 and receiving approval by special permit of the City Commission in accordance with the provisions of Article XXXII-1, Section 1: 8 square feet of residential or non-residential floor area for each square foot of urban open space area.
- (d) For that portion of total usable open space in excess of 50 percent of the lot area, four square feet of residential floor area for each excess square foot of usable open space, provided that an urban open space for which bonus floor area is allowed shall not be included in the total usable open space for purposes of determining the excess usable open space eligible for bonus.
- (4) Notwithstanding the provisions of paragraphs (1), (2) and (3) of this Section, total floor area ratios including all premiums shall not exceed the limits set forth as follows:
- (a) For non-residential buildings or portions of buildings: 2.4.
- (b) For residential buildings or portions of buildings: 5.0.
- (c) For entire buildings which include both residential and non-residential portions: 6.0.

Section 8: Usable Open Space

For each dwelling unit a minimum of 120 square feet of usable open space shall be provided on the site. In this District, notwithstanding the provisions of the definition of usable open space as set forth in Article II, Section 2 the requirements on distribution of usable open space by level are as follows:

- (1) At least 80 percent at ground level or not more than 50 feet above ground level
- (2) Not more than 20 percent above a height of 50 feet

Not less than 50 percent of total usable open space shall be landscaped including trees and shrubbery.

(The following provisions are all new material.)

ARTICLE XV-5: MIXED CENTRAL COMMERCIAL RESIDENTIAL - C-3E DISTRICT

Purpose

The purpose of this District is to provide for medium density residential development in parts of the central business district which are presently developed in a mixed pattern of wholesaling, services and residential uses. The preponderance of wholesale and service uses require that they be recognized as permitted uses, although many will be replaced by residential development in the future.

The following regulations shall apply in the C-3E District.

Section 1: Use Regulations

No building or structure, or part thereof, shall be erected, altered or used, or land or water used, in whole or in part, for other than one or more of the following specified uses in accordance with the limitations hereafter specified:

- (1) Any use permitted in the C-2 District, except department stores, other retail stores having more than 10,000 square feet of floor area per establishment, auditoriums, parking lots, parking garages or accessory parking facilities when provided on a site other than the site of the main use, subject to the USE REGULATIONS specified in the said District.
- (2) Bowling alleys limited to not more than 16 lanes per establishment.
- (3) Electrical, glazing, heating, painting, paper hanging, plumbing, roofing, or ventilating contractors' establishments, limited to 2,500 square feet of floor area per establishment.
- (4) Pest control agency
- (5) Refreshment stands, drive-in
- (6) Sign painting shops, limited to 2,500 square feet of floor area per establishment.
- (7) Taxidermist shops
- (8) Venetian blind, window shade, or awning shops, custom, limited to 2,500 square feet of floor area per establishment.
- (9) Window cleaning contractors' establishments, including floor waxing and other similar building maintenance services.
- (10) Wholesale establishments, limited to 5,000

square feet of floor area per establishment.

- (11) Upholstering shops dealing directly with consumers.
- (12) Accessory uses and structures.
- (13) Parking lots, parking garages or accessory parking facilities when provided on a site other than the site of the main use, subject to the approval of the City Commission in accordance with the provisions of Section 8 of Article XXVI-1.
- (14) The following uses if approved as a "CONDITIONAL USE".
 - (a) An addition to a conforming or non-conforming building or structure which contains a non-conforming RESIDENTIAL, COMMERCIAL OR INDUSTRIAL USE, subject to the provisions of ARTICLE XXVIII, Section 1, (1)(a) through (f) or Section 2, (2)(a) and/or Section 2, (3)(a).
 - (b) Catering Service, Social, Home or Airline.

Section 2: Limitations on Uses

- (1) Except for drive-in businesses, parking lots, parking garages or accessory parking facilities, all activities, including sale, display, preparation and storage, shall be conducted entirely within a completely enclosed building.
- (2) All products shall be sold at retail on the premises or at wholesale subject to the limitations on size applicable to wholesale establishments as set forth in Section (1) paragraph (10).
- (3) Storage of merchandise and/or materials shall be permitted within the rear portion of a building when in conjunction to the operation of an office, store, or other commercial use, located within the front portion of the same building, and provided that:
 - (a) The office, store, or commercial use occupies a minimum of twenty-five (25) percent of the total floor area of the building or structure.

Section 3: Area

- (1) Non-Residential Use
 - (a) There shall be no required area or width of lot for non-residential use.

Section 4: Yards

- (1) Non-Residential Use
 - (a) INTERIOR SIDE OR REAR YARDS: No interior side yard or rear yard shall be required, except that, where a lot in a C-3E District abuts a lot in an "R" District (Residential), a yard of at least ten (10) feet in width shall be provided

on the site adjacent to the "R" District. In addition, the building shall be set back one (1) foot for every two (2) feet of building height above twenty-five (25) feet on sides adjacent to an "R" District.

(b) **FRONT AND STREET-SIDE SETBACKS:**

In all instances, except as hereafter provided, a minimum front setback of ten (10) feet for the first nine (9) feet of building height and a minimum street-side setback of five (5) feet for the first nine (9) feet of building height, shall be provided and maintained in accordance with the following requirements:

1. If not used for off-street parking, the required setback area shall be treated with landscaping so as to present, in perpetuity, a neat and orderly appearance.
2. If used for parking, the required setback area shall be enclosed, except for permitted driveway openings, by either a living hedge, or a decorative wall of at least three (3) feet in height.

(c) Where a lot is adjoined by a building which has less than the above required setback, the following exceptions shall be made:

1. If the lot has a lot line dimension of less than fifty (50) feet abutting any street, then the setback required along that particular street shall not be greater than the deeper of either adjoining setback.
2. If the lot has a lot line dimension of fifty (50) feet or more abutting any street, but not greater than sixty-five (65) feet, then the setback required along that particular street shall not be greater than the deeper of any adjoining setback, unless such adjoining setback is less than five (5) feet, in which case the required setback shall be five (5) feet.

(d) In no instance shall any point on a building be closer to the centerline of a street than one-half (½) the height of said point above grade.

Section 5: Height

There shall be no absolute height limits in this District except as required by Article IV Section 37.

Section 6: Floor Area Ratio

The floor area ratio shall not exceed 2.0.

(In the following provisions matter underlined _____ is new, matter in brackets [] is old, to be deleted.)

ARTICLE XXIII OFF-STREET PARKING AND LOADING

Section 1: Off-Street Parking Required

- (1) Every use or structure instituted, constructed, erected or structurally altered after the effective date of this Ordinance shall provide off-street parking facilities in accordance with provisions of this Article for the use of occupants, employees, visitors, or patrons [, except within the C-3 (Central Commercial) District].

* * *

Section 2: Location, Character and Size

- (1) **LOCATION**
 - (a) In C-3, C-3A, C-3B, C-3C, C-3D and C-3E Districts, the location of the following categories of required accessory off-street parking facilities shall be subject to the approval of the City Commission in accordance with the provisions of Article XXVI-1, Section 8:
 1. In C-3, C-3A, C-3B, C-3C or C-3D Districts:
 - a. off-street parking facilities accessory to apartment buildings where provided off the site of the main use.
 - b. off-street parking facilities accessory to non-residential uses or hotels whether provided on or off the site of the main use.
 2. In C-3E Districts, off-street parking facilities accessory to any use where provided off the site of the main use.
 - (b) In all districts other than C-3, C-3A, C-3B, C-3C, C-3D and C-3E Districts, the off-street parking facilities required by this Article shall be located on the same lot or parcel of land that they are intended to serve, provided, however,

* * *

Section 4: Amount of Off-Street Parking

Except as otherwise provided in paragraph (34), the off-street parking required by this Article shall be provided and maintained on the basis of the [following] minimum requirements set forth in paragraphs (1) to (33), inclusive, as follows:

* * *

- (34) The required amount of off-street parking for non-residential uses and hotels in C-3, C-3A, C-3B, C-3C or C-3D Districts shall be as determined for each development by the City Commission in accordance with the provisions of Article XXVI-1. The required amount of off-street parking for apartment buildings or residential portions of combined residential and non-residential buildings shall be 0.4 parking space per dwelling unit.

* * *

(The following provisions are all new material.)

Section 10: Access Restrictions for Off-Street Parking and Loading Facilities

Vehicular access or egress for permitted or required off-street parking facilities shall in no case be located on the streets listed below. Vehicular access or egress for permitted or required accessory off-street loading berths or for the service entrance to a building may not be located on the streets listed below, unless the zoning supervisor of the Building Department certifies that there is no way to provide such berths or entrances with access or egress on some other street.

- (1) Biscayne Boulevard between Biscayne Boulevard Way and N.E. 20 Street
- (2) S.E. 2 Avenue between the Miami River and Flagler Street
- (3) N.E. 2 Avenue between Flagler Street and N.E. 20 Street
- (4) Flagler Street between Interstate Highway 95 and Biscayne Boulevard
- (5) South Miami Avenue between the Miami River and Flagler Street
- (6) North Miami Avenue between Flagler Street and N.W. and N.E. 20 Street

(The following provisions are all new material.)

ARTICLE XXVI-1: SPECIAL CENTRAL BUSINESS DISTRICT

Section 1: Purpose and General Provisions

The purposes of the regulations which follow are:

- (1) To implement a plan for improved pedestrian circulation and amenities in the City's central business district, including grade separation of major pedestrian and vehicular traffic flow, optimum upper level pedestrian access to rapid transit stations and to public open space and sitting areas, and wider and shadier pedestrian ways at street level and maximum public use and enjoyment of the waterfront;
- (2) To implement a parking policy which is based on the traffic capacity of the street system and which will accommodate the growth and development of the City's central business district;
- (3) To promote desirable functional and aesthetic relationships of buildings to streets; and
- (4) Thus to promote orderly development of the central business district, enhance its attractiveness and economic vitality, avoid excessive traffic congestion, and thereby promote safety, health and general welfare within the City.

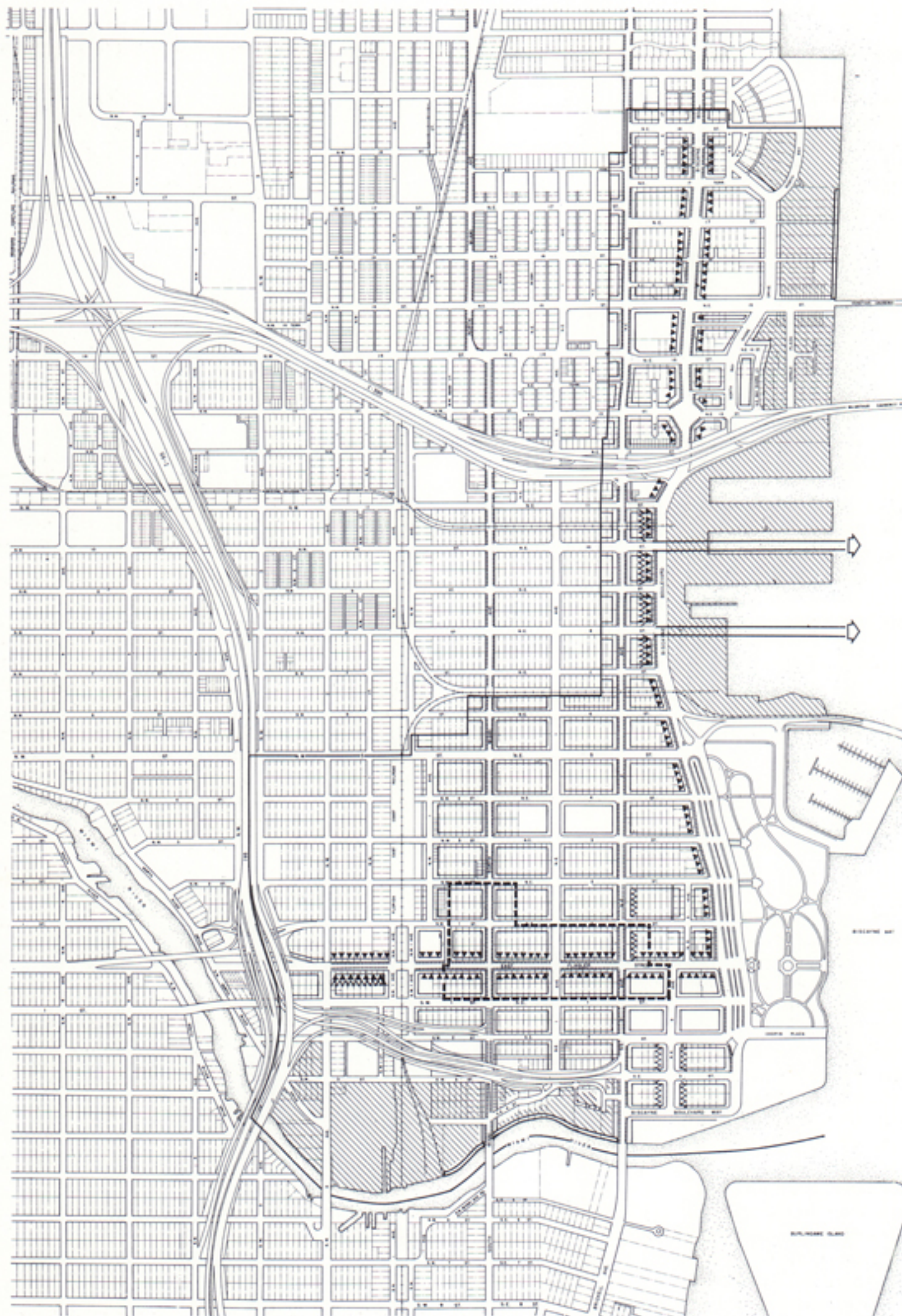
The provisions of this Article supplement but do not otherwise modify the applicable district regulations except as specifically provided in Sections 5 and 6 below.

Section 2: Central Business District Plan

- (1) The Special Central Business District Plan, hereinafter also referred to as the District Plan, identifies the physical improvements to be provided on lots in the District. The District Plan is set forth in the form of a map immediately following paragraph 3 of this Section and is verbally described in the Sections which follow. The Special Central Business District Plan is hereby incorporated and made part of this Ordinance. The District Plan is contained within an area bounded by the Miami River, Interstate Highway 95, N.W. 5th Street, N.W. 1st Avenue, the center line of the block between N.W. 5th Street, a line 150 feet west of and parallel to N. Miami Avenue, the south property line of the Florida East Coast Railroad, a line 150 feet west of and parallel to N.E. 2nd Avenue, a line 100 feet north of and parallel to N.E. 12th Street, the center line of blocks between N.E. 1st Court or its extension and N.E. 2nd Avenue, the south boundary of the Miami City Cemetery, N.E. 2nd Avenue, a line 100 feet north of and parallel to N.E. 18th Street, N.E. 4th Avenue, N.E. 18th Street, the easterly extension of N.E. 18th Street to Biscayne Bay and the shoreline of Biscayne Bay.
- (2) The physical improvements provided for in the District Plan are elements of a comprehensive system of pedestrian ways and amenities. It is the intent of this Article that upon the determination of alignments and station locations for rapid transit routes serving the Central Business District the system shall include elements related to the rapid transit stations. The kinds of improvements provided for in the District Plan or which may be provided for by amendment thereof are as follows:
 - (a) A system of interconnected ground level pedestrian spaces and arcades.
 - (b) A system of landscaped streets and paths at ground level.
 - (c) A system of interconnecting upper level pedestrian spaces, rapid transit station plazas, pedestrian ways and bridges, and vertical circulation elements linking upper level and ground level systems.
- (3) The Special Central Business District Plan is set forth on the map which follows.

Section 3: Adoption of Design Plans and Parking Policy and Guidelines

- (1) A design plan, such as a landscape plan, whose requirements apply to the provision of plan elements by developers may be adopted for such purpose by the City Commission following the same procedure required for amendments



SPECIAL CENTRAL BUSINESS DISTRICT PLAN

- Building Walls Along Street Lines
- //// Area Subject to Waterfront Area
- Development Controls
- Landscaped Street
- Landscaped Path Along Waterfront
- District Subject to Retail Requirements(Art. xv-i)
- ~~~~~ Arcade
- Restricted Access(Art. xxiii, Sec.10)
- ◇ Visual Corridor
- Boundary of Special Central Business District



to the Zoning Ordinance as set forth in Article XXX.

- (2) For the purpose of requiring and regulating the provision of off-street parking facilities by developers a Parking Policy and Guidelines may be adopted by the City Commission following the same procedure required for amendments to the Zoning Ordinance as set forth in Article XXX. The Parking Policy and Guidelines shall be concerned among other things with the impact of parking facilities, existing and proposed, on the capacity of the street system, with off-street parking demand and need generated by developments or enlargements, and with the compatibility of such facilities, considering their amount as well as location, with the optimum future use and development of surrounding areas.
- (3) At least once each year, a list of all such plans, policies and guidelines currently in force shall be compiled, published and made available to the public in the same manner that this Ordinance is made available. Every such plan, policy or guideline currently in force shall be available for public inspection in the office of the Planning Department.

Section 4: Landscaped Streets and Paths

- (1) Except as otherwise provided in paragraph (3) hereof, landscaping conforming to the requirements of paragraph (2) shall be provided by the developer of any lot having street frontage or Miami River or Biscayne Bay frontage shown on the District Plan as the location of a landscaped street or landscaped path along waterfront.
- (2) Landscaped streets or paths required by the provisions of this Section shall either conform to a landscape plan for an area which includes the lot for the development, which plan shall have been adopted in accordance with the provisions of Section 3 of this Article, or, in the case of a lot not included in such an adopted landscape plan, shall conform to the following requirements:
 - (a) For developments on the south side of any east-west street or on either side of any north-south street, for each 40 feet of frontage there shall be planted within the street right of way abutted by the development one shade tree 12 or more feet in height and of two and one-half inch caliper or more.
 - (b) For developments on the north side of any east-west street, for each 30 feet of frontage there shall be planted within the street right of way abutted by the development one shade tree 12 or more feet in height and of two and one-half inch caliper or more.
 - (c) For developments with frontage on the

Miami River or Biscayne Bay, a landscaped path for pedestrians shall be provided along the waterfront in a public easement with a minimum width of 20 feet measured from the water's edge. Within such easement landscaping shall be provided in accordance with a plan approved by the Department of Public Works and the Planning Department of the City of Miami and consisting of, or generally equivalent in cost and overall effect to, the tree plantings required under the provision of paragraph (b) hereof for the north side of east-west streets, augmented by shrubbery valued at 30 percent or more of the trees' total value.

- (3) The requirements for landscaped streets set forth in paragraph (2) shall be subject to modification by the Department of Public Works and the Planning Department along any side of a street having a sidewalk width of less than ten feet. In such instances one palm tree for each 13 feet of frontage may be required in lieu of the shade trees required by the provisions of paragraph (2), or, if the sidewalk width or other conditions are found to be inimical to the satisfactory development of any street tree in furtherance of the purposes of this Article, the requirement may be waived.
- (4) All planting plans and plant materials selection shall be subject to approval by the Department of Public Works and the Planning Department of the City of Miami. All tree and other planting shall be in accordance with such approved plans. Approval of plans shall be conditioned upon compliance with requirements of the approving authorities for bracing of newly planted trees and for access of water to the root systems and upon approved program for continuing maintenances whether by the City itself or by the property owner. Landscaped paths along the Miami River or Biscayne Bay waterfront shall be maintained by the property owner.
- (5) For those developments providing landscaped paths along the Miami River or Biscayne Bay waterfront, the floor area permitted by the applicable district floor area ratio regulations, including any premiums earned, may be increased by one square foot for each square foot of the area of the easement for such landscaped path. However, the floor area ratio including all premiums shall not exceed the maximum established by the applicable regulations of the underlying district.

Section 5: Arcades

- (1) An arcade as defined in Article II, Section 2 and conforming to the requirements of paragraph (2) of this Section shall be provided by the developer of any lot that includes

street frontage or urban open space frontage on which an arcade is shown on the Special Central Business District Plan.

- (2) An arcade required by the provisions of this Section shall conform to the following special design requirements:
 - (a) Its minimum depth exclusive of building columns shall be 12 feet measured perpendicular to the street line or urban open space boundary which it adjoins.
 - (b) At least 10 percent of the arcade area shall be landscaped with ornamental plants, shrubs, grass or other suitable vegetation, which shall be so arranged that a minimum clear width of at least 10 feet remains for pedestrian circulation along the length of the arcade.
- (3) For those developments providing required arcades the floor area permitted by the applicable district floor area ratio regulations may be increased by four square feet, or such greater amount permitted by the applicable district regulations, for each square foot of arcade area. However, the floor area ratio including all premiums shall not exceed the maximum limit established by the applicable district regulations.

Section 6: Waterfront Area Development Controls

- (1) Any development on land which is shown on the Special Central Business District Plan as an Area Subject to Waterfront Area Development Controls shall comply with the provisions of this Section.
- (2) For the purpose of this Section a Visual Corridor is an open space whose purpose is to extend an existing corridor of space formed by an existing street from the street's terminus in the upland area to the waterfront of the Miami River or of Biscayne Bay and whose boundaries are prescribed in paragraph (3)(f) hereof. A visual corridor shall be open and unobstructed from its base plane to the sky except for the following permitted obstructions: trees, shrubs or other plant materials, flagpoles, ornamental fountains, statuary, kiosks or playground equipment. The base plane of a visual corridor shall be either (a) the established grade of the street extended by such visual corridor at the point where the street terminates, or (b) the ground level of any waterfront park or public easement traversed by the visual corridor, whichever is higher.
- (3) Except as provided in paragraph (4), the following provisions shall apply to developments in Areas Subject to Waterfront Area Development Controls:
 - (a) Above ground buildings shall not exceed 200 feet in maximum horizontal dimension.

- (b) Above ground buildings shall maintain a minimum setback of 18 feet from interior side and rear lot lines.
- (c) The combined lot coverage for the principal building and any above ground accessory parking structure shall not be more than fifty (50) percent of the total lot area, unless the lot is at least one hundred and fifty (150) feet in width or depth, and forty-five thousand (45,000) square feet in area, in which case lot coverage may be increased to fifty-five (55) percent; a one (1) percent increase will be allowed for each additional seventy-five hundred (7,500) square feet of lot area up to a maximum of sixty (60) percent lot coverage.
- (d) The uncovered portions of the lot, including the roof of any underground parking structure, shall be landscaped with trees, shrubs, grass or other suitable ground cover so that such vegetation covers at least 40 percent of the area not covered by buildings, and access drives and convenience parking shall be limited to not more than 35 percent of such uncovered portions of the lot.
- (e) No part of an underground parking structure shall be higher than the average established grade of the nearest abutting street or the nearest abutting landscaped path, if any, provided along the Miami River or the Biscayne Bay waterfront.
- (f) No building shall be erected within the following visual corridors:
 1. The visual corridor bounded by the easterly extension of the north and south street lines of N.E. 8th Street, the east street line of Biscayne Boulevard and the U.S. Pierhead Line.
 2. The visual corridor bounded by the easterly extension of the north and south street lines of N.E. 10th Street, the east street line of Biscayne Boulevard and the U.S. Pierhead Line.
- (4) The provisions of paragraph (3) of this Section, except subparagraph (f) thereof, or the yard or distance between buildings regulations of the underlying district may be waived or modified by authorization of the City Commission, provided that development complies with a development plan which has been approved by the Planning Board and the City Commission and with all applicable provisions of the underlying district and of this Section not specifically waived or modified by the Commission. Such waivers or modifications shall be limited to those which are necessary or desirable in order to achieve the following purposes:
 - (a) better protection of views from

the upland area.

- (b) better arrangement of landscaped open space without sacrifice of view protection.

The Board shall not approve such development plan unless it finds that adequate protection and separation are provided for contiguous and nearby residential property. The Board may attach to its approval of a development plan any reasonable conditions, limitations or requirements which are found necessary in its judgment to effectuate the purpose of this section and to carry out the spirit and purpose of this Ordinance.

The Commission may waive the provisions of paragraphs (3)(a) or (3)(b) of this Section if it finds that the lot for the development is separated from the water's edge by an existing building or buildings which does not conform to the maximum horizontal dimension set forth in paragraph (b) and which blocks views of the water in a manner found by the Planning Board to be inconsistent with the purposes of this Section.

Section 7: Building Walls Along Certain Street Lines

- (1) Notwithstanding any other provisions of this Article or regulations of the underlying Districts, where a building is erected on a lot with frontage on a street listed in paragraph (2) of this Section and indicated on the District Plan by the symbol for "Building Walls Along Street Lines", such building shall have an exterior wall which:
 - (a) Coincides with the street line on such frontage for the entire length of the street line except any segment thereof to be adjoined by an urban open space authorized by special permit in accordance with the provisions of Article XXXII-1, Section 1, and
 - (b) Rises for a height of at least one story above an arcade or other ground level setback.
- (2) The provisions of this Section apply to all lots with the following street frontages:
 - (a) Frontage on either side of East or West Flagler Street between N.W. 2nd Avenue and Biscayne Boulevard.
 - (b) Frontage on the west side of Biscayne Boulevard between East Flagler Street and Interstate Highway 395.
 - (c) Frontage on either side of Biscayne Boulevard between Interstate Highway 395 and a point 100 feet north of N.E. 18th Street.

Section 8: Off-Street Parking in Central Business District

- (1) **PERMITTED PARKING**
Off-street parking facilities in C-3, C-3A, C-3B, C-3C, C-3D or C-3E Districts, to the extent not permitted by other provisions

of this Ordinance, may be provided in accordance with the provisions of this Section and subject to approval by the City Commission.

(2) **REQUIRED PARKING**

For all new or enlarged non-residential buildings or hotels in C-3, C-3A, C-3B, C-3C, or C-3D Districts, accessory off-street parking spaces shall be provided on or off the site of the principal use as required by the City Commission in accordance with a Parking Policy and Guidelines adopted pursuant to Section 3 of this Article. Compliance with such requirements and all other provisions of this Section relating to required accessory off-street parking facilities shall be a condition precedent to the use of such development or enlargement.

(3) **CONDITIONS FOR APPROVALS**

- (a) A parking facility may be approved by the Commission after public hearing and recommendation by the Planning Board, if the Commission finds that the parking facility complies with the provisions of this Section and is consistent with the Parking Policy and Guidelines.
- (b) An application for approval of a parking facility under the provisions of this Section shall be submitted to the Planning Board. It shall include a site plan showing the location of such facility, its layout according to City of Miami standards, in the case of an accessory parking facility its relationship to the main use, and such other information as the Board may require. All applications shall be referred by the Board to the City of Miami Parking Authority for its report on its relationship to the Parking Policy and applicable Guidelines. If such agency shall report thereon within one month from the date of referral, the Board in its recommendation and the Commission in its determination shall give due consideration to such report and may substantiate their findings on the basis of such report. If such agency does not report within one month, the Commission may make a final determination without reference thereto.
- (c) In no case shall an accessory off-street parking facility be located more than one-quarter mile walking distance from the nearest entrance to the building occupied by the main use, except that location at a greater distance may be permitted if a people mover system approved by the Commission permits the distance to be covered by pedestrians in six minutes or less.
- (d) The number of spaces in an approved accessory off-street parking facility,

whether provided on or off the site of the main use, will be credited toward the satisfaction of the minimum off-street parking requirements as set forth in Section 4 of Article XXIII for uses in C-3, C-3A, C-3B, C-3C and C-3D Districts or as stipulated by the Commission in accordance with the Parking Policy and Guidelines. No certificate of occupancy shall be issued for that portion of the main building's floor area subject to the provision of parking spaces in an off-site parking facility until such off-site parking facility has been completed and has received the approval of the Building Department. Where a people mover system is required for qualification of the off-site parking facility under the provisions of this Section, the issuance of the certificate of occupancy shall also depend upon completion and Building Department approval of the people mover system.

- (e) Accessory parking facilities may be collectively provided to serve two or more buildings in accordance with the provisions of Article XXIII, Section 5.

(The following provisions are all new material.)

ARTICLE XXXII-1: SPECIAL PERMITS

Those regulations of the "COMPREHENSIVE ZONING ORDINANCE" controlling bulk or intensity of use include in some districts special allowances in the form of premiums or floor area bonuses for facilities, amenities or other attributes of a development which lessen or compensate for the impact of a given level of bulk or intensity of use. Certain facilities or amenities may or may not be beneficial in a local area, depending on their location, siting or treatment, and therefore require special consideration as to their qualification for premiums or bonus floor area. Approval may be granted by SPECIAL PERMIT of the City Commission after recommendation by the Planning Board and a Public Hearing, provided that the Commission makes the special findings required by this Article.

The Commission may attach any conditions to its approval of an application for Special Permit under the provisions of this Article which it determines to be necessary for the proper functioning of such facility or amenity in relation to surrounding development or for achieving the purposes of this ordinance.

The grant of a SPECIAL PERMIT by the City Commission shall be BY RESOLUTION and shall not be by Ordinance amending the Comprehensive Zoning Ordinance.

Section 1: Urban Open Spaces

- (1) For urban open spaces in C-3, C-3B, C-3C or C-3D District, the Commission, after Public Hearing and review of recommendations by the Planning and Zoning Board, may grant

special permits for bonus floor area in the amounts set forth in the applicable district regulations, provided that the following findings are made:

- (a) That the location of the urban open space and its design will satisfy a public need in the local area.
 - (b) That the location and siting of the urban open space is consistent with functions of predominant importance in the local area, including but not limited to existing or potential retail development.
 - (c) That the development and its urban open space are in harmony with the various elements or objectives of the MIAMI PLAN.
- (2) Development plans for urban open spaces may be submitted by owners of single lots or jointly by owners of two or more adjacent lots who undertake to provide a common urban open space and distribute total allowable floor area in accordance with the development plan as for a single lot. Where such a development plan is submitted jointly by owners of two or more adjacent lots, development rights may be transferred from one owner to another so that one or more of the lots will have more than the floor area that would otherwise be permitted on such lot or lots by the applicable district regulations, provided that the total floor area permitted by the district regulations for all the lots is not exceeded. Approval of jointly submitted plans shall be conditioned upon submission to the Planning Board of certified copies of:
 - (a) The transfer instrument legally sufficient in form and content to effect such transfer and establishing maintenance responsibilities for the urban open space, and
 - (b) A notice of restrictions which shall be filed by the owners of the respective lots in the place designated by law for the filing of deeds and restrictions on real property, which notice shall set forth the restrictions upon further development of each lot.
 - (3) In reviewing plans for urban open spaces and arriving at a recommendation or determination the Board and the Commission shall be guided by the following considerations:
 - (a) Location and Siting
Urban open spaces should be well distributed throughout areas of high activity. They should be spaced a reasonable distance apart and occupy limited lengths of street frontages so as to prevent excessive breaks in the street line and, where retail shopping is important so as to cause minimum interruption of street frontage devoted to

- shopping uses.
- (b) Design Considerations
 Urban open space boundaries should be defined in so far as possible by enclosing building walls without necessarily precluding ground level openings through and under such walls for breezeways, through block connections or other pedestrian circulation. Urban open spaces should be landscaped with trees, shrubs, grass or other suitable ground cover. Shade trees should be planted so as to give shade to at least 50 percent of the open space, and a greater percentage may be required depending on sun exposure or other conditions. Fountains are to be encouraged. Sitting areas should be provided, with at least one seat for each 150 square feet of urban open space. "Seats" may be liberally interpreted to include not only benches or chairs but also such sitting spaces as may be provided by retainers around plantings or by steps designed for sitting and not required for circulation. Urban open spaces located at street corners should normally be of moderate size and limited to a depth not greater than 50 feet from each street. They should provide landscaped buffers from the street consisting principally of shade trees.

- (4) **EXCEPTIONS TO REQUIREMENTS FOR BUILDING TO THE STREET LINE**
 Along streets where building walls are required to coincide with street lines in accordance with the provisions of Article XXVI-1, Section 7, the Commission in appropriate cases may waive such requirement to permit an urban open space which qualifies for bonus floor area under the provisions of this Section. Where such a waiver is required and granted, an urban open space may not occupy more than 40 feet of the street frontage, may not be located less than 100 feet from the nearest intersecting street or less than 500 feet from the nearest park, public open space or other urban open space fronting on the same street. In addition to making the findings required for granting a special permit for bonus floor area, the Commission, in granting a waiver of the provisions of Article XXVI-1, Section 7, shall find that the advantages to the public of the proposed urban open space will outweigh any adverse effects resulting from interruption of the building line.

(In the provisions which follow, matter underlined _____ is new.)

ARTICLE XXIV: SIGNS

* * *

Section 4: Signs in the C-1, C-1A, C-2, C-3, C-3A, C-3B, C-3C, C-3D, C-3E, W-R and W-I Districts

Signs, illuminated or non-illuminated are permitted as accessory uses as follows:

* * *

- (2) Projecting signs, owner-identification, shall not exceed one (1) for each business on the premises, with the sign area limited to forty (40) square feet for each face. However, projecting signs erected in the C-3 or the C-3A District may be increased in area as follows:

| Maximum Projection from Face of Building | Area |
|--|----------------|
| Two (2) feet or less | 80 square feet |
| More than two (2) feet but less than three (3) feet | 60 square feet |
| More than three (3) feet but not more than four (4) feet | 40 square feet |

- (3) **DETACHED SIGNS**
 (a) In C-3, C-3A, C-3B, C-3C and C-3D Districts detached signs are not permitted.
 (b) In C-1, C-1A, C-2, C-3E, W-R and W-I Districts, detached signs, owner-identification, shall be limited to one (1) sign and to forty (40) square feet of area (for each face) for each business or for each fifty (50) feet of street frontage. The permitted sign area for detached signs may be cumulative, but no one (1) sign shall exceed one-hundred (100) square feet in area for each face.

APPENDIX B

1.0

SUMMARY OF GOALS

1.1 MAGIC CITY CENTER — ECONOMIC APPRAISAL AND PROJECTIONS

Published April 1960, by the City of Miami and Metropolitan Dade County, this report followed the publication Magic City Center Goals and represented what were considered realistic goals to guide community action.

1. OFFICE EMPLOYMENT:

Increase C.B.D. office employment at the same rate as the region. In 1954 the CBD employed 5.8% of the Dade County labor force in CBD office work (18,189). Given regional growth projections to 1985, the plan proposed 49,700 office workers in 1985 representing 7,960,000 square feet of space.

2. GOVERNMENT AND CIVIC:

Centralize Government services in CBD including civic and educational use (totaling 1,765,000 square feet).

3. RESIDENTIAL:

Encourage the CBD to become the residence for a sizeable proportion of those employed there. The goal for 1985 is 12,500 units, most of which would probably be rental.

4. RETAIL:

Goals for increase in CBD retail sales include \$400,000,000 sales by 1985, which is triple the 1954 volume but conservative as compared to regional estimate of \$5.7 billion by 1985 (6.5% in the CBD).

5. PORT REDEVELOPMENT:

A major objective of the report indicated some increase in manufacturing and wholesale trade as related to port development; however in comparison to other land use categories, growth of this sector was projected to be the smallest.

Key assumptions behind the goals include the following:

1. Region will grow to a population of 2,500,000 by 1985, an increase of 176% over 1960 (more recent projections indicate closer to 1,800,000).
2. Hotel-motel space will remain the same as in 1960 (7,700 hotel-motel rooms in Core Area).
3. 25% of CBD employees will choose to live near work.
4. Rates of office employment to total CBD employment will remain at approximately 3 to 5 (18,000-30,000 employees).
5. Growth of CBD retail will be dependent on growth of CBD itself.
6. No assumptions regarding transportation variables.

1.2 DOWNTOWN MIAMI MASTER PLAN

This Plan was prepared by Doxiadis and Associates, Incorporated, in June 1967, for the Downtown Development Authority. The objectives of the Plan are as follows:

1. Exploit the Study Area's central location and resources to create a strong commercial center.
2. Concentrate Government activities so as to achieve maximum efficiency of service and to attract new ancillary uses.
3. Increase opportunity for employment.
4. Establish a homogeneity of function through a clarified concept of land use and hierarchy of functions.
5. Modernize transportation patterns so as to avoid conflicts between movement of people, goods, and vehicles.
6. Create an overall frame emphasizing the district character of the Study Area.
7. In addition, project goals were developed for special areas including: the Bayfront Area, the Government Center, the Convention Center, the Transportation Center, major streets and places.

Key assumptions behind goal statements include the following:

1. Between 1959 and 1969 CBD employment dropped from 9.8% of the region to 6.8%. The Master Plan projects growth by comparing this ratio to other cities.
2. The Study Area includes the CBD and areas north to 20th Street. In 1959 there were 11,000 people residing in this area. The Master Plan assumes 25% of the future employees will live near work and projects 18,000 residents in 1972, 32,000 in 1985 and 51,000 by the year 2000. (The resident population in the area has decreased since 1959.)

1.3 DEVELOPMENT PLAN FOR N.D.P. AREA 3

The following objectives of the N.D.P. Plan are specific parts of a very elaborate list of goals and objectives for N.D.P. Area 3, as prepared by Candeub, Fleissig and Associates for the Department of Housing and Urban Development and Metropolitan Dade County, Florida.

1. HOUSING:
Demolish substandard units (a total of 2,319 structures have deficiencies), and create new neigh-

borhoods with the following mix:

- 2,500 units of new or rehabilitated public housing or rent supplement;
- 3,600 units of new or rehabilitated moderate income (235-236) housing;
- 1,000 units of middle income housing; and
- 1,100 units of low and moderate housing for the elderly.
2. COMMERCE:
Provide services for rehabilitation of existing non-residential structures, off-street parking and sites for the following in the CBD: Junior College, Transportation Center, offices, shops, apartments and hotels.
3. EDUCATION:
Provide increased educational improvement with the addition of one "Super School", grades 1-9 for 2,500 students.
4. RECREATION:
Provide additional recreation including thirty acres associated with the Miami River and one large playfield associated with the Super School.
5. HEALTH AND SOCIAL SERVICES:
Expand health facilities at Jackson Hospital and add multi-purpose center programs on N.W. 14th Street and N.W. 11th Street.
6. TRANSPORTATION:
Provide super block system with greenway network for pedestrian circulation. Separate residential and non-residential movement and reserve R.O.W. for future mass transit.

Key assumptions behind the goal statements include:

1. The Garment Center south of 29th Street will grow some 70% in the next ten years as a wholesale-retail area.
2. Jackson Hospital Area will continue to expand.
3. The Miami River frontage will attract middle income families.
4. Residential development for low and moderate income families must come before major land use changes.
5. East-west arterial movement to Downtown needs improvement.
6. First activities will be in the area south of the fashion center and north of 14th Street.

1.4 CITY OF MIAMI - CRP

Program for Community Renewal, which was prepared in 1967 for the City of Miami.

1. HOUSING:

Increase supply of dwelling units including 27,000 low and moderate income units. Of this 17,000 should be new construction. Provide technical assistance to neighborhood groups for property maintenance and expand base of non-profit sponsors.

2. PUBLIC FACILITIES:

With primary emphasis on improvement of sewer systems and recreation facilities an objective of capital improvements from 1965 to 1973 totalled \$44,825,000.

3. ECONOMIC:

Encourage planned industrial districts, possibly by non-profit development corporation; strengthen Miami's position as a marketing center through development of a planned wholesale produce market; encourage prestige office development in Downtown, Brickell Avenue, Biscayne Boulevard, and Coral Way; promote tourism by development of a convention-cultural center and tourist information area in Downtown; enhance Downtown by internal improvements to its traffic circulation, parking facilities, and physical appearance; and provide public and supporting facilities for educational programs including Miami-Dade Junior College.

Key assumptions behind goals include the following:

1. Two segments of the Miami population will continue to grow: young (under 18) primarily Cuban and Black; elderly (over 65) with a sizeable proportion being low income.
2. There is, and will continue to be, a high mobility in Miami which generates a lack of community consciousness.
3. Summary of conditions in 1967 indicates increasing population, increase in family income, increase in demand for services. Sources of revenue have remained constant. Municipal spending has been governed by limitation of available funds rather than by the need for public facilities. These conditions necessitate extensive public programs.
4. In the City there has been a general increase in total assessed value of 73% (1957-67) offset by a decrease in tax rate.

1.5 MIAMI URBAN AREA TRANSPORTATION STUDY

Prepared by Metropolitan Dade County Planning Department. The Dade County Master Plan

developed a series of very general goals and objectives for a projected growth to 1,955,000 by the year 1985. Of three alternative growth models only Alternative II recommended a "Superurban" density in Central Miami. The final MUATS Report indicated a Downtown Study Area population of 16,000 and an employment force of 58,700 by 1985, a slight reversal of existing trends.

Summary of the Master Plan objectives include:

1. A new emphasis on mass rapid transit.
2. An increase in airport use and site.
3. An increase in Port use.
4. Industrial parks in outlying areas.
5. Commercial centers spread throughout the region.

Key assumptions behind goals are as follows:

1. Key to the Dade County Plan and the transportation plan which follows is the statement of a "Freedom of Choice" goal which implies possible second home life styles, new town developments and continuing suburban expansion.
2. There is no stated goal for reinforcing the CBD. In fact, the assumption of a need for 130 square miles of land for residential expansion implies much more emphasis on "estate" density of 0 to 1.9 dwelling units per acre and low density 2.0 to 12.9 dwelling units per acre than a sizeable proportion of moderate or higher density residential use.
3. The recommendation of 34 square miles for industrial parks further reinforces geographic expansion and assumes that the major thrust of new industrial employment will be outside the city limits of Miami.

1.6 BRICKELL AVENUE STUDY

A planning and zoning study of the Brickell Avenue Area south of the Study Area; it was prepared by the City of Miami Planning Department. The primary objectives of the Study were to develop zoning strategies to encourage office and residential development which would have more open space than the CBD, and incentives for landscaping, parking and other "natural amenities". The Study does not indicate any competition between the CBD development and Brickell Avenue. In fact, the objectives tend to indicate an addition to Central Miami rather than taking from.

1.7 SUMMARY OF GOALS AND OBJECTIVES FOR THE STUDY AREA

In general there are four non-conflicting goals which are published in nearly every planning report concerning the Study Area:

- Increase Downtown employment;**
- Increase Downtown residential development;**
- Improve the Downtown environment; and**
- Improve movement within and through Downtown.**

In measuring these goals and specifying objectives, the reports vary. MUATS recommended a modest employment increase from 43,047 in 1964 to 58,700 in 1985. The Doxiadis Plan recommended 81,100 employees in the Study Area by 1985. The residential growth of the Study Area has been the exact opposite of all recommendations. Where the region grew from 935,000 in 1960 to 1,268,000 in 1970 and the City of Miami grew from 295,000 to 335,000; the Study Area decreased by over 1,000. In general all plans recommend maximum public use of waterfront areas and improvements to the Downtown pedestrian environment. Most plans indicate some desire for traffic separation especially in the area of Biscayne Boulevard. All plans suggest a more varied and active Downtown than now exists.

There are significant sections of the Study Area which have no recommendations except the Doxiadis Land Use Plan. These areas include nearly all the area south of I-395 and north of the Municipal Railroad (shown residential on the Doxiadis Plan), the area around Dade County Junior College (shown public use in NDP-3 Plan), the area west and east of the Midtown Core (shown residential and office on the Doxiadis Plan). At the present time these areas are governed by the existing zoning code which is in conflict with the Doxiadis uses in nearly all the areas indicated above.

An evaluation of the current status of proposals recommended for the Study Area reflect implementation activity to date. Since 1967, Central Miami has proceeded rapidly toward implementation of some of the recommendations proposed in the plans prepared for the Miami Core Area.

1. BAYFRONT PROJECT:

Presently underway. Plans have been prepared by Edward D. Stone, Junior, showing public use for the entire Bayfront from the Miami River to McArthur Causeway. The plans are a modification,

however, of the Doxiadis Plan which showed hotel and residential use for a substantial part of this area.

2. MIAMI RIVER WALKWAY:

Presently underway. Funds for first stages of the walkway plan have been appropriated. At present, the YMCA is being constructed north of the river and proposals for a Latin Center have been discussed. The proposal for residential development along the river is still a strong possibility, recommended by both the plan for NDP-3 and the Brickell Avenue Study.

3. TRANSPORTATION CENTER:

The key to the Transportation Center as proposed by the Doxiadis Plan was interchange of various transportation modes including rapid transit, arterial highway movement, and terminal facilities for bus routes. The Transportation Center has recently been funded and is located near the McArthur Causeway.

4. DOWNTOWN MIAMI STREETS AND PLACES:

The Doxiadis Plan made major recommendations in terms of street closings, plazas and elevated walkways. The key to these recommendations was a second level pedestrian walkway system above Biscayne Boulevard and at the Government Center with a pedestrian mall along Flagler Street. At present no action has been taken on these recommendations. The Dade County, Florida Tropics Program by Wilbur Smith and Associates of 1971 recommends revision to street right-of-way and the Maurice A. Ferre Report, Miami-3 Proposals for Downtown, in September 1970, recommends "sky bridges" but both proposals rely on public financing. Only modest street improvements including landscaping of Biscayne Boulevard and Flagler Street are underway.

5. CONVENTION AND CULTURAL CENTER:

Doxiadis recommends the area adjacent to Miamarina and the existing public library become a convention and cultural center. This is no longer a consideration since the most recent plan by Edward D. Stone, Jr. and Associates changes this recommendation. The Stone plan submitted to the City Commission September 21, 1972, recommends a program of recreation, civic and cultural activities but minimum commercial and no convention facilities.

At present the Convention Center, if funded, will become part of the Government Center.

6. GOVERNMENT CENTER:

Since 1960, recommendations for a Government Center have been strongly stated. The specific site has changed and the program modified in the

1970 Miami-Dade County Governmental Center Study by Geddes, Brecher, Qualls and Cunningham. At present more detailed studies are underway; but funds for the first building (Police Building) are appropriated, and the policy of centralizing local Government in Downtown Miami remains.

7. MASS RAPID TRANSIT SYSTEM:

The recent passage of the bond issue assures implementation and begins the next stages of design.

8. COMMUNITY COLLEGE:

The construction of Dade County Community College was part of the recommendations included in the plan for NDP-3 Area. This facility is nearly complete as a Community College on N.E. 2nd Avenue.

B-2.0 ECONOMIC FORECAST

(Prepared by Gladstone
Associates)

2.1 INTRODUCTION

This report summarizes findings for the first phase of the Downtown Miami Zoning Study. The objective has been to determine the nature and extent of the market forces affecting the future development of the Miami Central Business District (CBD). Though Miami is experiencing some overbuilding of office buildings at the present time, a phenomenon which will probably be reflected in high vacancy rates in the months ahead, the findings indicate that in the long-run, development potentials remain strong for the greater Miami Area and for the Central Business District as well.

Specifically, new development in the Downtown Core will be generated by office buildings, most of which will be located on or near Biscayne Boulevard. As in the past, the development will occur in spurts with some slackening off when supply ~~exceeds demand~~, but with the long-term trend favoring continued development. The development of new office space will also generate potentials for retail space (ground level in new office buildings) and an increased demand for high-rise apartment houses and condominiums serving a variety of types of people working in the Downtown Core.

These findings, which are discussed in more detail in the following pages, are based on a combination of sources: an analysis of demographic and economic trends based largely on census data; a review of relevant reports and studies of the Miami CBD; interviews with local realtors, developers, investors, and business leaders; and Gladstone Associates' experience in the area of downtown development.

2.2 OFFICE DEVELOPMENT

The key to development in the Downtown Core lies in new office space in so much as this is the primary generator of employment, real estate values, and subsidiary real estate development. The following table shows the trends of office space construction during the 1960's in the Miami SMSA. While on the average, 413,000 square feet were constructed during the 1960's, there was considerable variation from year to year with almost 1,300,000 square feet of space being constructed in 1969, and a low of 132,000 in 1960.

Also during the 1960's, the tendency was to construct office space away from the Downtown Core. Informed sources estimate over 70 percent was con-

**Annual Office Space Construction Miami SMSA:
1960-1970** (Constant 1970 dollars)

| Year | Amount ¹ | Value ² |
|-----------|-----------------------|----------------------|
| 1960 | 132,000 sq.ft. | \$ 3,700,000 |
| 1961 | 356,000 sq.ft. | \$ 9,400,000 |
| 1962 | 329,000 sq.ft. | \$ 9,200,000 |
| 1963 | 286,000 sq.ft. | \$ 8,000,000 |
| 1964 | 575,000 sq.ft. | \$ 16,100,000 |
| 1965 | 293,000 sq.ft. | \$ 8,200,000 |
| 1966 | 200,000 sq.ft. | \$ 5,600,000 |
| 1967 | 296,000 sq.ft. | \$ 8,300,000 |
| 1968 | 307,000 sq.ft. | \$ 8,600,000 |
| 1969 | 1,293,000 sq.ft. | \$ 36,200,000 |
| 1970 | <u>479,000 sq.ft.</u> | <u>\$ 13,400,000</u> |
| 1960-1970 | | |
| Total | 4,546,000 sq.ft. | \$126,700,000 |
| 1960-1970 | | |
| Average | 413,000 sq.ft. | \$ 11,500,000 |

¹ Estimate: Gladstone Associates

² Source: Construction Review

structed outside of the CBD — mainly in Coral Gables and in the vicinity of the airport.

More recently, the pull of development away from the Downtown Area has been increased with the intense development of Brickell Avenue and the development of several suburban office parks located along expressways. It is interesting, however, that even with the development of offices along Brickell Avenue, the new suburban office parks, and the continued strong attraction of Coral Gables, at the present time development activity in the Downtown Core has reached an all time high. This is due, of course, to two buildings — the First Federal Building and One Biscayne Tower.

Though not complete, the following table, "New Office Buildings Opening 1972-1973", illustrates the recent upsurge of office development activity. At the present time, over 1,600,000 square feet of leasable new office space are under construction, more than half of which are located in the Downtown Core. This figure represents a supply of more than four times the average annual supply offered during the 1960's.

This situation is subject to two possible interpretations. On the one hand, a cautious observer

might conclude that 1,609,000 square feet of new office space represents a disastrous over-supply, given past trends in Miami, and that three to five years will pass before demand is able to catch up again with supply. The result could mean a stagnation of office building activity in Miami for a period of two to three years. Furthermore, this observer might add that the potentials for Brickell Avenue, Coral Gables, the Airport, and the office parks continue to outweigh the potentials for the Downtown Core. Consequently, the two new buildings Downtown might be viewed as an aberration and indeed could stifle rather than encourage further development activity in the Downtown Core.

On the other hand, an optimist might view these trends as a sharp break with the past — the beginning of a new vigorous growth period for greater Miami and particularly for the Downtown Core. A number of factors could be cited to support this optimism — the growing Miami economy, the expansion of many existing firms, the relocation of corporate headquarters to Miami, the Waterfront Park, the Port, Dade County Community College, and the rapid transit system. Accepting this thesis, Miami is just coming into its own following such precedents as Atlanta or Washington; and the new construction represents only the beginning of a natural expansion that is simply a few years behind that of other similar cities.

In the course of interviews with informed citizens and business leaders in Miami, both views were expressed with certainty and conviction. In the short-run we believe the pessimists may prove correct in that there will probably be high office vacancy rates in the near future as the two major new buildings become available for occupancy. Both of the new buildings, for instance, appear to be attracting their tenants primarily from older buildings currently located in the Downtown Core. Interviews with leasing agents of these buildings revealed that new firms moving to Miami are not yet locating Downtown but elsewhere, and firms which currently rent space in Coral Gables or near to the airport do not wish to change their location. The result is that the only true competitive area with the Downtown Core is Brickell Avenue, which at the current time is taking more tenants away from the CBD than it is returning. Since the firms locating in the new buildings are the typical firms found Downtown — attorneys, banks, CPA's, realtors, stockbrokers — and since they are vacating older space Downtown, the vacancy rates

NEW OFFICE BUILDINGS OPENING 1972-1973

| | Stories | | Total Rentable Area | New Parking Space | Rent Range |
|--------------------------------------|---------|--------|---------------------|-------------------|---------------|
| | Total | Office | | | |
| Miami CBD | | | | | |
| One Biscayne Tower (Guitierrez) | 40 | 24 | 605,000 | 750 | \$8.00+ |
| Miami First Federal | 36 | 19 | <u>208,000</u> | — | — |
| Subtotal | | | 815,000 | | |
| Brickell Area | | | | | |
| Riverside (Florida East Coast Prop.) | 12 | 10 | 175,000 | 500 | — |
| Crown Executive Plaza (Sheridan) | 10 | 9 | 94,000 | 160 | \$8.00+ |
| Brickell Executive Plaza (Halpryn) | 10 | 9 | — | — | — |
| "700" Brickell Building | 10 | 9 | <u>73,000</u> | 300 | — |
| Subtotal | | | 343,000 | | |
| Coral Gables/South Miami Area | | | | | |
| 5901 Building | 4 | 3 | 30,000 | 105 | \$6.50 |
| 1570 Madruga Building (Gonsalos) | | | 41,000 | — | \$6.50-\$8.50 |
| 1320 South Dixie (Sam Adler) | | | 235,000 | 275 | — |
| Continental Building (Babcock) | 6 | 6 | 32,000 | 64 | \$7.50-\$8.00 |
| Douglas Palermo | 4 | 3 | <u>20,000</u> | 50 | \$7.75-\$8.50 |
| Subtotal | | | 358,000 | | |
| South Dade Area | | | | | |
| Bank of Kendall Building | 4 | 3 | 36,000 | — | \$7.50-\$8.50 |
| S.A.C. Construction | | 3 | <u>25,000</u> | — | — |
| Subtotal | | | 61,000 | | |
| Other Areas | | | | | |
| 550 Lejune Building (Damiano) | 4 | 3 | <u>34,000</u> | — | — |
| Total | | | 1,609,000 | | |

could increase dramatically in the spring, particularly in the CBD.

On the other hand, we believe that the Miami CBD will probably begin to experience a period of new and vigorous growth in the next three to five years generated primarily by office space. In this experience it will replicate a pattern which was established during the 1960's in many other Eastern cities, notably Boston, Philadelphia, Washington, and Atlanta.

The fact that two prestige buildings were constructed in this core is prima facie evidence of a change. Furthermore, there are indications that plans are underway for more office buildings Downtown. The mass transit system, the new Waterfront Park, new parking and transportation

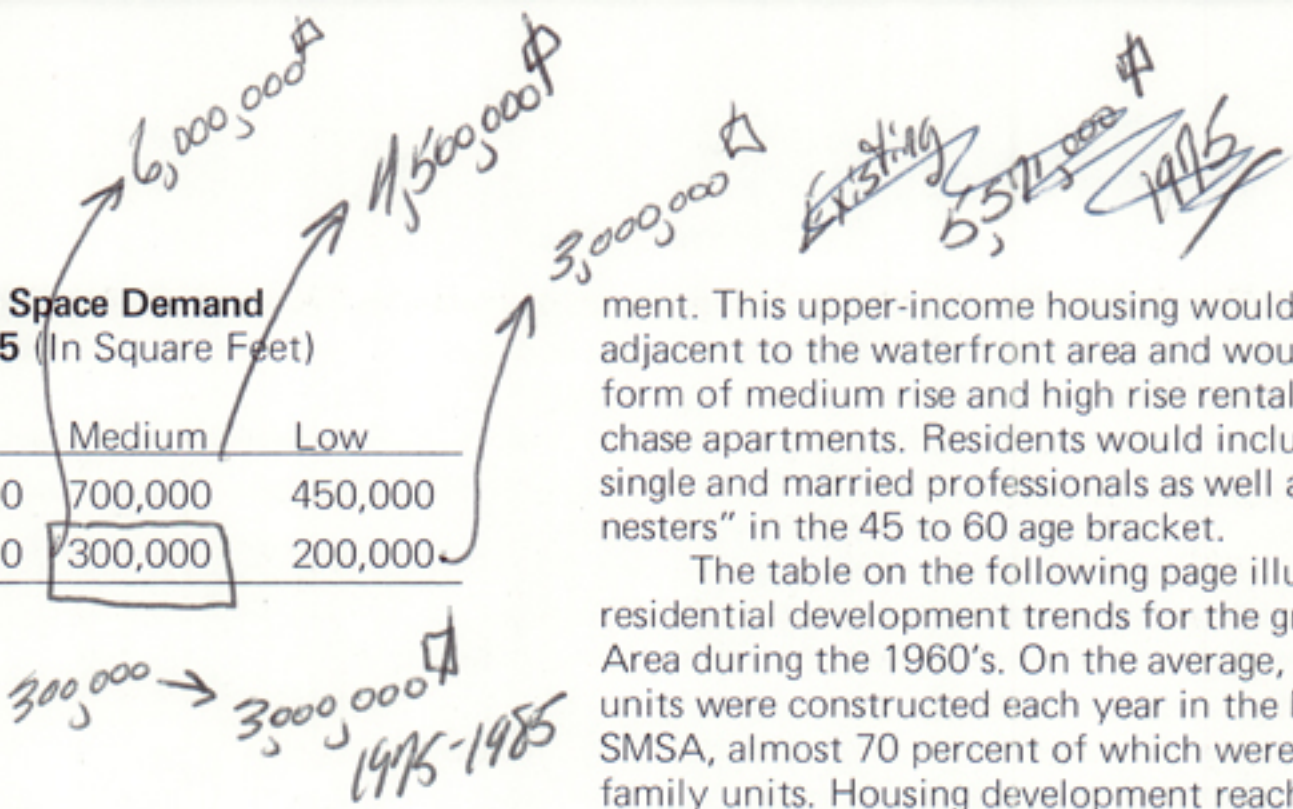
systems, the Port — these facilities will increase the attractiveness of this area vis a vis more distant areas, which also have increasing land costs and diminishing amounts of developable land.

Our conclusion, therefore, is that the long term development potentials for office space remain strong, particularly in the CBD, and that these potentials, if realized, could have a positive effect on other types of development, particularly residential development, as is discussed below. The following table puts forth our best estimate of office development projections (the medium range) and also presents the projections of the cautious observer and the optimistic observer as well.

**Projected Annual Office Space Demand
Miami SMSA: 1970-1985 (In Square Feet)**

| | High | Medium | Low |
|------------|-----------|---------|---------|
| Miami SMSA | 1,200,000 | 700,000 | 450,000 |
| Study Area | 400,000 | 300,000 | 200,000 |

Source: Gladstone Associates.



2.3 SPIN-OFFS

Because a vital Downtown Core is predicated on the continued development of office space, other types of development, called spin-offs, are also dependent upon this development. Unless office development continues, it is unlikely that spin-off development activities will take place on their own.

2.4 RETAIL

It is unlikely that the CBD will support additional retail apart from that generated by continued office development. The trend toward the development of suburban shopping centers, malls, etc., will be too strong to allow for additional CBD retail space. Moreover, the development of Plaza Venetia, which will contain a considerable amount of retail space, will serve the Core and further limit the potentials for other large retail developments Downtown.

Retail space will, however, be constructed on ground levels of new office buildings and will be designed to serve the Downtown work force. For every new building constructed, it is likely that some of the ground floor space will be retail. Given an average annual increase of 300,000 square feet of office space in the Downtown Core, 5,000-10,000 square feet of retail space could be anticipated on an annual basis. This figure, however, will be larger if, as we anticipate, high-rise luxury apartments are developed as well.

2.5 RESIDENTIAL

It is felt there is a potential market for the development of upper-income housing Downtown, assuming accelerated office development, increased vitality of the business core, the mass transit, and appropriate treatment of the waterfront develop-

ment. This upper-income housing would be focused adjacent to the waterfront area and would take the form of medium rise and high rise rental and purchase apartments. Residents would include young single and married professionals as well as "empty nesters" in the 45 to 60 age bracket.

The table on the following page illustrates residential development trends for the greater Miami Area during the 1960's. On the average, over 15,000 units were constructed each year in the Miami SMSA, almost 70 percent of which were multi-family units. Housing development reached a peak in 1969 when almost 27,000 units were constructed.

While these figures do not distinguish between the SMSA and the Downtown Core, it is obvious from inspection that very little new housing development has occurred Downtown. On the contrary, as illustrated in "Population Trends, Miami SMSA: 1950-1970", the population of the Downtown Study Area has declined from 32,000 to 29,000 persons during a period when the Miami SMSA has experienced strong population gains.

As indicated by past trends, it is obvious that greater Miami had strong growth trends in housing and population during the 1960's, while the Downtown Core Area was experiencing declines. While a dramatic reversal of these trends occurring is unlikely within a natural market framework, the exodus should slow down, with the possibility of a moderate population increase occurring by 1980. (See "Population Trends Miami SMSA: 1950-1970" and "Population Forecasts Miami SMSA: 1970-1985".)

Our projections are predicated on the assumption that living Downtown in close proximity to one's employment appeals to a small but significant minority of people - "empty nesters", young single and married professionals, and other groups accustomed to urban living - and that given an attractive living environment Downtown, these people can be attracted back to the City. They are predicated also on the belief that a view of Biscayne Bay yields a strong market attraction. While apartments or condominiums constructed along Biscayne Boulevard would compete with similar developments along Brickell Avenue, in the long-run there is a market for residential developments in both locations.

In addition, assuming a major public intervention in the form of land assembly, financing and public incentives, a possibility exists for a low density, mixed income residential community in the Northern area of the CBD. This possibility is

5-10,000 sq ft/year

Annual Multi-Family and Single Family Unit Construction Miami SMSA: 1960-1970

| Year | Single Family | | | Multi-Family | | |
|-------------------|---------------|---------------------|-------------------|---------------|---------------------|-------------------|
| | Units | Value* (\$000's) | Average* Value | Units | Value* (\$000's) | Average* Value |
| 1960 | 7,498 | 146,516 | 19,541 | 4,031 | 40,257 | 9,989 |
| 1961 | 5,993 | 102,132 | 17,042 | 4,092 | 45,575 | 11,138 |
| 1962 | 4,621 | 84,090 | 18,197 | 5,665 | 59,975 | 10,587 |
| 1963 | 4,128 | 80,959 | 19,612 | 5,639 | 47,875 | 8,490 |
| 1964 | 3,858 | 71,015 | 18,407 | 8,632 | 74,876 | 8,674 |
| 1965 | 3,716 | 72,356 | 19,466 | 13,065 | 117,951 | 9,028 |
| 1966 | 3,007 | 61,718 | 20,525 | 10,750 | 100,847 | 9,381 |
| 1967 | 3,777 | 76,278 | 20,195 | 11,127 | 132,139 | 11,876 |
| 1968 | 4,733 | 102,095 | 21,571 | 18,028 | 209,949 | 11,646 |
| 1969 | 4,980 | 132,006 | 26,507 | 21,940 | 311,670 | 14,206 |
| 1970 | <u>5,602</u> | <u>104,023</u> | 18,569 | <u>13,241</u> | <u>157,720</u> | 11,911 |
| 1960-1970 | | | | | | |
| Total | 51,913 | 1,033,188 | | 116,210 | 1,298,834 | |
| 1960-1970 Average | | | | | | |
| Annual | 4,719 | 93,926 | 19,904 | 10,565 | 118,076 | 11,176 |

*Constant 1970 dollars.
Source: U.S. Census; Gladstone Associates.

again contingent upon accelerated office development in the CBD.

In this analysis we have discussed housing in terms of natural market forces. We have assumed that no public intervention will take place and that the current factors which affect development will not change. Another way of phrasing these conclusions is to say — unless there is substantial public intervention regarding housing in the Study Area, it is likely that some moderate development of luxury high-rise buildings will take place — but nothing more.

2.6 MOTELS AND HOTELS

As a tourist center, Miami has considerably more hotel space than other regions of similar size. Nevertheless, a revitalized Downtown will probably result in a substantial increase in the number of hotel units in Miami Proper. More likely, however, will be the renovation and replacement of older hotels, a phenomenon which will affect construction activity but not substantially increase the number of rooms available Downtown.

Population Trends Miami SMSA: 1950-1970

| | 1950 | 1960 | 1970 | Average Annual Change | | | |
|------------|---------|---------|-----------|-----------------------|---------|--------|---------|
| | | | | 50-60 | | 60-70 | |
| | | | | Number | Percent | Number | Percent |
| Miami SMSA | 495,084 | 935,047 | 1,267,792 | 43,996 | 8.9% | 33,275 | 3.6% |
| Study Area | NA | 32,000 | 29,000 | — | — | -300 | -1.0% |

Source: U.S. Census; WMRT.

Population Forecasts Miami SMSA: 1970-1985

| | 1970 | 1975 | 1980 | 1985 | Average Annual Change | | | | | |
|------------|-----------|-----------|-----------|-----------|-----------------------|------|--------|-----|--------|------|
| | | | | | 70-75 | | 75-80 | | 80-85 | |
| | | | | | Number | % | Number | % | Number | % |
| Miami SMSA | 1,267,792 | 1,423,857 | 1,574,357 | 1,711,857 | 31,213 | 2.5 | 30,100 | 2.1 | 27,500 | 1.75 |
| Study Area | 29,000 | 28,500 | 29,500 | 32,000 | -100 | -0.4 | 200 | 0.7 | 500 | 1.7 |

Source: Gladstone Associates

2.7 CONCLUSIONS

The key to a revitalized Miami CBD lies in office development. While CBD office construction took place at a moderate rate during the 1960's, a major breakthrough may be at hand through a substantially accelerated pace of activity. In the short-run, relatively high vacancy rates may occur. In the medium-term, these are likely to be offset by recent developments such as the proposed rapid transit, the proposed development of the waterfront, and the proposed improvements along the Miami River. Spin-offs from office development will include moderate increases in new development devoted to retail and residential.

The tables on the following pages show past employment trends for the Miami Area, and forecasts in the Study Area to 1985.

Projected Annual Residential Demand Miami SMSA: 1970-1985

| | 1970 - 1971 | | 1975 - 1980 | | 1980 - 1985 | |
|---------------|-------------|---------|-------------|---------|-------------|---------|
| | Units | Percent | Units | Percent | Units | Percent |
| Single Family | 2,659 | 24% | 2,420 | 22% | 2,090 | 20% |
| Multi-Family | 8,421 | 76% | 8,580 | 78% | 8,360 | 80% |
| TOTAL | 11,080 | 100% | 11,000 | 100% | 10,450 | 100% |

Note: Assumes a 5.0 percent vacancy rate over 1.5 percent demolition rate.

Source: Gladstone Associates.

Non-Agricultural Employment Trends by Industry Miami SMSA: 1960-1970

| Industrial Category | Employment | | | | | | |
|---|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| | 1960 | 1966 | 1967 | 1968 | 1969 | 1970 | 1971 |
| Contract Construction | 23,300 | 23,900 | 24,800 | 27,900 | 32,600 | 32,100 | 30,800 |
| Manufacturing | 41,700 | 59,500 | 65,700 | 71,400 | 76,600 | 75,700 | 76,100 |
| Transportation, Communication and Other Utilities | 35,300 | 39,600 | 45,300 | 49,900 | 54,800 | 56,500 | 58,100 |
| Wholesale and Retail Trade | 87,600 | 104,100 | 111,500 | 119,200 | 126,600 | 132,700 | 137,000 |
| Finance, Insurance and Real Estate | 20,800 | 26,100 | 27,500 | 28,800 | 31,000 | 33,900 | 36,000 |
| Services | 63,300 | 82,000 | 88,800 | 97,700 | 106,700 | 114,700 | 118,800 |
| Government | 35,600 | 50,400 | 53,100 | 54,300 | 55,700 | 57,600 | 60,300 |
| TOTAL | 307,600 | 385,600 | 416,700 | 449,200 | 484,000 | 503,200 | 517,100 |

Source: U.S. Department of Labor, Bureau of Labor Statistics

Average Annual Employment Change Miami SMSA: 1960-1971

| Industrial Category | Number | 1960 - 1966 | | Number | 1967 - 1970 | | Number | 1970 - 1971 | |
|---|---------------|------------------|----------------|---------------|------------------|----------------|---------------|------------------|----------------|
| | | Percent of Total | Rate of Growth | | Percent of Total | Rate of Growth | | Percent of Total | Rate of Growth |
| Contract Construction | 100 | 0.8% | 0.4% | 2,430 | 8.4% | 9.8% | -1,300 | -9.4% | -4.0% |
| Manufacturing | 2,967 | 22.8% | 7.1% | 3,333 | 11.6% | 5.1% | 400 | 2.9% | 0.5% |
| Transportation, Communication & Other Utilities | 717 | 5.5% | 2.0% | 3,733 | 13.0% | 8.2% | 1,600 | 11.5% | 2.8% |
| Wholesale & Retail Trade | 2,750 | 21.1% | 3.1% | 7,066 | 24.5% | 6.3% | 4,300 | 30.9% | 3.2% |
| Finance, Insurance & Real Estate | 883 | 6.8% | 4.2% | 2,133 | 7.4% | 7.7% | 2,100 | 15.2% | 6.6% |
| Services | 3,116 | 24.0% | 4.9% | 8,633 | 29.9% | 9.7% | 4,100 | 29.5% | 3.6% |
| Government | 2,467 | 19.0% | 6.9% | 1,500 | 5.2% | 2.8% | 2,700 | 19.4% | 5.0% |
| TOTAL | 13,000 | 100.0% | 4.2% | 28,828 | 100.0% | 6.9% | 13,900 | 100.0% | 2.8% |

Source: U.S. Department of Labor, Bureau of Labor Statistics

Employment Trends and Forecast Miami SMSA, CBD, Study Area: 1960-1985

| | 1960 | | 1965 | | 1971 | | 1975 | | 1980 | | 1985 | |
|------------|---------|-------|---------------------|------|---------------------|-----|---------------------|-----|---------|-----|---------|-----|
| | Number | % | Number | % | Number | % | Number | % | Number | % | Number | % |
| Miami SMSA | 307,600 | 100 | 385,600 | 100 | 517,100 | 100 | 585,850 | 100 | 689,600 | 100 | 790,050 | 100 |
| CBD | 31,000 | 10.07 | 29,000 ¹ | 7.5 | 32,858 | 6.3 | 41,009 | 7.0 | 44,824 | 6.5 | 47,403 | 6.0 |
| Study Area | NA | NA | 42,000 ² | 10.8 | 45,000 ³ | 3.7 | 55,000 ⁴ | 9.3 | 62,064 | 9.0 | 68,734 | 8.7 |

1. This figure is based on 1959 estimate.

2. This figure is also estimate, from 1964 figure of 29,000 for CBD and 41,000 for Study Area.

3. Figure is estimate based on 1972 estimate of 45,556 for Study Area.

4. This is based on the full occupancy of the First Federal Building and One Biscayne Tower.

Source: WMRT; Gladstone Associates; U.S. Department of Labor, Bureau of Labor Statistics.

114013

Supportable Ground Values, Typical New Office¹
Building Prime Location, Miami CBD

| | |
|---|---|
| Lot Size | 37,500 sq.ft. |
| Office Space | 604,800 sq.ft. |
| Parking | 250,000 sq.ft. (750 spaces at 333 sq.ft./space) |
| Retail | 25,000 sq.ft. |
| Private Club | <u>20,000 sq.ft.</u> |
| Net Leasable Space | 904,800 sq.ft. |
| Unleasable (A/C, elevator, storage, etc.) | <u>100,000 sq.ft.</u> |
| Total Space | 1,104,800 sq.ft. |

| | |
|--------------------------|-------|
| Total FAR | 29.46 |
| Office (and club) FAR | 16.6 |
| Parking (and retail) FAR | 6.6 |

| | |
|--|-------------------|
| Land costs (@\$100/sq.ft.) | \$3,750,000 |
| Less costs for parking (@\$1,000/space) | \$ 750,000 |
| Less costs for retail (@\$8.00/sq.ft.) | <u>\$ 200,000</u> |
| Costs for Office (and Club) | \$2,795,000 |

$$\frac{\$2,795,000}{37,500 \text{ sq.ft.}} = \$74.53 \text{ sq.ft. cost/square foot for office (club)}$$

$$\$100.00 - \$74.53 = \$25.47 \text{ sq.ft. cost/square foot for parking (retail)}$$

| <u>Land Cost</u> | <u>F.A.R.</u> | <u>Unit Supportable Ground Value</u> |
|-----------------------|---------------|---|
| Office (Club) \$75 | 16.6 | \$4.50 sq.ft. |
| Parking (Retail) \$25 | 6.6 | \$1,000/parking space \$8/retail sq. ft. |

1. While these figures are based on One Biscayne Tower, they are not exact and in some cases, estimates have been made.

B-3.0 DOWNTOWN TRANSPORTATION AND PARKING

3.1 TRANSPORTATION SYSTEM CAPACITY

The capacity of the transportation system can be measured in number of trips per hour, which can be accommodated in any given corridor. In Downtown Miami the critical trips are work trips by automobile. Thus the street capacity to handle the trips is the key measure of the 1973 system capacity. There were over 130,000 vehicles entering the CBD per day in 1971. (Downtown Miami: A Conceptual Transportation Plan, September 1973, Beiswenger-Hoch and Associates.) About 10% of these vehicles were on the street at peak hour. If they were distributed evenly the 13,000 vehicles could easily be handled. However, demand to move south along U.S. 1 and west on the I-95 distributor is greater than other demands. Thus certain links of the system are overloaded. The following example diagrams the capacity for traffic movements on a typical C.B.D. block:

Assume: 3 lane one way streets on all faces
1 lane used for parking
50% timed traffic lights

At a moderate level of service 600 automobiles could be handled per lane or 1200 per block face. However, addition of a parking garage could alter the capacity depending upon where curb cuts occur or exit traffic is headed. Weaving motion and multiple curb cuts can add to congestion.

Wilbur Smith Associates has indicated that capacity of a typical block for exiting parking is 1200 cars, based on not overloading the street. Many blocks in Downtown already exceed this number and often the peak hour auto volume exceeds street capacity in these areas.

Capacity for automobile movement is highest now in the Dupont Plaza Area and on Biscayne Boulevard. Volume of traffic at peak hour within the Study Area is also highest here. New development will increase this volume and require additional street capacity. (See Beiswenger-Hoch design.)

3.2 TRANSPORTATION REQUIREMENTS OF NEW DEVELOPMENT

Of all types of land use, high rise office places the greatest demand upon the capacity of the movement system. Using the example of the new office development at Biscayne Boulevard and Flagler Street, Wilbur Smith and Associates developed a series of specific criteria required to handle peak hour traffic exiting from the buildings. The following

calculations suggest other impacts when these buildings are fully occupied.

1 Biscayne — First Federal Block

Site Area: 90,000 square feet
Parking Spaces: 1400
Office Area: 1.2 million square feet
Total Employees: 6150

Assume 1971 modal split will apply to these new employees and that 82% will arrive by auto, with 1.31 persons per car. (The Transportation Impact of a Downtown Miami Government Center, September 1970, Alan M. Voorhees and Associates, Inc.)

4943 auto trips plus visitors
3750 auto arrivals plus visitors

This total is 2.8 times the total on site parking available. If other blocks can handle only 1200 autos, two more garages at nearly the size of those on the site will be needed to meet this demand.

Assume 1985 modal split will be improved by transit, public policy, etc. 50% arrive by auto with 1.5 persons per auto. (Downtown Miami: A Conceptual Transportation Plan, September 1973, Beiswenger-Hoch and Associates.)

3075 auto trips plus visitors
2050 auto arrivals plus visitors

This is only 650 cars more than the 1400 on site and could be handled within the capacity of nearby parking facilities.

The implications of this example are that parking demand from new office structures will be high before transit systems are in operation. To meet this demand parking concentrations should not overcrowd streets. Peripheral parking and public monitoring of location should begin as soon as possible. Location for such lots is suggested in the Beiswenger-Hoch Report.

The One Biscayne—First Federal block provides approximately one parking space per 4 or 5 employees. Any more spaces on site would surely congest S.E. 1st Street at peak hour. Thus for development intensity comparable to this block, no more than 30% of the 1971 parking demand

should be built on site. This means one space per 1000 square feet of office development.

A general guideline for new parking should therefore be: provision of on site parking of one space per 1000 square feet not to exceed 1200 total spaces per block. Excess parking demand in the short range must be publicly monitored.

3.3 PARKING REQUIREMENTS IN THE STUDY AREA

Beiswenger-Hoch and Associates prepared a general plan for parking in the year 1985. The following chart shows the yearly parking requirements for the entire Study Area from 1973 to 1985.

Assumptions:

1. In 1972 those desiring parking spaces within the Study Area could find them; thus the supply of 33,000 spaces including curb parking was equal to demand. (Beiswenger-Hoch and Associates, September 1973.)
2. The demand for parking for employees is critical at peak hour. Residential demand and retail demand are off peak and less critical.
3. As new construction is built many of the existing spaces will be removed and the location of demand will change.
4. Projected office development averages one new 400,000 square foot building per year. Before mass transit is built a modal split of .82 is more probable; however, after transit is in operation a modal split of .5 is possible.

The chart on the following page indicates that without transit a demand of about 1250 spaces will be added each year. When transit is built a requirement of 685 spaces per year will meet the demand. It is entirely possible therefore that by 1980 all the required parking for 1985 will have been built in the Study Area.

The proposed requirement of 30% parking on site maximum would amount to less than 400 spaces per year, leaving over 850 spaces to be monitored by public policy. Careful control of parking locations can stimulate new development without overcrowding streets.

The Beiswenger-Hoch and Associates report suggests potential locations for off-site parking; however a more detailed parking program including implementation requirements and administrative

B-4.0 DEVELOPMENT INTENSITY

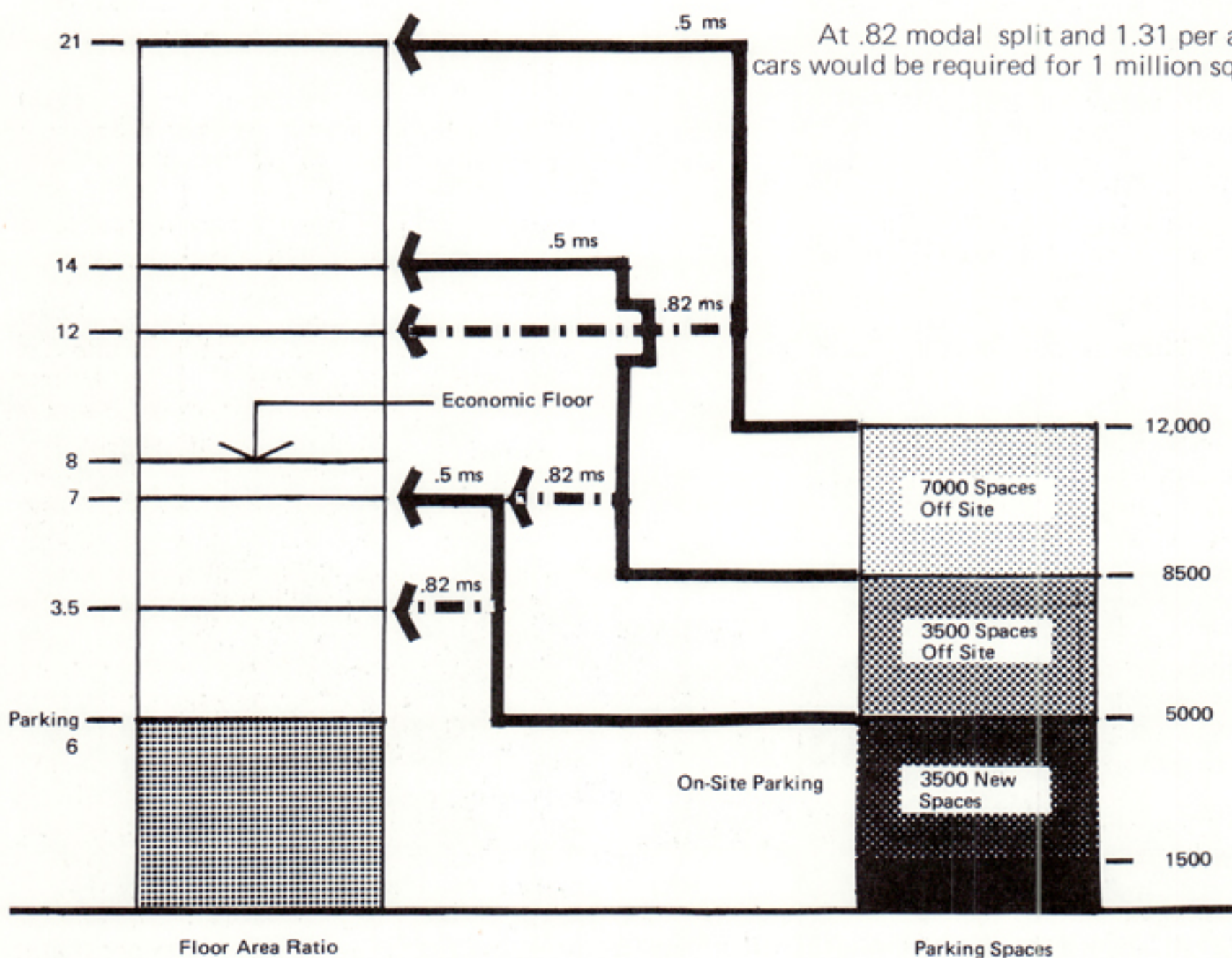
The four parking lots in the Dupont Plaza area enjoy excellent access from I-95, Biscayne Boulevard, S.E. 2nd Avenue and Brickell Avenue. Presently around 1500 cars park in these lots and in the Bayfront Area. The new transportation system proposed by Beiswenger-Hoch and Associates will increase the street capacity in this area to handle all through movements as well as an additional 3500 cars for employee parking. However, any more than these spaces would exceed the peak hour capacity of the new design. The following calculations refer to parking and transit requirements for new development in the Dupont Plaza area.

Site Area excluding ramps, etc. 300,000 sq.ft.
 Parking spaces per level @ 350 sq.ft.—850 sq.ft.±

Therefore total levels of parking = 6

Parking available for new employees = 3500

At .82 modal split and 1.31 per auto, 3500 cars would be required for 1 million square feet



PARKING REQUIREMENTS AT DUPONT PLAZA

of office space. For economic feasibility however, these blocks require over 2.2 million square feet of office space to meet land cost. This would mean that less than 50% of the parking demand would be met by the 3500 spaces, and that transit must be designed into the four block area since other parking areas within walking distance are not readily available.

The chart on the previous page illustrates the relationship between development intensity (FAR) and parking for new office space at Dupont Plaza. The first six levels of development are parking with office space above.

The reference to economic floor refers to development required to support ground value of \$60 per square foot and a six level parking garage. This is FAR 8 with office space alone on top of FAR 6 for the garage.

Development Intensity Required for \$60 Land

Assume a typical block is 100,000 square feet with a parking structure of six levels.

— Land at \$60 per square foot x 100,000 = \$6,000,000.

If parking pays \$1000 per space and in the Dupont Plaza area the six level garage produces 1800 spaces, this will produce \$1,800,000 revenue.

— Six levels x 300 = 1800 spaces x \$1000 = \$1,800,000

If retail space in the structure occupies 25,000 square feet (according to Gladstone Associates this use can pay \$8 per square foot), this will pay \$200,000.

— 25,000 square feet x \$8 = \$200,000

If office is constructed at a Floor Area Ratio of 8 (according to Gladstone Associates office can pay \$5.25 per square foot on \$60 land), this use can produce revenue of \$4,200,000.

— 8 x 100,000 square feet x \$5.25 = \$4,200,000

Thus in summary:

| | | |
|--------------|---|------------------|
| LAND COST | = | \$6,000,000 |
| Less Parking | = | 1,800,000 |
| Less Retail | = | 200,000 |
| Less Office | = | 4,200,000 |
| | | <u>— 200,000</u> |

Means that the FAR 8+6 for parking is sufficient to meet land costs at Dupont Plaza.

1. The 3500 additional parking spaces represent 100% of demand for about 1 million square feet of office at modal split .82 or FAR 3.5.

The 3500 additional parking spaces represent 100% of demand for about 2.0 million square feet of office at modal split .50 or FAR 7.

Neither of these are economic, so clearly 100% of parking cannot be met on site with either modal split.

2. If 50% of demand were met on site the 3500 spaces could support FAR 7 at a modal split .82 or FAR 14 at a modal split of .5.

This means that with good transit access and 50% of parking demand off site, an economic FAR 14 can be supported.

3. If 1/3 of demand was met on site the 3500 spaces could support FAR 12 at a modal split of .82.

Because of the shortage of adjacent areas to Dupont Plaza for much additional parking, at least 50% of the demand for parking should be met on site.

Therefore, a minimum and maximum intensity can be obtained for the Dupont Plaza area. Minimum is the economic floor of FAR 8 for office development or hotel. Maximum is the FAR 14 with excellent transit access reducing the modal split to .5. However, the probability of the transit stop at Dupont Plaza is in the distant future and the maximum in early years should be closer to the minimum until such access is assured. Thus FAR 11 is the recommended maximum.

Since park hour parking seems to be the major factor in Dupont Plaza, those uses which probably do not contribute to peak hour problems such as residential and commercial should be permitted in addition to such uses which produce peak traffic. For example, residential development of an additional FAR 4 in Dupont Plaza would total 1000 to 1200 dwelling units. Although storage of the automobiles for these units might be a problem, the traffic peak for the garage would not occur at the same hour as those entering Downtown for their jobs.

The intensity of development in Dupont Plaza therefore shall be FAR 8 for office or 12 for office and residential, or FAR 11 for office and 15 for office and residential with high transit access.

In summary, development in Dupont Plaza is based on the economic minimum intensity of FAR 8 for office and FAR 6 for parking.

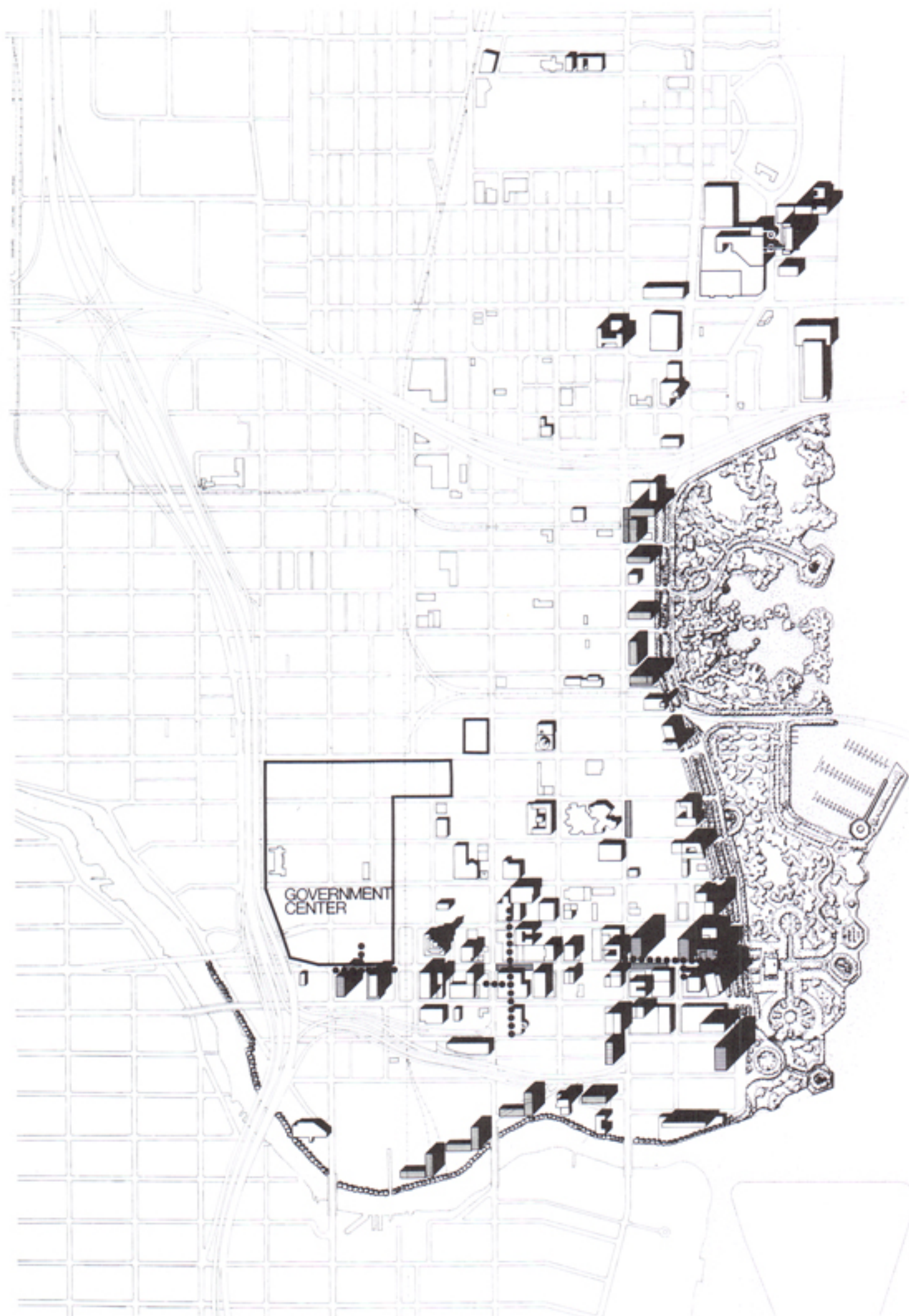
The maximum is governed by the amount of off site parking required and could be increased to FAR 11 for office with good transit access.

The addition of residential use which does not add to peak hour traffic could extend the minimum and maximum to the following:

Residential and Office Use without Transit:
FAR 12




Residential and Office Use with Mass Rapid
Transit: FAR 15

The Dupont Plaza area offers the possibility of maximum development intensity without overloading street capacity. No other area in the Downtown offers the potential of direct access from parking garage to expressway. Thus the intensity guidelines presented should be the maximum for the entire Study Area.

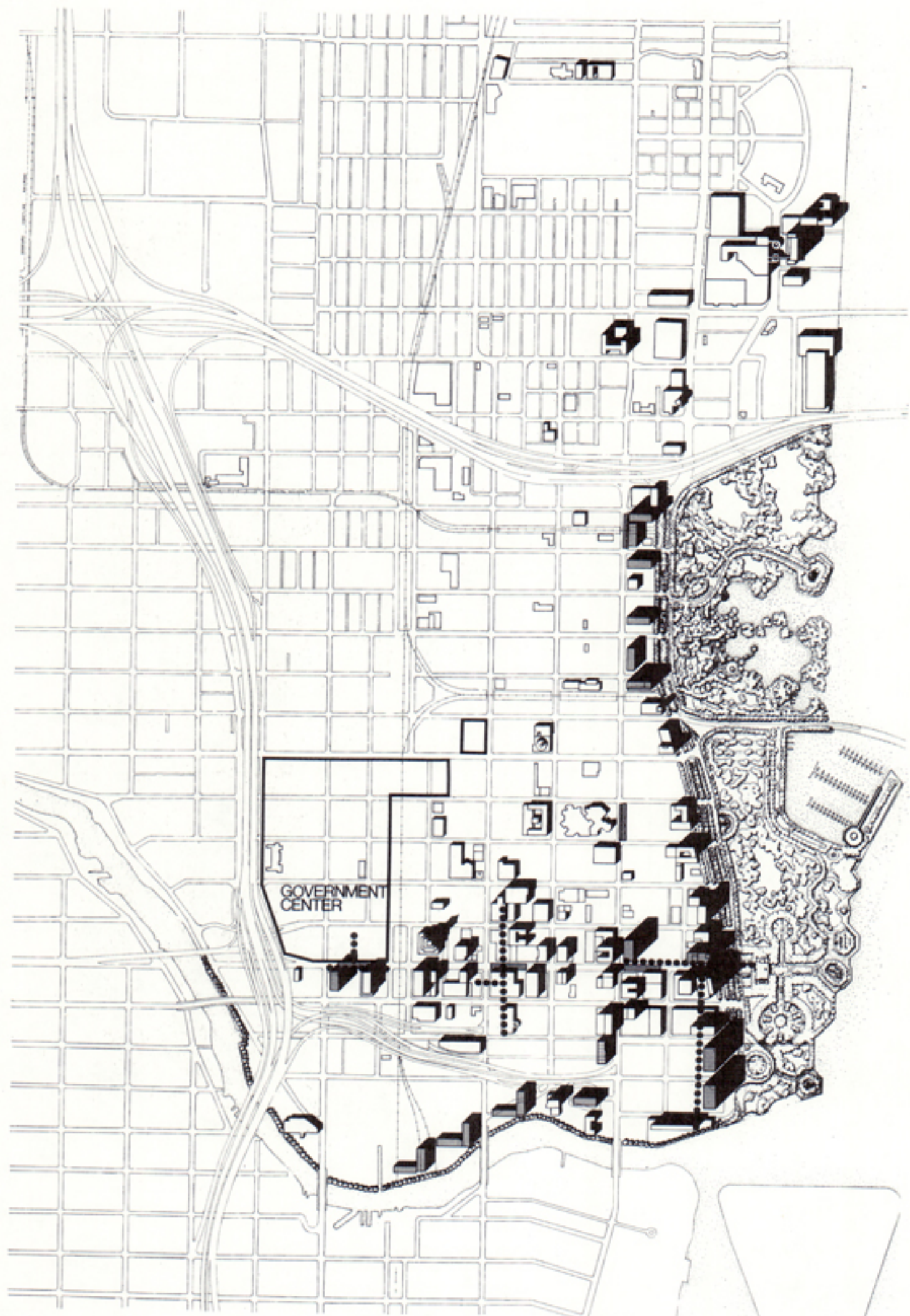


DESIGN CONCEPT 1

-  OFFICE
-  MOTEL
-  RESIDENTIAL




-  MRT STOP
-  PEDWAY SYSTEM 2nd LEVEL
-  PEDESTRIAN WAY



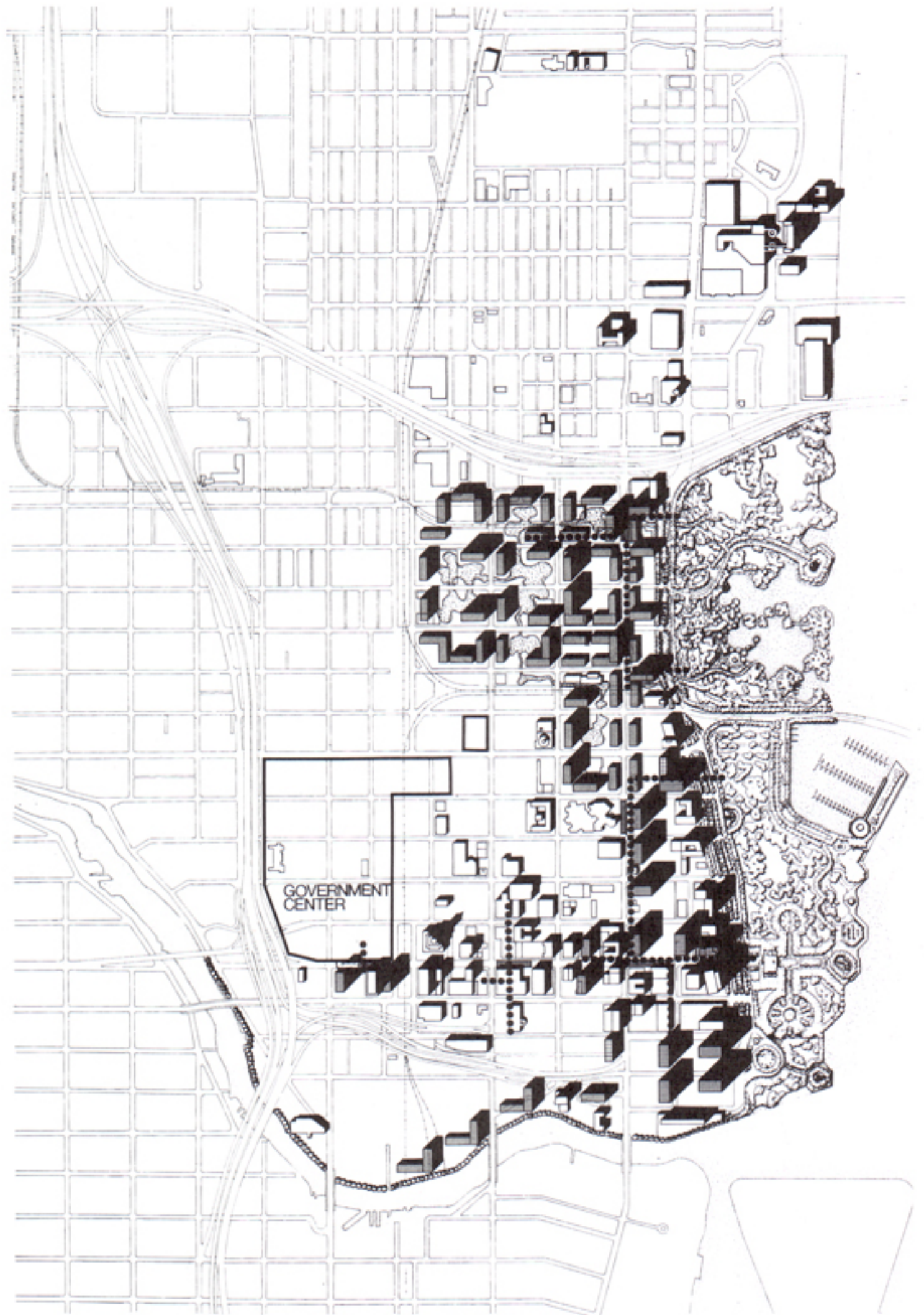


DESIGN CONCEPT 2

-  OFFICE
-  MOTEL
-  RESIDENTIAL

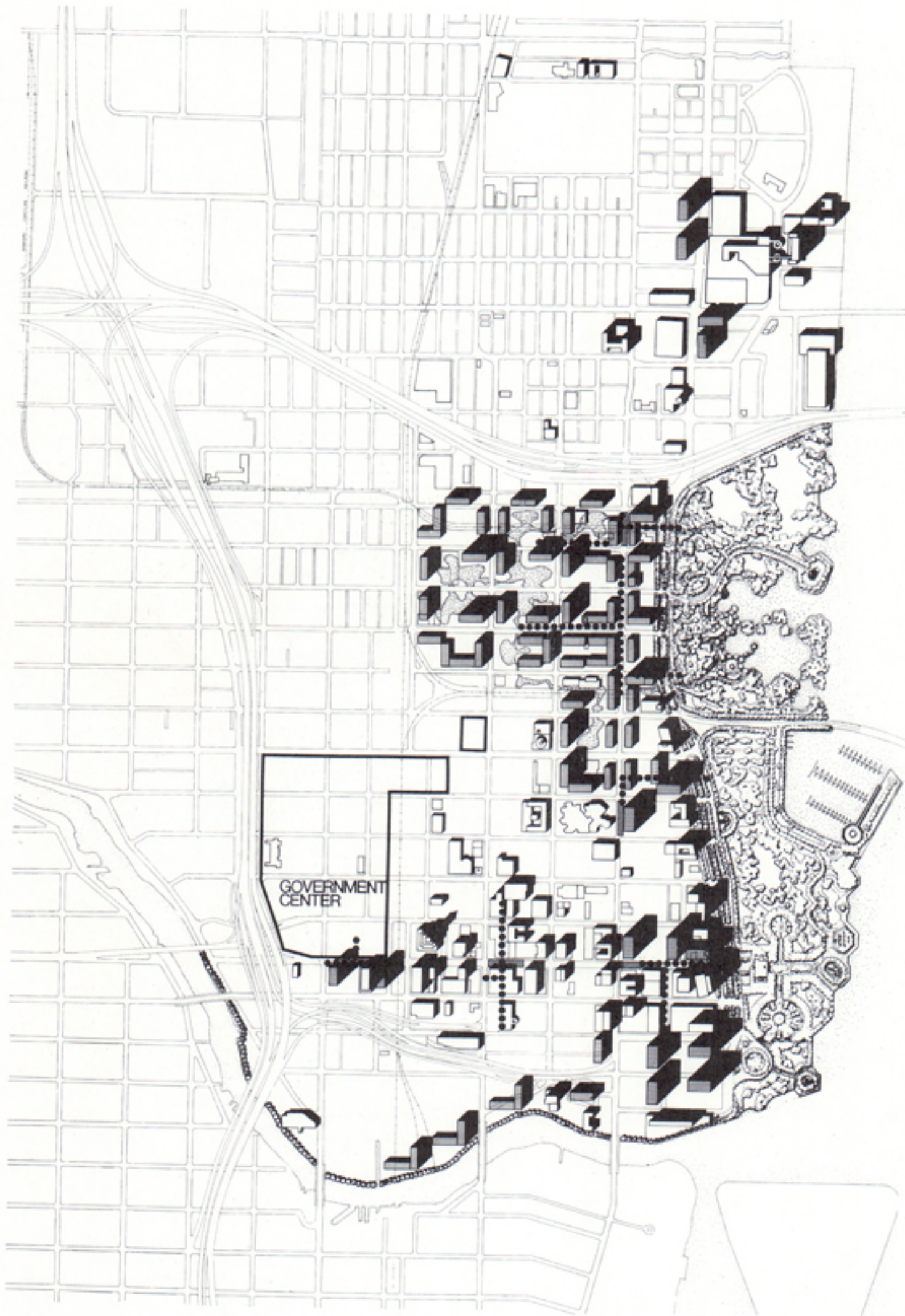
-  MRT STOP
-  PEDWAY SYSTEM 2nd LEVEL
-  PEDESTRIAN WAY





DESIGN CONCEPT 3

-  OFFICE
 -  MOTEL
 -  RESIDENTIAL
-  MRT STOP
 -  PEDWAY SYSTEM 2nd LEVEL
 -  PEDESTRIAN WAY
- 

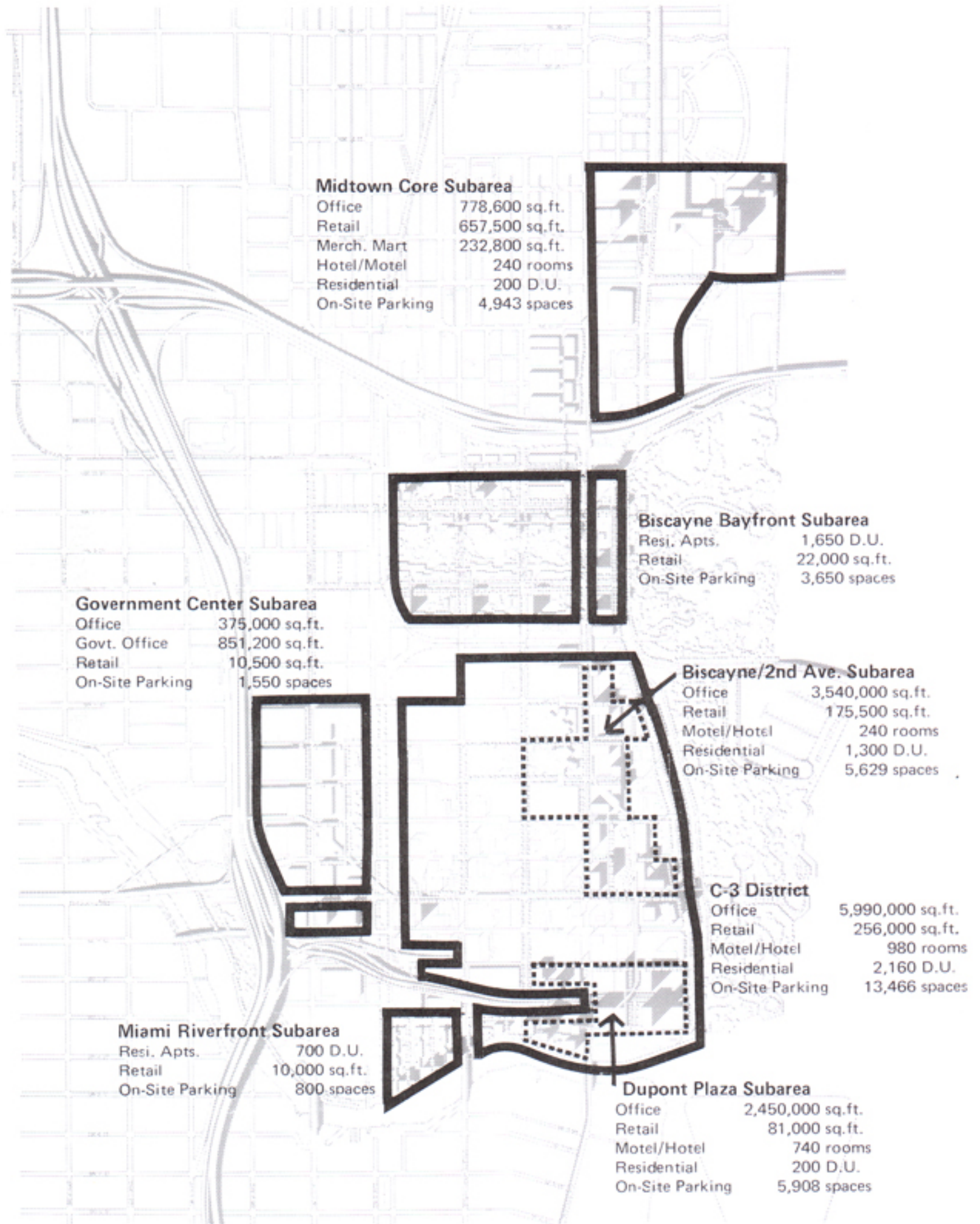


DESIGN CONCEPT 4

- OFFICE
- MOTEL
- RESIDENTIAL

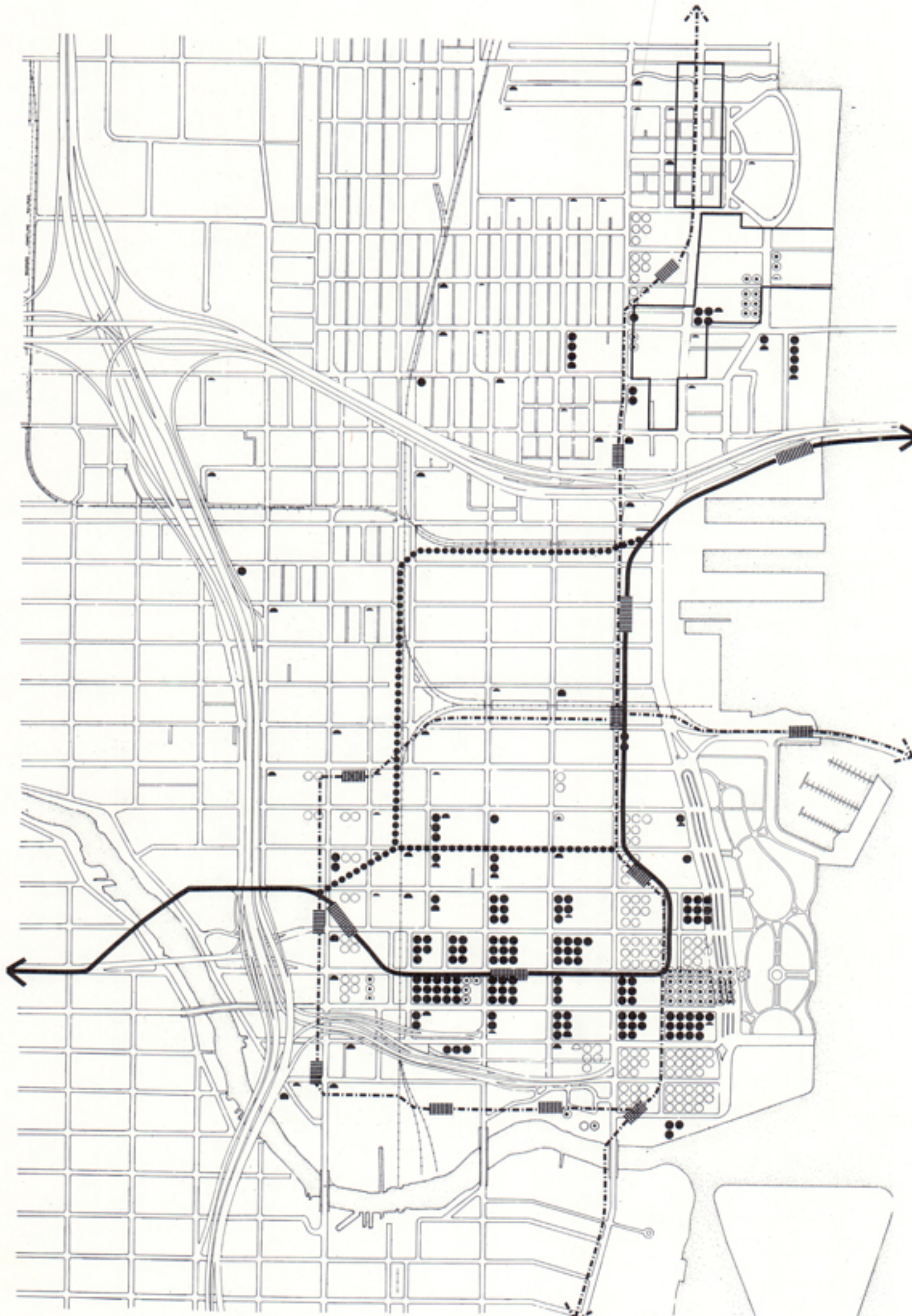
- MRT STOP
- PEDWAY SYSTEM 2nd LEVEL
- PEDESTRIAN WAY





SUB-AREA SPACE

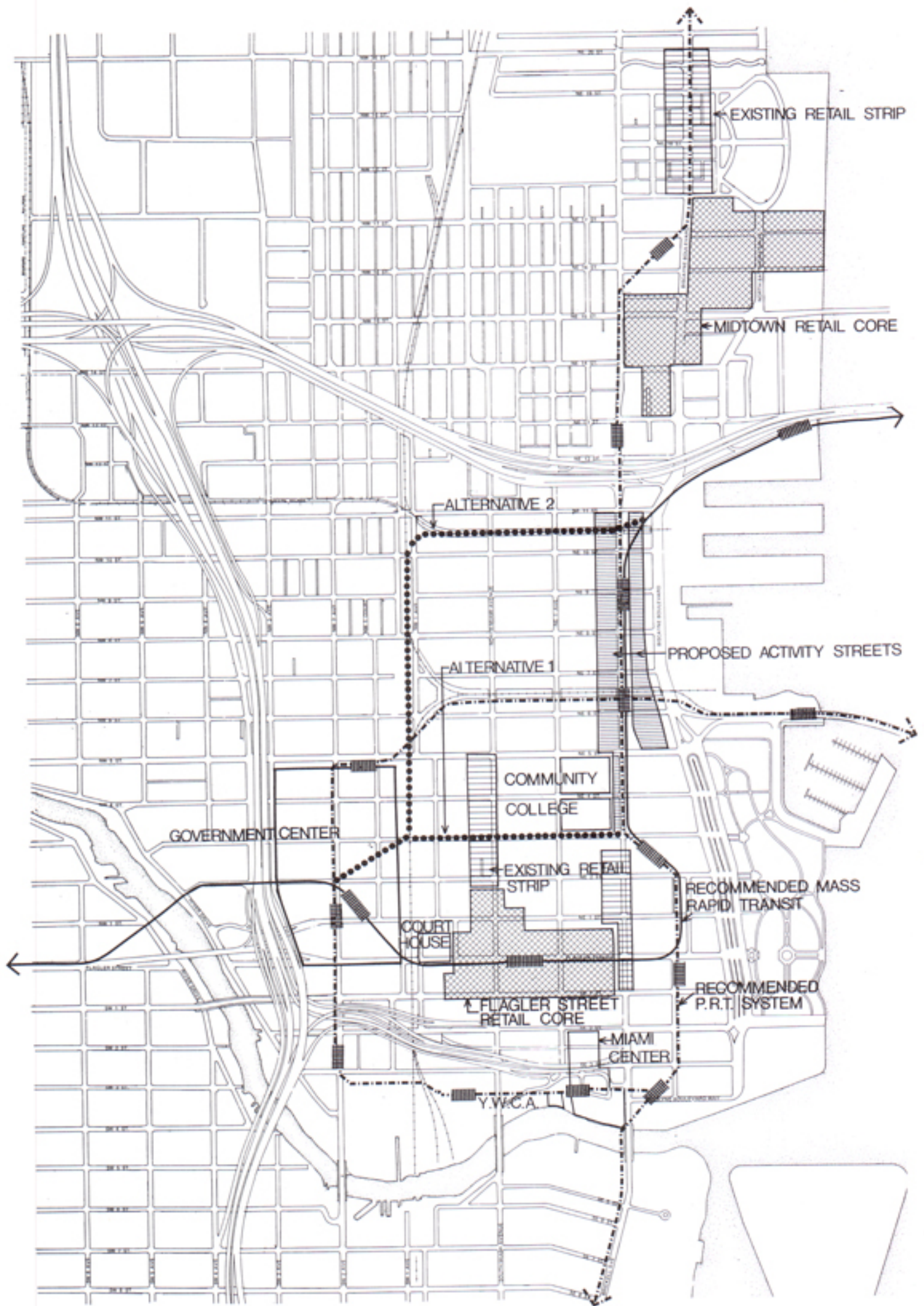




ALTERNATIVE DOWNTOWN MASS RAPID TRANSIT PROPOSALS
 RELATED TO 1985 EMPLOYMENT

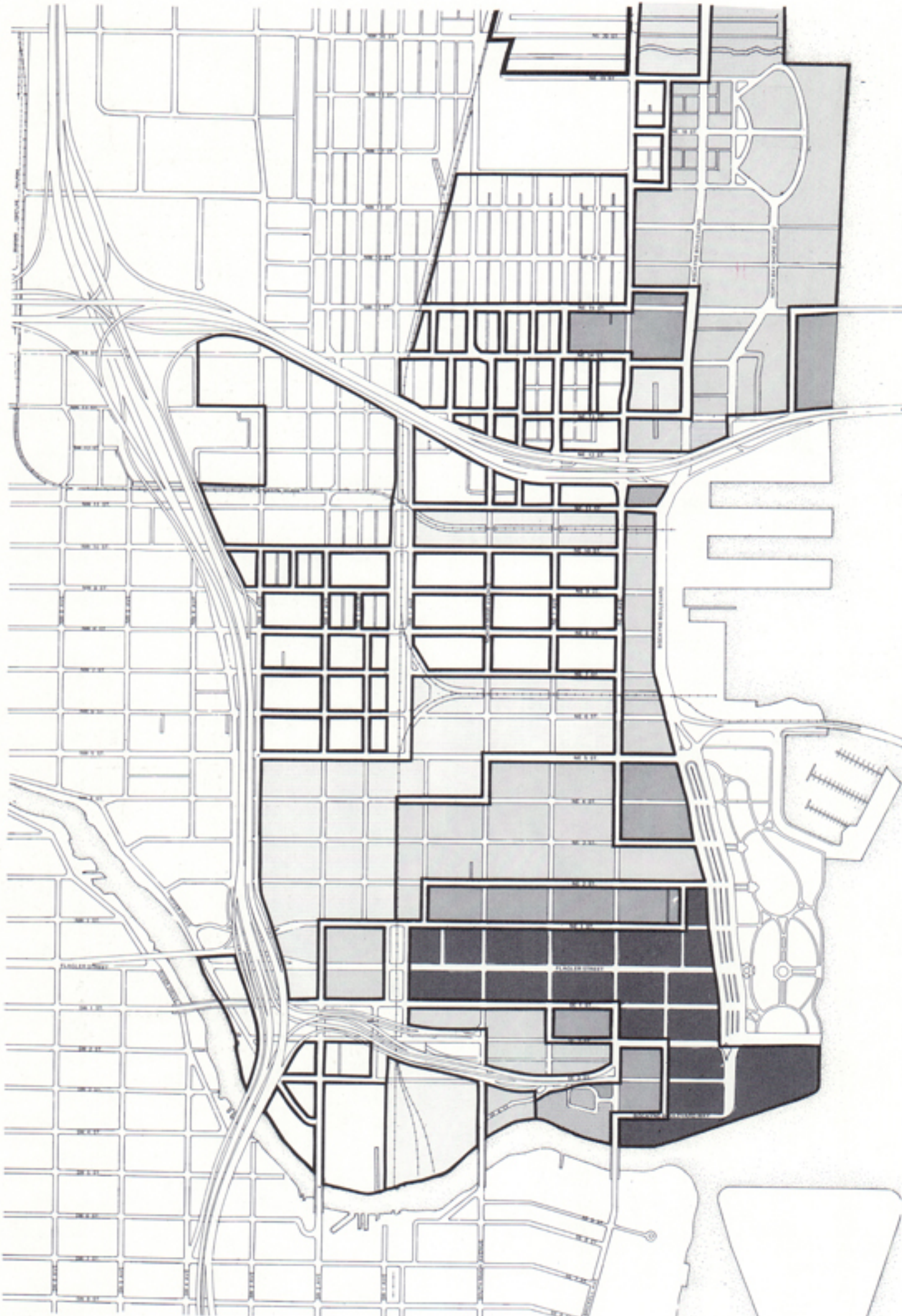
- Existing Employees (250)
- ◉ Under Construction and Committed
- Proposed (net new)





ALTERNATIVE DOWNTOWN MASS RAPID TRANSIT PROPOSALS RELATED TO RETAIL STRUCTURE & PUBLIC FACILITIES



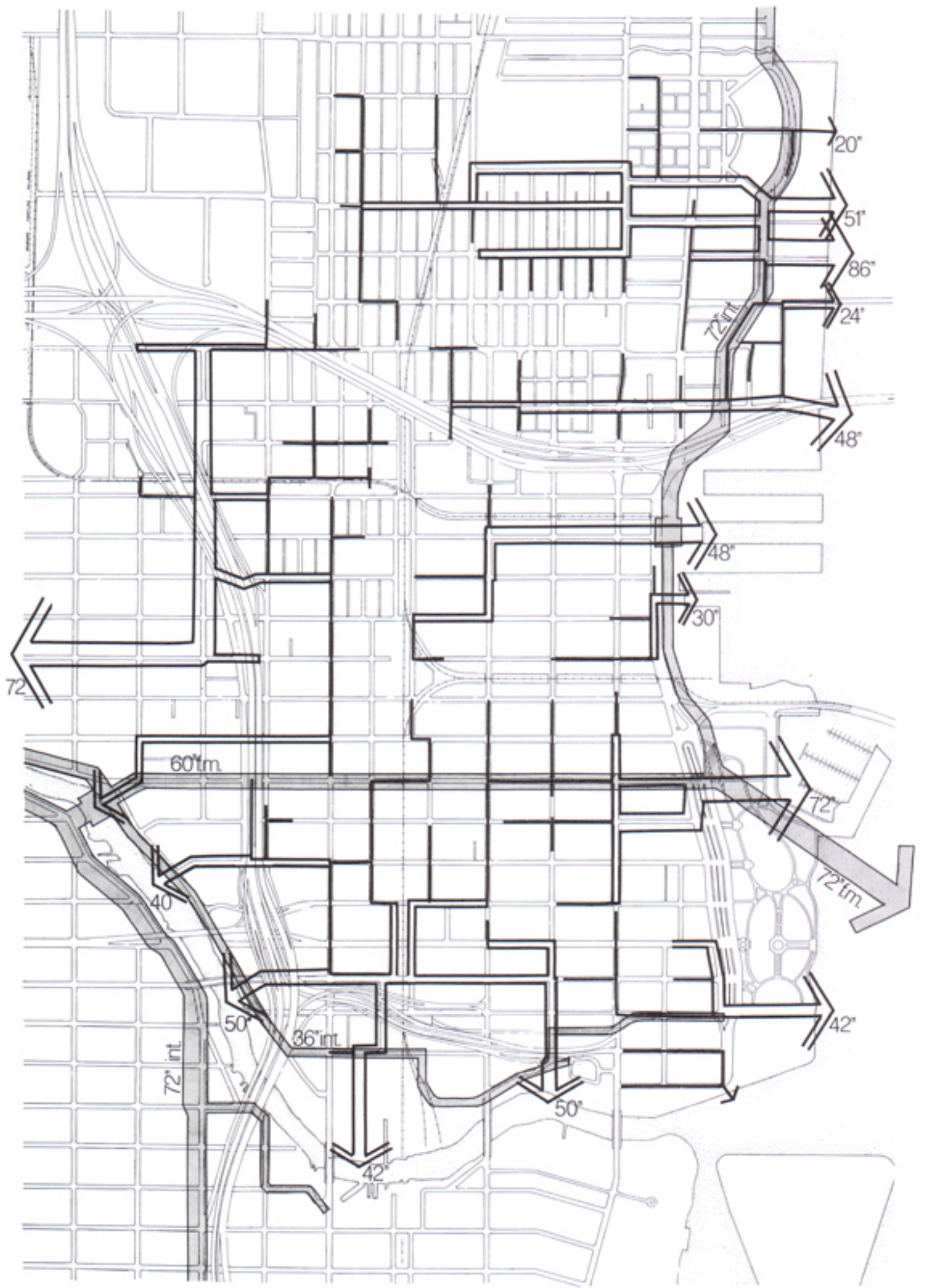





TOTAL ASSESSMENT*

*Based on 1971 data with recent sales assumed to be assessed at 80% of sales price; calculations exclude long range gives.

- | | |
|-----------------------------|---------------------------|
| ■ \$40 - 60 ft ² | □ \$4 - 8 ft ² |
| ■ \$20 - 40 ft ² | □ \$1 - 4 ft ² |
| ■ \$8 - 20 ft ² | |





-  Sanitary Sewer
-  Storm Sewer
-  Storm Outfall

UTILITIES



MEMORANDUM TO: Miami City Commission
Miami Department of Planning
Downtown Development Authority
Downtown Miami Zoning Study Advisory Board

FROM: Wallace, McHarg, Roberts and Todd
Haines Lundberg & Waehler
Planning, Urban Design and Zoning Consultants

SUBJECT: Key Action Recommendations

DATE: December 13, 1973

Downtown Miami faces major public and private changes in the next few years. The Consultants' Report "Downtown Miami: 1973-1985; An Urban Development and Zoning Plan" outlines procedures for the City, the business community, and property owners to respond to these changes, most notably that of the proposed mass rapid transit system.

This Memorandum outlines Key Action Recommendations--both those in the above document, and a recommendation for action in the Dupont Plaza Area, offered as supplemental to the Plan and Zoning Ordinance.

ACTION RECOMMENDATION 1: ZONING (Appendix)

Adopt the Proposed Zoning Ordinance after appropriate public hearings and review.

ACTION RECOMMENDATION 2: PHASE I COMPOSITE (pp. 26, 27)

"The recommended public actions and improvements are described in the section on the Urban Development Plan, and the specific improvements are listed as follows for Phase I or immediate implementation:

1. Completion of all planned public projects, particularly the Old Port-Bayfront Park.
2. Proceed with Beiswenger-Hoch transportation recommendations with emphasis on Dupont Plaza traffic separation, N.E. 3rd Street extension, and widening of Biscayne Boulevard north of N.E. 6th Street.
3. Extension of the right-of-way of N.E. 2nd Avenue and N.E. 3rd Avenue.

4. Acquisition for an Urban Park north of Flagler Street along N.E. 3rd Avenue.
5. Proceed with a major public tree planting program with preliminary emphasis on Biscayne Boulevard, Flagler Street, west side of 2nd Avenue and areas where new development is not likely.
6. Proceed with a public parking program which provides for off-site parking needs of new development either within walking distance or transit ride from the high intensity areas.

The semi-public and private improvements to be required or encouraged are shown in the Phase I map and are also contained in the Special District Plan in the proposed zoning ordinance for Downtown Miami in Article XXVI-1, Section 2, in the form of a map supplemented by zoning regulations.

The private improvements, as scheduled in Phase II and indicated on the Phase II map, can only be implemented after key future public decisions, actions or allocations of public funds have been made on the following two kinds or categories:

1. Making final decisions on the new rapid transit system which involves additional planning and design work and then decisions by the City of Miami as to the type of system, its location and detailed alignments as well as the transit stops. For these reasons the following upper level facilities in the plan strongly related to the new transit system are proposed for Phase II--that is, not for immediate implementation:

Rapid transit plazas

Pedways (a second level pedestrian system)

Pedestrian bridges which ideally should be located at the new rapid transit stops and connected to the rapid transit plazas and pedway system

2. For sub-areas, such as the proposed Miami River Walk, involving possible relocation of existing activities, requiring possibly an urban renewal plan or obtaining additional public easements or similar actions, it should be noted that the legislative intent and legal framework for the upper level facilities are set forth in the proposed zoning ordinance. Finally, the ordinance contains a bonus system for proximity to transit stops to be made operable when the transit system and transit stops are definitively established."

ACTION RECOMMENDATION 3: DUPONT PLAZA AREA

Create a special development program for the four-block Dupont Plaza Area extended west to I-95, from 1st Street to the Miami River. With the powers of the Parking Authority and the Downtown Development Authority combined, and with a detailed public plan, develop adequate parking garages in conjunction with the proposed I-95 Ramp modifications. Lease or sell the air rights over parking structures where appropriate for development consistent with the Plan and the Proposed Zoning Ordinance.

ACTION RECOMMENDATION 4: NEW-TOWN-IN-TOWN

Authorize the Downtown Development Authority to initiate feasibility studies leading to an Application for Federal Loan Guarantee under Title VII of the New Communities Act of 1969 for the North Biscayne Boulevard Area (see p. 21) and/or other appropriate funding.

It is our opinion that the above Key Action Recommendations must be acted on at an early date if Downtown Miami is to respond in the most efficient and harmonious way with the opportunities offered by the private investment market and the mass rapid transit system now under design.

ERRATA SHEET

The following changes should be included as part of the Urban Development and Zoning Plan:

Section 2 of the main report should be modified on page 5:

- Community College should be shown as public facilities land use

Section 3 of the main report should be modified as follows:

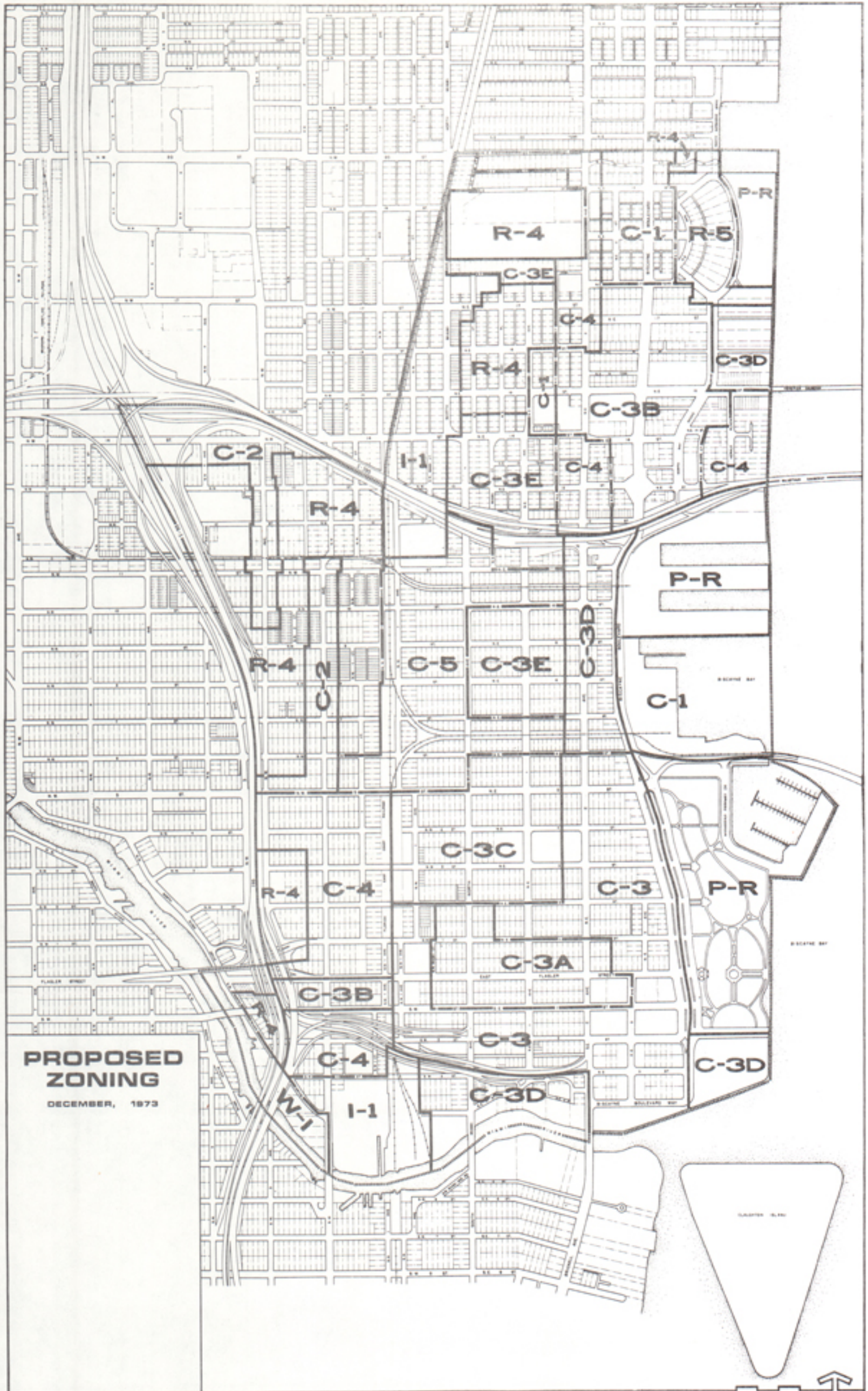
- Page 26: under A Strategy of Timing and Staging number 2 should read Extension of N.E. 3rd Avenue rather than N.E. 3rd Street
- Page 39: The map should be altered to show the area on Biscayne Bay north of Sixth Street as C-1 rather than PR.
The map should be altered to show the area on Biscayne Bay south of Chopin Plaza and east of Biscayne Boulevard as C-3D as a waterfront district.

ERRATUM

On the Proposed Zoning Map (page 39 of the report and page 3 of Appendix A) District designations should be changed as follows:

C-3 shown in the District which includes portions of East and West Flagler Street should be C-3A.

C-3A shown in the area south of S. E. 1st Street should be C-3.



PROPOSED ZONING
DECEMBER, 1973

WALLACE, McHARG, ROBERTS AND TODD
ARCHITECTS, LANDSCAPE ARCHITECTS, CITY & REGIONAL PLANNERS
1137 CHESTNUT STREET
PHILADELPHIA, PENNSYLVANIA 19107

SPECIAL CONSULTANTS
ZONING: HIRSH, LUBERSKY & MUELLER
ECONOMICS: GLASSBORO ASSOCIATES

PREPARED FOR:
THE CITY OF MIAMI, FLORIDA AND THE
DOWNTOWN DEVELOPMENT AUTHORITY

MIAMI: CBD



PROPOSED ZONING DISTRICTS FOR
MIAMI CBD

| District | Description |
|----------|--|
| C-3 | The present C-3 Central Commercial District mapped as now except for cutbacks in northwest and south portions. No basic change in the use regulations, but new floor area ratio controls replace present 300 foot height limit. Parking required. Maximum F.A.R. with bonuses 17.0 |
| C-3A | A new district for the Flagler Street area with no basic differences from the proposed C-3 except for the addition of a retail use requirement. |
| C-3B | A new district to be mapped in the Midtown Area and south of Flagler Street opposite the Government Center. Use regulations substantially the same as the C-3 but bulk and development intensity are more limited. Maximum F.A.R. with bonuses 6.0. |
| C-3C | A new district replacing the northwest quadrant of the present C-3 and permitting a wider range of service uses than the C-3 in line with existing development and future needs, but with lower limits on bulk and development intensity. Maximum F.A.R. with bonuses 6.0. |
| C-3D | A new district for apartment and office buildings to be mapped along the Miami River, along Biscayne Boulevard and N. E. 2nd Avenue opposite the Old Port and along Biscayne Bay in the Midtown Area. Maximum F.A.R. with bonuses 6.0. |
| C-3E | A new district to be mapped west of N. E. 2nd Ave., which will permit residential uses but exclude many of the service and industrial uses now permitted in the area by the existing C-4 and C-5 Districts; maximum F.A.R. 2.0. |
| R-4 | No changes in present district regulations; proposed for mapping west of Midtown Commercial Area and where now mapped in the NDP area. |
| R-5 | No changes in present district regulations; minor expansion of present mapping to include Women's Club in northeast corner of Study Area. |
| C-1 | Same as present C-1; mapping limited to areas north and west of Midtown Core. |
| C-2 | Same as present C-2, mapped only west of F. E. C. Railroad. |
| C-4 | Same as present C-4, but less widely mapped. |
| C-5 | Same as present C-5, but less widely mapped. |
| I-1 | Same as present I-1 with only minor changes in mapping; cut back along Miami River and expanded north of I-395. |
| W-1 | Same as present W-1 with no change in mapping. |

DOWNTOWN MIAMI
PERMITTED AND REQUIRED PARKING IN
C-3, C-3A, C-3B, C-3C and C-3D DISTRICTS

| | <u>Minimum Spaces Required</u> | <u>Maximum Spaces Permitted on Site</u> |
|-----------------------------|---|--|
| Residential | 0.4 space per D. U. | 0.6 spaces per D. U. (Permitted number of spaces may be increased by City Commission under proposed guidelines) |
| Non-Residential: Offices | Under proposed guidelines: a. On site: one space per 1,000 sq. ft. of floor area b. Off site: may be stipulated (total parking demand now 3.3 spaces per 1,000 sq. ft. without transit service) | Under proposed guidelines: One space per 1,000 sq. ft. of floor area |

BONUS RATES FOR PUBLIC AMENITIES

Square feet of floor area per square foot
of public amenity area

| | <u>Non- Residential</u> | <u>Residential</u> | |
|---------------------------|-----------------------------|-------------------------|------------------|
| | | <u>C-3B, C-3C, C-3D</u> | <u>C-3, C-3A</u> |
| Landscaped Paths | 1 | 1.5 | - |
| Arcades | 4 | 6 | 8 |
| Through Block Connections | 6 | 9 | 12 |
| Urban Open Spaces | 8 | 8 | 16 |
| Excess Usable Open Space | - | 4 | - |

January 8, 1974

MAXIMUM FLOOR AREA RATIO AND LAND COSTS IN SELECTED U.S. CITIES

| <u>CITY</u> | <u>BASIC F.A.R.</u> | <u>MAXIMUM LAND COSTS IN CBD (\$ PER SQ. FT.)</u> |
|------------------|---------------------------------|---|
| New York | 15 (Max. 18) | \$300 - \$400 |
| Los Angeles | 13 | 80 - 100 |
| Chicago | 16 | |
| Philadelphia | 12 | 120 |
| Boston | 10 | |
| Houston | (No limit, no zoning) | |
| San Francisco | 14 | |
| Pittsburgh | None (10 story height limit) | |
| Washington, D.C. | 8.5 | |
| Baltimore | 8 | |
| Minneapolis | 14 | |
| Seattle | 10 | |
| Denver | 10 | |
| New Orleans | 20 | |
| Miami (existing) | None (300 ft. height limit) | |
| (proposed) | 10 (Max. 17)* | 60 - 100 |

* F.A.R. Max. 17 for mixed buildings including F.A.R. 4 for residential. If on-site parking were included 4.5 more points of F.A.R. would be added.

REPORT ADDITIONS

The following is a list of additions to the zoning plan and ordinance presented in December.

1. Zoning districts along the Miami River west of the expressway should be revised as a single district. At present W-I seems most appropriate, however, future study might suggest other possibilities.
2. Shade tree spacing should be 30 feet minimum on frontage not presently developed. Underground utilities and present street equipment should be considered in locating these trees.
3. Commercial blood banks should not be permitted in C-3 and C-3A Districts except as conditional use.
4. The proposed urban park north of Flagler Street and west of N.E. 2nd Avenue should include street right-of-way vacated by the existing N.E. 3rd Avenue but not necessarily be limited to this area. Public costs and detail designs will determine the size.