SD-16.3 MIAMI WORLDCENTER

The Miami Worldcenter (hereinafter also referred to as the "SD-16.3 Miami Worldcenter area") is generally bounded by NE 2nd Avenue on the east, North Miami Avenue on the west, NE 11th Street on the north, and NE 6th Street on the south, excluding the areas generally described as "The Club District" and the "Network Access Point of the Americas (NAP Center)". The boundaries are more specifically identified in Map 1.

16.12.1 MIAMI WORLDCENTER GOALS

The conservation goals include conserving energy and reducing carbon dioxide emissions through improved street connectedness to encourage walkability, and transit use, increasing tree canopy, and encouraging green buildings.

16.12.1.1 The development goals include:

a. Specific areas that are compact, pedestrian-oriented and mixed-use. Increased density and intensity of use is encouraged due to the proximity of current and proposed transit service and appropriate building densities and land uses should occur within walking distance of transit stops.
b. Maintaining the future growth of downtown infill redevelopment ensuring Miami's focus for the region's economic, civic, and cultural activities.
c. A diversity of uses distributed throughout the selected specific area of an existing District that enables a variety of economic activity, workplace, residences and civic space. Civic and commercial activity should be embedded in the mixed-use District as identified in the Intent for SD-16, 16.1, 16.2 Southeast Overtown-Park West Commercial-Residential Districts.
d. Civic and public gathering spaces should be located to reinforce community identity.
e. Buildings and landscaping contribute to the physical definition of Thoroughfares as civic places.
f. A specific area within an existing District that includes a framework of transit and pedestrian systems that accommodates automobiles while respecting the pedestrian and the special form of public spaces.
g. Ensuring that private development contributes to infrastructure and embellishes a pedestrian and transit friendly public and private realm of the highest quality.

16.12.1.2 The Miami Worldcenter Design Standards ("Design Standards") and the Miami Worldcenter Regulating Plan ("Regulating Plan") provide more detailed clarification to the SD 16.3 Worldcenter area and are incorporated herein by reference.

16.12.2 EFFECT OF SD-16.3 MIAMI WORLDCENTER AREA DESIGNATION.

The SD-16.3 Miami Worldcenter Master Plan Design Standards and the regulations herein shall supplant districts or portions of districts included within the SD-16 Special District boundaries to the extent indicated herein.

16.12.3 CLASS II SPECIAL PERMIT

16.12.3.1 When required

A Class II Special Permit shall be required prior to approval of any permit affecting the height, bulk, location or exterior configuration of any existing building or the construction of a new building; or for the implementation of signage, awnings, fences or any other improvement visible from a public right-of-way.

16.12.3.2 Considerations in making Class II Special Permit determinations

The purpose of the Class II Special Permit shall be to ensure conformity of the application with the expressed intent of Sec. 616. SD-16, 16.1, 16.2, Southeast Overtown-Park West Commercial-Residential Districts, with the general considerations listed in Section 1305, and with the special considerations contained in the Miami Worldcenter Master Plan Design Standards and Regulating Plan incorporated herein by reference.

16.12.3.3 Waiver of Design Standards

Pursuant to Sec. 1512, unless otherwise required by the SD-16.3 Miami Worldcenter area, as amended, Ordinance 11000, as amended, the Code of the City of Miami, as amended, or the Florida Building Code, as amended, and Miami Worldcenter Master Plan Design Standards, incorporated by reference (collectively, "Design Guidelines and Standards"), may be waived by the Planning Director pursuant to a Class II Special Permit. Waivers by the Planning Director for numerically measured Design Guidelines and Standards may not vary more than twenty percent (20%) from the numeric standard.

16.12.4 FLEXIBLE ALLOCATION OF DEVELOPMENT CAPACITY

When property within the SD-16.3 Miami Worldcenter area containing nine or more contiguous acres under the ownership or control of a single entity is submitted as a project ("Project"), the allowable floor area within the project may be allocated by the owner to individual building sites unconstrained by the FAR for any individual site so long as the FAR distribution does not result in development that is out of scale or character with development allowed under the land development regulations for the adjacent areas, allocates FAR sufficient to build structures to a minimum of two stories on all parcels within the project except open space and civic space sites, and provides all SD-16.3 Miami Worldcenter area requirements, including open space, civic space, and parking.

16.12.4.1 Major Use Special Permit

Notwithstanding any other provisions of the SD-16.3 Miami Worldcenter area or Ordinance 11000, when property within the SD-16.3 Miami Worldcenter area containing nine or more contiguous acres under the ownership or control of a single entity is submitted as a project, a Major Use Special Permit within the project is required for: (1) non-residential or lodging uses in a single building that exceeds 975,000 square feet; (2) more than 800 residential units in a single building; or (3) any combined use which exceeds 2,800 parking spaces in a single building, except that a MUSP shall be required when a conference center, conference center hotel and related office building with a mix of retail and office uses, exceeds two million square feet.

16.12.5 DEFINITIONS

For the purpose of the SD-16.3 Miami Worldcenter area, the following definitions shall apply: Terms not defined herein shall have the meaning provided in Sec.2502 of the Zoning Ordinance of the City of Miami ("Zoning Ordinance").

Abutting: to reach or touch; to touch at the end or be contiguous with; join at the border or boundary; terminate on. Abutting properties include properties across a street or alley.

Arcade: A covered pedestrian outdoor space along the side of a Building at the ground level that is open on three sides and has a minimum 15 foot depth, which may provide access to shops along one (1) or more sides, per the Design Standards.

Back of Curb Line: A straight building reference line established at the back of the street curb that does not offset for projections into the street such as bulb-outs or tree planting areas, as shown in Table 3 and in the Regulating Plan and Design Standards.

Balcony: An unenclosed habitable structure cantilevered from or inset within a facade or elevation.

Block: The aggregate of private lots, passages, rear lanes and Alleys, the perimeter of which abuts Thoroughfares.

Building Configuration: The form of a Building, based on its massing, relationship to Frontages and lot lines, and height.

Building Disposition: The placement of a Building on its lot.

Building Use: The uses accommodated by a Building and its lot.

Building Height: The vertical extent of a building measured in Stories.

Build-to-line: A line established within a given Lot indicating where the outer edge of a structure must be located.

Civic Space: An outdoor area provided for public use in perpetuity by fee title or easement. Civic Space types are defined by the combination of certain physical constants including the relationship between their intended use, their size, their landscaping and their enfronting buildings. See Table 2 and Design Standards.

Corridor: A lineal geographic system incorporating transportation, walkways, and/or greenways.

Courtyard: Open space, partially defined by walls or buildings as regulated by the SD 16.3 Miami Worldcenter area. See Design Standards.

Design Speed: The speed at which a Thoroughfare is designed to be driven.

Elevation, Floor: Height of floor level.

Enfront: To place an element along a Frontage, as in "porches enfront the street."

Entrance, principal: The main point of access of pedestrians into a Building.

Facade: The exterior wall of a building that is set along a Frontage

Floorplate: The total indoor and outdoor Floor Area of any given Story of a Building, measured to the exterior of the wall or balcony.

Frontage: Lot face abutting a public space, such as a Thoroughfare, whether at the front, rear, or side of a lot.

Gallery: A covered pedestrian area abutting the side of a building on the ground floor which may provide access along one or more sides of a building,

Green Space: an Open Space outdoors, at grade, unroofed, landscaped and free of impervious surfaces.

Habitable Space: Building space which use involves human presence with direct view of the enfronting streets or public or private open space, excluding parking garages, self-service storage facilities, warehouses, and display windows separated from retail activity.

Height: See Building Height.

Infrastructure and Utilities: A facility related to the provision of roads, water and sewer lines, electrical, telephone and cable transmission, and all other utilities and communication systems necessary to the functioning of a community.

Layer, First: The area between the Back of Curb Line and the Build-to Line as shown in the Design Standards.

Layer, Second: Twenty feet (20) siteward from the Build-to Line.

Layer, Third: That portion of the lot that is not within the First and Second Layer.

Layer: A range of depth of a lot within which certain elements are permitted as regulated in the SD 16.3 Miami Worldcenter area, as provided in the Design Standards.

Liner: A building or part of a building with Habitable Space specifically designed to enfront a public space, masking a use that has no capacity to monitor public space, such as a parking lot, parking garage or storage facility.

Open space: Any parcel or area of land or water, located at the ground level floor, essentially unimproved by permanent buildings and set aside, dedicated, designated or reserved for public or private use or enjoyment or for the use and enjoyment of owners and occupants of land adjoining or neighboring such open spaces. Open Space includes the ground floor level of Galleries, Arcades and covered and uncovered paseos.

Parking Garage or Parking Structure: A structure containing vehicular parking,

including mechanical parking systems.

Paseo: A public open space restricted to pedestrian use and limited vehicular access that connects streets, plazas, alleys, garages and other public use spaces. Paseos must have a minimum width of 20'.

Podium: That portion of a building up to the eighth Story.

Porte Cochere: A vehicular entrance/drop-off area that includes a canopy element and a driveway that extends into the First Layer.

Public Benefits Bonus: an advantage that allows a developer to increase FAR by an additional 70% of FAR capacity within the district in exchange for the developer's contribution to specified programs that provide benefit, advantages, and increased use and enjoyment of the district to the public.

Retail Frontage: Lot faces designated where the ground level is available for retail use.

Setback: The distance from a specified reference line to the point where a building may be constructed.

Story: A level within a building by which Height is measured.

Street Corridor: The space defined by the Streetwall (building facades) and the ground plane in between the Streetwalls.

Streetscape: The urban element that establishes the major part of the public realm. The streetscape is composed of Thoroughfares (travel lanes for vehicles, parking lanes for cars, and sidewalks or paths for pedestrians) as well as the amenities of the Frontages (street trees and plantings, benches, streetlights, paving, street furniture, Building Facades and elevations, yards, fences, etc.).

Streetscreen: A freestanding wall no greater than eight feet high built along the Frontage Build-to line, or coplanar with the Facade, often for the purpose of masking a parking lot from the Thoroughfare.

Streetwall: Refers to the facades of buildings up to the first eight stories that face a Thoroughfare, as provided in the Design Standards. Streetwalls shape the level of visual interest on each block and create a sense of enclosure for pedestrians. A streetwall height is measured from the average grade of the sidewalk level to the first building Setback from the Build-to Line, as shown in the Design Standards.

Thoroughfare: A vehicular way incorporating travel lanes for vehicles, parking lanes for cars, and sidewalks or paths for pedestrians as part of an interconnected network for vehicular and pedestrian mobility.

Tower: That portion of a building that extends above the Podium.

Underground Parking: Parking in which the ceiling or roof of the top level does not rise above any adjoining public sidewalk.

View Corridor: An axial view terminating on a natural, historical, or special feature.

16.12.6 LOTS AND FRONTAGES

16.12.6.1 Buildable sites shall Enfront a vehicular Thoroughfare, or Civic Space with at least one Frontage, as depicted in the Design Standards and Regulating Plan.

16.12.6.2 For the purposes of the SD 16.3 Miami Worldcenter area, lots are divided into Layers which control development on the lot.

16.12.6.3 Where the property to be developed abuts an existing building, the Planning Director may approve, pursuant to a Class II Special Permit, a transition so that the proposed building location matches or provides a transition to the adjacent building location.

16.12.7 MEASUREMENT OF HEIGHT

16.12.7.1 Unless otherwise specified herein, the Height of Buildings shall be measured in Stories. The height of fences, walls and hedges shall be measured in feet. The Height of Building facades facing the street, fences, walls and hedges shall be measured from the Average Sidewalk Elevation.

16.12.7.2 A Story is a habitable level within a Building. Except as otherwise provided in this ordinance, the maximum height of a Story from finished floor to finished floor is 14 feet. Below-grade levels are not considered Stories for the purposes of determining Building Height.

16.12.7.2.1 A ground level retail Story may exceed the 14 foot limit up to 25 feet. A retail single floor level exceeding 20 feet, or 25 feet at ground level, shall be counted as 2 Stories. Where the first 2 stories are retail, their total maximum combined height shall be 39 feet and the first floor shall be a minimum of 14 feet. Where the first three stories are retail, their total maximum combined height shall be 59 feet and the ground floor and second floor shall be a maximum of 39 feet in combined floor to floor height. The three retail floors shall be counted as 3 Stories, and the total finished floor to finished floor height of the Podium shall not exceed 129 feet.

16.12.7.2.2 Single floors in a Podium above ground level used for public functions, such as ballrooms, meeting rooms, convention halls, classrooms, lecture rooms, theaters, and sports facilities may have a single Story floor to floor height up to a maximum of 60 feet. The total finished floor to finished floor height of the Podium shall not exceed 129 feet.

16.12.7.2.3 Mezzanines are permitted. Mezzanines extending beyond thirty-three percent (33%) of the floor area of the floor plate below shall be counted as an additional floor.

16.12.7.2.4 A Parking Structure concealed by a Liner or architectural element as provided in the

Design Standards and Regulating Plan may be equal to the Height of the Podium, without regard for the number of Stories in the Parking Structure.

16.12.7.3 Building Heights shall be measured in Stories and shall conform to Table 3 and to the Design Standards. First-floor elevation shall be at average Sidewalk grade. A first level Residential use or Lodging use shall be raised a minimum of two (2) feet and a maximum of three and a half (3.5) feet above average sidewalk grade, except that entrance lobbies and public spaces may be at sidewalk level.

16.12.7.3.1 Except as specifically provided herein, the Height limitations of the SD 16.3 Miami Worldcenter area shall not apply to (1) any roof Structures for housing elevators, stairways, tanks, ventilating fans or similar equipment required to operate and maintain the Building (provided that such Structures shall not cover more than twenty percent of roof area and shall not exceed the maximum Height by 14 feet; (2) water towers, flagpoles, vents, or similar Structures, which may be allowed to exceed the maximum Height by Class II Special Permit; (3) fire or parapet walls. Roof decks shall be permitted up to the maximum Height. Trellises may extend above the maximum Height up to fourteen (14) feet.

16.12.7.3.2 Except as provided in Subsection 16.12.7.4, there shall be no height or coverage limits for (1) non-functional decorative architectural elements, and (2) solar or wind energy collectors.

16.12.7.4 No Building or other Structure shall be located in a manner or built to a Height which constitutes a hazard to aviation or creates hazards to persons or property by reason of unusual exposure to aviation hazards. In addition to Height limitations established by the SD 16.3 Miami Worldcenter area, limitations established by the Miami-Dade County Height Zoning Ordinance as stated in Article 37 of the Code of Miami-Dade County (Miami International Airport) shall apply to Heights of Buildings and Structures.

A letter authorizing clearance from the Miami-Dade Aviation Department or the Federal Aviation Administration (FAA) may be required by the Zoning Administrator prior to the issuance of any Building permit.

16.12.8 BUILDING DISPOSITION

16.12.8.1 Improvements on newly platted lots shall be dimensioned according to Table 3 incorporated herein by reference.

16.12.8.2 Lot coverage by any Building shall not exceed that shown in Table 3 incorporated herein by reference.

16.12.8.3 Buildings shall be disposed in relation to the boundaries of their lots according to Table 3 incorporated herein by reference and the Regulating Plan.

16.12.8.4 Buildings shall have their principal pedestrian entrances on a Frontage Build-to Line or from a courtyard at the Second Layer.

16.12.8.5 For the first two stories, Facades shall be along the Frontage a minimum of seventy percent (70%) of its length on the Build-to Line as shown in Table 3 and in the Design Standards.

16.12.8.6 At the first Story, Facades along a Frontage Build-toLine shall have frequent doors and windows as provided in the Design Standards. Vehicular entries should be minimized to the maximum extent possible consistent with the level of use and shall occur at a minimum spacing of sixty (60) feet unless a shorter daeoved by Class II pecial Permit.

16.12.8.7 Setbacks from the Back of the Curb Line for Buildings shall be as shown in Table 3 incorporated herein by reference and the Regulating Plan. Setbacks from the Back of Curb Line may be adjusted to conform to an existing adjacent building location by Class II Special Permit. Frontage Setbacks from the Build-to Line above the eighth floor for lots having one dimension measuring one hundred (100) feet or less may be a minimum of zero (0) feet by Class II Special permit. The Frontage Setback from the Build-to Line shall not be required for a Frontage facing a Civic Space or a Street Corridor 90 feet or greater in width, as provided in the Regulating Plan and Design Standards.

16.12.8.8 Above the eighth floor, minimum building spacing is sixty (60) feet. For lots having one dimension of one hundred (100) feet or less, side and rear Setbacks from non-Frontage lot lines above the eighth floor may be reduced to a minimum of twenty (20) feet by Class II Special Permit. Above the eighth floor in the Second Layer, at a Setback from the Build-to Line of not less than ten (10) feet, an additional two stories of habitable space may extend a maximum sixty percent (60%) of the non-tower length of the street Frontages. Above the eighth floor an additional six feet of non-habitable space may be allowed without additional Setback from the Build-to Line to accommodate depth of swimming pools, landscaping, transfer beams, and other structural and mechanical systems and will not count as FAR area.

16.12.9 BUILDING CONFIGURATION

16.12.9.1 Above the eighth floor, the maximum Building Floorplate dimensions shall be limited as follows:

a. 18,000 square feet for Residential Uses.
b. 30,000 square feet for Commercial Uses and for parking.
c. Vertical mixed-use buildings with at least 33% of the Tower floors in Commercial Uses may use the 30,000 square foot Floorplate average for the entire Tower.
d. 180 feet maximum length of a side for Residential Uses.
e. 225 feet maximum length of a side for Commercial Uses.

16.12.9.2 Projections into the First Layer shall be as follows: Above the first story, up to ½ of the Streetwall façade may project up to 6 feet into the First layer; Entry canopies may project up to one hundred percent (100%) of the depth of the First Layer, except as may be further allowed by Chapter 54 of the City Code; Canopies and cantilevered awnings may project into the First Layer up to 15 feet; Above the first Story, cantilevered balconies and bay windows may project a maximum 6 feet into

the First Layer; Above the Streetwall, balconies and bay windows may project up to 6 feet into the setback from the Streetwall; Roof cantilevers, trellises and crowns may project up to 15 feet into the First Layer and be elevated one story above the roof terrace; and, Facade components promoting energy efficiency such as shading and Screening devices that are non-accessible may project a maximum of 4 feet into the First Layer.

16.12.9.3 Galleries and Arcades shall be a minimum of 15 feet deep and, notwithstanding any provisions to the contrary in Ordinance 11000, as amended, or the Code of the City of Miami, as amended may overlap the whole width of the Sidewalk to within two (2) feet of the curb. The height of an arcade, measured to its lowest point, shall be no less than its width.

16.12.9.4 All outdoor storage, electrical, plumbing, mechanical, and communications equipment and appurtenant enclosures shall be located within the Second or Third Layer and concealed from view from any Frontage or Sidewalk by Liner Buildings, walls, Streetscreens, or opaque gates.

16.12.9.5 Loading Docks and service areas shall be internal to the building served. Vehicular entries to loading docks and service areas shall be as provided in the Design Standards.

16.12.9.6 All ground floor utility infrastructure and mechanical equipment shall be concealed from public view. At the building Frontage, all equipment such as backflow preventers, Siamese connections, and the like shall be placed within the line of the Facade or behind the Streetscreen. Exhaust air fans and louvers may be allowed on the Facade only above the first floor as shown in the Design Standards. Rooftop equipment, except antennas, shall be screened from lateral view.

16.12.9.7 Within the Second and Third Layers, fences, walls and hedges shall not exceed a height of eight (8) feet.

16.12.10 BUILDING USE & DENSITY

16.12.10.1 Principal and accessory uses of Buildings shall conform to Zoning Ordinance 11000, Sections 616.4 and 616.5, respectively.

16.12.10.2 Densities and Intensities shall conform to Table 3 incorporated herein by reference.

16.12.10.3 The calculation of the FAR shall not apply to on-site parking, to that portion of the building that is entirely below the elevation of the sidewalk, to balconies or terraces, or to same store retail uses that have a ground floor with direct access to the sidewalk and street Frontages.

16.12.11 PARKING STANDARDS

16.12.11.1 The required parking shall be as follows:

USE	MINIMUM	MAXIMUM
Retail and Commercial	1 space / 1000 sf	1 space / 300 sf
Office	1 space / 1000 sf	1 space / 600 sf
Residential	1 space / dwelling unit	2 spaces / dwelling unit
Hotel	1 space / 4 guest rooms	1.5 spaces / guest room
Other	1 space / 1000 sf	1 space / 600 sf
Theater	1 space / 7 seats	1 space / 3 seats

16.12.11.1.1 On-street parking in the SD-16.3 Worldcenter area shall count toward the minimum parking requirements.

16.12.11.1.2 For residential uses located within 1,000 feet of an existing Metromover stop, no off-street parking is required.

16.12.11.2 Vehicular parking design standards and loading shall be required as shown in Table1 incorporated herein by reference.

16.12.11.3 Parking is encouraged to be accessed by an Alley when available and otherwise as provided in the Design Standards.

16.12.11.4 All parking, including open parking areas, covered parking, garages, Loading Docks and service areas shall either be located within the Third Layer or shall be masked from the Frontage by an architectural screening layer per Sec. 16.12.12.4 below, a Liner Building or Streetscreen, as illustrated in the Design Standards. Underground parking may extend into the Second and First Layers only if it is fully underground and does not require raising the first-floor elevation of the First and Second Layers above that of the sidewalk. Ramps to underground parking shall be within the Second or Third Layers.

16.12.11.5 The vehicular entrance of a parking lot or garage on a Frontage shall be no wider than 45 feet and the minimum distance between vehicular entrances shall be sixty (60) feet. A ten percent (10%) deviation may be approved by Class II Special Permit.

16.12.12 ARCHITECTURAL STANDARDS

16.12.12.1 Only permanent structures shall be allowed. Temporary structures such as mobile homes, construction trailers, travel trailers, recreational vehicles and other temporary structures shall not be allowed except as otherwise provided by Article 9.

16.12.12.2 The Facades on Retail Frontages shall be detailed as storefronts and glazed with clear glass beginning no more than 30 " above the sidewalk and extending no less than seventy percent (70%) of the length of the sidewalk-level Story as provided in the Design Standards. Display Windows in Retail Frontages must be a minimum of three (3) feet in depth, must include three-dimensional displays, should include visibility into the retail space and must be accessible from the insides stated herein. Display Windows are areas of storefront glazing that are designed to display items for sale within the retail space behind the display. Security screens shall be seventy

percent (70%) open.

16.12.12.3 Roof materials should be light-colored, high albedo or planted surface.

16.12.12.4 The Façade of a parking garage that is not concealed behind a Habitable Liner shall be screened behind a screening layer recessed at least two (2) feet from the outside face of the Façade to conceal all internal elements such as plumbing pipes, fans, ducts, ceilings, slab beds and lighting, as illustrated in the Design Standards. The architectural expression shall complement and enhance the building. Ramping should be internalized wherever possible. Exposed spandrels shall be prohibited.

16.12.13 LANDSCAPE STANDARDS

16.12.13.1 The First Layer shall be surfaced and landscaped as shown in the Design Standards.

16.12.13.2 Public open space shall be a minimum 10% of the total gross lot area. A minimum of 10% of the public open space shall be landscaped, as provided in the Design Standards and Regulating Plan.

16.12.14 SIGN STANDARDS

Notwithstanding any other provision of the City code and Zoning Ordinance 11000, signs shall be permitted in the SD-16.3, and must be approved by Class II permit, either for an individual sign or a Master Sign Package.

16.12.15 AMBIENT LIGHTING STANDARDS

16.12.15.1 Average lighting levels measured at the Building Frontage shall not exceed two (2) foot-candles except where a greater level is approved by a Class II Special Permit.

16.12.15.2 Streetlights shall be of a type illustrated in The Design Standards. Interior garage lighting fixtures shall not be visible from streets.

16.12.16 CIVIC SPACE

At least twenty percent (20%) of the required public open space in the SD-16.3 Worldcenter area shall be assigned to Civic Space, as described in Table 2 incorporated herein by reference and the Design Standards.

16.12.17 ALLOWABLE INCREASES IN FAR FOR PROVIDING PUBLIC BENEFITS

16.12.17.1 The intent of this section is to provide bonus building capacity in the SD-16.3 Worldcenter area in exchange for the developer's contribution to specified programs that provide benefit and enjoyment to the public. A bonus of an additional seventy percent (70%) of FAR capacity shall be permitted if the proposed development contributes to the specified programs below in the amount and manner set forth herein. The percentage increase shall be based on the

approved square footage for the project, including all bonuses approved pursuant to other provisions of Ordinance 11000, as amended.

16.12.17.2 Affordable/Workforce Housing

A developer may acquire bonus floor area up to a maximum of 25% of the total FAR capacity by contributing to the Affordable Housing Trust Fund, or by providing onsite Affordable/Workforce housing, as that term is defined by the City.

16.12.17.2.1 Trust Fund Contributions

A developer may acquire one additional square foot of buildable space for each nonrefundable contribution of $12.40 (as of the time of approval and subject to applicable price adjustments at the time of building permit application) to the Affordable Housing Trust Fund administered by the City of Miami. Future adjustments to the amount of contribution per square foot of buildable space in the SD-16.3 Worldcenter area shall be consistent with the per square foot contributions for other properties within the Southeast Overtown / Park West CRA boundary.

16.12.17.2.2 Affordable/workforce housing on the site of the development

For each square foot of affordable/workforce housing provided on site, the development shall be allowed two square feet of additional buildable space.

16.12.17.3 Public Open space

For every square foot of public open space that a project provides onsite in excess of the required amount of public open space, the development shall be allowed 3.29 times the development capacity of the land provided. The open space may be a courtyard, plaza, or pedestrian passage through a site connecting two streets, as those spaces are described in Table 2, or part of the Streetscape, per the Design Standards.

16.12.17.4 Sustainability

Fifteen (15) percent additional FAR capacity shall be allowed for buildings certified by the U.S. Green Building Council as LEED certified. If the City adopts a sustainability program, the 15% bonus for the minimum standard for the SD-16.3 Miami Worldcenter area shall match the City's minimum standard for certification. Additional increments of FAR capacity provided under the City program for LEED certifications at higher than the minimum standard shall be added to the base 15% established herein. (For example, if silver certification is adopted by the City as the minimum standard, with a 2% increase in floor area to go from silver to a gold, projects in the SD-16.3 Worldcenter area would receive a 15% increase for meeting the minimum silver standard and a 17% increase for meeting the gold standard). If at the time the first Certificate of Occupancy is issued for the building that received a public benefits bonus for a Green Building, the anticipated LEED certification has not been achieved, then the owner shall post a performance bond in a form acceptable to the City of Miami. The performance bond shall be determined based on the value of land per square foot of building in the area of the City in which the proposed project is located, which may be adjusted from time to time based on market conditions. The methodology for determining the value of land per square foot of building shall be maintained in the Planning Department. The City will draw down on the bond funds if LEED certification has not been achieved and accepted by the City within one year of the City issuance of the

Certificate of Occupancy for the building. Funds that become available to the City from the forfeiture of the performance bond shall be placed in the Affordable Housing Trust Fund.

16.12.17.5 Streetcar Infrastructure
A developer in the SD 16.3 Miami Worldcenter district may select to contribute and build the associated infrastructure for a proposed Miami streetcar system to be placed within the district in exchange for an equivalent bonus into one of the other Public Benefits.

16.12.18 If any section, part of section, paragraph, clause, phrase or word of this Ordinance is declared invalid, the remaining provisions of this Ordinance shall not be affected.

TABLE 1
PARKING AND LOADING

This table describes the standards for Parking and Loading. Standards shall include the following:

PARKING STANDARDS

ANGLE OF PARKING	ACCESS AISLE WIDTH		
	ONE WAY TRAFFIC SINGLE LOADED	ONE WAY TRAFFIC DOUBLE LOADED	TWO WAY TRAFFIC DOUBLE LOADED
90	23 ft.	23 ft.	23 ft.
60	12.8 ft.	11.8 ft.	19.3 ft.
45	10.8 ft.	9.5 ft.	18.5 ft.
Parallel	10 ft.	10 ft.	20 ft.
Standard Stall Dimension: 8.5 ft. x 18 ft. minimum			

* Driveways shall have a minimum of 10 feet of paved width for a one-way drive and 20 feet for a two-way drive for parking area providing 10 or more stalls
* Pedestrian entrances shall be at least 3 feet from stall, driveway or access aisle
* Allowable slopes, paving and drainage as per Florida Building Code
* Off-street parking facilities shall have a minimum vertical clearance of 7 feet. Where such a facilitiy is to be used by trucks or loading uses, the minimum clearance shall be 15 feet.
* Ingress vehicular control devices shall be located so as to provide a minimum driveway of 20 feet in length between the build-to line and dispenser.
* For landscaping requirements of parking lots, refer to Miami-Dade County Landscape Ordinance.

LOADING BERTH STANDARDS

RESIDENTIAL*	**From 25,000 sf to 500,000 sf**		
	Berth Size	**Loading Berths**	
	420 sf	1 per first 100 units	
	240 sf	1 per each additional 100 units or fraction of 100	
	Greater than 500,000 sf		
	Berth Size	**Loading Berths**	
	680 sf	1 per first 100 units	
	240 sf	1 per each additional 100 units or fraction of 100	
LODGING	**From 25,000 sf to 500,000 sf**		
	Berth Size	**Loading Berths**	
	420 sf	1 per first 300 Rooms	
	240 sf	1 per 100 Rooms	
	Greater than 500,000 sf		
	Berth Size	**Loading Berths**	
	660 sf	1 per 300 Rooms	
	240 sf	1 per 100 Rooms	
OFFICE COMMERCIAL INDUSTRIAL**	**From 25,000 sf to 500,000 sf**		
	Berth Size	**Loading Berths**	**Area**
	420 sf	1st	25K sf - 50K sf
	420 sf	2nd	50K sf - 100K sf
	420 sf	3rd	100K sf - 250K sf
	420 sf	4th	250K sf - 500K sf
	Greater than 500,000 sf		
	Berth Size	**Loading Berths**	**Area**
	660 sf	1/	500K sf

NOTES

Berth Types
Residential*: 240 sf = 12 ft x 20 ft.
Commercial: 420 sf = 12 ft x 35 ft.
Industrial**: 660 sf = 12 ft x 55 ft.
All Berth Types: 15 ft. height clearance

* Residential Loading berths shall be setback a distance equal to their length.
** 1 Industrial berth may be substituted by 2 Commercial berths.

TABLE 2
CIVIC SPACE

This table describes the standards for Civic Space. Civic Spaces shall be at ground level, landscaped and/or paved. Civic Spaces shall be open to the public. Civic Spaces may be publicly or privately owned.

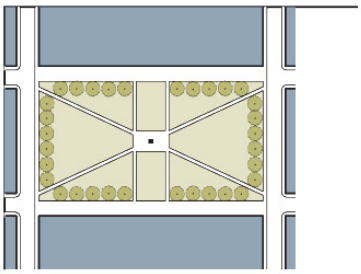
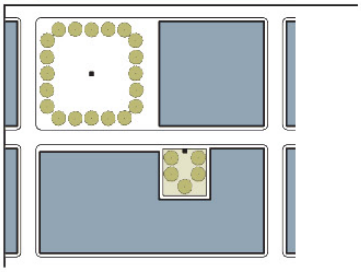
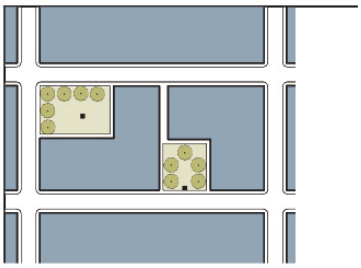
Square: An open space available for unstructured recreation and civic purposes. A square is spatially defined by building frontages with streets on at least one frontage. Its landscape shall consist of pavement, lawns, and trees. Squares shall be located at the intersection of important thoroughfares. The minimum size shall be 1/8 acre.	
Plaza: An open space available for civic purposes and programmed activities. A plaza shall be spatially defined by building frontages and may include street frontages. Its landscape shall consist primarily of pavement and trees. Plazas shall be located at the intersection of important streets. The minimum size shall be 1/8 acre.	
Courtyard / Garden: An open space spatially defined by buildings and street walls, and visually accessible on one side to the street.	
Playground: An open space designed and equipped for the recreation of children. A playground shall be fenced and may include open shelter. Playgrounds shall be interspersed within residential areas and may be placed within a block. Playgrounds may be included within parks and greens. There shall be no minimum or maximum size.	
Pedestrian Passage: An open space connecting other public space, that is restricted to pedestrian use and limited vehicular access, of a minimum width of 20 feet. Building walls enfronting a Pedestrian Passage shall have frequent doors and windows. A Pedestrian Passage may be roofed.	

TABLE 3 - PAGE 1

BUILDING DISPOSITION

This table describes the standards for Building Disposition. Standards shall include the following:

Building Disposition

Lot Occupation	
a. Lot Area	5,000 s.f. min.
b. Lot Width	100 ft. min.
c. Lot Coverage	80% max.
- 1-8 stories	See Regulating Plan
- Above 8th story	18,000 sq. ft. max. floor plate for Residential & Lodging 30,000 sq. ft. max. floor plate for mixed use, Office & Commercial & Residential/Office
d. Floor Area Ratio (FAR)	4.32
e. Frontage along build to line	70% min.
f. Open Space Requirements	10% of gross lot area min.
g. Density	300 du/acre max.

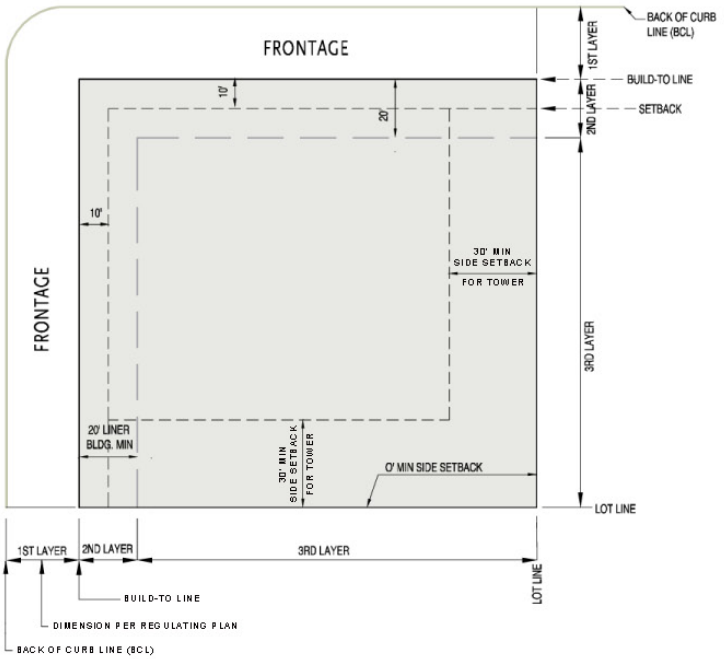
Building Setback	
a. Building Frontage	See Regulating Plan
c. Side	0 ft. min.; 30 ft. min. above 8th story
d. Rear	0 ft. min.

Building Height	
a. Min. Height	2 stories
b. Max. Height	Unlimited

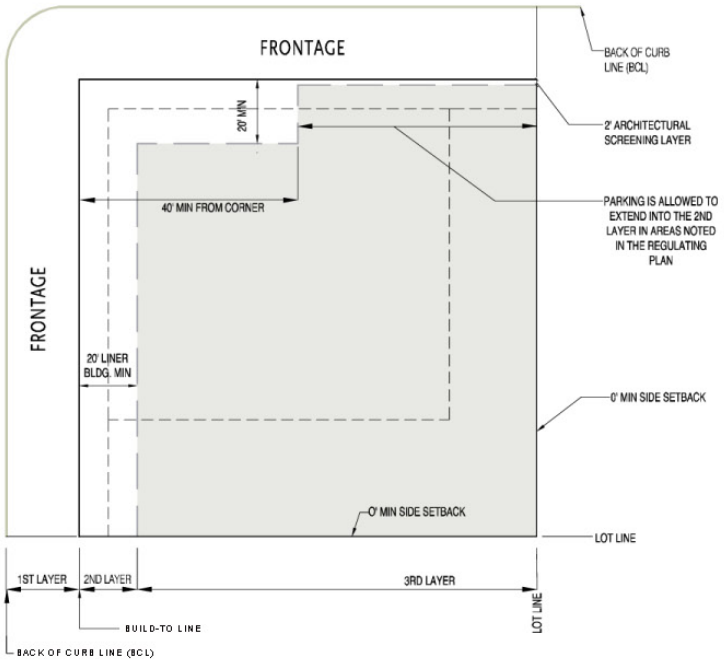
TABLE 3 - PAGE 2
BUILDING DISPOSITION

This table describes the standards for Building Disposition. Standards shall include the following:

BUILDING PLACEMENT
N.T.S.



PARKING PLACEMENT
N.T.S.



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MIAMI WORLDCENTER

DEVELOPMENT STANDARDS

AUGUST 22, 2008

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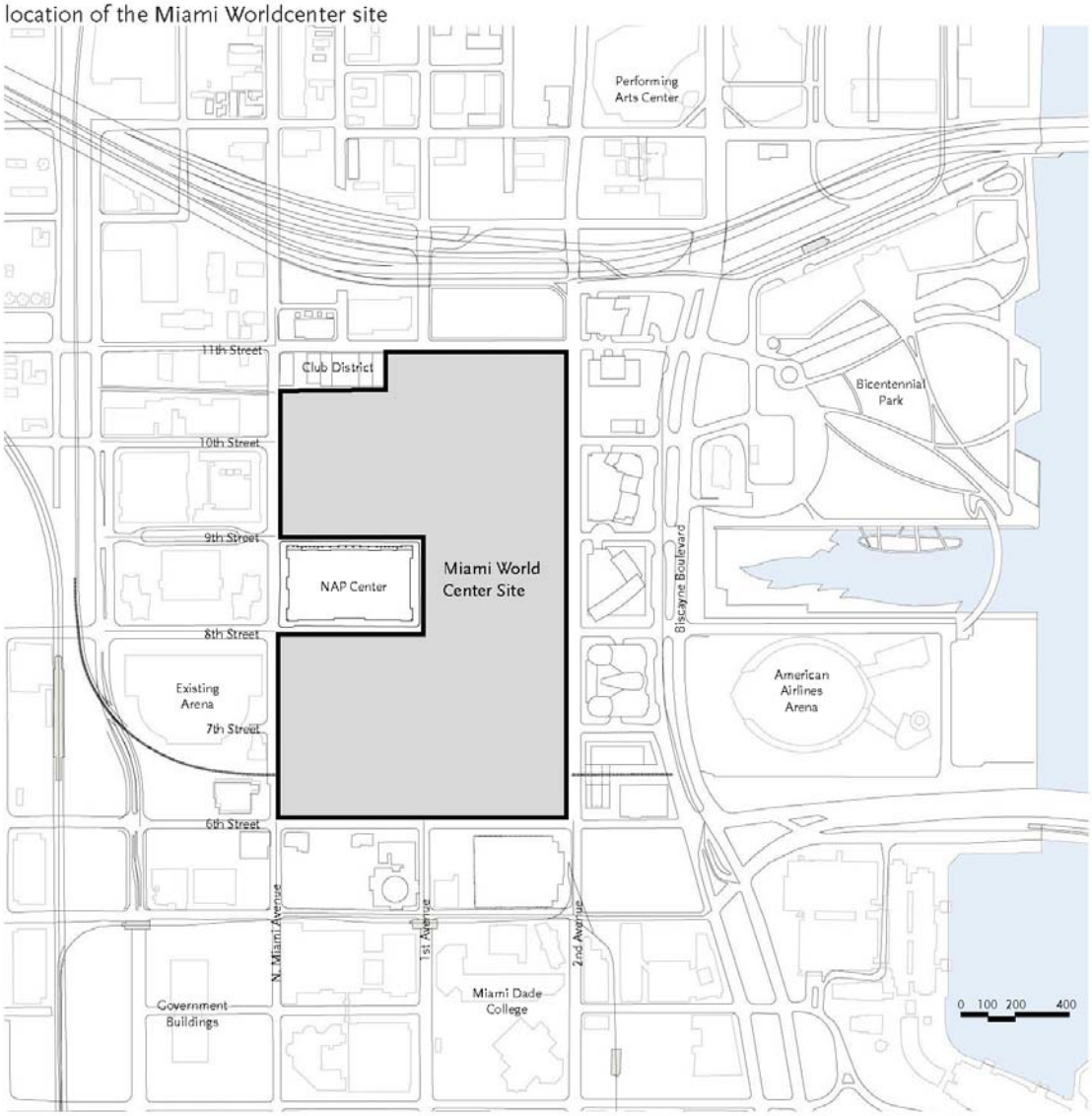
Diagrams and Illustrations

location of the Miami Worldcenter site



INTRODUCTION

OVERVIEW

The Miami Worldcenter is a nine block mixed-use development immediately north of the Central Business District in downtown Miami. It is defined by NE 2nd Avenue to the east, North Miami Avenue to the west, NE 11th Street to the north, and NE 6th Street to the south.

Spanning over twenty five acres, the Miami Worldcenter includes a dynamic mix of retail, residential, office, and institutional uses. It will create a vibrant, walkable pedestrian environment with a unique sense of place: a modern design statement driven by Miami's unique physical context, culture, and architectural heritage.

INTENT

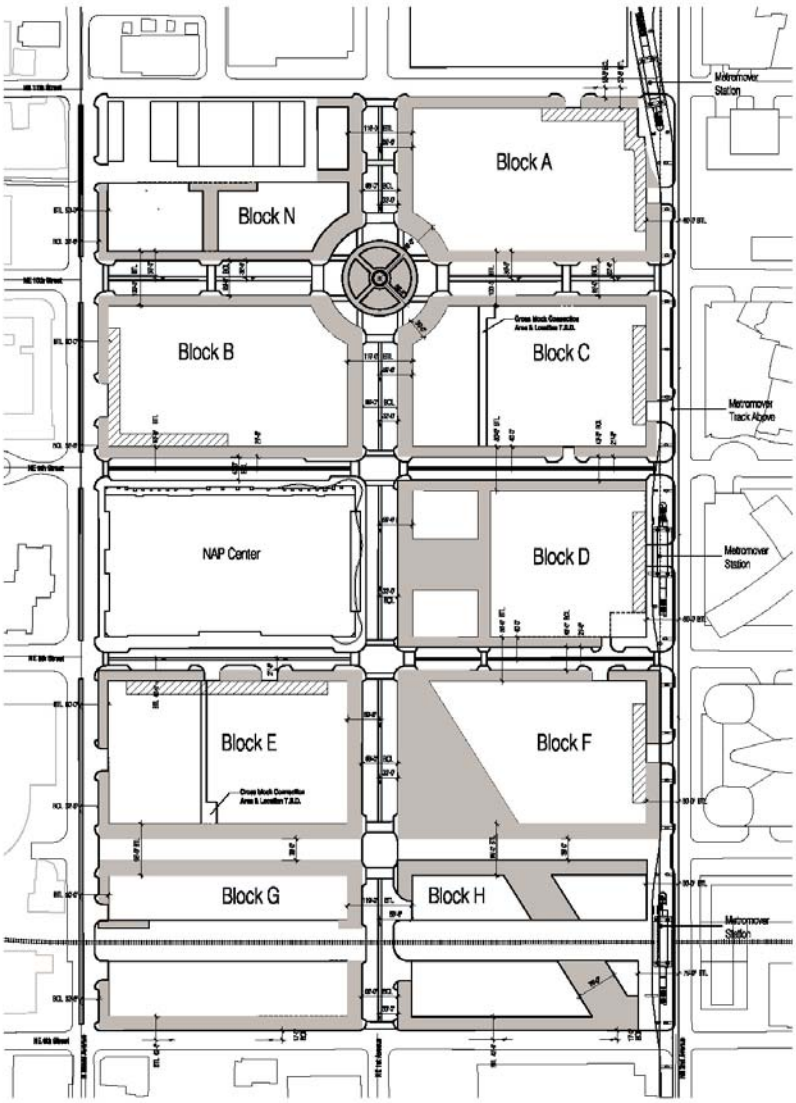
The Miami Worldcenter design standards will establish appropriate standards for the design of streets, public spaces, and buildings within the SD-16.3 Special District area. These design standards expand on the requirements identified in Section 627.1 and shall be considered minimum requirements for all new development.

CONCEPTUAL RENDERING

Artist rendering of project looking north on 1st Avenue

Diagrams and Illustrations

regulating plan



BTL = Build-to Line
BCL = Back of Curb Line

- Open Space

- Exposed Parking Garage Permitted with 2' Architectural Screen

REGULATING PLAN

OVERVIEW

The Miami Worldcenter project was guided by the goal of establishing a memorable, pedestrian district with a strong integrated public realm. This includes an interconnected system of well-defined streets, plazas, and pedestrian spaces tailored to Miami's climate.

INTENT

The regulating plan for Miami Worldcenter defines the size, configuration, and dimension of the public realm within the site area. This includes three major civic spaces, publicly accessible sidewalks, paseos, and a new pedestrian-only street. The regulating plan also defines building setback requirements, locations for exposed parking garages, and the overall street dimensions for the project area.

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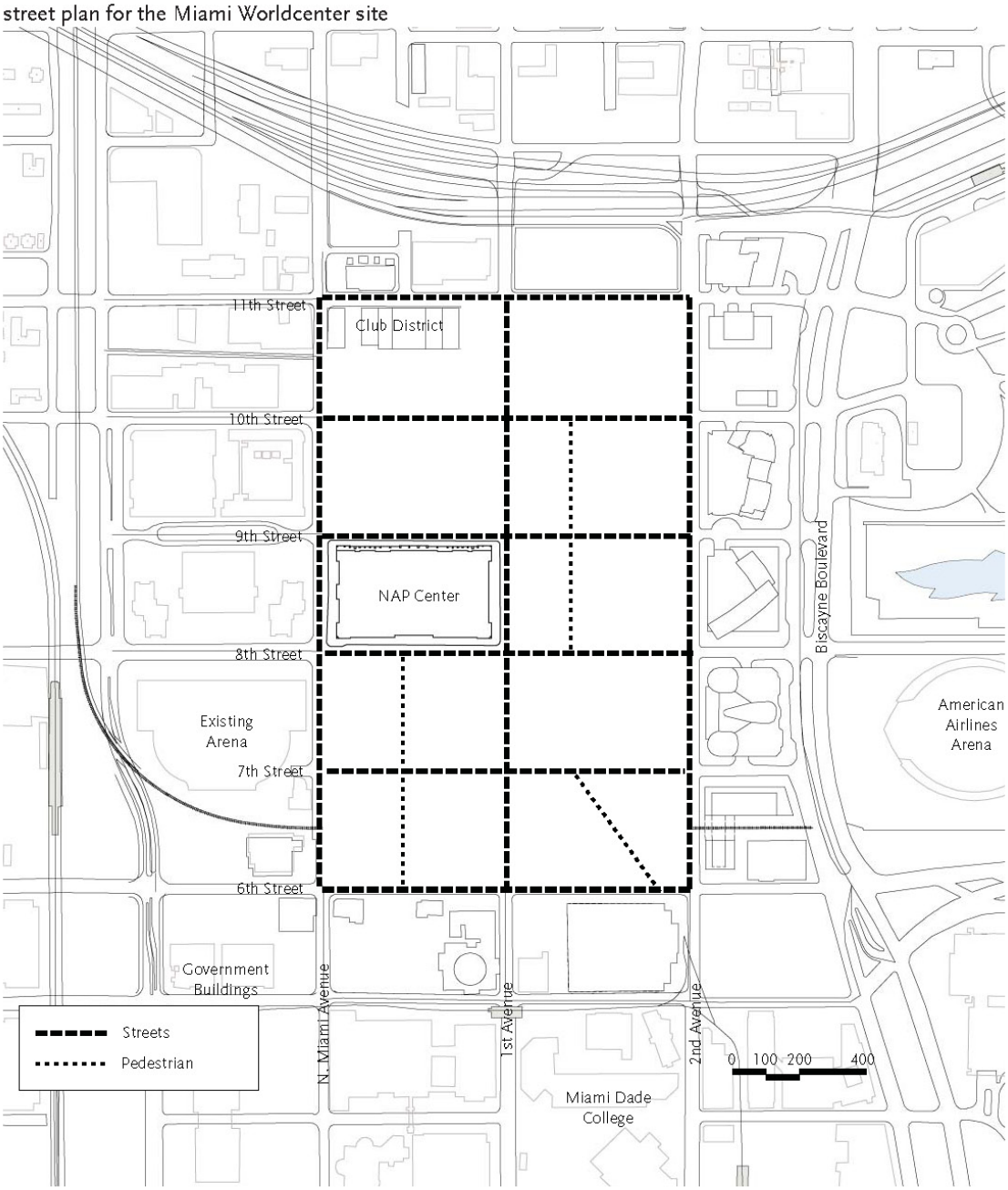
STREET DESIGN

Diagrams and Illustrations

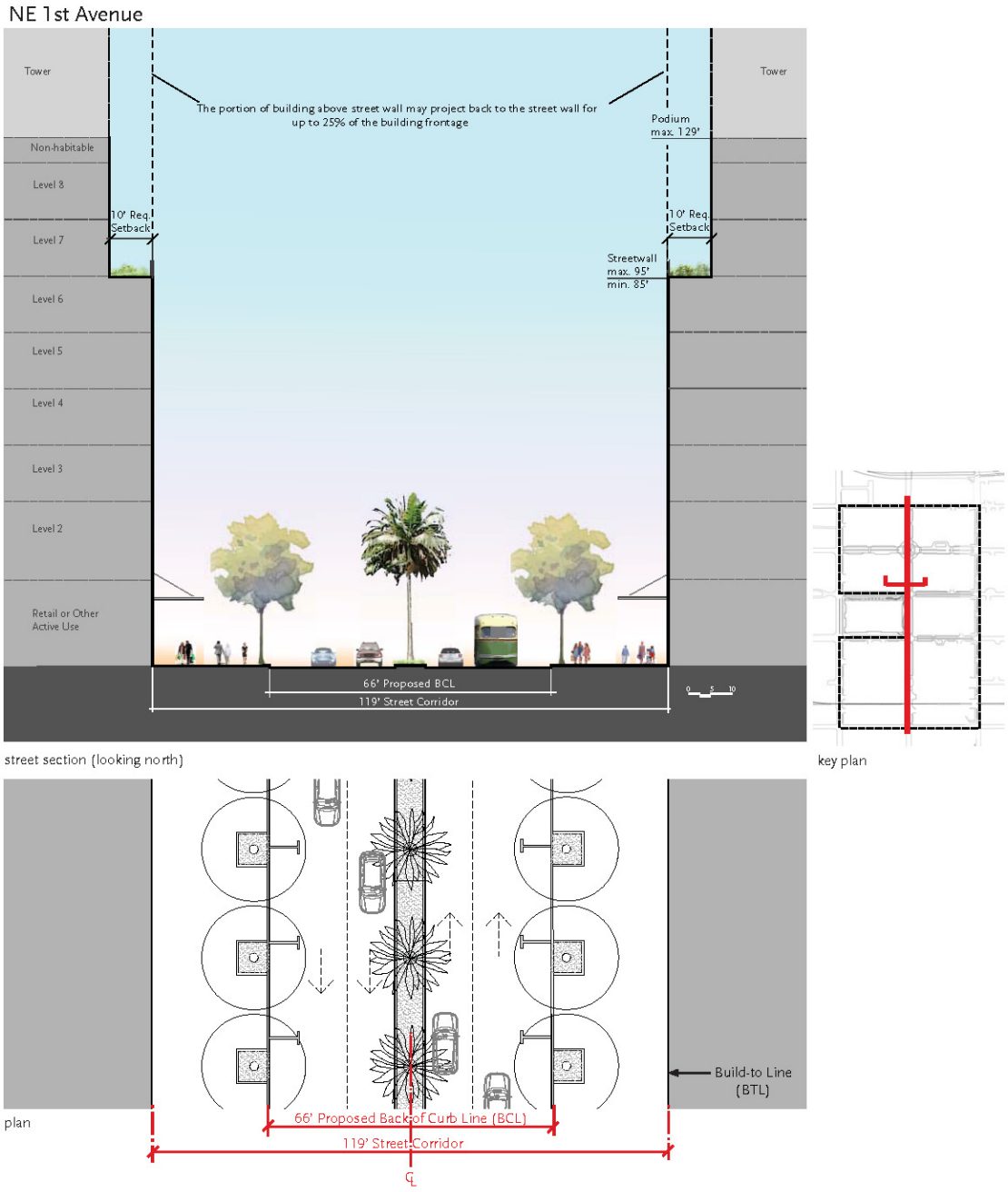
street plan for the Miami Worldcenter site



STREET SYSTEM

OVERVIEW	A unified street system with a clear hierarchy has been developed at Miami Worldcenter. Narrow streets (many with arcades) set the stage for larger, more significant streets like 1st Avenue. Each Street will have a distinct personality and function to create a range of experiences. This will include variation in scale, enclosure, materials, sidewalk width, and retail character.
STREETS	
NE 1st Avenue	Designated as the most prominent street at Miami Worldcenter, it will include the greatest streetwall height and street corridor width.
NE 2nd Avenue	A major gateway street defined by the elevated Metromover train and intense residential development along the east side of the street near Biscayne Boulevard. Major improvements have been proposed to the Metromover to improve the pedestrian experience and to encourage transit ridership. An alternative design has also been included for 2nd Avenue.
N. Miami Avenue	A major north-south neighborhood gateway street providing linkages to the Central Business District and the Omni Neighborhood.
NE 6th Street	Arcaded street with major connection to the Miami Dade College and the Central Business District.
NE 6th Street w/ FEC	Optional design for 6th Street that includes a relocated FEC train line. This will include a larger right-of-way to allow for pedestrian, vehicular, and train access.
NE 7th Street	Pedestrian-only street with intense retail and restaurant activity modeled after Lincoln Road in Miami Beach.
NE 8th Street	Arcaded retail street with a strong connection to the American Airlines Arena and the Biscayne waterfront.
NE 9th Street	Arcaded retail street with a strong connection to the Biscayne waterfront.
NE 10th Street	100' wide tree-lined boulevard that provides a major east-west linkage between the Overtown Neighborhood and Bicentennial Park.
NE 11th Street	Mixed-use street with a focus on night club/ entertainment uses.
PEDESTRIAN WALKWAYS	These include a diagonal walkway at the southern portion of the site and a series of pedestrian pathways called paseos. The diagonal walkway has been designed as a major pedestrian corridor between NE 6th Street/ Biscyane Boulevard and the new civic plaza. Paseos will generally run north-south and will provide additional pedestrian access through development blocks.

Diagrams and Illustrations

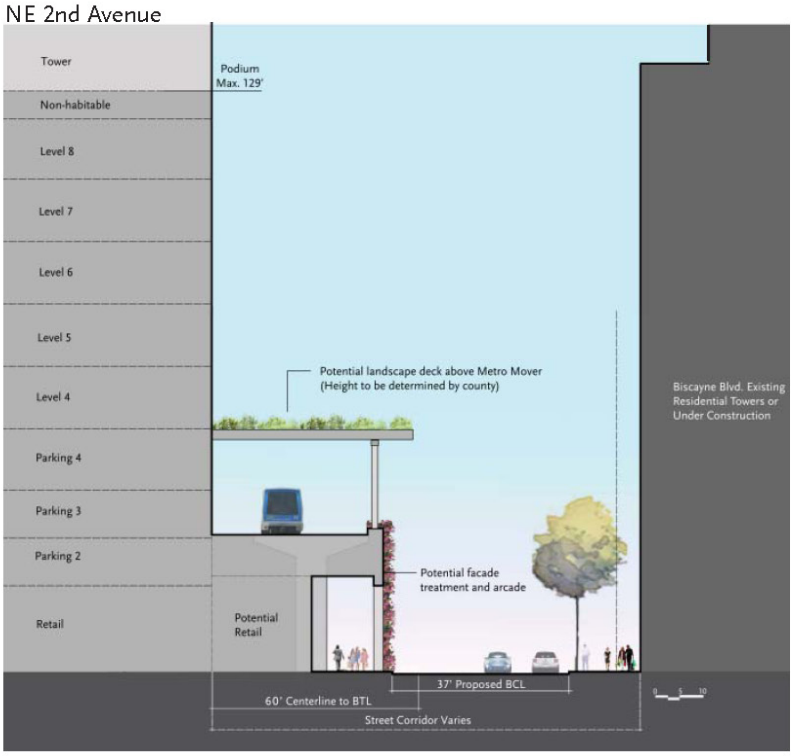


NE 1st Avenue

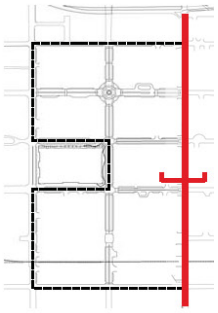
Overview	1st Avenue is considered the most prominent street at Miami Worldcenter. It is the primary retail corridor within the project area with connections to the existing Central Business District and the Omni Neighborhood. This street will be designed to accommodate a variety of transportation modes, including the proposed Miami Streetcar. Precedents for 1st Avenue, with regard to it's urban role, presence, and spirit, include Champs Elysees in Paris, North Michigan Avenue in Chicago, and 5th Avenue in New York City.
Description	
Build-to Line	59'-6" from center line of street
Street Corridor	119' width (see Regulating Plan)
Streetwall	Streetwall height shall be 85' (minimum) to 95' (maximum). A 10' setback shall be required at the top of the streetwall.
Tower Setback	No additional setback required at the podium level. The portion of the building above the street wall may project back to street wall for up to 25% of the overall building frontage.
Podium	129' maximum height (8 liner stories max)
Sidewalk	20' minimum width that includes a 5' minimum clear zone for ADA accessibility. Street trees shall be planted at regular intervals. Street light poles shall be located at regular intervals and shall be coordinated with the placement of street trees. A lighting plan and specification shall be submitted and approved by Class II Special Permit.
Vehicular Lanes	Four vehicular lanes (two in each direction)
Parking	A parking lane shall be included on each side of the street. Curb extensions shall be required at all street intersections.
Median	A planted center median shall be included. The median may include lighting and drought tolerant plant material.
Miami Streetcar	Proposed Miami Streetcar shall be located on one of the northbound traffic lanes. Each transit stop shall be subject to City and State design requirements.
Intersection Design	Raised intersections and/or enhanced paving materials may be utilized for sidewalk and roadway areas to improve the pedestrian experience.
Example Champs Elysees, Paris	

Diagrams and Illustrations

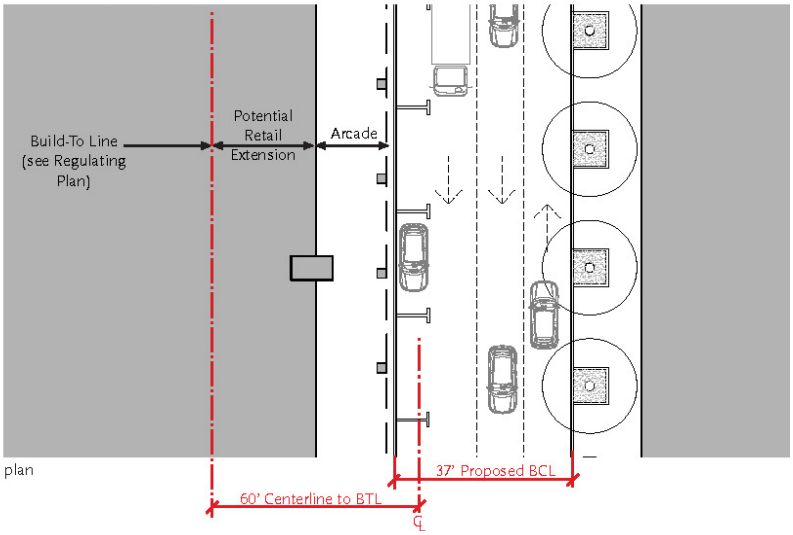
NE 2nd Avenue



street section (looking north)



key plan



plan

NE 2ND AVENUE

OVERVIEW

2nd Avenue is one of the gateway streets at Miami Worldcenter. It is heavily influenced by the presence of the Miami Metromover and a series of existing high rise towers on the east side of the street. Precedents for 2nd Avenue include Viaduc des Arts in Paris and the 59th Street Bridge in New York City

DESCRIPTION

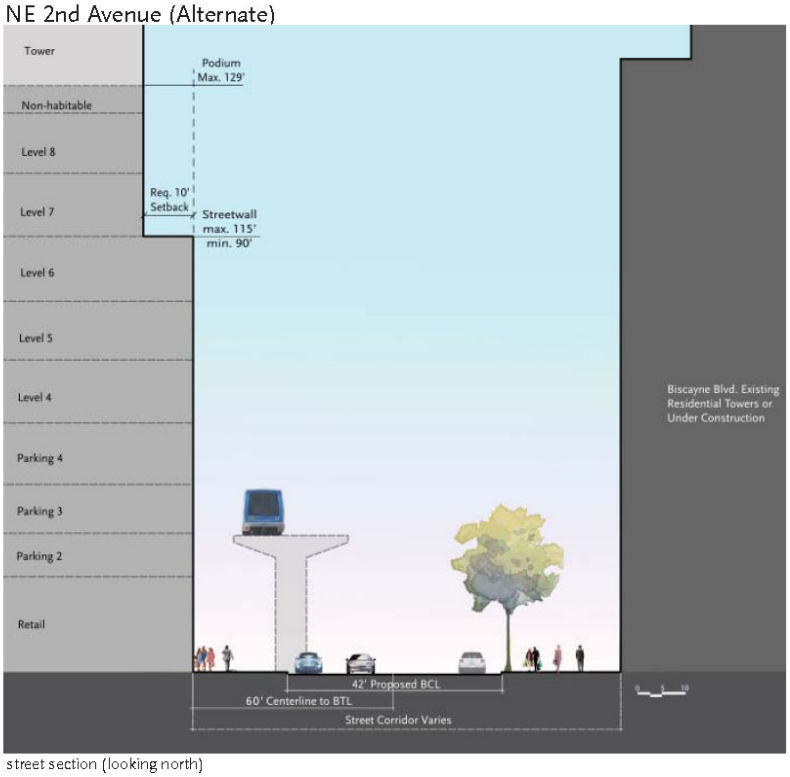
Build-to Line	60' from center line of street (note: build-to line varies on east side of street).
Street Corridor	107' 6" minimum width, excluding Metromover - varies (see Regulating Plan)
Streetwall	Streetwall height shall be 90' (minimum) to 115' (maximum). A 5' projection is allowed on floors above the deck for bay windows and balconies.
Podium	129' maximum height (8 liner stories max)
Sidewalk	12'-0" minimum arcade width including a 5' minimum clear zone for ADA accessibility. Curb extensions shall be located at each driveway or intersection and may include street trees and other planting material. Street light poles on the west side of the street shall be located within curb extensions or attached to the building. A lighting plan and specification shall be submitted and approved by Class II Special Permit.
Vehicular Lanes	Three vehicular lanes shall be included.
Parking	One parking lane shall be included on the west side of the street. Curb extensions shall be required at all driveways and street intersections.
Median	No median shall be included.
Miami Metromover	Possible improvements to Metromover between NE 6th Street and NE 11th Street may include a new arcade, retail space, facade enhancement, and a green roof. Any improvements to the Metromover shall be subject to City, County, and State design requirements.
Intersection Design	Enhanced paving materials may be utilized for sidewalk and roadway areas to improve the pedestrian experience.

EXAMPLE

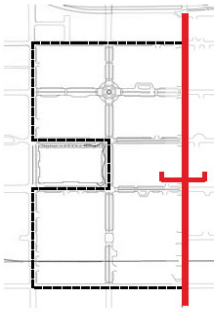
The Viaduc des Arts project in Paris converted an abandoned viaduct into a lively pedestrian space with retail at the ground level and a linear park above.

Diagrams and Illustrations - Optional design for 2nd Avenue

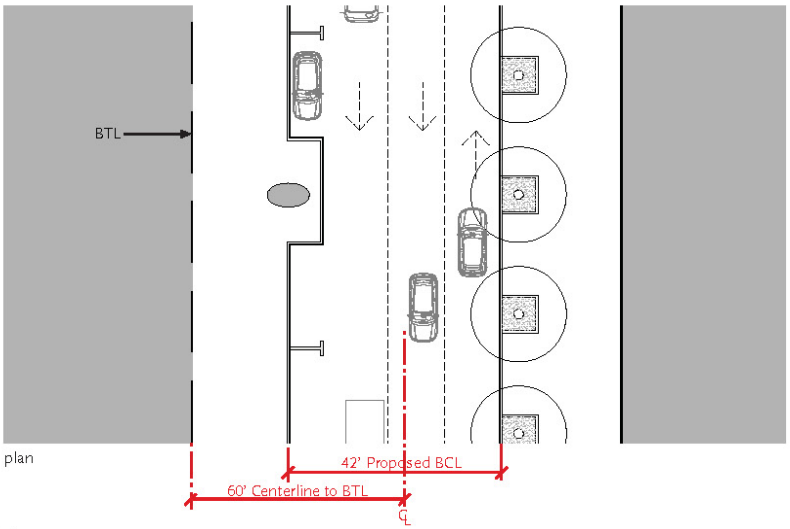
NE 2nd Avenue (Alternate)



street section (looking north)



key plan



plan

NE 2ND AVENUE (ALTERNATE)

OVERVIEW

2nd Avenue is one of the gateway streets at Miami Worldcenter. It is heavily influenced by the presence of the Miami Metromover and a series of existing high rise towers on the east side of the street. This alternate design for 2nd Avenue includes minimal changes the existing Metromover.

DESCRIPTION

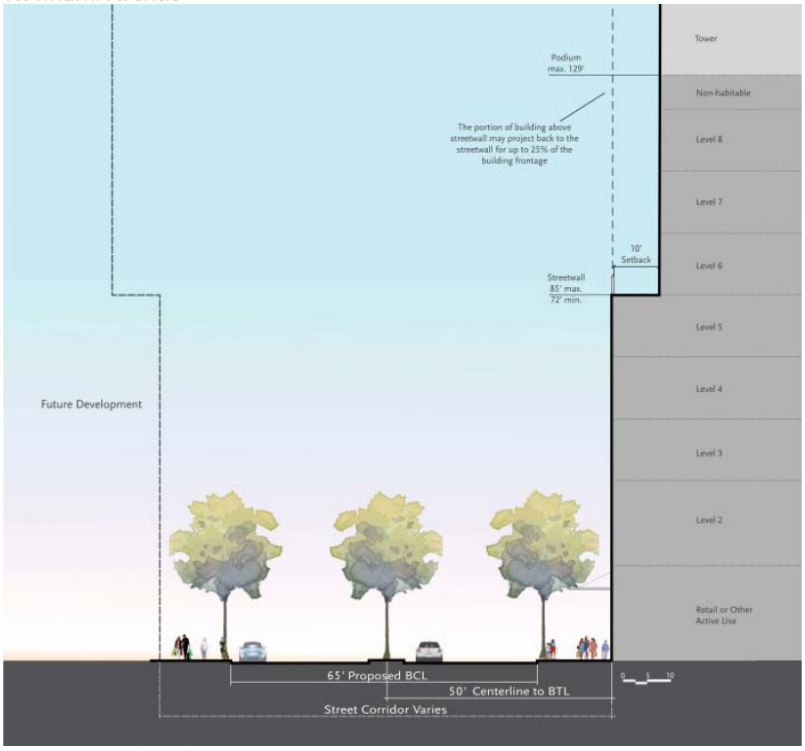
Build-to Line	60' from center line of street (note: build-to line varies on east side of street).
Street Corridor	107' 6" width - varies (see Regulating Plan)
Streetwall	Streetwall height shall be 90' (minimum) to 115' (maximum). A 10' setback is required at the top of the streetwall. A 5' projection is allowed on floors above the streetwall height for bay windows and balconies.
Podium	129' maximum height (8 liner stories max)
Sidewalk	12'-0" minimum arcade width including a 5' minimum clear zone for ADA accessibility. Curb extensions shall be located at each driveway or intersection and may include street trees and other planting material. Street light poles on the west side of the street shall be located within curb extensions or attached to the building. A lighting plan and specification shall be submitted and approved by Class II Special Permit.
Vehicular Lanes	Three vehicular lanes shall be included.
Parking	One parking lane shall be included on the west side of the street. Curb extensions shall be required at all driveways and street intersections.
Median	No median shall be included
Miami Metromover	This alternative for NE 2nd Avenue does not include any major changes to the existing Metromover. Improvements may include landscaping, lighting, and other enhancements. Any improvements to Metromover shall be subject to City, County, and State design requirements.
Intersection Design	Enhanced paving materials may be utilized for sidewalk and roadway areas to improve the pedestrian experience.

EXAMPLE

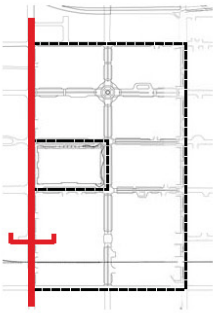
Vines and other landscape material can be used to improve the appearance of the Metromover.

Diagrams and Illustrations

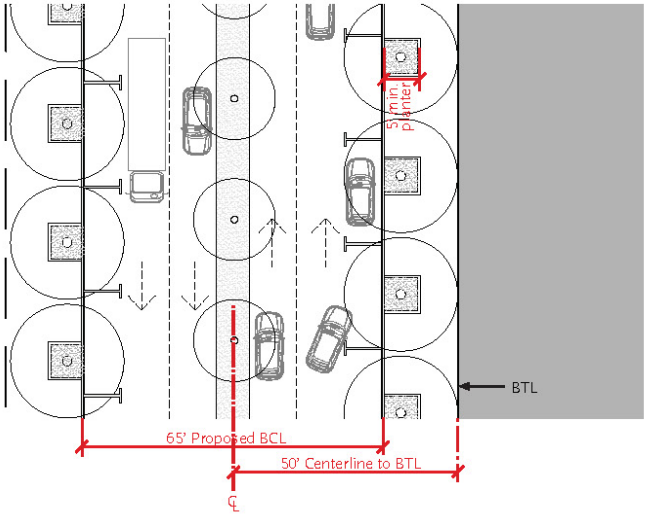
N. Miami Avenue



street section (looking north)



key plan



plan

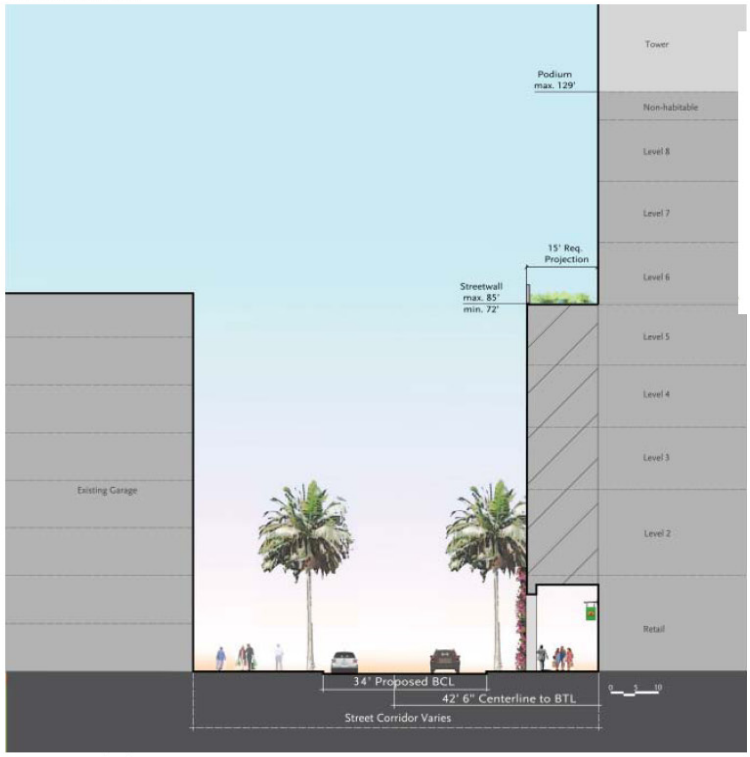
N. Miami Avenue

Overview	North Miami Avenue is one of the gateway streets at Miami Worldcenter. It will have a mix of residential, retail and office uses and will include a lower streetwall height that helps transition to the primarily residential neighborhood to the west. Precedents include streets in Barcelona and Madison Avenue in New York City.
Description	
Build-to Line	50' from center line of street (note: build-to line varies on west side of street).
Street Corridor	100' width - varies (see Regulating Plan)
Streetwall	Street wall height shall be 72' (minimum) to 85' (maximum). A 10' setback shall be required at the top of the streetwall. A 5' projection is allowed for balconies above streetwall height.
Tower Setback	No additional setback required at the podium level. The portion of the building above the street wall may project back to street wall for up to 25% of the overall building frontage.
Podium	129' maximum height (8 liner stories max)
Sidewalk	15' minimum width including a 5' minimum clear zone for ADA accessibility. Street trees shall be planted at regular intervals. Street light poles shall be located at regular intervals and shall be coordinated with the placement of street trees. A lighting plan and specification shall be submitted and approved by Class II Special Permit.
Vehicular Lanes	Four vehicular lanes shall be included.
Parking	A parking lane shall be included on each side of the street. Curb extensions shall be required at all driveway and street intersections.
Median	A planted center median shall be included. The median may include lighting and drought tolerant plant material.
Intersection Design	Raised intersections and/or enhanced paving materials may be utilized for sidewalk and roadway areas to improve the pedestrian experience.

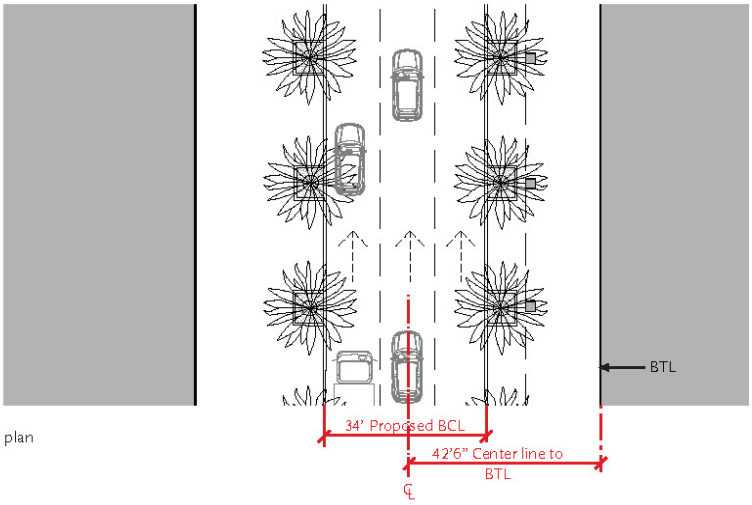
Example
Barcelona, Spain

Diagrams and Illustrations

NE 6th Street

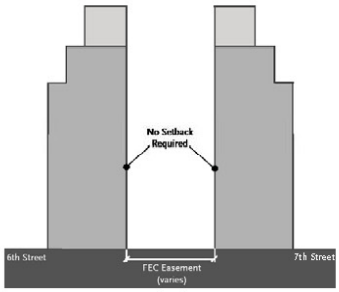


street section (looking west)

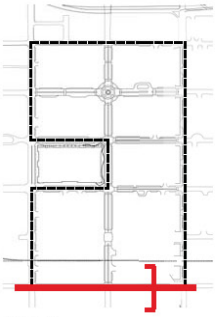


plan

FEC Easement



FEC setback profile (n.t.s.): block section from 6th to 7th



key plan

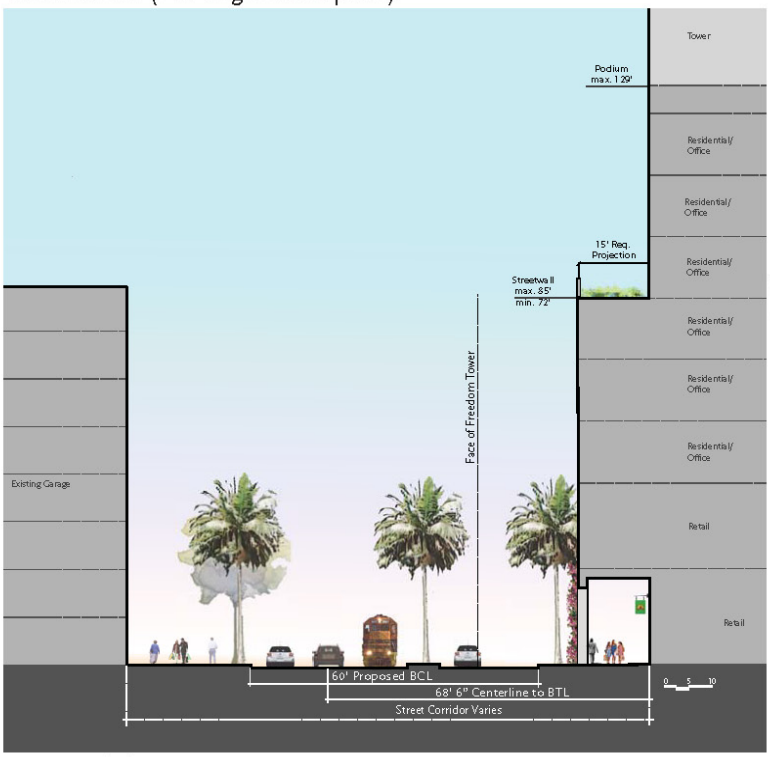
NE 6TH STREET

OVERVIEW	NE 6th Street is one of the arcaded streets at Miami Worldcenter. This street has a strong connection to Miami Dade College and the Central Business District. It will include office, commercial, residential and educational uses. One of the design precedents used is Pacific Place in Seattle.
DESCRIPTION	
Build-to Line	42'-6" from center line of street (note: build-to line varies on south side of street).
Street Corridor	85' width - varies (see Regulating Plan).
Streetwall	Street wall height shall be 72' (minimum) to 85' (maximum). A 15' projection from the build-to line shall be required up to the top of the streetwall. A 5' projection from the build-to line is allowed for balconies above streetwall height.
Podium	129' maximum height (8 liner stories max)
Sidewalk	15' minimum arcade width including a 5' minimum clear zone for ADA accessibility. Street light poles on the north side of the street shall be located within curb extensions or attached to the building. A lighting plan and specification shall be submitted and approved by Class II Special Permit.
Vehicular Lanes	Three vehicular lanes shall be included.
Parking	Parallel parking may be permitted along the north side of the street between trees. Curb extensions shall be required at all driveways, street intersections, and crosswalk areas.
Median	No median shall be included.
Intersection Design	Enhanced paving materials may be utilized for sidewalk and roadway areas to improve the pedestrian experience.

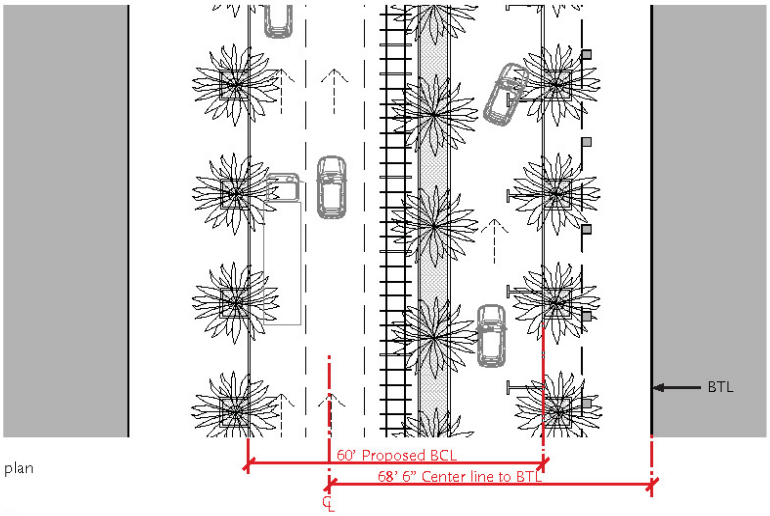
EXAMPLE
Pacific Place, Seattle

Diagrams and Illustrations

NE 6th Street (FEC Alignment Option)

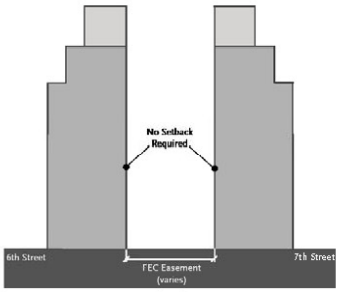


street section (looking west)

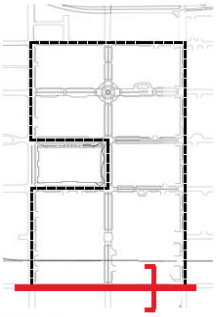


plan

FEC Easement



FEC setback profile (n.t.s.): block section from 6th to 7th



key plan

NE 6TH STREET (FEC ALIGNMENT OPTION)

OVERVIEW

NE 6th Street is one of the arcaded streets at Miami Worldcenter. This optional design includes a relocated FEC train line within the street corridor. It also includes a local road along the north side of the street.

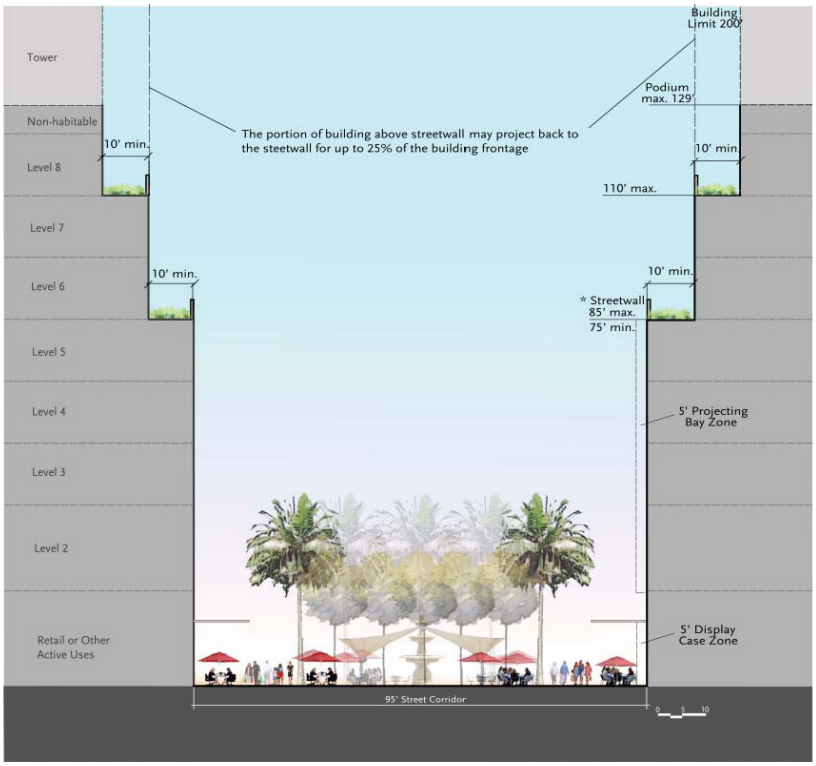
DESCRIPTION

Build-to Line	42'-6" from center line of street (note: build-to line varies on south side of street).
Street Corridor	85' width - varies (see Regulating Plan).
Streetwall	Street wall height shall be 72' (minimum) to 85' (maximum). A 15' projection from the build-to line shall be required up to the top of the streetwall. A 5' projection from the build-to line is allowed for balconies above streetwall height.
Podium	129' maximum height (8 liner stories max)
Sidewalk	15' minimum arcade width including a 5' minimum clear zone for ADA accessibility. Street light poles on the north side of the street shall be located within curb extensions or attached to the building. A lighting plan and specification shall be submitted and approved by Class II Special Permit.
Vehicular Lanes	Two standard vehicular lanes and one local vehicular lane shall be included.
FEC Track	One track zone defined by a raised median on the north side.
Parking	Parallel parking may be permitted along the north side of the street. Curb extensions shall be required at all driveways, street intersections, and crosswalk areas.
Median	A raised median shall be located on the north side of the proposed FEC track.
Intersection Design	Enhanced paving materials may be utilized for sidewalk and roadway areas to improve the pedestrian experience.

EXAMPLE
Avinguda Diagonal, Barcelona

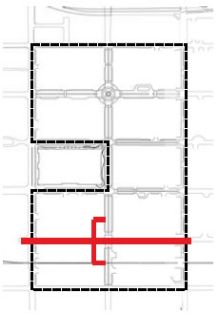
Diagrams and Illustrations

NE 7th Street

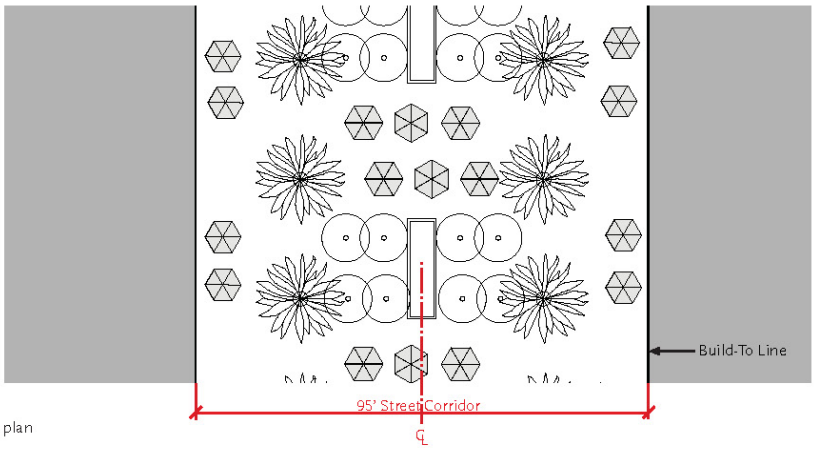


street section (looking east)

* Up to 25% of frontage may be reduced to 50' height



key plan



plan

NE 7TH STREET

OVERVIEW

NE 7th Street has been designated as a pedestrian-only street. It will include pedestrian-oriented activities such as cafe seating. Precedents include Lincoln Road in Miami and Place Horloge in Avignon, France.

DESCRIPTION

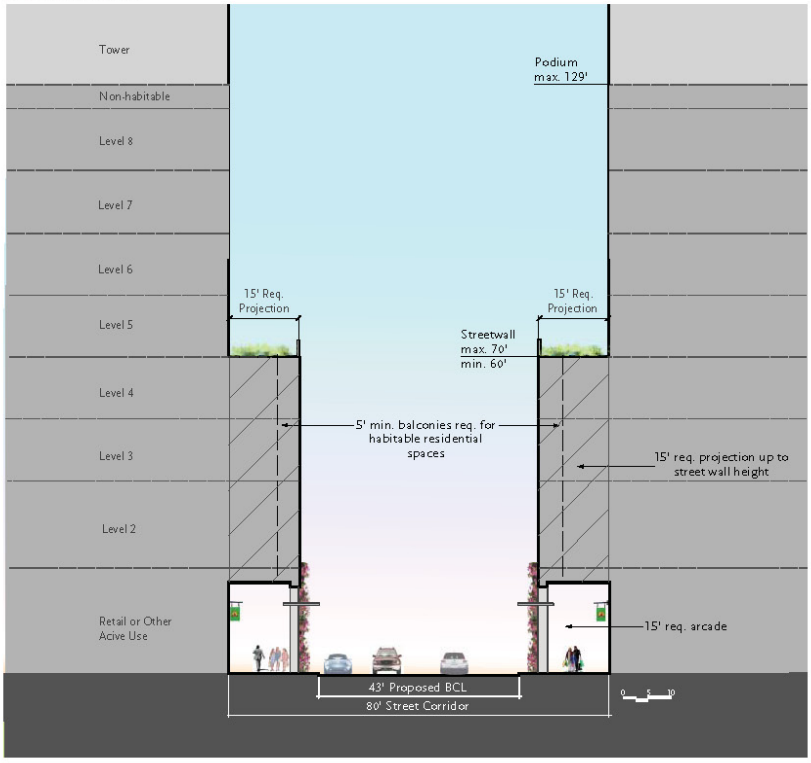
Build-to Line	47'-6" from center line of street
Street Corridor	95' width (see Regulating Plan)
Streetwall	Streetwall height shall be 75' (minimum) to 85' (maximum). However, up to 25% of the streetwall frontage may be reduced to 50' in height. A 5' projection is allowed on upper floors within the streetwall height for bay windows and balconies. A 10' setback shall be required at the top of the streetwall and an additional 10' setback shall be required between the top of the streetwall and the podium level (see section). A 5' display case projection is permitted along the ground level frontage. A 5' projection from the build-to line is allowed for balconies above streetwall height.
Podium	129' maximum height (8 liner stories max)
Sidewalk	The sidewalk zone shall extend the full width of the street corridor and shall include a 5' minimum clear zone for ADA accessibility. Fountains, landscaping, outdoor seating, public art and other pedestrian amenities shall be included within the sidewalk zone to promote an active pedestrian area. A lighting plan and specification shall be submitted and approved by Class II Special Permit.
Vehicular Lanes	Minimum 12' clear lane for fire trucks and time restricted service.
Parking	None
Median	No median shall be included.
Intersection Design	Raised intersections and/or enhanced paving materials may be utilized for sidewalk and roadway areas to improve the pedestrian experience.

EXAMPLE

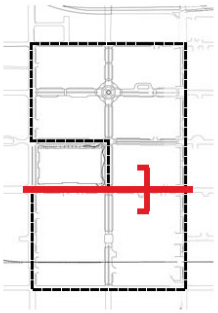
The design of 7th Street was inspired by cafe streets such as Lincoln Road in Miami.

Diagrams and Illustrations

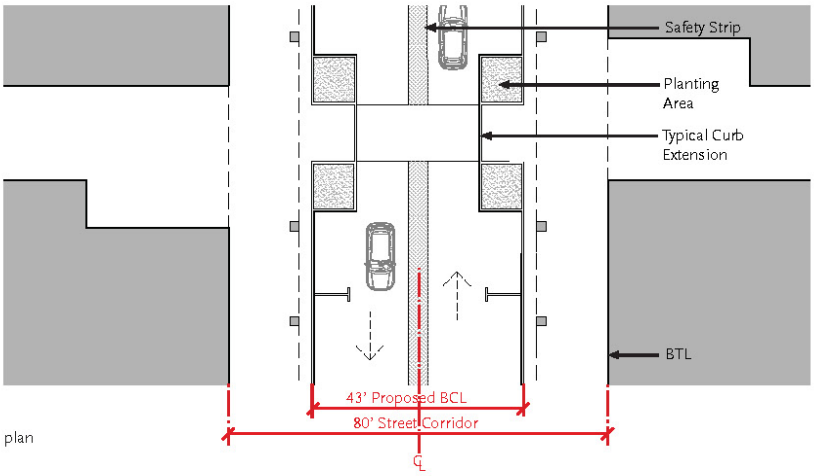
NE 8th Street



street section (looking east)



key plan



plan

NE 8TH STREET

OVERVIEW

NE 8th Street is one of the arcaded streets at Miami Worldcenter. It will include extensive ground level retail uses and a strong sense of enclosure. Precedents include arcaded streets in France, Rome, and Bologna.

DESCRIPTION

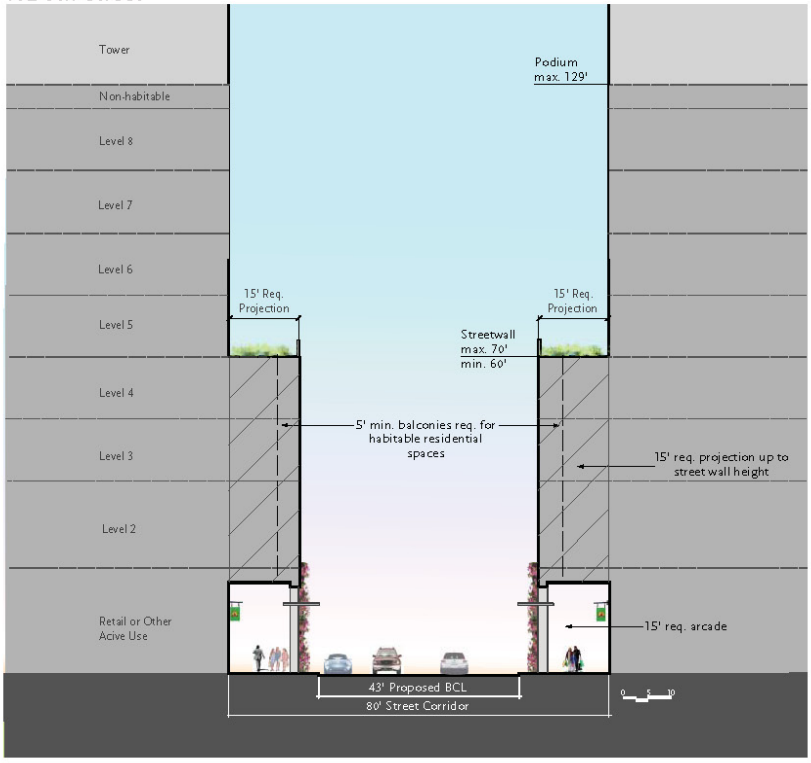
Build-to Line	40' from center line of street
Street Corridor	80' width (see Regulating Plan)
Streetwall	Street wall height shall be 60' (minimum) to 70' (maximum). A 15' projection from the build-to line shall be required up to the top of the streetwall. A 5' projection from the build-to line is allowed for balconies above streetwall height.
Podium	129' maximum height (8 liner stories max)
Sidewalk	15' minimum arcade width including a 5' minimum clear zone for ADA accessibility. A 12" storefront projection may be allowed within the arcade. Street lights shall be attached to the building or located within curb extensions. A lighting plan and specification shall be submitted and approved by Class II Special Permit.
Vehicular Lanes	Two vehicular lanes shall be included.
Parking	A parking lane shall be included on each side of the street. Curb extensions shall be required at all driveway and street intersections.
Median	A safety strip shall be included at the center of street. The safety strip shall include special paving material and shall be flush with the rest of the street.
Intersection Design	Raised intersections and/or enhanced paving materials may be utilized for sidewalk and roadway areas to improve the pedestrian experience.
Balcony	A 5' balcony is required for any habitable residential space located within the streetwall portion of the building.

EXAMPLE

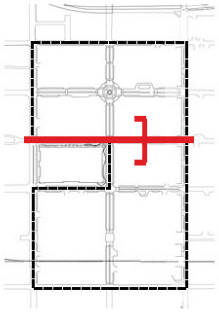
Arcade along rue Rivoli illustrating excellent proportions
Paris, France

Diagrams and Illustrations

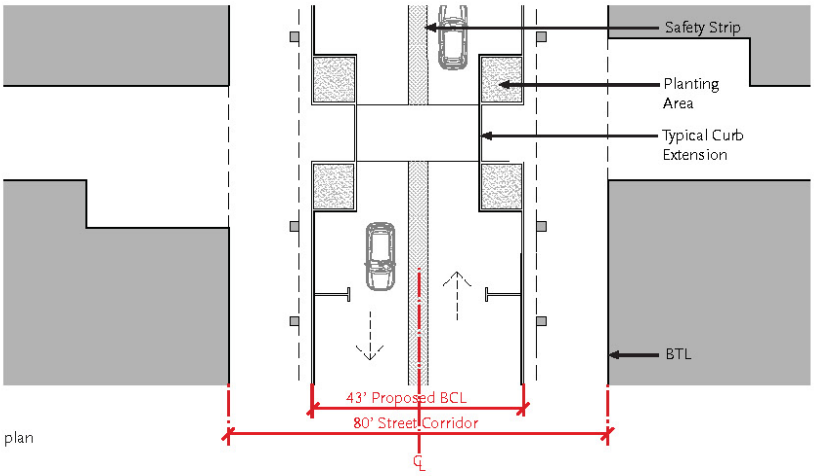
NE 9th Street



street section (looking east)



key plan



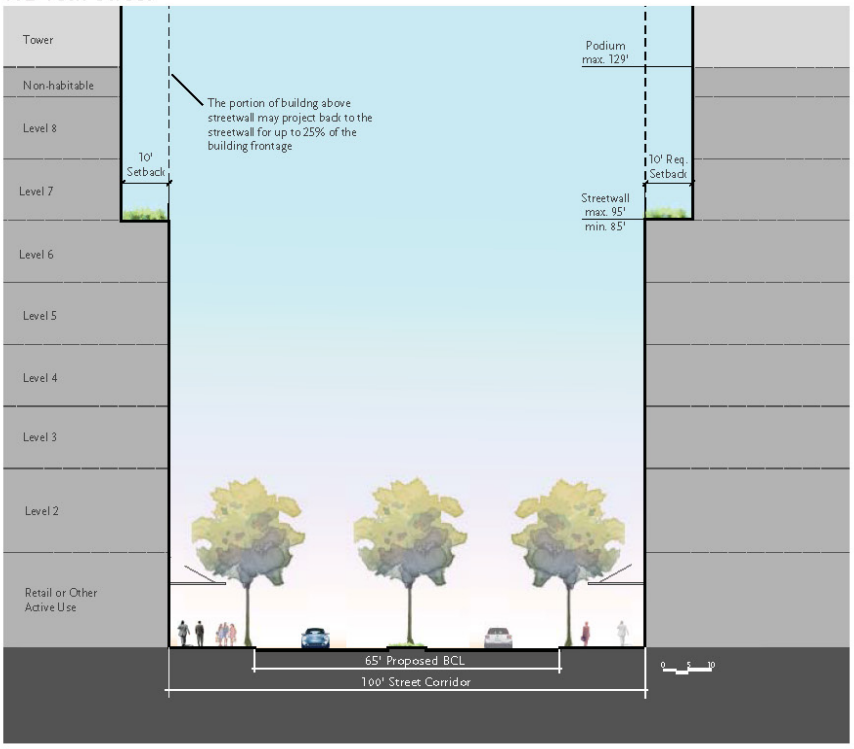
plan

NE 9TH STREET

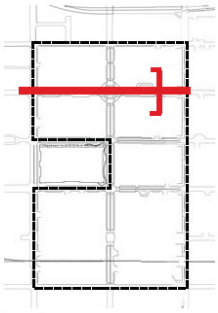
OVERVIEW	NE 9th Street is one of the arcaded streets at Miami Worldcenter. It will include a extensive ground level retail uses and a strong sense of enclosure. Precedents include arcaded streets in France, Rome, and Bologna.
DESCRIPTION	
Build-to Line	40' from center line of street
Street Corridor	80' width (see Regulating Plan)
Streetwall	Street wall height shall be 60' (minimum) to 70' (maximum). A 15' projection from the build-to line shall be required up to the top of the streetwall. A 5' projection from the build-to line is allowed for balconies above streetwall height.
Podium	129' maximum height (8 liner stories max)
Sidewalk	15' minimum arcade width including a 5' minimum clear zone for ADA accessibility. A 12" storefront projection may be allowed within the arcade. Street lights shall be attached to the building or located within curb extensions. A lighting plan and specification shall be submitted and approved by Class II Special Permit.
Vehicular Lanes	Two vehicular lanes shall be included.
Parking	A parking lane shall be included on each side of the street. Curb extensions shall be required at all driveway and street intersections.
Median	A safety strip shall be included at the center of street. The safety strip shall include special paving material and shall be flush with the rest of the street.
Intersection Design	Raised intersections and/or enhanced paving materials may be utilized for sidewalk and roadway areas to improve the pedestrian experience.
Balcony	A 5' balcony is required for any habitable residential space located within the streetwall portion of the building.
EXAMPLE Uffizi in Florence, Italy.	

Diagrams and Illustrations

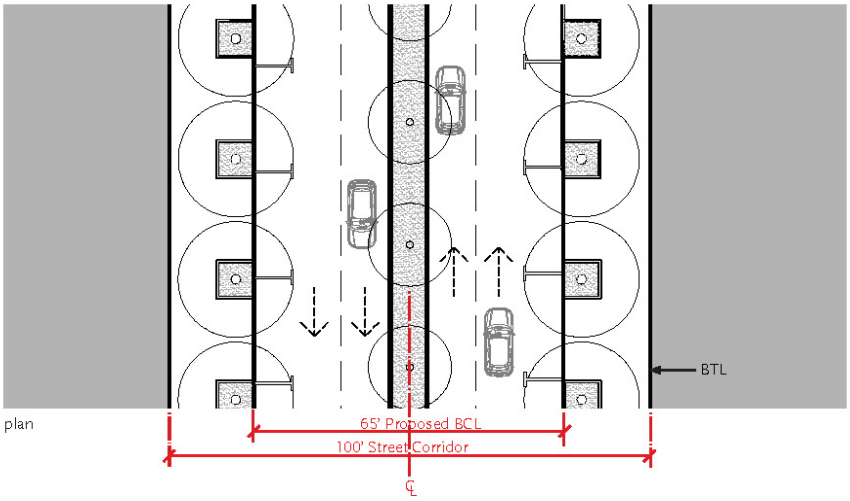
NE 10th Street



street section (looking east)



key plan



plan

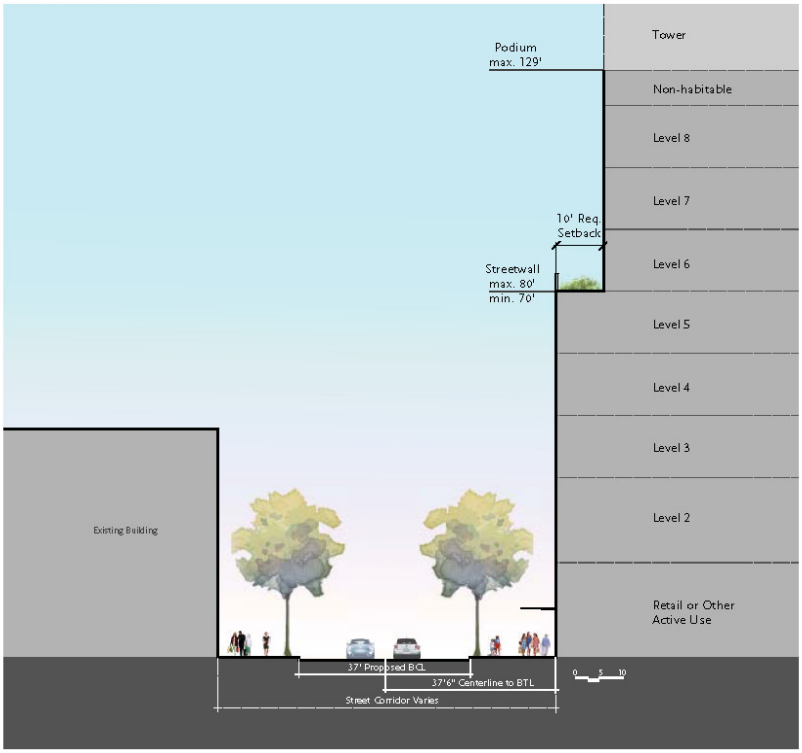
NE 10th Street

Overview	NE 10th Street has been designed as a green boulevard with a strong connection to Bicentennial Park and the Overtown Neighborhood. Precedents for 10th Avenue include Park Avenue in New York City and Santana Row in San Jose, CA.
Description	
Build-to Line	50' from center line of street
Street Corridor	100' width (see Regulating Plan)
Streetwall	Streetwall height shall be 85' (minimum) to 95' (maximum). A 10' setback shall be required at the top of the streetwall. A 5' projection from the build-to line is allowed for balconies above streetwall height.
Tower Setback	No additional setback required at the podium level. The portion of the building above the streetwall may project back to the streetwall for up to 25% of the overall building frontage along N. Miami Avenue.
Podium	129' maximum height (8 liner stories max)
Sidewalk	15' minimum width including a 5' minimum clear zone for ADA accessibility. Street trees shall be planted at regular intervals. Street light poles shall be located at regular intervals and shall be coordinated with the placement of street trees. A lighting plan and specification shall be submitted and approved by Class II Special Permit.
Vehicular Lanes	Four vehicular lanes shall be included.
Parking	A parking lane shall be included on each side of the street. Curb extensions shall be required at all street intersections.
Median	A planted center median shall be included. The median may include lighting, public art, and drought tolerant plant material.
Intersection Design	Raised intersections and/or enhanced paving materials may be utilized for sidewalk and roadway areas to improve the pedestrian experience.

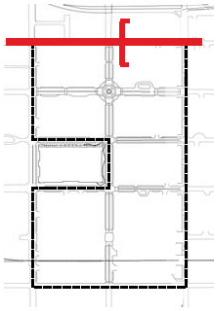
Example
Green Boulevard at Santana Row, San Jose, CA

Diagrams and Illustrations

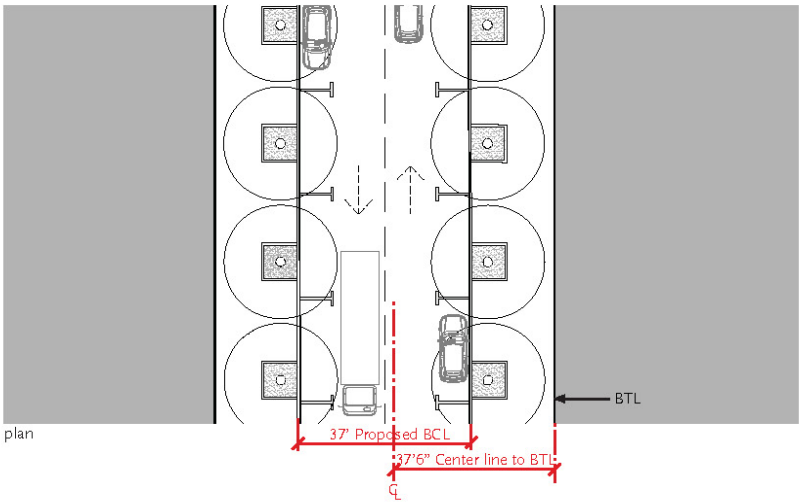
NE 11th Street



street section (looking east)



key plan



plan

NE 11TH STREET

OVERVIEW

NE 11th Street has been conceived as a lively entertainment street with a mix of residential, office and retail uses. It will include space for outdoor cafes and other street level activities.

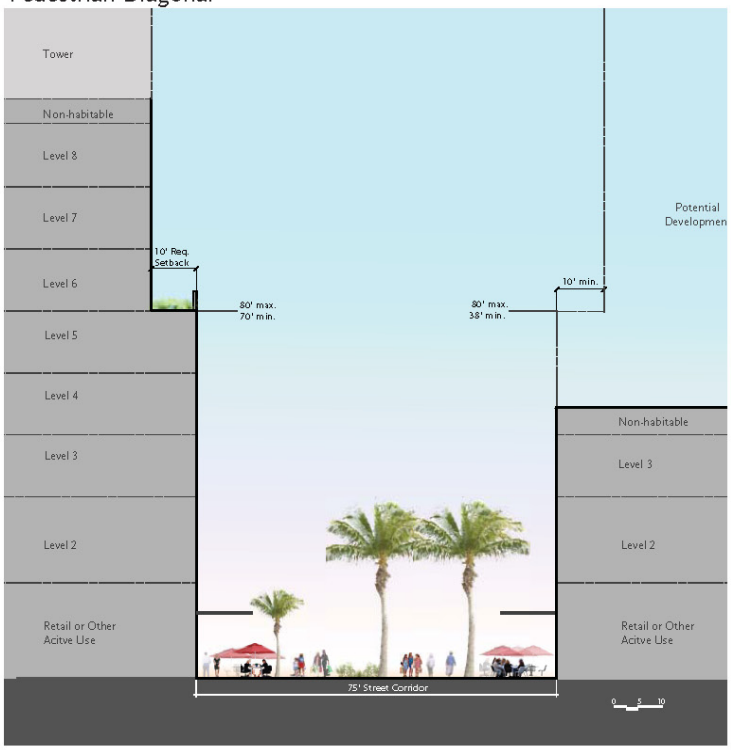
DESCRIPTION

Build-to Line	37'-6" from center line of street (note: build-to line varies on south side of street).
Street Corridor	75' width - varies (see Regulating Plan).
Streetwall	Streetwall height shall be 70' (minimum) to 80' (maximum). A 10' setback shall be required at the top of the streetwall. A 5' projection from the build-to line is allowed for balconies above streetwall height.
Podium	129' maximum height (8 liner stories max)
Sidewalk	15' minimum width including a 5' minimum clear zone for ADA accessibility. Street trees shall be planted at regular intervals. Street light poles shall be located at regular intervals and shall be coordinated with the placement of street trees. A lighting plan and specification shall be submitted and approved by Class II Special Permit.
Vehicular Lanes	Two vehicular lanes shall be included.
Parking	A parking lane shall be included on each side of the street. Curb extensions shall be required at all street intersections.
Median	None
Intersection Design	Raised intersections and/or enhanced paving materials may be utilized for sidewalk and roadway areas to improve the pedestrian experience.

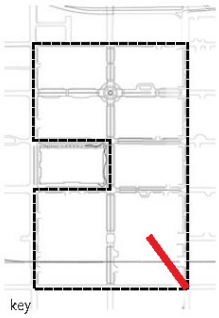
EXAMPLE
Entertainment Retail Street
Los Angeles, CA

Diagrams and Illustrations

Pedestrian Diagonal



street section (looking northwest)



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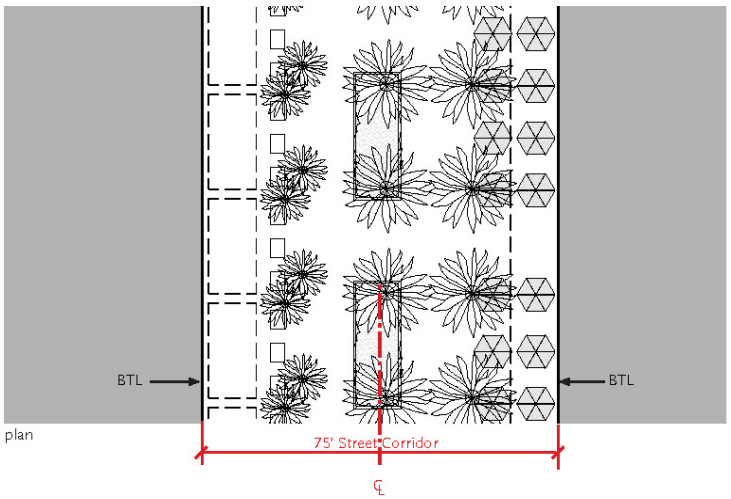


plan

PEDESTRIAN DIAGONAL

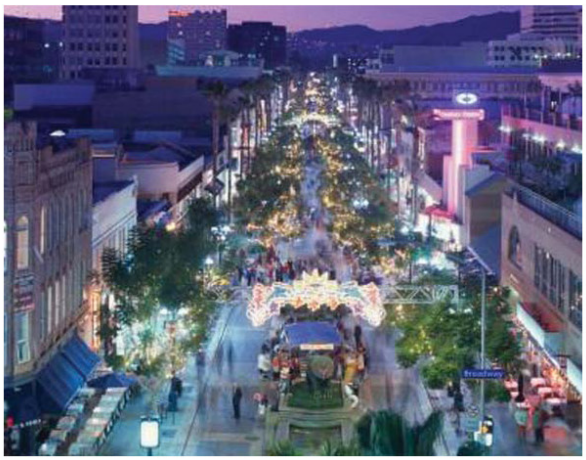
OVERVIEW

The Pedestrian Diagonal is a mid-block pedestrian walkway that provides an important linkage between NE 6th Street and the major civic plaza at Miami Worldcenter. This pedestrian walkway also provides a critical visual linkage and powerful vista to the proposed iconic tower on Block B. Precedents include Lincoln Road in Miami, Xintiandi in Shanghai, and 3rd Street Promenade in Santa Monica, CA.

DESCRIPTION

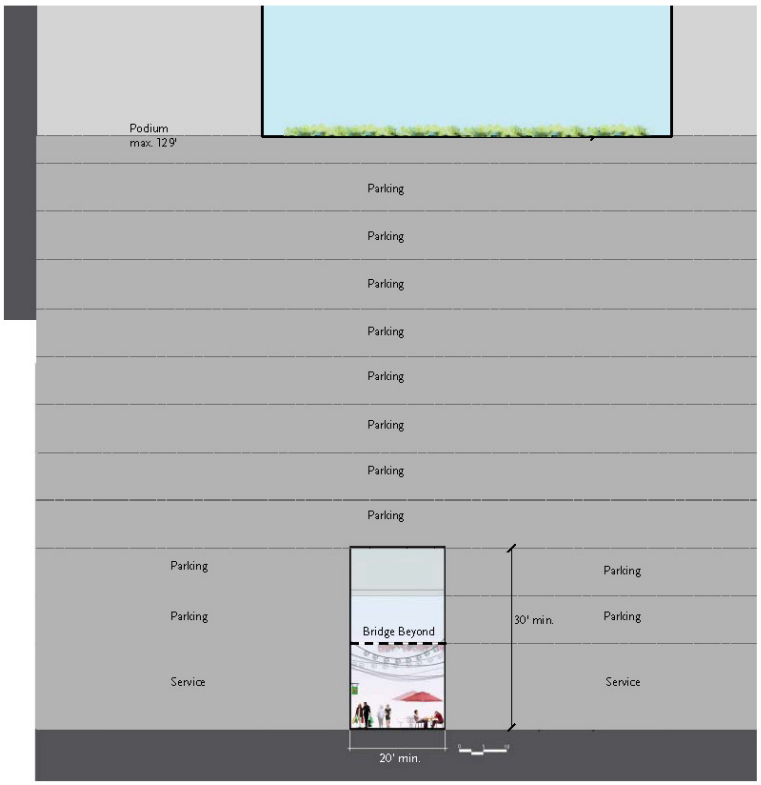
Build-to Line	37'-6"' from center line of street
Street Corridor	75 width (see Regulating Plan)
Streetwall	Streetwall height on the west side of the diagonal shall be 70' (minimum) to 80' (maximum) and the streetwall height on the east side shall be 38' (minimum) to 80' (maximum). A 10' setback shall be required at the top of the streetwall on both sides. (see section).
Podium	129' maximum height (8 liner stories max)
Sidewalk	The sidewalk zone shall extend the full width of the street corridor and shall include a 5' minimum clear zone for ADA accessibility. Fountains, landscaping, outdoor seating, public art and other pedestrian amenities shall be included within the sidewalk zone to promote an active pedestrian area. A lighting plan and specification shall be submitted and approved by Class II Special Permit.
Vehicular Lanes	None
Parking	None
Median	No median shall be included.
Intersection Design	Raised intersections and/or enhanced paving materials may be utilized for sidewalk and roadway areas to improve the pedestrian experience.

EXAMPLE
3rd Street Promenade,
Santa Monica, CA

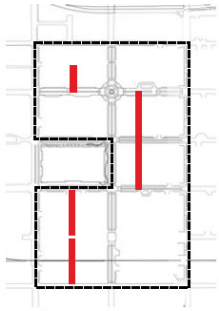


Diagrams and Illustrations

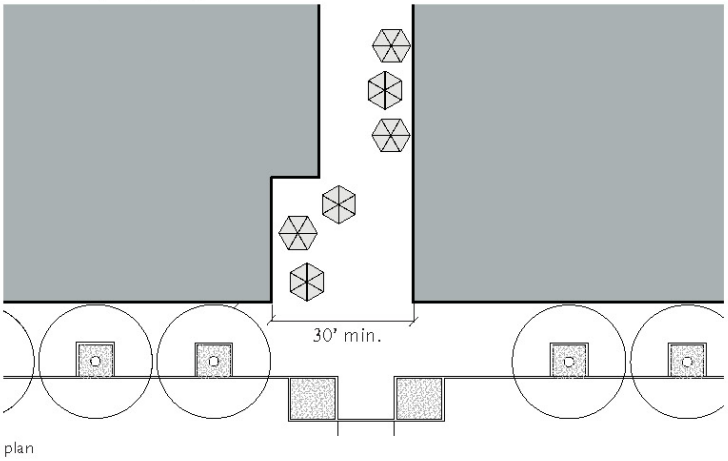
Paseo



street section (looking north)



possible paseo locations



plan

PASEO

OVERVIEW

Paseos are internal passages that provide mid-block connections for pedestrians. Paseos will be included for most blocks and will be designed to accommodate shopping and other pedestrian activities. The width of paseos will increase at the end of each block to create small pocket parks or plazas.

DESCRIPTION

20' minimum width (building to building)

30' minimum height (1-2 stories) except where vehicular bridges span between building levels. A vehicular bridge must have a clearance of 15' measured from the sidewalk level.

The width of each paseo shall be increased along street frontages to create usable plaza areas that can accommodate outdoor seating and other pedestrian activities. The minimum dimensions for each plaza shall be 30' wide by 30' deep.

No vehicular access shall be permitted within paseos, except limited loading approved by Class II Special Permit.

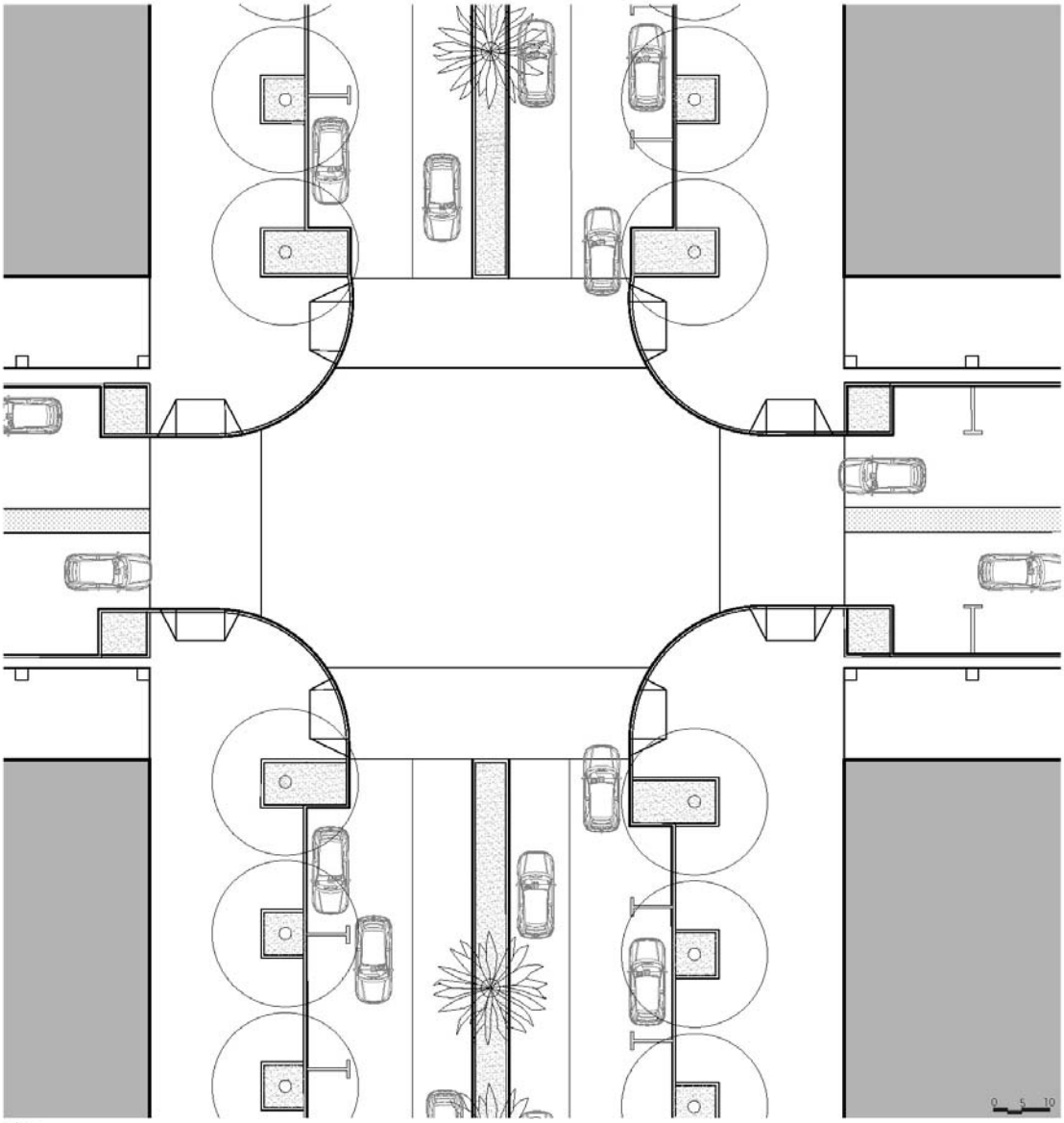
Lighting shall be included within each paseo and shall be designed for an average of 1.0 foot-candle horizontally and vertically, as measured 6'-0" above ground, and shall maintain a uniformity ratio not to exceed 5:1 (note: these numbers are in accordance with the Illumination Engineering Society of North America Handbook, Ninth Edition)

Retail uses shall be encouraged along all paseos.

EXAMPLE

Cafe seating inside double-height paseo, Santana Row

Diagrams and Illustrations



plan

Typical Intersection

Overview

Each street intersection at Miami Worldcenter will be designed to create a pedestrian-friendly environment. Curb extensions will be utilized to protect pedestrians and minimize crossing distances. Enhanced paving materials and raised intersections will be utilized to further improve the pedestrian environment. Quality materials are encouraged.

Description

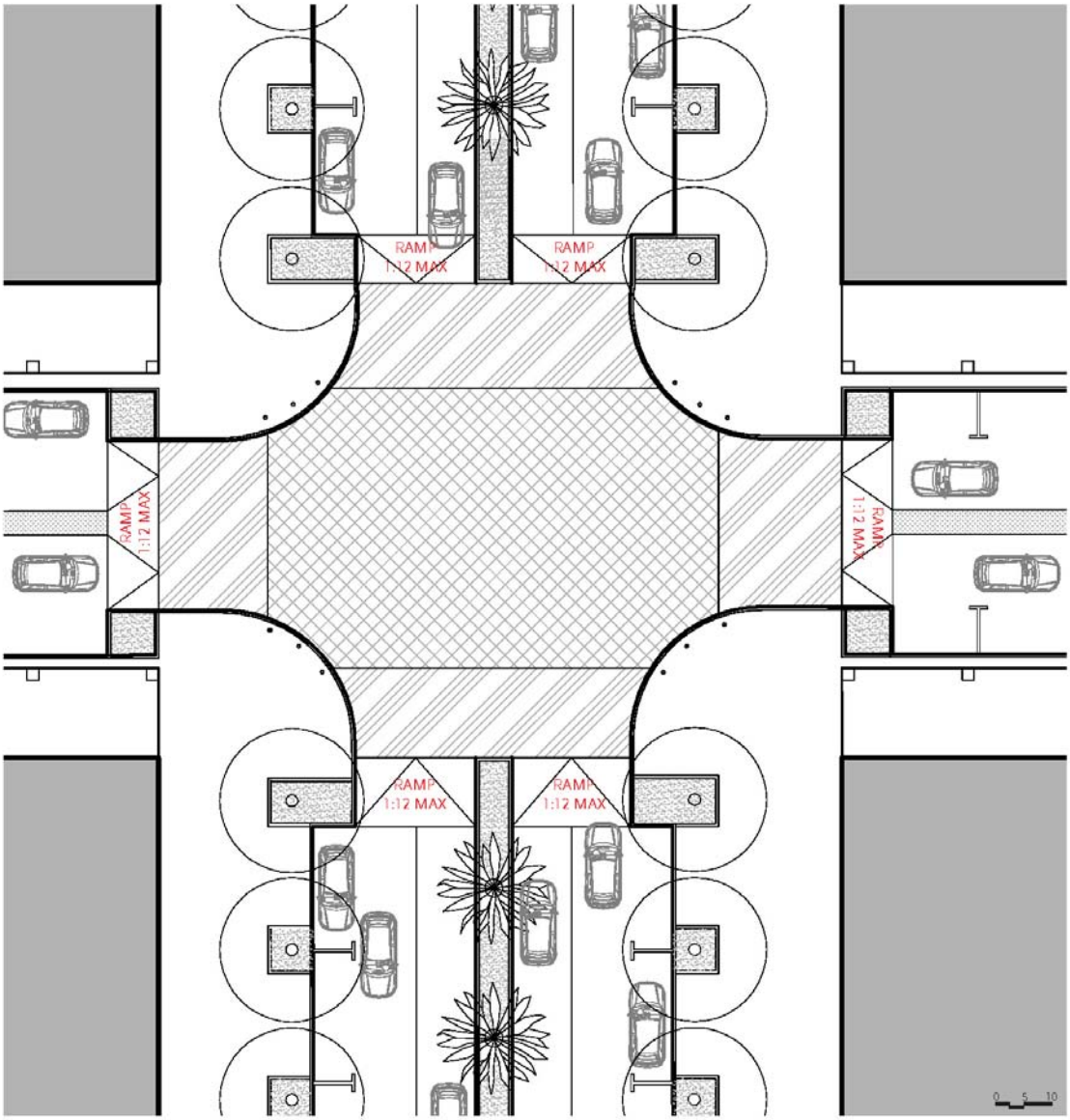
Minimize curb radius to minimize pedestrian crossing distance and reduce automobile speed (approximately 25' radius).

Curb extensions at intersections and selected mid-block crossing zones

Minimum 15' wide sidewalk dimension with 10' clear pedestrian zone (see typical sidewalk detail)

Example
Seattle, WA

Diagrams and Illustrations



Plan

Typical Raised Intersection

Overview

Each street intersection at Miami Worldcenter will be designed to create a pedestrian-friendly environment. Curb extensions will be utilized to protect pedestrians and minimize crossing distances. Enhanced paving materials and raised intersections will be utilized to further improve the pedestrian environment. Quality materials are encouraged.

Description

Minimize curb radius to minimize pedestrian crossing distance and reduce automobile speed (approximately 25' radius).

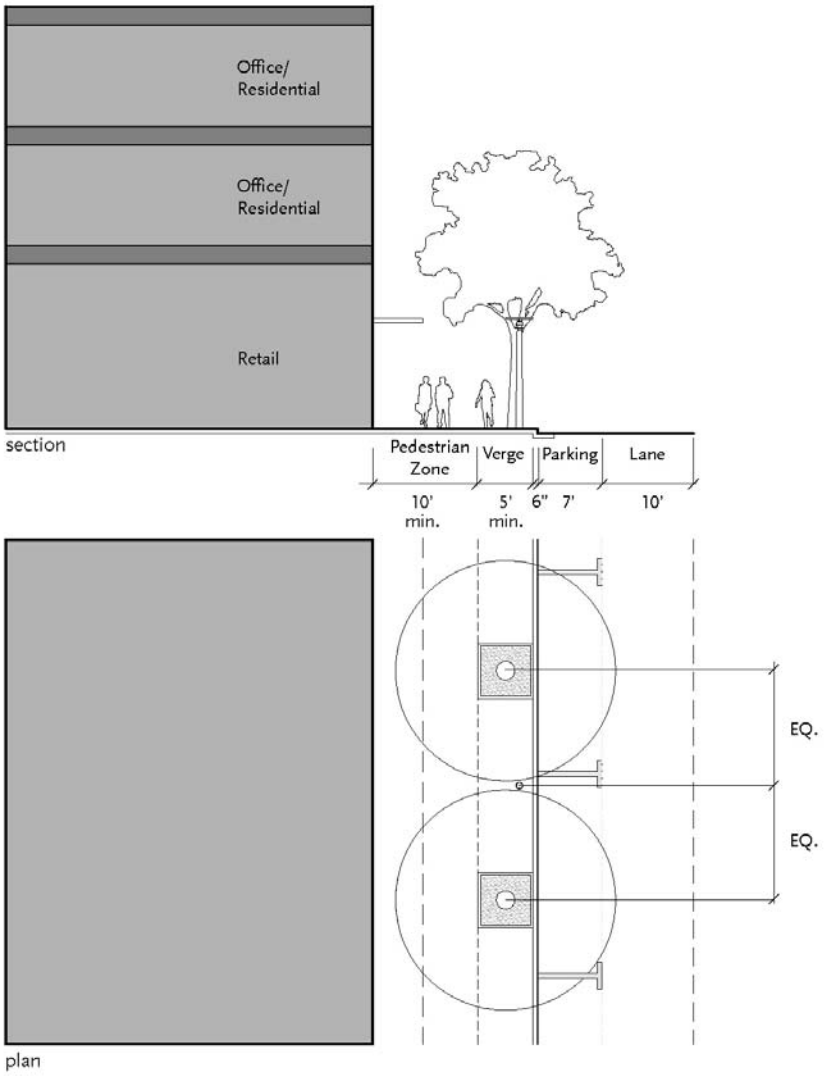
Curb extensions at intersections and selected mid-block crossing zones.

Minimum 15' wide sidewalk dimension with 10' clear pedestrian zone (see typical sidewalk detail)

Minimum 5' x 5' tree pit opening (may include tree grate)

Example

Diagrams and Illustrations - Typical Non-Arcade Sidewalk



TYPICAL SIDEWALK

OVERVIEW

Sidewalks at Miami Worldcenter will be designed to facilitate ground level activities that will include shopping, entertainment, and cafe seating. A unified system of paving materials will be utilized for the sidewalks at Miami Worldcenter.

GUIDELINES

Minimum sidewalk dimension shall be 15' from inside edge of curb to building face.

Minimum 10' wide pedestrian zone shall be located along the building perimeter

Minimum 5' verge shall be located between the pedestrian zone and the inside edge of the curb. This area may include streetscape furniture, newspaper boxes, light fixtures, and other streetscape elements.

Curb material and design shall match or improve City of Miami design standard.

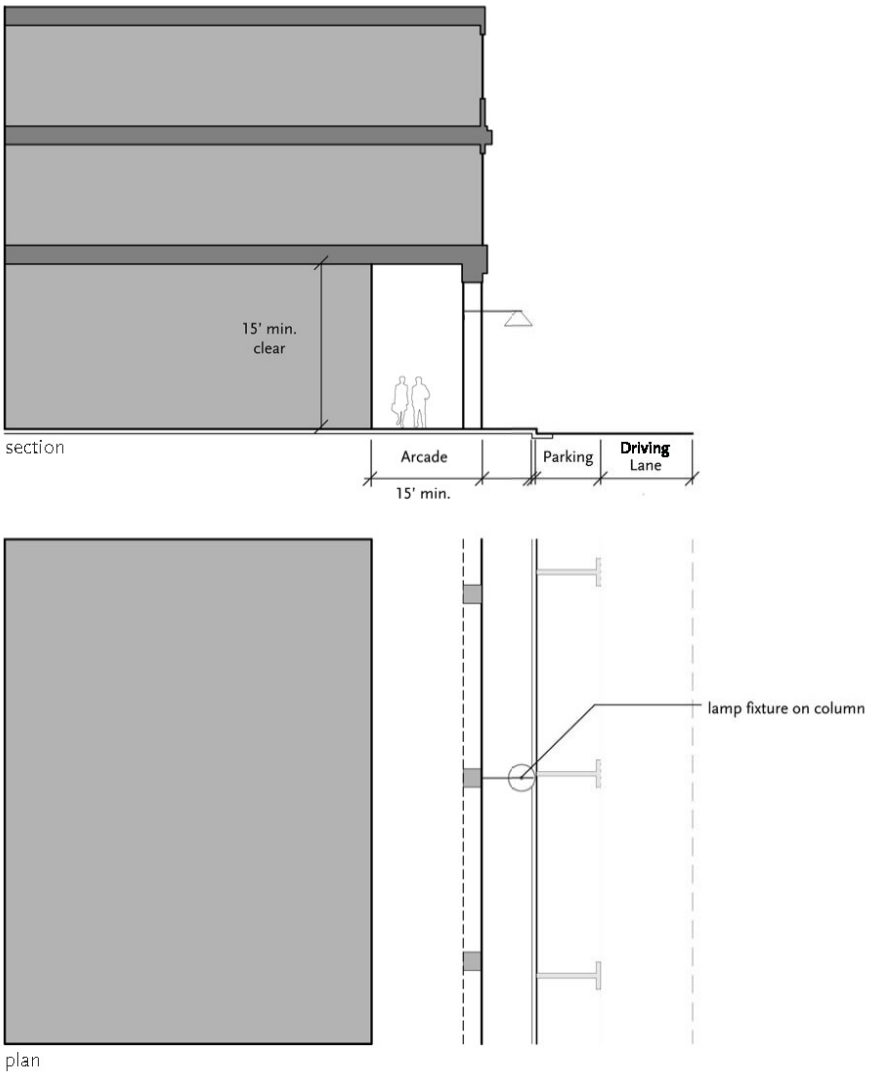
Sidewalk shall provide a minimum 5' clear zone to meet ADA requirements.

Sidewalk handicap ramps shall meet ADA slope requirements.

Outdoor seating is permitted on all sidewalks provided that a minimum 5' clear zone is included.

EXAMPLE

Diagrams and Illustrations - Typical Arcade



TYPICAL ARCADE

OVERVIEW

Arcades are an important part of the integrated public realm plan at Miami Worldcenter. The design of each arcade will include protection from the elements (sun, rain, and wind) with proportions that provide a human scale.

GUIDELINES

Minimum clear height of 15' from sidewalk to ceiling of arcade.

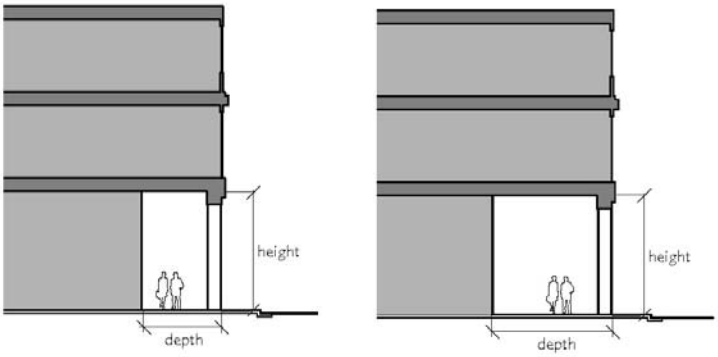
Minimum 15' depth with a minimum clear zone of 12' from inside of column to building face.

Height to width ratio shall be between 2:1 and 1:1 with a target ratio of 1.5:1 (see diagrams below).

Lighting shall be provided inside each arcade to provide adequate illumination for the ground level area within the arcade. Uplighting is encouraged. Exterior light fixtures shall be attached to the exterior of the arcade (free standing light poles are discouraged along arcaded streets).

Floor to ceiling glazing is encouraged for retail businesses along arcaded streets.

ARCADE PROPORTIONS
1.5:1 and 1:1



1.5:1 Ratio

1:1 Ratio

Examples

STREET FURNITURE

OVERVIEW

Street furniture will be an important design component for the public realm at Miami Worldcenter. Street furniture shall include: benches, bicycle racks, trash receptacles, newspaper boxes, bollards, signage, transit shelters, and kiosks.

GUIDELINES

Trash receptacles shall be provided at a minimum of 200' intervals.

Benches and tables shall be located in high pedestrian volume areas. Movable tables and chairs shall be preferred over stationary furniture.

Bicycle racks shall be provided at intervals of no more than 600' on both sides of NE 1st Avenue, N. Miami Avenue, NE 10th Street, and NE 11th Street. Additional bicycle racks shall be located near transit stations. Greater spacing shall be allowed by Class II Special Permit.

All newspaper boxes shall be consolidated into a unified newspaper receptacle system.

EXAMPLE

Movable seating and umbrellas

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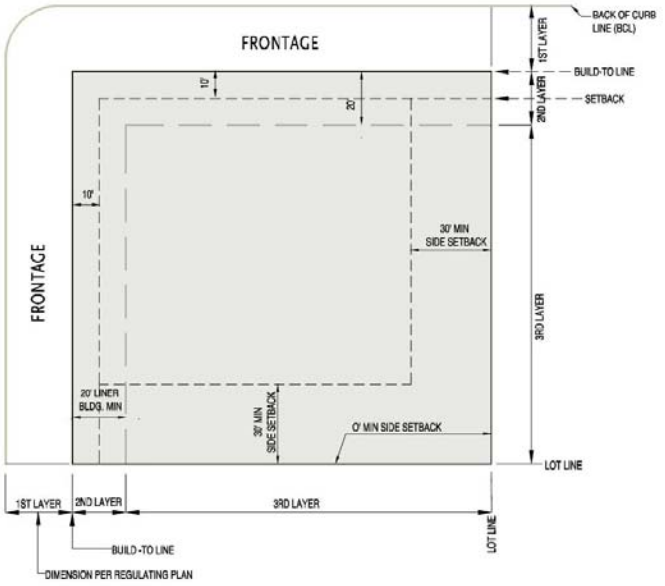
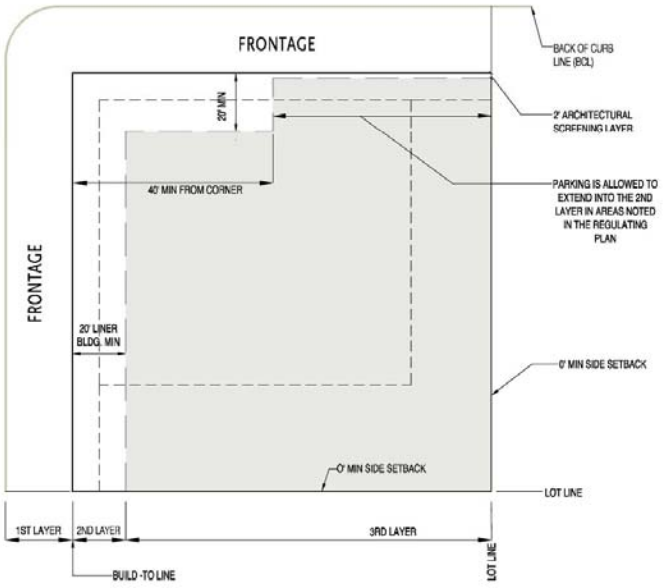
DESIGN STANDARDS

Diagrams and Illustrations

Build-To-Requirements
(not to scale)



Build-To-Requirements for Above Grade Parking
(not to scale)



BUILD-TO REQUIREMENTS

INTENT

- Establish streets with a strong sense of enclosure and spatial definition to create the sense of the street as a "place" or "outdoor room."
- Concentrate and reinforce pedestrian activity.

STANDARDS

At least 70% of building façade should be built along the established build-to line (see Regulating Plan).

Parking structures along NE 1st Avenue, NE 6th Street, NE 7th Street, NE 10th Street shall be located at least 25' from the build-to line (see regulating plan).

Parking structures along N. Miami Avenue, NE 2nd Avenue, NE 8th Street, NE 9th Street, and NE 11th Street may extend to the build-to line for a portion of the street frontage (see Regulating Plan for exact locations) if a 2' architectural screening layer is provided. This layer shall include architectural elements that effectively screen cars, lighting, garage ceilings, and slab edges. The design of the architectural screening layer shall complement the overall building design while creating a sense of occupied space.

Setbacks within commercial and mixed-use areas should be utilized primarily to accommodate active public uses.

EXAMPLE
Lincoln Road, Miami

Examples

1:2 Street Wall Proportion - Cours Mirabeau, Aix en Provence

1.5:1 Street Wall Proportion, Via del Corso, Rome

BUILDING MASS AND FORM

INTENT

- Encourage human-scaled design.
- Mitigate excessive wind.
- Provide adequate light and air.

STANDARDS

The base level building height along street frontages shall be a minimum of two stories.

The average street corridor proportion on a block by block basis shall have a minimum height to width ratio of 1:2 and a maximum height to width ratio of 1.5:1 [note: the streetwall is defined as the total height of the building face up to the first setback]

Buildings should provide a relatively uniform street wall height (not generally varying more than one or two stories) along street frontages in order to provide structure and continuity to the street.

Bay windows and building projections may extend beyond the build-to-line to provide visual interest and human scale to the streetscape.

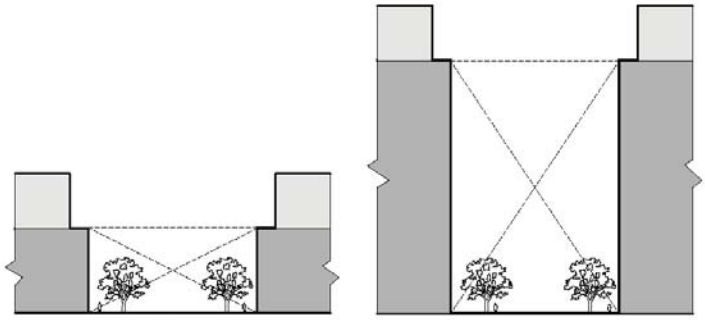
To the greatest extent possible, the height of buildings should be limited on the south side of the street (northern portion of each block). This will maximize the amount of solar exposure for the street and surrounding buildings.

Buildings should mitigate wind by including façade step backs, notches, projections, and other variations in building massing.

There shall be flexibility in the streetwall height and setback at building corners to allow for architectural transitions. For the first 50' of each street frontage, the height and massing requirements for the adjoining street may be used.

STREET CORRIDOR PROPORTIONS

1:2 and 1.5:1



1:2 Ratio
Minimum

1.5:1 Ratio
Maximum

Diagrams and Illustrations

35 Landsdowne Street, Cambridge, MA

Building Continuity

Intent

- To establish a high standard of excellence in building design.
- To develop a district with a distinct sense of place.
- To avoid the development of streets with varying levels of design quality.

Standards

All sides of a structure shall be continuous in design. No side shall be unimproved. All architectural details (including roof lines, cornices, and parapets) shall continue around all sides of a structure.

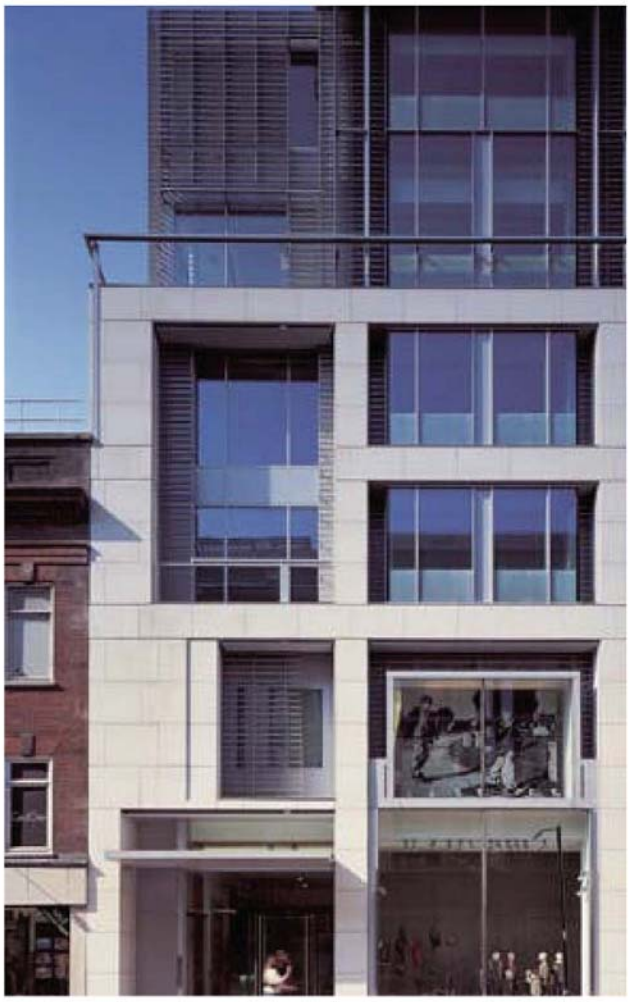
High quality materials shall be used on all sides of a structure.

Example

Peninsula Hotel
N. Michigan Ave, Chicago

Examples

France



Lumina Building, London

Architectural Scaling Elements

Intent

- To avoid large areas of undifferentiated or blank building facades.
- To create a comfortably scaled and thoughtfully detailed pedestrian environment through the use of well-designed architectural forms and details.
- To create building facades that take advantage of Miami's sunny climate to reinforce changes in plane, material texture, and detail through the interplay of light and shadow.

Standards

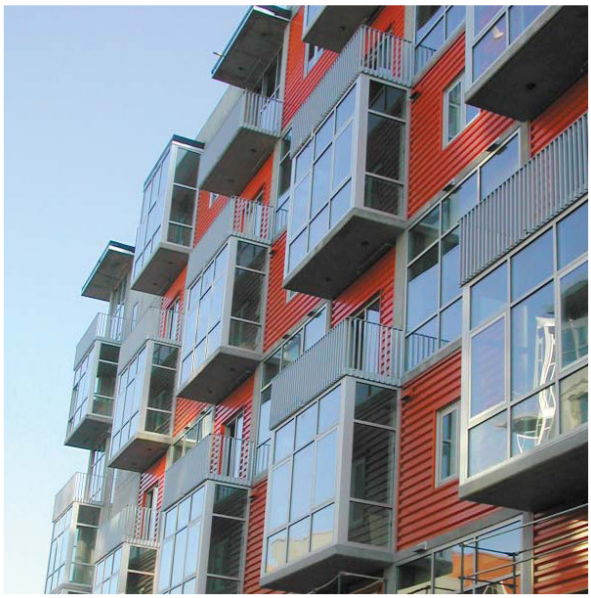
Architectural scaling elements should be used to break down the appearance of large building facades into architectural patterns and component building forms. Variation in building scaling may include changes in wall plane or height and may relate to primary building entries, important corners or other significant architectural features.

Scaling elements should be integral to the building form and construction, not a thinly applied façade.

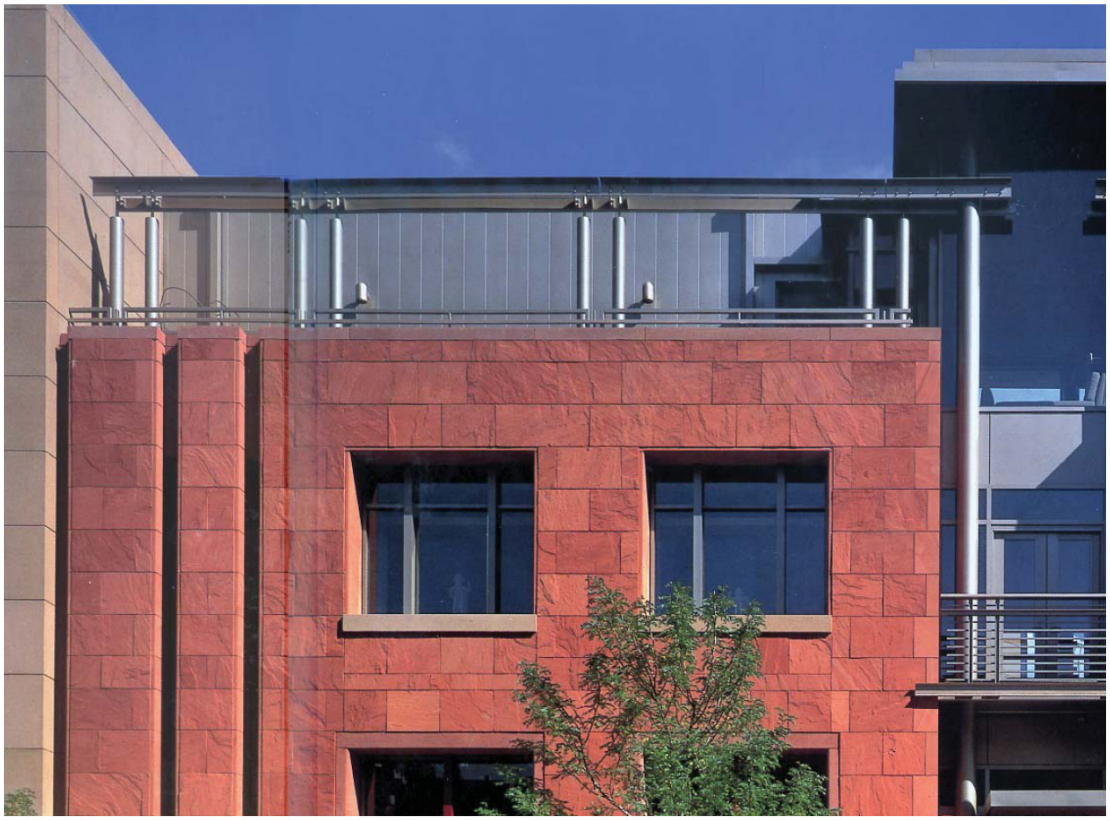
Architectural detail may relate to but not necessarily mimic traditional building details, such as pilasters and belt courses, to establish a human-scale vocabulary.

Balconies and terraces are strongly encouraged for residential uses. These elements shall be incorporated into vertical and horizontal shifts and building massing wherever possible.

Example
San Diego, CA
Balconies incorporated into projecting bay windows



Examples



Building Materials and Finishes

Intent

- To encourage human scaled buildings through the use of smaller material modules.
- To ensure the consistent use of high quality materials appropriate to the urban environment.
- To promote the use of environmentally responsible building materials.

Standards

All building materials to be used should express their specific properties. For example, heavier more permanent materials (masonry) generally support lighter materials (stucco and glass).

Building materials at the lower floors should respond to the character of the pedestrian environment through such qualities as scale, texture, color and detail.

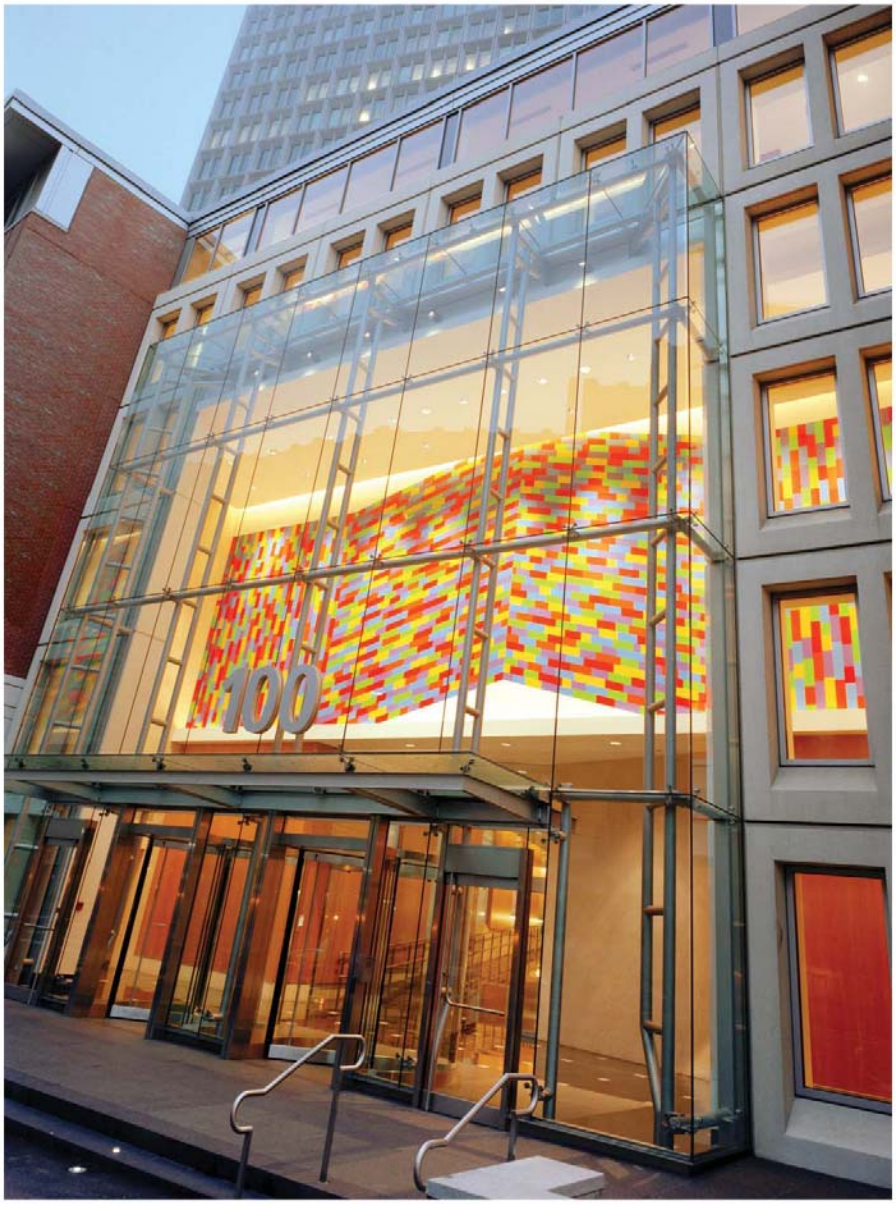
Building materials should be selected with the objectives of quality and durability within an urban context.

The use of synthetic materials that imitate natural materials should be avoided as much as possible. Synthetic materials should be used in ways that reflect their intrinsic characteristics.

The use of recycled, locally produced, and energy resource responsible building materials is encouraged.

Example
Quality building materials used for storefront in Paris, France

Examples



BUILDING ENTRIES

INTENT

- To enhance the scale, activity, and function of building facades by orienting building entries to streets and other public spaces.
- To reinforce the convenience of pedestrian activity and circulation along the street by creating as many external, street oriented entries as possible to ground floor, pedestrian-active uses.

STANDARDS

Entries to ground floor uses should be direct and as numerous as possible to encourage active pedestrian use.

Each commercial use with an exterior, street-oriented exposure shall have an individual public entry from the street.

All street-oriented building entries shall be directly connected to the public sidewalk via paved walk, stair, or ramp.

Primary building entries shall be emphasized by recessing the door a minimum of 3'-0", changes in wall plane or building massing, differentiation in material and/or color and greater level of detail.

Residential port cocheres are allowed along all streets by Class II Special Permit. Hotel port cocheres are allowed on NE 8th Street, NE 9th Street, NE 10th Street, and NE 11th Street. A Class II Special permit is required for hotel port cocheres on NE 1st Avenue, N. Miami Avenue, NE 2nd Avenue, NE 7th Street, and NE 6th Street.

Larger tenants that exceed 25,000 square feet are encouraged to utilize upper level space to limit the amount of ground level frontage devoted to a single tenant. This will encourage more diversity at the street level. Entries shall be well lighted to announce the principle use and to provide for safety and security.

EXAMPLE
Trilogy Building
Boston, MA

Examples

Louis Vuitton, New York City

FENESTRATION

INTENT

- To provide a high degree of transparency at the lower levels of building facades.
- To maximize the visibility of pedestrian active uses.
- To provide an active, human scaled architectural pattern along the street.
- To establish a pattern of individual windows and exterior openings within building facades that provides a greater variety of scale through material variation, detail and surface relief.

STANDARDS

At least 70% of the linear ground floor façade (as measured from floor to floor) and any second floor façade containing pedestrian-active uses, shall be constructed of transparent materials, or otherwise designed to allow pedestrians to view activities inside the building or displays related to those activities. Additionally, the base of all transparent openings shall be no more than thirty (30) inches above the sidewalk. Except limited high security windows at 42" minimum sill height and 2 maximum per leasehold.

Street level retail and restaurant uses are encouraged to use operable windows and doors which can allow them to open out onto sidewalk areas in good weather.

Transparent glass shall possess a minimum 60% light transmittance factor.

No portion of the façade shall be of highly reflective glass (maximum reflectance factor of .25).

No reflective coating shall be on the exterior surface of the glass.

Encourage the inclusion of human scaled proportions and elements in fenestration patterns, architectural detail, surface relief, texture and materials.

All glazing should be recessed and subdivided by systems of framing and mullions to reinforce architectural scaling elements.

Examples

Roof of RCA Building, New York City

Roofs

Intent

- To integrate all building systems within a complete architectural form.
- To develop roofforms that will make a positive contribution to the streetscape and to the Miami skyline.
- Encourage rooftop terraces and open spaces for the enjoyment of residents.
- Encourage green roof design to reduce "heat island" effect.

Standards

All rooftop building systems shall be incorporated into the building form in a manner that is consistent with the architectural character and composition of the building.

All mechanical, electrical and telecommunications systems shall be screened from view of surrounding streets, public open spaces and structures.

At least 25% of all roof areas not utilized for mechanical equipment shall be planted as "green" roof gardens or public terraces (amenity decks). Remaining roof areas shall use light-colored/high-albedo materials with an SRI (solar reflectance index) of 78 for roofs less than 2:12.

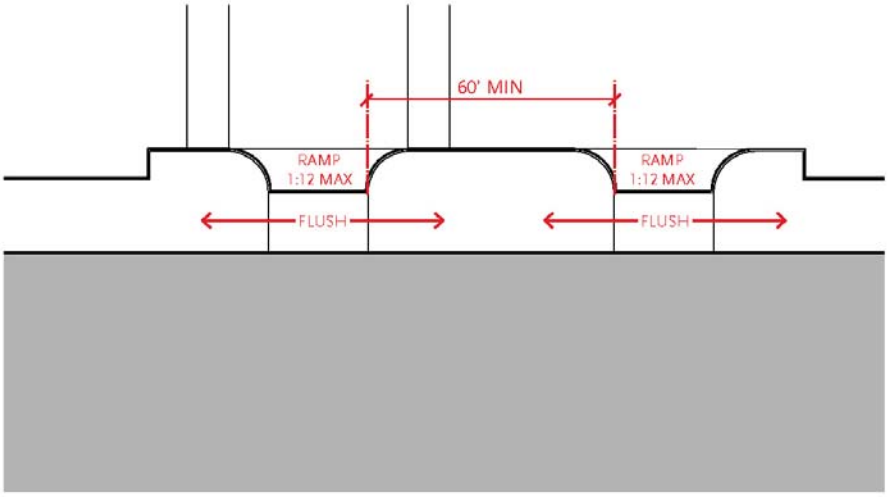
Any screening devices employed should be consistent with the architectural character and composition of the building.

Rooftop terraces and open spaces are encouraged to the maximum extent possible.

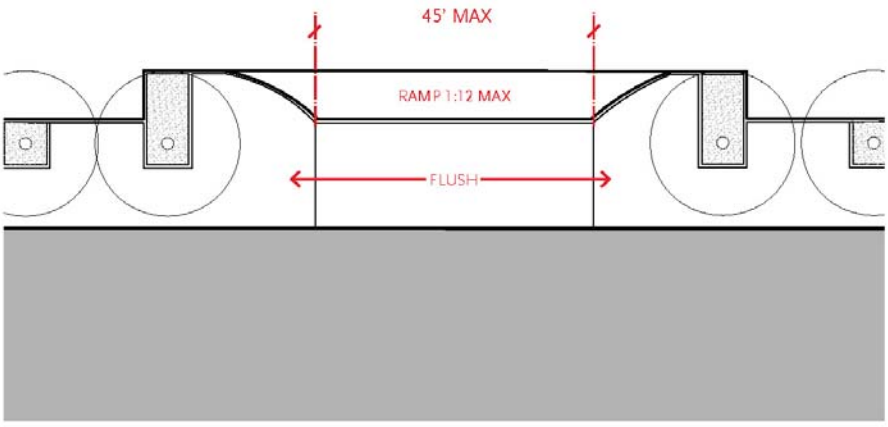
Example

A variety of vegetation can be used to create different roof top spaces.

Diagrams and Illustrations



Garage Entrance Spacing



Service Entrance Drive

SERVICES AND UTILITIES

INTENT

- Minimize the visual impact of building services and utilities on the public realm.
- Provide safe and convenient access for loading, maintenance, and utilities.

STANDARDS

Loading bays and service entrances shall not exceed 45' in width and are only permitted on the following streets:

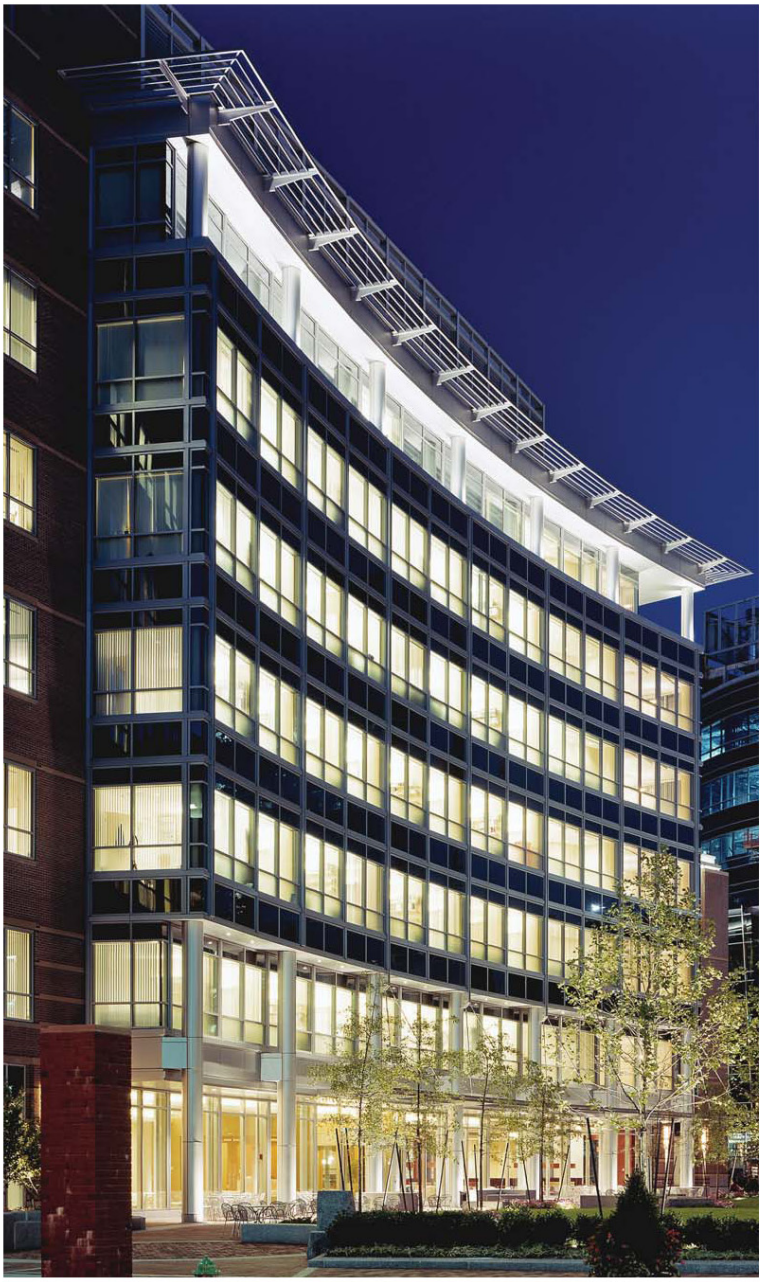
- NE 1st Avenue (only between NE 6th Street and NE 7th Street)
- NE 2nd Avenue
- N. Miami Avenue
- NE 6th Street (by Class II Special Permit)
- NE 11th Street.

Parking garage entrances are prohibited along NE 1st Avenue and NE 7th Street. The spacing of parking garage entrances shall not be less than 60' (except by Class II Special Permit).

Mechanical equipment and exposed utilities should be located on building roofs or within the building envelope whenever possible to preserve the public realm. These elements should be incorporated into the overall building design and should not be visible from the public right-of-way.

Exhaust louvers and air fans must be located above the 2nd Floor and are prohibited along any portion of a building facing NE 1st Avenue, NE 7th Street, and NE 10th Street. This restriction includes any walls that are not parallel to the street or are set back from the build-to line.

Examples



LIGHTING

INTENT

- The use of lighting should be integrally designed as part of the built environment and should reflect a balance for the lighting needs with the contextual ambient light level of the surrounding area.
- Lighting intensities should be controlled to assure that light spillage and glare are not directed at adjacent properties, neighboring areas, motorists, or the sky.

STANDARDS

Building lighting should primarily be utilized to highlight special architectural features, building entries, and to illuminate sidewalk areas. Lighting of expansive wall planes, towers, and roofs or the use of architectural lighting that results in "hot spots" should be avoided.

Sidewalk lighting shall be designed for an average of 1.0 foot-candle horizontally and vertically, as measured 6'-0" above ground, and shall maintain a uniformity ratio not to exceed 5:1 (note: these numbers are in accordance with the Illumination Engineering Society of North America Handbook, Ninth Edition)

Full cut-off fixtures and shielding shall be utilized to effectively control glare and light trespass.

Building lighting shall be carefully located so as not to shine into residential living space (on or off the property) or into public rights-of-way.

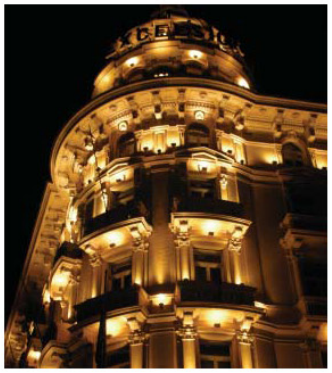
Internally-illuminated awnings are not permitted.

Lighting fixtures should be appropriate to the style of architecture or aesthetically concealed from view.

LED lighting integrated into building glazing will be allowed as part of an overall signage plan approved by Class II Special Permit.

EXAMPLE

Effective lighting strategies from Paris and Miami Beach



Examples

Paris

Meatpacking District, New York City

Venice, Italy

Seville

Arizona Center, Phoenix, AZ

AWNINGS AND CANOPIES

INTENT

- Encourage the use of awnings, canopies, and porte cocheres to provide visual interest, protection from the elements, and a sense of enclosure.
- Encourage awning and canopy designs that complement and enhance the architecture of the building which they serve.
- Encourage sun shading devices for public spaces, balconies, and roof terraces.

STANDARDS

Awnings and canopies should be used primarily for weather protection.

Internally-illuminated awnings are not permitted.

The minimum height of awnings and other ground level canopies shall be 8'-0" from the lowest point to the sidewalk.

Awnings and canopies shall project a minimum of 3'-0" from the face of the building.

The placement of signage or graphics on awnings should be minimized. No more than 25% of any face of the awning should contain signage or graphics.

Awnings should typically be constructed of metal, canvas, or other high quality materials. No plastic or vinyl materials are permitted.

EXAMPLE

The awnings help to shade this cafe area while creating an atmosphere of an outside room.

Examples

Outdoor terrace, Los Angeles

Pan Peninsula Tower

Balconies and Terraces

Intent

- To maintain open sight lines along the public right-of-way.
- To provide signs of human habitation.

Standards

Balconies shall be encouraged for residential uses to foster an indoor-outdoor connection. Balconies are allowed to project 6' from the build-to line into the street corridor above the streetwall height, except that they may not project beyond the face of an arcade.

Balconies and terraces shall be incorporated into vertical and horizontal shifts in building massing wherever possible to avoid building faces that are dominated by cantilevered balcony projections.

Cantilevered balconies should be designed to appear as unobtrusive and transparent as possible and should complement the overall architectural design of the building.

Example

The cantilevered balconies compliment the overall design of the building and are not visually obtrusive.

Examples

Example

Example

Example

Example

Example

SIGNAGE

INTENT

- To create an organized and integrated system of signs, sign structures, lighting, and graphics that respects and enhances the character of the surrounding district.
- To provide high quality signs with creative graphic design and durable materials appropriate to an urban setting.
- To create signs and graphic elements that respects the architecture of the building which they serve.
- To prevent visual clutter.

STANDARDS

Mixed-use and commercial buildings shall provide locations on the commercial areas of the building façade that are specifically designed to accommodate changeable tenant signage including wall signs, projecting signs, and window signs. Structure, materials, detailing and power sources shall be designed with consideration of signage installation requirements and shall be readily adaptable and reparable as tenant sign needs change.

Sign illumination shall not be of high intensity. Locations for illuminated signage shall be oriented to the public right-of-way and shall avoid facing residential uses.

Orientation of any illuminated sign or light source shall be directed or shielded to reduce light trespass and glare.

Signs should fit within the architectural features of the façade and complement the building's architecture.

Indirect and external light sources shall be the preferred option where lighting is required.

Small-scale signs projecting from the building face, perpendicular to the public right-of-way, are appropriate for all pedestrian-oriented streets.

Graphic design for all signs should reflect consistency, simplicity, neatness, and minimum wording to minimize visual clutter and to maximize legibility.

Sign colors should be limited in number and should be compatible with the façade. In most circumstances, dark backgrounds for signs are preferred over light backgrounds.

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PARKING

INTENT

- Minimize the visual impact of structured and surface parking.
- Locate a majority of parking spaces underground or covered by structured parking to reduce the urban heat island effect and to preserve open space.
- Encourage parking garage design that is compatible with the overall building design and composition.
- Minimize impacts of parking garage entrances on major pedestrian activity zones
- Provide adequate access to parking structures and surface parking lots
- Maintain active public uses along the street level.

STANDARDS

At least 50% of all required parking spaces shall be located in parking structures.

The ground floor of all parking structures should contain active public-oriented uses.

A majority of structured parking spaces should be lined with residential or commercial uses to minimize the visual impact of parking on the public right-of-way.

Parking structures along N. Miami Avenue, NE 2nd Avenue, NE 8th Street, NE 9th Street, and NE 11th Street may extend to the build-to line for a portion of the street frontage (see Regulating Plan for exact locations) if a 3' architectural screening layer is provided. This layer shall include architectural elements that effectively screen cars, lighting, garage ceilings, and slab edges. The design of the architectural screening layer shall complement the overall building design while creating a sense of occupied space.

Off-street surface parking should be located behind buildings or screened from view.

No more than two garage entrances may be located on a single block frontage.

Garage entrances should generally be located on east-west streets.

The number of curb cuts should be limited to reinforce the continuity of the public realm and to maximize the amount of area available for pedestrian activity.

EXAMPLE

Parking garage incorporated into overall building design.

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