MIAMI 21 VISION

- Sense of community
- Improved quality of life
- Economic vitality
- Open space preservation
- Pedestrian friendly
- Transit oriented
- Green building
- Historic preservation
- Form based code
EXISTING ZONING CODE

• Existing Zoning: Focuses on Land Use Separation & Permitting Process Management
• Emphasizes USE and DENSITY as development controls
• Relies greatly on PERMIT PROCESS
• Neglects the role of FORM
COMPLEXITY OF EXISTING ZONING
UNPREDICTABILITY OF EXISTING ZONING

GLA and Bonuses

Net lot area
+ half of R.O.W
+ 90’ on the water
+ GLA from adjacent property
+ PUD Bonus
+ Affordable Housing Bonus

Only net lot area
+ half of R.O.W
+ 90’ on the water
+ GLA from adj. property
+ PUD Bonus
UNDESIRABLE JUXTAPOSITIONS
NEED FOR TRANSITION
EXISTING CODE - ZONING ORDINANCE 11,000

- Neglects quality of public realm / not pedestrian friendly
- Exposed parking at pedestrian frontages (blank walls)
- Lacking transitions in density and height
- Required green space is inaccessible
- Gross Lot Area based calculations unpredictable
- Existing Floor Area Ratio (FAR) bonuses do not provide any public benefit
- Numerous Special Districts are reactive – need for proactive comprehensive vision and approach
- Overly complex and vague regulations
EXISTING ZONING CODE

- Existing Zoning: Focuses on Land Use Separation & Permitting Process Management
- Emphasizes USE and DENSITY as development controls
- Relies greatly on PERMIT PROCESS
- Neglects the role of FORM
FORM BASED CODE
• Emphasizes the role of FORM
• Reduces the role of USE and DENSITY
• Effectively addresses PERMIT PROCESS
MIAMI 21 TEAM

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Ed O’Dell
THE HALL GROUP
Neil Hall
BOTA ENTERPRISES
Tamara Philippeaux

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GOODY CLANCY
David Dixon, Principal in Charge
Larissa Brown, Chief Planner

DOWNTOWN MASTER PLAN UPDATE
ZYSCOVICH, INC.
Bernard Zyscovich, Principal
Trent Baughn, Project Manager

CITY DEPARTMENTS

Office of Mayor Manuel A. Diaz
Office of City Manager Pedro G. Hernandez
Offices of City Commissioners
Planning Department
Office of Zoning
Department of Economic Development
Department of Capital Improvements and Transportation
Office of the City Attorney
Neighborhood Enhancement Team (NET)
CitiStat
Office of Communications
Department of Public Works
Department of Parks and Recreation
Department of Code Enforcement
COMMUNITY INPUT

- DIRECT MAIL
- SIGNAGE & INFORMATION
- TELEVISION, RADIO & PRINT
- PUBLIC MEETINGS
- WEB SITE
- EMAILS & QUESTIONS
THE TRANSECT – GUIDING PRINCIPLES

<table>
<thead>
<tr>
<th>RURAL</th>
<th>TRANSECT</th>
<th>URBAN</th>
</tr>
</thead>
<tbody>
<tr>
<td>NATURAL TRANSECT ZONES</td>
<td>URBAN TRANSECT ZONES</td>
<td>DISTRICTS</td>
</tr>
<tr>
<td>T1 NATURAL</td>
<td>T2 RURAL</td>
<td>T3 SUBURBAN</td>
</tr>
<tr>
<td>NON EXISTENT</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

MIAMI
MIAMI 21 VISION

- Sense of community
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- Form based code
NEIGHBORHOOD STRUCTURE

Existing Condition

Proposed Condition
COMMERCIAL CORRIDORS ENHANCING RESIDENTIAL NEIGHBORHOODS

Existing Condition

Proposed Condition
NEIGHBORHOOD ACCESS TO OPEN SPACE

Existing Condition

Proposed Condition
NEIGHBORHOOD ACCESS TO OPEN SPACE
NEIGHBORHOOD ACCESS TO OPEN SPACE

Existing Condition

Future FEC transit stop
ANALYSIS OF EXISTING ZONING

R-1 SINGLE-FAMILY RESIDENTIAL

INTENT
- Areas designated as single-family residential allow single-family structures with a density of up to one (1) unit on a typical lot. This category allows a maximum density of nine (9) units per net acre.
- The typical lot size has minimum dimensions of fifty (50) feet of frontage by one hundred (100) feet of depth, except under the SD-18 overlay for larger lots.
- Allowed within this district, and subject to specific limitations, are supporting services such as places of worship, primary and secondary schools, daycare and community based residential facilities.

DISTRICT REGULATIONS

<table>
<thead>
<tr>
<th>Regulation</th>
<th>Min/Max</th>
</tr>
</thead>
<tbody>
<tr>
<td>LOT AREA (sf)</td>
<td>5,000</td>
</tr>
<tr>
<td>LOT WIDTH (ft)</td>
<td>50</td>
</tr>
<tr>
<td>LOT COVERAGE (footprint)</td>
<td>0.4 x GLA</td>
</tr>
<tr>
<td>FRONTAGE REQUIREMENTS</td>
<td>N/A</td>
</tr>
<tr>
<td>FLOOR AREA RATIO - (FAR)</td>
<td>0.6 x GLA</td>
</tr>
<tr>
<td>GREEN SPACE (open space)</td>
<td>0.15 x GLA</td>
</tr>
<tr>
<td>DENSITY (units/acre)</td>
<td>9 units per net acre</td>
</tr>
<tr>
<td>SETBACKS</td>
<td></td>
</tr>
<tr>
<td>FRONT (ft)</td>
<td>20'</td>
</tr>
<tr>
<td>SIDE (ft)</td>
<td>5'</td>
</tr>
<tr>
<td>REAR (ft)</td>
<td>20'/10' Accessory Structure</td>
</tr>
<tr>
<td>PARKING REQUIREMENTS</td>
<td>2 spaces/unit</td>
</tr>
<tr>
<td>PRINCIPAL BUILDING HEIGHT</td>
<td>25 ft</td>
</tr>
<tr>
<td>ACCESSORY STRUCTURE HEIGHT</td>
<td>25 ft</td>
</tr>
</tbody>
</table>

CASE DATA (Standard-Size/Single-Frontage Lot)

<table>
<thead>
<tr>
<th>Category</th>
<th>Measurement</th>
</tr>
</thead>
<tbody>
<tr>
<td>NET LOT AREA (NLA)</td>
<td>5,000 sf</td>
</tr>
<tr>
<td>GROSS LOT AREA (GLA)</td>
<td>6,250 sf</td>
</tr>
<tr>
<td>FLOOR AREA RATIO - (FAR)</td>
<td>3,750 sf</td>
</tr>
<tr>
<td>LOT COVERAGE</td>
<td>2,500 sf</td>
</tr>
<tr>
<td>BUILDABLE AREA</td>
<td>2,400 sf</td>
</tr>
<tr>
<td>GREEN SPACE</td>
<td>937.5 sf</td>
</tr>
<tr>
<td>YARDS</td>
<td></td>
</tr>
<tr>
<td>FRONT (sf)</td>
<td>1,000 sf</td>
</tr>
<tr>
<td>SIDES (sf)</td>
<td>600 sf</td>
</tr>
<tr>
<td>REAR (sf)</td>
<td>1,000 sf</td>
</tr>
</tbody>
</table>

ANALYSIS

- The standard lot configuration for R-1 is 50' x 100' which yields 5,000 sf of NLA and 7,500 sf of GLA.
- Based on the assumptions of a 50' PROW and a single frontage lot, the LOT COVERAGE is 2,500 sq ft which exceeds the BUILDABLE AREA of 2,400 sq ft. The FAR allotment of 3,750 sf makes a two (2) story structure necessary in order to optimize development.
- In many neighborhoods the prevalence of one story houses combined with need for additional dwelling space results in illegal additions encroaching into required yards (exceed the allowed lot coverage) as well as the creation of additional illegal dwelling units.
- A full build-out of the footprint allowed produces narrow side yards.
- The frequent conversion of garage space into habitable space reallocates vehicles to the front yard.
- The maximum allowed driveway width for R-1 is 20' and the required front yard is 20' in depth yielding an onsite parking platform of 400 sf which fits only 2 vehicles. Additional vehicles park on other on-site green space leading to the eventual paving of the front yard.
<table>
<thead>
<tr>
<th>USES TRANSLATED TO CATEGORIES</th>
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</tr>
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<tbody>
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<td>USES TRANSLATED TO CATEGORIES</td>
</tr>
</tbody>
</table>
# Conversion to Transect Zones

## Description

<table>
<thead>
<tr>
<th>Height</th>
<th>2 Story</th>
<th>3 Story</th>
<th>5 Story</th>
<th>8 Story +</th>
<th>1-8 Story</th>
<th>1-8 Story</th>
</tr>
</thead>
<tbody>
<tr>
<td>Building Types</td>
<td>Detached Single-Family Dwelling</td>
<td>Party Wall Residential, Live-Work</td>
<td>Residential, Commercial, Mixed-use</td>
<td>Residential, Commercial, Mixed-use</td>
<td>Workplace, Limited Residential, Commercial</td>
<td>Industrial, Commercial</td>
</tr>
<tr>
<td>Density</td>
<td>18 du /acre</td>
<td>36 du /acre</td>
<td>65 du /acre</td>
<td>150 du /acre or as per Residential Density Increase Areas</td>
<td>9 du /acre</td>
<td>None</td>
</tr>
</tbody>
</table>

## 11,000 Replacement

<table>
<thead>
<tr>
<th>Zoning Categories</th>
<th>R1, R2</th>
<th>N/A</th>
<th>R3</th>
<th>R4, C1, O</th>
<th>R4, C1, O</th>
<th>R4, C1, O</th>
<th>CBD</th>
<th>C2</th>
<th>I</th>
</tr>
</thead>
<tbody>
<tr>
<td>Special Districts</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>SD-9</td>
<td>SD-8</td>
<td>SD-20, SD-20.1, SD-27, SD-27.1</td>
<td>SD-5, SD-6, SD-6.1, SD-7, SD-16, SD-16.1</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>
SAMPLE CONVERSION – ZO 11000 to Miami 21
T3

T3 - DETACHED SINGLE FAMILY DWELLING
9 - 18 units/ ac

T3 R – SINGLE FAMILY DWELLING
T3 L – SINGLE FAMILY DWELLING W/ ANCILLARY UNIT
T3 O - DUPLEX
T4 – PARTY WALL RESIDENTIAL, LIVE-WORK
36 units/ac

T4 R – RESIDENTIAL TOWNHOUSE, APARTMENT HOUSE

T4 L, O – RESIDENTIAL TOWNHOUSE, LIVE-WORK
T5 - RESIDENTIAL, COMMERCIAL, MIXED-USE
65 units/ ac

T5 R  – RESIDENTIAL APARTMENT BUILDING
T5 L, O – RESIDENTIAL, COMMERCIAL, MIXED-USE BUILDINGS
T6 - 8- RESIDENTIAL, COMMERCIAL, MIXED-USE
150 units/ ac

T6 R – RESIDENTIAL
T6 L – RESIDENTIAL, SOME MIXED-USE
T6 O – RESIDENTIAL, MIXED-USE OR COMMERCIAL
TRANSITIONS ACROSS THE TRANSECT
TRANSITIONS ACROSS THE TRANSECT
QUALITY OF PUBLIC REALM

Public Space: detailing of streets for increased walkability and bicycling
• Wider sidewalks
• Narrower lanes
• Trees for shade

Private Property: design of buildings to embellish public realm
• 10 foot setback and easement for wider sidewalks
• Habitable space overlooking streets (frequent doors and windows, liners, concealed parking, commercial and retail space)
• Cross-block passages to improve connectedness
• Transitions for height and density
• Predictable height and floor plate
IMPROVEMENT OF PUBLIC SPACE
FACE OF PRIVATE BUILDING
SPECIAL AREA PLANS

- Site area must be 9 acres minimum
- Requires a detailed master plan with specific guidelines
- Allows flexibility within transect regulations
- Provides public benefits (open space and affordable / workforce housing)
- Requires a public hearing, City Commission approval
PUBLIC BENEFITS

For T6 (high-rise buildings) not abutting single family neighborhoods:

• Existing bonus program expanded for housing, parks, civic facilities (fire station), preservation, green building and brownfields

• Allows on site, off site provision, or fee payment

For T5: one story on site abutting D1 (workplace) for affordable – workforce housing only
TRANSIT ORIENTED DEVELOPMENT
TRANSIT ORIENTED DEVELOPMENT

Del Mar Station, Pasadena, CA

Portland, OR  Rosslyn, DC  Kendall, FL
CORRIDOR IMPROVEMENTS

Existing Condition: narrow sidewalks, excessive pavement & few trees

Proposed Improvements: wide sidewalks & medians for safety, trees for shade & beauty
NEED FOR GREEN SPACE AND BETTER DRAINAGE
STREET IMPROVEMENTS: PERVIOUS PAVEMENT

Existing Condition: wide streets, irregular pavement, no trees

Proposed Improvement: street trees for shade and beauty, turf block paving for drainage
* All applications shall include required notice
CHANGE OVER TIME

- Incremental growth
- Intent to ensure transition and protect neighborhoods
- Limit zoning changes to two public hearings per year
- Up-zoning only allowed to next successional transect
- Extended context analysis
- Non-conformities
# NON CONFORMITIES

<table>
<thead>
<tr>
<th></th>
<th>Conforming Legal</th>
<th>Nonconforming Grandfathered</th>
<th>Never conforming</th>
</tr>
</thead>
<tbody>
<tr>
<td>Interior Work</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Exterior Work</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Addition</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rebuild</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hurricane Act of God</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
There are 2 considerations around which non-conformities revolve:

A. Have the structure, use or lot obtained the required permits and certificates?

B. Do the structure, use or lot comply with the regulations set forth by the present code? or put differently;

Could the structure or use be permitted again today if they were proposed anew?

NONCONFORMITIES TABLE

<table>
<thead>
<tr>
<th></th>
<th>Conforming</th>
<th>Nonconforming</th>
<th>Never conforming</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Grandfathered</td>
<td></td>
</tr>
<tr>
<td>A.</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>B.</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>Legal</td>
<td>Legal</td>
<td>Illegal</td>
<td></td>
</tr>
</tbody>
</table>
• Predictability of height and intensity through the form-based code
• Clear and user-friendly regulations
• Significant improvements to the public realm (wider sidewalks, building design)
• Requirements to avoid blank walls/garages through the use of liners (habitable space)
• Requirements for active use on the ground level (eyes on the street)
• Public Benefits incentives to create additional housing/parks and open space opportunities
• Incentives for creation of civic spaces (i.e. fire stations) within private development
• Green Building requirements and incentives
• New zoning category that allows “granny-flats”
• Historic preservation incentives through transfer of development rights
• Streamlined permitting process
IMPROVED QUALITY OF LIFE
ECONOMIC VITALITY
PEDESTRIAN FRIENDLY STREETS
HISTORIC PRESERVATION
CONSERVATION

• Preserve neighborhoods by creating appropriate transitions of height and density that do not exist today
• Increase preservation of historical sites and districts by providing incentives for transfer of development rights
• Create sustainable development through “green building” requirements and incentives and conserve energy through tree canopy and improved connectedness for walkability
• Increase access to natural environment through baywalks, riverwalks, and new parks
• It will create safe, vibrant, pedestrian friendly neighborhoods and thus improving the quality of life of all residents
DEVELOPMENT

• Develop corridors to function as transit-oriented, walkable centers for adjacent neighborhoods
• Create a predictable environment for growth and appropriate development
• Create sustainable development through “green building” requirements and incentives (LEED Certification)
• Create a pedestrian-friendly environment and improve the public realm by providing wider sidewalks, frequent doors and windows, liners, concealed parking, required commercial and retail space at ground level, which do not exist today
• Maintain future growth capacity of downtown and develop it as a transit-oriented, walkable area to focus on the region’s economic, civic, and cultural activities
ENVIRONMENTAL HEALTH

- Parks and Public Space Master Plan
- Green building
- Air and light for streets
- View corridors for buildings
- Wider sidewalks with trees for shade
- Public benefits: parks, housing, green building, brownfields
- Generous ceiling heights
MIAMI