

PLANNING, ZONING AND APPEALS BOARD FACT SHEET

File ID: (ID # 17591)

Title: A RESOLUTION OF THE MIAMI PLANNING, ZONING AND APPEALS BOARD RECOMMENDING TO THE MIAMI CITY COMMISSION APPROVAL OF AN ORDINANCE OF THE MIAMI CITY COMMISSION AMENDING ORDINANCE NO. 13114, THE ZONING ORDINANCE OF THE CITY OF MIAMI, FLORIDA, AS AMENDED, BY AMENDING ARTICLE 3, TITLED "GENERAL TO ZONES," SPECIFICALLY BY ADDING SECTION 3.19, TITLED "TRANSIT STATION NEIGHBORHOOD DEVELOPMENT," TO ESTABLISH CRITERIA FOR TRANSIT ORIENTED DEVELOPMENT WITH DESIGN FLEXIBILITY AND PUBLIC BENEFITS; MAKING FINDINGS; CONTAINING A SEVERABILITY CLAUSE; AND PROVIDING FOR AN EFFECTIVE DATE.

APPLICANT(S): Arthur Noriega V, City Manager on behalf of the City of Miami.

PURPOSE: To create an exception and warrant process for development, for Transit Station Neighborhood District with design flexibilities and public benefits.

FINDING(S):

PLANNING DEPARTMENT: Recommended approval.



City of Miami PZAB Resolution

City Hall
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Miami, FL 33133
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Enactment Number:

File ID: 17591

Final Action Date:

**A RESOLUTION OF THE MIAMI PLANNING, ZONING AND APPEALS BOARD
RECOMMENDING TO THE MIAMI CITY COMMISSION APPROVAL OF AN
ORDINANCE OF THE MIAMI CITY COMMISSION AMENDING ORDINANCE NO.
13114, THE ZONING ORDINANCE OF THE CITY OF MIAMI, FLORIDA, AS
AMENDED, BY AMENDING ARTICLE 3, TITLED "GENERAL TO ZONES,"
SPECIFICALLY BY ADDING SECTION 3.19, TITLED "TRANSIT STATION
NEIGHBORHOOD DEVELOPMENT," TO ESTABLISH CRITERIA FOR TRANSIT
ORIENTED DEVELOPMENT WITH DESIGN FLEXIBILITY AND PUBLIC BENEFITS;
MAKING FINDINGS; CONTAINING A SEVERABILITY CLAUSE; AND PROVIDING
FOR AN EFFECTIVE DATE.**

WHEREAS, the City of Miami ("City") has adopted the Miami Comprehensive Neighborhood Plan ("MCNP") that identifies the need for Transit-Oriented Development ("TOD") to support sustainable growth, provide alternative modes of transportation, and promote public transit use; and

WHEREAS, the Future Land Use Map ("FLUM") of the MCNP designates certain areas as appropriate for increased density and intensity near transit corridors and stations, consistent with principles of urbanism and smart growth; and

WHEREAS, the establishment of the Transit Station Neighborhood District ("TSND") in Ordinance No. 13114, the Zoning Ordinance of the City of Miami, Florida, as amended, ("Miami 21 Code") supports this vision by providing a framework for development within proximity—up to one (1) mile—of existing or approved fixed rail stations; and

WHEREAS, the TSND incentivizes development that includes pedestrian and mobility enhancements such as sidewalks, crosswalks, traffic calming features, and bicycle infrastructure, thereby improving access to transit and key community destinations; and

WHEREAS, the TSND promotes equitable growth by requiring a portion of residential units to be designated as Affordable or Workforce Housing in accordance with Sections 3.15 and 3.16 of the Miami 21 Code; and

WHEREAS, the TSND allows greater building height, lot coverage, and intensity consistent with the T6-12-O or T6-24B-O Transect Zones depending on the level of development and type of approval; and

WHEREAS, the TSND encourages the creation of master plans that provide significant public benefits, including but not limited to: new or improved transit stations, enhanced landscaping, public parks or open spaces, trust fund contributions, and mobility amenities; and

WHEREAS, the TSND incentivizes sustainable development through the inclusion of green infrastructure, LEED or FGBC (Florida Green Building Certification) certified buildings, rooftop gardens, bioswales, and brownfield redevelopment; and

WHEREAS, the overlay supports small business growth through provisions for micro-retail and ensures flexibility in building form and use to allow for educational, civic, and cultural functions; and

WHEREAS, the City seeks to ensure that development near transit stations aligns with long-term goals of resilience, inclusivity, and neighborhood enhancement;

NOW, THEREFORE, BE IT RESOLVED BY THE PLANNING, ZONING AND APPEALS BOARD OF THE CITY OF MIAMI, FLORIDA:

Section 1. The recitals and findings contained in the Preamble to this Resolution are adopted by reference and incorporated as if fully set forth in this Section.

Section 2. It is recommended that Article 3 of the Miami 21 Code is amended in the following particulars:¹

“ARTICLE 3. GENERAL TO ALL ZONES

* * *

3.19 TRANSIT STATION NEIGHBORHOOD DEVELOPMENT

The intent of the Transit Station Neighborhood District (“TSND”) established in this section is to provide a framework for increased Density and Intensity, consistent with the Future Land Use Map (“FLUM”) of the Miami Comprehensive Neighborhood Plan (“MCNP”), in Transit Oriented Development (“TOD”) areas in order to promote responsible urban development and encourage transit ridership.

3.19.1 Applicability. Applicable to properties within one-half (1/2) mile of an existing or approved transit station; the distance from the train station may be increased up to one (1) mile if the project includes pedestrian shed, bicycle shed, or a circulator. Properties shall have an underlying MCNP designation of TOD Node– 1, TOD Node– 2, TOD Node– 3, or TOD Node– 4. These designations provide for a greater Density than the zoning and shall meet subsection 3.19.1(a) or (b) below; the applicable Density shall be as permitted by the underlying MCNP designation.

- a. TOD Node– 1, TOD Node– 2, TOD Node– 3, or TOD Node– 4: Properties within one-half (1/2) mile of a Metrorail, Brightline, or Tri-Rail station.
- b. TOD Node– 1: Properties within one(1) mile of a Metrorail, Brightline, or Tri-Rail station.

3.19.2 General TSND. In place of any conflicting provisions elsewhere in this Code, parcels within the TSND areas of applicability may be developed in accordance with the following.

¹ Words and/or figures stricken through shall be deleted. Underscored words and/or figures shall be added. The remaining provisions are now in effect and remain unchanged. Asterisks indicate omitted and unchanged material.

subject to a Warrant. Parcels that are zoned T3 are not eligible for the provisions in Section 3.19.2. A pre-application meeting is required.

a. Public Benefits: Public benefits shall be evaluated by the City through the Warrant process. All of the following Public Benefits are required:

1. Enhanced bike and pedestrian shed: Pedestrian and Mobility Connections: Creating or improving pedestrian and mobility connections between the development site and a transit stop and/or other community-serving destinations such as parks, government buildings, and commercial corridors. Such connections may include, but are not limited to, City Right-of-Way crosswalks, sidewalk improvements, street trees, street furnishings, and traffic calming improvements that are coordinated with the City's Capital Improvements Program of the associated Transit Oriented Development and shall be proportional to the project.
2. Affordable housing – ten percent (10%) residential units as qualifying Affordable or Workforce Housing units pursuant to Section 3.15 and 3.16 of Miami 21.

b. Development Parameters.

1. Height. Height shall be permitted in accordance with the T6-12-O Transect Zone. Sites may bonus with additional public benefits as outlined in 3.14.
2. Density and Intensity: Shall be based on the underlying Land Use designation: TOD node 1-4.
3. Lot Coverage. Lot coverage shall be permitted in accordance with the T6-12-O transect zone.
4. Building Placement and Disposition. Building Placement and Disposition shall be permitted in accordance with T6-12-O transect zone regulations.
5. Permitted Uses. Uses shall be permitted in accordance with the T6-12-O transect zone.
6. Parking. Parking shall be required in accordance with Article 4 Table for provisions for the T6-12-O transect zone, acknowledging Transit Oriented Development (TOD) area provisions. Parking standards shall be in accordance with T6-12-O transect zone regulations.
7. Architectural, Landscape, and Ambient standards. Architectural, Landscape, and Ambient standards shall be in accordance with the T6-12-O transect zone and shall comply with Article 4, Table 12, the Miami 21 Guiding Principles and any applicable cultural, historic or design guidelines for neighborhood or communities within the TOD.

3.19.3 Enhanced TSND. In place of any conflicting provisions elsewhere in this Code, parcels within the TSND areas of applicability may be developed in accordance with the following, when approved as part of a master plan approved by Exception. Parcels that are zoned T3 are not eligible for the provisions in Section 3.19.3. Pre-application meetings are required.

a. Applications and master plans shall include a minimum of three (3) acres of land.

b. Application and master requirements. Application and master plan shall include:

1. Area Plan shall illustrate the overall project boundaries, development footprint, and relationship to adjacent parcels and infrastructure. The area plan shall establish a base for understanding how the project conforms to zoning and land use regulations and shall include the following:
 - a) Lot dimensions and building footprints
 - b) Setbacks, easements, and right-of-way information
2. Open Space Diagram(s) shall demonstrate how the project meets and exceeds minimum open space requirements by integrating publicly accessible parks, plazas, and greens that promote recreation, social interaction, and environmental quality; and shall include the following:
 - a) Location and size of proposed open spaces
 - b) Designation as park, plaza, green, courtyard, etc.
 - c) Public vs. private accessibility
 - d) Compliance with 10% open space minimum
3. Civic Diagram(s) shall identify and emphasize the inclusion of civic spaces and uses that serve the community, such as schools, libraries, and community centers, supporting neighborhood vitality and long-term public benefit and shall include the following:
 - a) Location of any donated civic space or civic use buildings (e.g., schools, libraries)
 - b) Integration and connectivity with the surrounding context
4. Frontage Diagram(s) shall define the architectural treatment and public interface of building facades, ensuring active, pedestrian-friendly frontages consistent with urban design goals and transect zone standards. These shall include the following:
 - a) Principal and secondary frontages
 - b) Transparency, entrances, and facade treatments
5. Streetscape Diagram(s) shall depict enhancements to the public realm, including sidewalks, trees, furniture, and lighting that support walkability, safety, and comfort for all users, while contributing to a cohesive and resilient streetscape and shall include the following:
 - a) Sidewalk widths, tree placement, street furniture, lighting
 - b) Street sections
 - c) Green infrastructure (bioswales, rain gardens, tree planters or grates)
 - d) May require additional agreements with the Department of Resiliency and Public Works.
6. Circulation Diagram(s) shall map out the internal and external movement patterns for pedestrians, cyclists, and vehicles, ensuring seamless and safe connections to transit nodes, community destinations, and the surrounding neighborhood and shall include the following:
 - a) Vehicular, bicycle, and pedestrian circulation networks
 - b) Public and private streets
 - c) Access points and connectivity
7. Phasing Plan(s) shall outline the logical sequence of development and infrastructure delivery over time, ensuring the project is implementable, coordinated, and able to provide public benefits at each phase and shall include the following:
 - a) Development broken down into phases
 - b) Timeline and triggers for each phase
 - c) Temporary vs. permanent improvements

8. Mobility Amenity Diagram(s) shall locate and describe additional multimodal infrastructure—such as bicycle storage, repair stations, or circulators—that promote non-vehicular transportation and align with TOD principles and shall include the following:
 - a) Locations of mobility amenities (e.g., bike rooms, showers, lockers)
 - b) Circulator routes if applicable
 - c) Quantities of enhanced bike parking
9. Massing Diagrams shall convey the height, bulk, and articulation of buildings and their compliance with T6 Transect Zone guidelines, ensuring context-sensitive design and visual interest throughout the district and shall include the following:
 - a) Building heights and required setback above the Podium
 - b) Relationship to T6-24B-O Transect Zone standards
10. Architectural Diagram and Associated Standards shall include the following:
 - a) Street Frontage that requires high quality architecture
 - b) Terminating vistas
 - c) Materiality and façade treatments (including art/glass requirements)
 - d) Article 4, Table 12
 - e) Applicable cultural, historic, and design guidelines
11. Parking Layouts and Strategy shall confirm that parking solutions are efficient, shared, and supportive of transit usage while minimizing the visual and environmental impact of parking infrastructure on the urban environment and shall include the following:
 - a) Parking counts per use (residential, commercial, etc.)
 - b) Shared parking rationale across phases
12. Landscape Strategy and Diagrams shall show the integration of robust landscaping features, specimen trees, and ecological design strategies that enhance environmental performance, comfort, and aesthetic value across the site; and shall include the following:
 - a) Enhanced landscaping strategy
 - b) Specimen trees with DBH > 25% of standard
 - c) Rain gardens, green roofs, rooftop gardens as applicable
13. Traffic Analysis shall evaluate the anticipated transportation impacts of the development, ensuring that traffic flow, safety, and multimodal infrastructure improvements are accounted for and coordinated with citywide systems and shall include the following:
 - a) Vehicular impact on surrounding streets
 - b) Multimodal trip generation
 - c) Circulator impact if proposed
14. Development Program Summary shall provide a quantitative breakdown of proposed land uses, densities, and development intensity, aligning the master plan with adopted land use policies and demonstrating compliance with TSND zoning allowances and shall include the following:
 - a) Gross square footage per use
 - b) Residential unit counts (market rate vs. affordable/workforce)
 - c) Retail/commercial breakdown
15. Public Benefit Summary Diagram shall illustrate and summarize the full scope of public benefits proposed under the Exception process, such as transit station enhancements, affordable housing, parks, and other amenities that generate long-term value for the community and shall include visual representation of proposed public benefits such as:

- a) New/improved transit station
 - b) Park contributions
 - c) Public art
 - d) Small business or workforce training spaces
 - e) Historic preservation contributions
 - f) Location and type of LEED/FGBC certified buildings
 - g) Green infrastructure diagrams (bioswales, graywater reuse, etc.)
 - h) Brownfield site documentation (if applicable)
- c. Public benefits shall support significant urban planning and neighborhood benefits; and, be evaluated by the City through the Exception process. They shall include the following Public Benefits:
- 1. Transit Station:
 - a) Development of a new fixed rail station as approved by the Miami – Dade County Transportation Planning Organization; or
 - b) Significant improvements to a fixed rail station amounting to approximately one and half percent (1.5%) of total project investment.
 - 2. Neighborhood Enhancements: The Development shall provide all of the following Neighborhood Enhancements:
 - a) Landscape Enhancements: Development provides for specimen street trees within the verge with a DBH of twenty-five percent (25%) above the typical standards required by Article 9 of Miami 21 and Chapter 17 of the City Code, as amended, and are specified within the Master Plan.
 - b) Public Parks, Open Space, or Park Improvements. The development project shall provide any one (1) of the following or combination thereof:
 - 1) Public Park or Open Space donated, via a separate instrument as determined by the City, to the City in an area of need identified by the City Parks and Open Space Master Plan and the City's Parks Department. In addition, park improvements provided through donation for Public Parks with amenity levels that are Moderate or that Need Improvement as defined by the Parks Department Facilities' Assessment Report.
 - a) The Open Space may be a Park, Green, or Square, as more fully described in Article 4, Table 7 of this Code.
 - b) Park improvements shall for all applicable purposes be treated as a Trust Fund contribution pursuant to Section 3.14.4.b.(3).
 - c) Donations must meet all City requirements for design, equipment specifications, construction, warranties, etc. Park improvements are subject to review and approval by the City Manager or designee in accordance with Miami 21.
 - 2) Public Open Space provided on-site in a location and of a design to be approved by the Planning Director. The project

shall maintain the Frontage requirements as per the Frontage Diagram. The Open Space may be a Courtyard, Plaza, or Thoroughfare or Pedestrian Passage through the site connecting two (2) Thoroughfares, such as a segment of the Baywalk or FEC Greenway. See Article 4, Table 7.

- 3) Parks and Open Space Trust Fund contribution: The cash contribution shall be determined based on a percentage of the market value of the per square foot price being charged for units at projects within the market area where the proposed project seeking the bonus is located. The calculation assumes a land value per saleable or rentable square foot within the market area to equate to between ten percent (10%) to fifteen percent (15%) of market area's weighted average sales price per square foot. The cash contributions shall be adjusted on an annual basis to reflect market conditions effective October 1st of every year.
- c) Enhanced bike and pedestrian shed: Pedestrian and Mobility Connections: Creating or improving pedestrian and mobility connections between the development site and a transit stop and/or other community-serving destinations such as parks, government buildings, and commercial corridors. Such connections may include, but are not limited to, City Right-of-Way crosswalks, sidewalk improvements, street trees, street furnishings, and, traffic calming improvements that are coordinated with the City's Capital Improvements Program of the associated Transit Oriented Development and shall be proportional to the project. Nothing herein shall prohibit or limit an applicant under this section from making an additional voluntary contribution of amounts in excess of its obligation under this section to be used for Capital Improvements within the associated TOD area.
- d) Mobility Amenities:
 - 1) A minimum of four (4) enhanced on-site (within master plan area) mobility amenities shall be provided over and above the required bicycle facilities identified within Section 3.6.10. Such mobility amenities include air-conditioned space, lockers, showers, bicycle repair stations, drinking fountains within the mobility amenity space, and increased bicycle storage providing at least twenty percent (20%) more bicycle spaces than required; or
 - 2) A funded circulator.
3. Minimum of twenty percent (20%) of residential units as qualifying Affordable or Workforce Housing units pursuant to Section 3.15 and 3.16 of Miami 21.
4. Small Business Development: On-site Workforce Development training, Small Business support or micro-retail in the amount of a minimum of 3,000

square feet within the master plan area with individual spaces to be under 1,000 square feet

5. Other Enhancements: The Development shall include at least (1) of the following:

- a) Historic Preservation. Developments with a construction cost, as determined by the Building Department, under \$50,000,000 to contribute 1% to the Historic Preservation Trust Fund. Developments with a construction cost, as determined by the Building Department, \$50,000,000 or over to contribute 0.5% to the Historic Preservation Trust Fund.
- b) Green Building and infrastructure:
 - 1) At least one (1) structure within the Development shall be a minimum of Gold certifiable by either U.S. Green Building Council (USGBC) the Florida Green Building Coalition (FGBC).
 - a) If at the time the first Certificate of Occupancy, including any Temporary Certificate of Occupancy, is issued for the Building that received a public benefits bonus for a Green Building, the anticipated LEED or FGBC certification, as applicable, has not been achieved, then the owner shall post a performance bond in a form acceptable to the City of Miami. The 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 or FGBC certification, as applicable, 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 bond shall be placed in the Miami 21 Public Benefits Trust Fund established in Chapter 62 of the City Code.
 - 2) Incorporate Green Walls in High Traffic Areas (minimum 1,000 square feet)
 - 3) Rainwater Harvesting
 - 4) Rooftop Gardens/ Green Roof per this Code
 - 5) Minimal Excavation Foundations
 - 6) Graywater Re-Use
 - 7) Bioswales
 - 8) Raingarden
- c) Brownfields: Redevelopment on a Brownfield Site.
- d) Civic Space Types and Civil Support Uses: Donation, via a separate instrument as determined by the City, of a Civic Space Types or Civil

- Support Uses on site to the City of Miami or construction of a public or charter school.
- e) Contribution to the Public Art Trust Fund. Developments with a construction cost, as determined by the Building Department, under \$50,000,000 to contribute 1% to the Art in Public Places Trust Fund. Developments with a construction cost, as determined by the Building Department, \$50,000,000 or over to contribute 0.5% to the Art in Public Places Trust Fund.
 - f) Contribution to a Community Trust. Developments with a construction cost, as determined by the Building Department, under \$50,000,000 to contribute 1% to an established local Community Trust recognized by the City, within the TOD area. Developments with a construction cost, as determined by the Building Department, \$50,000,000 or over to contribute 0.5% to an established local Community Trust recognized by the City, within the TOD area.
- d. Development Parameters. Master plans complying with the above parameters may include the following, as shown in the approved master plan:
- 1. Height. Maximum height shall be permitted up to the T6-24B-O Transect Zone; the minimum height required shall be one (1) story with a minimum 15 foot facade. Sites may bonus with additional public benefits as outlined in 3.14.
 - 2. Density: Properties included in the Master Plan shall have a land use designation of TOD Node-1, TOD Node - 2, TOD Node - 3, or TOD Node - 4. Density shall correspond to the density of the land use designation in the MCNP. Residential density may be shared and shifted between phases and projects within the master plan so long as the master plan as a whole complies with the density requirements herein and does not exceed the land use designation by more than 100%.
 - 3. Intensity. Intensity shall correspond to the density of the land use designation in the MCNP. Floor area may be shared and shifted between transect zones within the master plan so long as the master plan as a whole complies with the intensity requirements herein.
 - 4. Lot Coverage. Lot coverage shall be permitted in accordance with the T6-24B-O Transect Zone.
 - 5. Open Space. Open Space shall be a minimum of ten percent (10%) of the master plan area. Publicly accessible elevated plazas may be approved as part of the master plan and count toward Open Space requirements.
 - 6. Building Placement and Disposition. Building Placement and Disposition shall be permitted generally in accordance with T6-24B-O Transect Zone regulations, with the below adjustments:
 - a) Parking may extend into the Second Layer above the first Story along all Frontages. The Façade of a parking garage that is not concealed behind a Habitable Liner shall be screened to conceal from view all internal elements, including but not limited to, vehicles,

plumbing pipes, fans, ducts and all lighting. The size, location, and materials for such screening elements shall be approved by the Planning Director with a recommendation from the UDRB.

- b) Pedestrian or Vehicular Cross Block Passages are required as per Section 5.6.1.i. of Miami 21. Requirements may be modified or waived provided that pedestrian connectivity and circulation is demonstrated within the master plan.
 - c) Developments abutting two (2) or more Thoroughfares shall have only one (1) Principal Frontage and shall not be subject to the minimum Principal Frontage Line requirements. Determination of which Frontage is to serve as the Principal Frontage shall be made by the Planning Director and indicated in the adopted Frontage Diagram.
 - d) Developments shall not be subject to maximum Lot Area requirements.
 - e) Developments shall be exempt from complying with the requirements contained in Sections 5.6.1(g) related to setbacks above the eighth floor, 5.6.1(h) related to minimum building spacing, and 5.6.2(b) related to building floorplates, through the master plan process with the exception of first layer requirements.
7. Permitted Uses. Uses shall be permitted generally in accordance with T6-24B-O Transect Zone regulations, with the below adjustments:
- a) Educational Uses as listed in Section 1.1.g of this Code shall be permissible By Right.
 - b) Civic Uses as listed in Section 1.1.e. of this Code shall be permissible By Right.
 - c) Civil Support Uses; all listed in Section 1.1.f. of this Code shall be permissible By Right.
 - d) Outdoor dining within private property shall be permissible By Right.
 - e) Public Storage Facilities shall be permissible as permissible within the underlying zoning transect.
 - f) Large scale retail, in excess of 55,000 square feet, shall be permissible By Right – form and design shall be approved by the Planning Director with a recommendation by UDRB as part of the master plan process.
 - g) Gas stations shall be permissible By Right, subject to Article 6, Table 13 of Miami 21. Nonetheless, Frontage requirements may be reduced through the master plan process where a benefit to the public is demonstrated.

8. Parking. Centralized parking within the master plan shall be encouraged. Centralized parking within the master plan shall allow parking to be shared and shifted between phases and projects within the master plan so long as the master plan as a whole complies with the parking requirements herein.
 - a) General Commercial, Place of Assembly: 1.5 spaces per 1,000 SF
 - b) Office, Civic (except Place of Assembly), Health Care Services: 0.6 spaces per 1,000 SF
 - c) Residential: 1 space per unit; 0.5 spaces per income restricted unit qualifying under Section 3.15.1 or 3.15.2
 - d) Lodging: 0.3 spaces per unit
 - e) Transit systems, including Maintenance Facilities: no parking required.
 - f) Other Uses: 50% of the required parking indicated in Article 4, Table 4 for the T6 Transect Zone.
 - g) Tandem Parking by both a valet operator or for residential self-parking shall be permitted provided that the total number of spaces is equal to or greater than the number of residential units with one (1) Tandem Parking space satisfying one (1) required parking space. Each Tandem Parking space for residential self-parking shall serve a single residential unit.
 - h) Structure with a Floor Area of twenty thousand (20,000) square feet or less may reduce parking by 100%.
9. Architectural, Landscape, and Ambient standards. Architectural, Landscape, and Ambient standards shall be in accordance with the T6-24B-O Transect Zone; Article 4, Table 12; Miami 21 Guiding Principles; and any applicable cultural, historic, or design guidelines; with the below exceptions:
 - a) Temporary activations which comply with building code and all applicable City Code requirements; such shall be permitted as shown in the phasing plan.
 - b) Developments shall be exempt from complying with the requirements contained in Sections 5.6.5(b) for large scale retail provided that all newly constructed Principal Building Facades along Primary and Secondary Frontages shall:
 - a. include and maintain art treatment along a minimum of twenty-five percent (25%) of the ground floor Facade or

twenty-five percent (25%) of the Facade above the ground floor; and

b. include a minimum of seventy percent (70%) art or glass treatment at the sidewalk level.

i. Art or glass treatment shall be of a design to be approved by the Planning Director with the recommendation of the UDRB.

e. Modification(s) and amendment(s) to a Master Plan may be made as per Section 7.1.3.5 of this Code.

1. Individual buildings approved under 3.19.3 may at any time re-apply under 3.19.2 subject to the process of a Warrant. Public Benefits shall not transfer.

* * *

Section 3. If any section, part of a section, paragraph, clause, phrase or word of this Resolution is declared invalid, the remaining provisions of this Resolution shall not be affected.

Section 4. It is recommended to the City Commission that the provisions of the Ordinance become and be made a part of the Miami 21 Code, which provisions may be renumbered or relettered and that the word "ordinance" may be changed to "section", "article", or other appropriate word to accomplish such intention.

Section 5. This Resolution shall become effective immediately upon adoption.

David Snow
Director
Department of Planning

Execution Date



Staff Report and Business Impact Statement

Transit Station Neighborhood District

Purpose:

The proposed ordinance creates a new program in Miami 21 called "Transit Station Neighborhood District". The ordinance will facilitate the development of Transit Oriented Developments around existing and future fixed-rail transit stations should the property owners choose to amend the Future Land Use Map from their existing designations to "Transit Oriented District Node." Applicants enter the program via process of a Warrant or exception. Both application types require significant Public Benefits.

Estimated Direct Economic Impact:

- Since the ordinance would introduce a new program for property owners to opt into, there is no compliance cost; there are application fees should a property owner decide to apply.
- No charges or fees will be imposed on business
- The Planning Department estimates the municipality's regulatory costs will be similar to the existing costs for administering similar programs.

Estimated Number of Businesses to be Impacted:

No businesses will have a compulsory impact from the ordinance.

Additional Information:

Recommendation: Approval