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SECTION 1 - DEFINITIONS

1.1 DEFINITIONS OF BUILDING FUNCTIONS: USES

Wynwood Uses

The NRD-1 shall permit the following Uses as identified within Section 4, Table 1:

a. COMMERCIAL

Manufacturing-Enabled Retail: A facility primarily engaged in the manufacturing, processing, or assembly of goods and shall include on-premises retail sales.

Art Gallery: A place of business primarily engaged in the display and sale of art work created on or off site, with works available for immediate purchase and removal from the premises.

b. CIVIC

Privately-owned Public Open Space: A publicly accessible area on a private Lot that exceeds minimum Open Space requirements and shall be provided as a Civic Space Types standard within Article 4, Table 7 of this Code. This area shall be in connection with a ground floor Commercial Use.

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SECTION 2 - PURPOSE AND INTENT

2.1 BOUNDARIES

Generally described as bounded by I-95 on the west, NW 29th Street on the north including parcels fronting NW 29th Street on the north between I-95 and NW 5th Avenue and between NW 2nd Avenue and N Miami Avenue, and the FEC Corridor on the east. The southern boundary is comprised of NW 20th Street between N Miami Avenue and NW 1st Place, and NW 22nd Street between NW 1st Place and I-95. Boundaries more specifically depicted on the Miami 21 Atlas.

2.2 INTENT

The intent of the Neighborhood Revitalization District (NRD-1) is to establish a protective series of land development regulations to transition the existing Wynwood Industrial District into an active, diverse, mixed-use Neighborhood. The NRD-1 will also preserve the unique street art and Industrial characteristics of the current Wynwood District while promoting a 24-hour environment where people work, live, and play.

The Wynwood Neighborhood, originally operated as a manufacturing and logistic hub for the City of Miami, is in transition and is transforming into a globally recognized destination for art, fashion, innovation, and creative enterprise. It is vital that the Wynwood Neighborhood accommodate new Uses and Densities while creating new Public and private Open Space opportunities for its existing and future residents.

2.3 EFFECTS OF DISTRICT DESIGNATION

The effect of these NRD-1 regulations shall be to modify to the extent indicated herein:

- a. Transect regulations included within the NRD-1 boundaries.
- b. Definitions under Section 1.1 of the NRD-1, which are applicable only within the NRD-1.
- c. Other standards and regulations otherwise generally applicable under this Code to those properties included within the NRD-1 boundaries.
- d. Where standards set forth in a SAP conflict with standards set forth in the NRD-1, the standards in the SAP shall govern.
- e. Where standards in the NRD-1 are silent, the underlying Miami 21 standards and requirements shall govern.

2.4 ADDITIONAL NOTICE AND REVIEW

- a. Projects within the NRD-1 boundaries in excess of 200,000 square feet of total Floor Area shall be referred to the Wynwood Design Review Committee (WDRC), which shall review the application and provide its comments and recommendations to the Director, per Chapter 2 of the City Code.

SECTION 3 - GENERAL TO ZONES

3.1 OFF-STREET PARKING AND LOADING STANDARDS

Parking requirements met within the NRD-1 boundaries for T5, T6 and D1 Transect Zones may be provided on-site or off-site through a centralized Parking system in order to consolidate Parking, encourage walking, and reduce the burden on property owners of mandated Parking requirements on-site. Parking requirements for the NRD-1 identified within Section 4, Table 2 shall apply.

3.1.1 Parking Program

a. Applicability of Parking Relaxations.

1. Off-site parking

Parking requirements may be satisfied off-site within a Parking Structure that shall be within 1,000 feet of the nearest point on the parcel of land of the proposed Development site.

An applicant requesting Parking off-site within a Parking Structure shall provide a Parking covenant, in a form acceptable to the City Attorney, to be recorded against the proposed Parking Structure site. The covenant shall, at a minimum, memorialize the Property location and number of spaces of the proposed Development site for which the Parking Structure provides such parking availability. The applicant may request the removal or modification of a Parking covenant upon such time that the City Parking requirements are reduced or mass transit conditions are modified in a way that may facilitate additional Parking space reductions, or the required parking being provided off-site is otherwise satisfied on-site, off-site or through payment of fees in lieu, if applicable.

2. Nonconforming Off-street Parking; Adaptive Use

Changes to site improvements shall be subject to regulations set forth in Section 7.2.8.a of this Code. Notwithstanding the establishment of the Wynwood Parking Trust Fund, where existing Off-street Parking or loading is nonconforming to the requirements of this Code, as modified by Section 4, Table 2 herein, the Use or Adaptive Use of any Building shall not require the provision of additional Parking, loading, or on-site stormwater detention or retention. No modifications shall be permitted which increase the degree of the existing nonconformity. Modifications to the facilities may be approved by Waiver, and the Waiver may be conditioned on safeguards that reduce the degree of the nonconformity to the extent reasonably feasible.

3. Parking relaxations

Parking relaxations generally available in this Code and the City Code shall be available within the NRD-1 boundaries, except to the extent explicitly modified herein.

b. Mechanical parking facilities within Parking Structures shall be allowed by Right within the NRD-1 boundaries. Parking spaces within these facilities shall be calculated based on the number of vehicles accommodated by said Parking Structure.

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- c. Parking covenants as described in this Code and payment-in-lieu shall be processed as described within Chapter 35 of the City Code.
- d. Prior to the end of the three (3) years from the effective date of these NRD-1 Regulations, the Director and Zoning Administrator shall review the parking standard for Dwelling Units 650 square feet or less, based on a district-wide parking and transportation study and may make a recommendation to modify the parking standard if such a study demonstrates a different demand.

3.1.2 Loading Standards

Loading standards are set forth in Section 4, Tables 2 and 3, except as modified below:

- a. On-street loading for all Transect Zones within NRD-1 may be allowed in areas designated by signage and for limited intervals during specified hours.

Office, Commercial, Lodging, and Residential Loading.

On-street loading areas intended to service Office, Commercial, Lodging and Residential loading berth requirements described within Article 4, Table 3 may be permitted within specifically designated zones along Wynwood Thoroughfares within 500 feet of the Development site. On-street loading within such designated zones shall not exceed 20 minutes. Such loading activity shall occur only between times posted.

- b. For the purpose of loading maneuverability for future Development within the NRD-1, the following criteria shall apply:
 - 1. Turning movements associated with one (1) loading berth per Development may be made on-street, except along Wynwood Corridors.
 - 2. Turning movements associated with more than one (1) loading berth per Development may be permitted on-street by Warrant, except along Wynwood Corridors.

3.2 THOROUGHFARES

3.2.1 NRD-1 Thoroughfares and Corridors

The District is demarcated, traversed, or connected by important Thoroughfares and Corridors that provide opportunities for future Development. Wynwood Thoroughfares and Corridors have potential to increase Development Capacity, provide ideal locations for increased Building Height, and promote higher Commercial Use activities.

- a. Improvements and new Development along Wynwood Thoroughfares and Corridors within the NRD-1 boundaries shall conform to the following pedestrian safety and comfort standards unless otherwise specified herein:
 - 1. A Dominant Setback Waiver shall not be permitted in order for new Developments to establish a uniform streetscape with sidewalk conditions that promote pedestrian activity.

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2. Uses to be developed on these Thoroughfares and Corridors shall promote pedestrian activity, such as General Commercial, Open Air Retail, and other ground floor retail Uses.
3. The number and dimensions of curb cuts and Driveways shall be minimized to reduce pedestrian/vehicular conflicts up to the minimum permissible by the controlling jurisdiction.
4. Right-of-Way sections for distinct categories of Thoroughfares and Corridors have been identified within the NRD-1 Street Master Plan to establish ideal sidewalk conditions, achieving an enhanced pedestrian experience within the NRD-1.

b. NRD-1 Setbacks:

Refer to the NRD-1 Street Master Plan described within Section 8 for specific setback conditions along Thoroughfares and Corridors within the NRD-1 boundary.

3.3 WYNWOOD PUBLIC BENEFITS PROGRAM

The intent of the Wynwood Public Benefits Program established in NRD-1 is to allow bonus Building Height in the T5-O, T6, and D1 Transect Zones in exchange for the developer's contribution to specified programs that provide benefits to the Public within the NRD-1 boundaries. The Wynwood Public Benefits Program shall supersede the Public Benefits Program generally applicable in the City under Section 3.14 of this Code.

- a. The proposed bonus Height shall be permitted in exchange for contributions to the NRD-1 for the following public benefits: Affordable/Workforce Housing, Public Parks and Open Space, Civic Space or Civic Support space, and Cross-Block Connectivity. The City shall establish a Wynwood Public Benefits Trust Fund for the collection of cash contributions for Affordable/Workforce Housing and Public Parks and Open Space. The Wynwood BID shall annually decide the allocation of funds from the funds collected under this section. Expenditures of these funds shall be in accordance with the Wynwood Public Benefits Trust Fund as defined in Chapter 62 of the City Code.

Definitions

1. Affordable/Workforce Housing shall mean: housing available to families which meet the qualifications as established by Section 13-5 of the City Code.
 2. Public Parks and Open Space shall mean: Open Space meeting the standards of Article 4, Table 7 of this Code.
 3. Civic Space or Civic Support Use shall mean: a Building Function defined within Article 1, Section 1.1 f. of this Code.
 4. Cross-Block Connectivity shall mean: a Paseo, cross-Block Pedestrian Passage, or vehicular cross-Block passage that connects two (2) Thoroughfares, Corridors, or combination thereof; and is publicly accessible 24-hours a day and enforced covenant, in a form acceptable to the City Attorney.
- b. For the purposes of the Wynwood Public Benefits Program, the following criteria shall apply:

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1. Affordable/Workforce Housing. A Development project within the NRD-1 boundaries may provide any of the following or combination thereof:
 - i. Affordable/Workforce Housing On-site: For each square foot of Affordable/Workforce Housing (including appurtenant shared space such as Parking and circulation) provided on site, the Development shall be allowed two (2) square feet of additional area up to the bonus Height as described in Section 3.3 (c).
 - ii. Affordable/Workforce Housing Off-site: For each square foot of Affordable/Workforce Housing (including appurtenant shared space such as Parking and circulation) provided off site, in a location within the City approved by the City Manager, the Development shall be allowed an equivalent square footage of additional area up to the bonus Height as described in Section 3.3 (c). No additional allowance or credit is given for the purchase of the site.
2. Public Parks and Open Space. A Development project within the NRD-1 boundaries may provide any of the following or combination thereof:
 - i. Dedication On-site: Public Open Space, in addition to required Open Space, may be provided on-site in a location and of a design to be approved by the Planning Director. For each square foot of dedicated Public Park or Open Space provided, the Development shall be allowed an equivalent amount of Development Floor Area up to the bonus Height described in Section 3.3 (c). The project shall maintain the Frontage requirements of the Transect Zone set forth within Section 3.2.1 (b). The Open Space may be a Courtyard, Plaza or Pedestrian Passage or Paseo through the site connecting two (2) Thoroughfares, such as a segment of the FEC Greenway. See Article 4, Table 7 of this Code.
 - ii. Dedication Off-site: For dedication of Public Park or Open Space provided off-site within the NRD-1 boundary, the Development shall be allowed two (2) times the Development Floor Area of provided land up to the bonus Height described in Section 3.3 (c). The Open Space may be a Civic Space Type as more fully described in Article 4, Table 7 of this Code.
3. Civic Space Types and Civil Support Uses. For a Development project within the NRD-1 boundaries that donates a Civic Space Type or Civil Support Use on site to the City, an additional two (2) square feet of area for each square foot of donated space or use, up to the bonus Height described in Section 3.3 (c), shall be allowed.
4. Cross-Block Connectivity. For a Development project within the NRD-1 boundaries that provides a Paseo, cross-Block Pedestrian Passage, or vehicular cross-Block passage, if it is located further than five hundred (500) feet from any Thoroughfare intersection, connects two (2) Thoroughfares, and is publicly accessible 24-hours a day or reduced hours by process of Waiver, additional floor area shall be allowed as follows:
 - i. For portions of provided Cross-Block Connectivity that are roofed, the Development shall be allowed an equivalent amount of Development Floor Area up to the bonus Height described in Section 3.3 (c).
 - ii. For portions of provided Cross-Block Connectivity that are open to the sky, the Development shall be allowed five (5) times the Development Floor Area up to the bonus Height described in Section 3.3 (c).

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5. Trust Fund contribution. For a cash contribution to the Wynwood Public Benefits Trust Fund, the Development project shall be allowed additional Floor Area up to the bonus Height described in Section 3.3 (c). 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 market area to equate to between ten percent (10%) to fifteen percent (15%) of the 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 1 of every year.
- c. Bonus Building Height shall be permitted if the proposed Development contributes toward the specified public benefits, above that which is otherwise required by the NRD-1, in the amount and in the manner set forth herein.
 1. T5-O: five (5) Story maximum, bonus to eight (8) Stories; the first additional floor of Development Height shall only be permitted through Public Benefits for Affordable/Workforce Housing, Public Parks and Open Space, Civic Space Type, Civil Support Use, Cross-Block Connectivity, and/or cash contributions to the Wynwood Public Benefits Trust Fund. Additional bonus Height may be achieved through Public Benefits or through the Wynwood TDR Program.
 2. T6-8: eight (8) Story maximum, bonus to twelve (12) Stories; the first half (rounded up) of additional floors of Development Height shall only be permitted through Public Benefits for Affordable/Workforce Housing, Public Parks and Open Space, Civic Space Type, Civil Support Use, and/or cash contributions to the Wynwood Public Benefits Trust Fund. Additional bonus Height may be achieved through public benefits or through the Wynwood TDR Program.
 3. D1: eight (8) Story maximum, bonus to ten (10) Stories; the additional floors of Development Height shall only be permitted through public benefits for Affordable/Workforce Housing, Public Parks and Open Space, Civic Space Type, Civil Support Use, and/or cash contributions to the Wynwood Public Benefit Trust Fund.

3.4 WYNWOOD TRANSFER OF DEVELOPMENT RIGHTS PROGRAM

- a. It is the intent of the Wynwood Transfer of Development Rights (TDR) Program to encourage the preservation of Legacy Structures and the establishment of Privately-Owned Public Open Space by creating a process whereby the otherwise unusable Development rights of Legacy Structure sites and Privately-Owned Public Open Space may be converted into an asset that may be sold to an eligible receiving sites located within the NRD-1 boundaries. The Wynwood TDR Program, permitted only within the NRD-1, will facilitate the transfer of Floor Area from Legacy Structure sites and Privately-Owned Public Open Space sites to encourage new Development that supports the character of Wynwood. Notwithstanding Chapter 23 of the City Code, no property may utilize any other TDR program that may be applicable under this Code or the City Code, shall be eligible within the NRD-1 boundaries, either as a sending property or receiving site except as allowed herein.
- b. Owners of eligible properties may be issued a "certificate of eligibility" by the Director with the recommendation of the WDRC, that the property meets the criteria established by the Wynwood BID and defined below.

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1. Legacy Structure shall mean: An existing Building which is maintained and re-purposed by the property owner that contributes to the character of Wynwood. The Building must maintain its physical integrity so that it sufficiently conveys its original character; possesses integrity of design, setting, material, workmanship, feeling and association and meet at least one (1) of the following criteria:
 - i. Is associated within a significant industry important to the City's history;
 - ii. Exemplifies the Industrial past of the community; and,
 - iii. Provides public art that supports the character of Wynwood and is maintained in perpetuity.
2. TDR exchange system:
 - i. The owner of property improved with a Legacy Structure or Privately-Owned Public Open Space may sell or receive TDRs at any time.
 - ii. Developments within T5-O and T6 Transect Zones may receive TDRs to obtain additional bonus Building Height. In the T5-O Transect Zone, TDRs may only be acquired for a Building Height above the first floor of bonus Development Building Height. In a T6 Transect Zone, TDRs may only be acquired for half (rounded down) of a Development's bonus Building Height.
3. Legacy Structure sites selling TDRs must operate a Use permissible within the NRD-1. Legacy Structure sites and Privately-Owned Public Open Space sites shall not be preserved in perpetuity and may reacquire Development capacity from another Legacy Structure site or Privately-Owned Public Open Space site if available within the NRD-1 boundaries.

SECTION 4 - STANDARDS AND TABLES

	T5 URBAN CENTER			T6 URBAN CORE			D DISTRICTS		
	L		O	O			D1		
		150	150			150	36		
DENSITY (UNITS PER ACRE)		150	150			150	36		
RESIDENTIAL									
SINGLE FAMILY RESIDENCE		R	R			R			
COMMUNITY RESIDENCE		R	R			R			
ANCILLARY UNIT									
TWO FAMILY RESIDENCE		R	R			R			
MULTI FAMILY HOUSING		R	R			R			
DORMITORY		R	R			R			
HOME OFFICE		R	R			R			
LIVE - WORK		R	R			R			
WORK - LIVE			R			R	R		
LODGING									
BED & BREAKFAST		R	R			R	R		
INN		R	R			R	R		
HOTEL		R	R			R			
OFFICE									
OFFICE		R	R			R	R		
COMMERCIAL									
ART GALLERY		R	R			R	R		
AUTO-RELATED COMMERCIAL ESTAB.			W			W	R		
ENTERTAINMENT ESTABLISHMENT		W	R			R	R		
ENTERTAINMENT ESTAB. - ADULT									
FOOD SERVICE ESTABLISHMENT		R	R			R	R		
ALCOHOL BEVERAGE SERVICE ESTAB.		E	E			E	E		
GENERAL COMMERCIAL		R	R			R	R		
MANUFACTURING-ENABLED RETAIL			W				R		
MARINE RELATED COMMERCIAL ESTAB.		W	W			W	R		
OPEN AIR RETAIL		W	W			W	R		
PLACE OF ASSEMBLY		R	R			R	R		
RECREATIONAL ESTABLISHMENT		R	R			R	R		
CIVIC									
COMMUNITY FACILITY		W	W			W	R		
PRIVATELY-OWNED PUBLIC OPEN SPACE		R	R			R	R		
RECREATIONAL FACILITY		R	R			R	R		
RELIGIOUS FACILITY		R	R			R	R		
REGIONAL ACTIVITY COMPLEX						E			
CIVIL SUPPORT									
COMMUNITY SUPPORT FACILITY		W	W			W	R		
INFRASTRUCTURE AND UTILITIES		W	W			W	W		
MAJOR FACILITY							E		
MARINA		W	W			W	R		
PUBLIC PARKING		W	W			W	R		
RESCUE MISSION							E		
TRANSIT FACILITIES		W	W			W	R		
EDUCATIONAL									
CHILDCARE		W	W			W	E		
COLLEGE / UNIVERSITY		W	W			W	E		
ELEMENTARY SCHOOL		W	W			W	E		
LEARNING CENTER		R	R			R	E		
MIDDLE / HIGH SCHOOL		W	W			W	E		
PRE-SCHOOL		R	R			R	E		
RESEARCH FACILITY		R	R			R	R		
SPECIAL TRAINING / VOCATIONAL		W	W			W	R		
INDUSTRIAL									
AUTO-RELATED INDUSTRIAL ESTBL.							R		
MANUFACTURING AND PROCESSING							R		
MARINE RELATED INDUSTRIAL ESTBL.							R		
PRODUCTS AND SERVICES							R		
STORAGE/ DISTRIBUTION FACILITY							R		

R Allowed By Right
W Allowed By Warrant: Administrative Process - CRC (Coordinated Review Committee)
E Allowed By Exception: Public Hearing - granted by PZAB (Planning, Zoning & Appeals Board)
Boxes with no designation signify Use prohibited.
Uses may be further modified by Supplemental Regulations, State Regulations, or other provisions of this Code. See City Code Chapter 4 for regulations related to Alcohol Beverage Service Estab.

		LIMITED	OPEN
DENSITY (UPA)		150 UNITS PER ACRE	150 UNITS PER ACRE
RESIDENTIAL	See Article 4, Table 4	<p>Residential Uses are permissible as listed in Table 1, limited by compliance with:</p> <p>Dwelling Unit</p> <ul style="list-style-type: none"> • Minimum of one and one-half (1.5) parking spaces per Dwelling Unit shall be provided on-site or off-site within a Parking Structure*; or • Provide one (1) space per Dwelling Unit on-site or off-site within a Parking Structure*, and provide payment-in-lieu of remaining half (½) space per Dwelling Unit of required off-street parking into the Wynwood Parking Trust Fund. • Minimum of 1 additional visitor parking space for every 10 Dwelling Units shall be provided on-site or off-site within a Parking Structure*. <p>Dwelling Unit 650 square feet or less</p> <ul style="list-style-type: none"> • Minimum of one (1) parking space per Dwelling Unit shall be provided on-site or off-site within a Parking Structure, or • Payment-in-lieu of one (1) space per Dwelling Unit may be provided for off-street Parking into the Wynwood Parking Trust Fund, but shall not exceed forty (40) spaces per development project. • Minimum of 1 additional visitor parking space for every ten (10) Dwelling Units shall be provided on-site or off-site within a Parking Structure*. <p>Live-work - Work component shall provide parking as required by the non-residential use in addition to parking required for the Dwelling Unit.</p> <p>Adult Family-Care Homes - Minimum one (1) space per staff member and one (1) space per four (4) residents.</p> <p>Community Residence - Minimum of one (1) parking space per staff member in addition to the parking required for the principal Dwelling Unit(s).</p> <p>Parking requirement may be reduced according to the Shared parking standard, Section 4, Table 3.</p> <p>Minimum of one (1) Bicycle Rack Space for every twenty (20) vehicular spaces required.</p> <p>Parking ratio may be reduced within half (½) mile radius of TOD or within quarter (¼) mile radius of a Transit Corridor by thirty percent (30%) by process of Waiver, except when site is within 500 feet of T3.</p> <p>Loading - See Section 4, Table 3</p>	<p>Residential Uses are permissible as listed in Table 1, limited by compliance with:</p> <p>Dwelling Unit</p> <ul style="list-style-type: none"> • Minimum of one and one-half (1.5) parking spaces per Dwelling Unit shall be provided on-site or off-site within a Parking Structure*; or • Provide one (1) space per Dwelling Unit on-site or off-site within a Parking Structure*, and provide payment-in-lieu of remaining half (½) space per Dwelling Unit of required off-street parking into the Wynwood Parking Trust Fund. • Minimum of one (1) additional visitor parking space for every ten (10) Dwelling Units shall be provided on-site or off-site within a Parking Structure*. <p>Dwelling Unit 650 square feet or less</p> <ul style="list-style-type: none"> • Minimum of one (1) parking spaces per Dwelling Unit shall be provided on-site or off-site within a Parking Structure*, or • Payment-in-lieu of one (1) space per Dwelling Unit may be provided for off-street Parking into the Wynwood Parking Trust Fund, but shall not exceed forty (40) spaces per development project. • Minimum of one (1) additional visitor parking space for every ten (10) Dwelling Units shall be provided on-site or off-site within a Parking Structure*. <p>Live-work - Work component shall provide parking as required by the non-residential use in addition to parking required for the Dwelling Unit.</p> <p>Work-live - Minimum of one (1) parking spaces per Dwelling Unit shall be provided on-site or off-site within a Parking Structure*.</p> <ul style="list-style-type: none"> • Minimum of one (1) additional visitor parking space for every ten (10) Work-live Units shall be provided on-site or off-site within a Parking Structure*. <p>Work-live Unit in excess of 2,000 square feet shall be required to provide additional parking equivalent to the Office requirement for the area above 2,000 square feet.</p> <p>Adult Family-Care Homes - Minimum one (1) space per staff member and one (1) space per four (4) residents.</p> <p>Community Residence - Minimum of one (1) parking space per staff member in addition to the parking required for the principal Dwelling Unit(s).</p> <p>Parking requirement may be reduced according to the Shared parking standard, Section 4, Table 3.</p> <p>Minimum of one (1) Bicycle Rack Space for every twenty (20) vehicular spaces required.</p> <p>Parking ratio may be reduced within half (½) mile radius of TOD or within quarter (¼) mile radius of a Transit Corridor by thirty percent (30%) by process of Waiver, except when site is within 500 feet of T3.</p> <p>Loading - See Section 4, Table 3</p>

* Pursuant to Section 3.1.1 Parking Program

		LIMITED	OPEN
DENSITY (UPA)		150 UNITS PER ACRE	150 UNITS PER ACRE
LODGING	See Article 4, Table 4	<p>Lodging Uses are permissible as listed in Table 1.</p> <ul style="list-style-type: none"> • Minimum of one (1) parking spaces per two (2) lodging units shall be provided on-site or off-site within a Parking Structure*; or • Provide half (½) space per two (2) lodging units on-site or off-site within a Parking Structure*, and provide payment-in-lieu of remaining half (½) space per two (2) lodging units of required off-street parking into the Wynwood Parking Trust Fund. • Minimum of one (1) additional visitor parking space for every ten (10) lodging units shall be provided on-site or off-site within a Parking Structure*. <p>Parking requirement may be reduced according to the Shared parking standards, Section 4, Table 3.</p> <p>Minimum of one (1) Bicycle Rack Space for every twenty (20) vehicular spaces required.</p> <p>Parking ratio may be reduced within half (½) mile radius of TOD or within quarter (¼) mile radius of a Transit Corridor by thirty percent (30%) by process of Waiver, except when site is within 500 feet of T3.</p> <p>Loading - See Article 4, Table 3</p>	<p>Lodging Uses are permissible as listed in Table 1.</p> <ul style="list-style-type: none"> • Minimum of one (1) parking spaces per two (2) lodging units shall be provided on-site or off-site within a Parking Structure*; or • Provide half (½) space per two (2) lodging units on-site or off-site within a Parking Structure*, and provide payment-in-lieu of remaining half (½) space per two (2) lodging units of required off-street parking into the Wynwood Parking Trust Fund. • Minimum of one (1) additional visitor parking space for every ten (10) lodging units shall be provided on-site or off-site within a Parking Structure*. <p>Parking requirement may be reduced according to the Shared parking standards, Article 4, Table 3.</p> <p>Minimum of one (1) Bicycle Rack Space for every twenty (20) vehicular spaces required.</p> <p>Parking ratio may be reduced within half (½) mile radius of TOD or within quarter (¼) mile radius of a Transit Corridor by thirty percent (30%) by process of Waiver, except when site is within 500 feet of T3.</p> <p>Loading - See Article 4, Table 3</p>
OFFICE	See Article 4, Table 4	<p>Office Uses are permissible as listed in Table 1, limited by compliance with:</p> <ul style="list-style-type: none"> • Office Uses are limited to the first and second Story of the Principal Building. Office and Commercial Uses shall be less than 25% Building floor area total. • Minimum of three (3) parking spaces for every 1,000 square feet of Office Use provided on-site or off-site within a Parking Structure*, or • Provide two (2) spaces per 1,000 square feet of Office Use on-site or off-site within a Parking Structure*, and provide payment-in-lieu of remaining one (1) space per 1,000 square feet of required off-street parking into the Wynwood Parking Trust Fund. <p>Parking requirement may be reduced according to the Shared parking standard, Section 4, Table 3.</p> <p>Minimum of one (1) Bicycle Rack Space for every twenty (20) vehicular spaces required.</p> <p>Parking ratio may be reduced within half (½) mile radius of TOD or within quarter (¼) mile radius of a Transit Corridor by thirty percent (30%) by process of Waiver, except when site is within 500 feet of T3.</p> <p>Loading - See Section 4, Table 3</p>	<p>Office Uses are permissible as listed in Table 1, limited by compliance with:</p> <ul style="list-style-type: none"> • Minimum of three (3) parking spaces for every 1,000 square feet of Office Use provided on-site or off-site within a Parking Structure*, or • Provide two (2) spaces per 1,000 square feet of Office Use on-site or off-site within a Parking Structure*, and provide payment-in-lieu of remaining one (1) space per 1,000 square feet of required off-street parking into the Wynwood Parking Trust Fund. <p>Parking requirement may be reduced according to the Shared parking standard, Section 4, Table 3.</p> <p>Minimum of one (1) Bicycle Rack Space for every twenty (20) vehicular spaces required.</p> <p>Parking ratio may be reduced within half (½) mile radius of TOD or within quarter (¼) mile radius of a Transit Corridor by thirty percent (30%) by process of Waiver, except when site is within 500 feet of T3.</p> <p>Loading - See Section 4, Table 3</p>

* Pursuant to Section 3.1.1 Parking Program

		LIMITED	OPEN
DENSITY (UPA)		150 UNITS PER ACRE	150 UNITS PER ACRE
COMMERCIAL	See Article 4, Table 4	<p>Commercial Uses are permissible as listed in Table 1, limited by compliance with:</p> <ul style="list-style-type: none"> Commercial Uses are limited to the first and second Story of the Principal Building. Office and Commercial Uses shall be less than 25% Building floor area total. A maximum Floor Area of 55,000 square feet per establishment. Minimum of three (3) parking spaces for every 1,000 square feet of Commercial Use provided on-site or off-site within a Parking Structure*; or Provide two (2) spaces per 1,000 square feet of Commercial Use on-site or off-site within a Parking Structure*, and provide payment-in-lieu of remaining one (1) space per 1,000 square feet of required off-street parking into the Wynwood Parking Trust Fund. <p>Art Gallery - Minimum of (1) parking space for every 1,000 square feet of Art Gallery Use shall be provided on-site or off-site within a Parking Structure*, or provide payment-in-lieu of one (1) space per 1,000 square feet of required off-street parking into the Wynwood Parking Trust Fund.</p> <p>Parking requirement may be reduced according to the Shared parking standard, Section 4, Table 3.</p> <p>Minimum of one (1) Bicycle Rack Space for every 20 vehicular spaces required.</p> <p>Parking ratio may be reduced within half (½) mile radius of TOD or within quarter (¼) mile radius of a Transit Corridor by thirty percent (30%) by process of Waiver, except when site is within 500 feet of T3.</p> <p>Loading - See Section 4, Table 3</p>	<p>Commercial Uses are permissible as listed in Table 1, limited by compliance with:</p> <ul style="list-style-type: none"> A maximum Floor Area of 55,000 square feet per establishment, except for Public Storage Facilities. A Principal Building with 100 feet of Principal Frontage length or more shall require Commercial Uses along a minimum of twenty five (25%) of the ground floor facade. <p>Manufacturing-Enabled Retail - Limited to first Story of Principal Building and a maximum Floor Area of 20,000 square feet per establishment.</p> <ul style="list-style-type: none"> Minimum of three (3) parking spaces for every 1,000 square feet of Commercial Use provided on-site or off-site within a Parking Structure*, except for Public Storage Facilities, minimum one (1) parking space for every 10,000 square feet with a minimum of eight (8) parking spaces; or Provide two (2) spaces per 1,000 square feet of Commercial Use on-site or off-site within a Parking Structure*, and provide payment-in-lieu of remaining one (1) space per 1,000 square feet of required off-street parking into the Wynwood Parking Trust Fund. <p>Art Gallery - Minimum of (1) parking space for every 1,000 square feet of Art Gallery Use shall be provided on-site or off-site within a Parking Structure*, or provide payment-in-lieu of one (1) space per 1,000 square feet of required off-street parking into the Wynwood Parking Trust Fund.</p> <p>Parking requirement may be reduced according to the Shared parking standard, Section 4, Table 3, except for Public Storage Facilities.</p> <p>Minimum of one (1) Bicycle Rack Space for every twenty (20) vehicular spaces required.</p> <p>Parking ratio may be reduced within half (½) mile radius of TOD or within quarter (¼) mile radius of a Transit Corridor by thirty percent (30%) by process of Waiver, except when site is within 500 feet of T3.</p> <p>Loading - See Section 4, Table 3</p> <p>Commercial Auto-related, Drive-Thru or Drive-In Facilities - See Article 6.</p>
CIVIC	See Article 4, Table 4	<p>Civic Uses are permissible as listed in Table 1, limited by compliance with:</p> <ul style="list-style-type: none"> Minimum of one (1) parking space for every five (5) seats of assembly use shall be provided on-site or off-site within a Parking Structure. Minimum of one (1) parking space for every 1,000 square feet of exhibition or recreation area, and parking spaces for other Uses as required shall be provided on-site or off-site within a Parking Structure*, or provide payment-in-lieu of one (1) space per 1,000 square feet of required off-street parking into the Wynwood Parking Trust Fund. <p>Privately-owned Public Open Space - No parking shall be required for Privately-owned Public Open Space that is in connection with a ground floor Commercial Use and provided as a Civic Space Type standard within Article 4, Table 7 of this Code.</p> <p>Parking requirement may be reduced according to the Shared parking standard, Article 4, Table 5.</p> <p>Minimum of one (1) Bicycle Rack Space for every twenty (20) vehicular spaces required.</p> <p>Parking ratio may be reduced within half (½) mile radius of TOD or within quarter (¼) mile radius of a Transit Corridor by thirty percent (30%) by process of Waiver, except when site is within 500 feet of T3.</p> <p>Loading - See Section 4, Table 3</p>	<p>Civic Uses are permissible as listed in Table 1, limited by compliance with:</p> <ul style="list-style-type: none"> Minimum of one (1) parking space for every five (5) seats of assembly use shall be provided on-site or off-site within a Parking Structure*. Minimum of one (1) parking space for every 1,000 square feet of exhibition or recreation area, and parking spaces for other Uses as required shall be provided on-site or off-site within a Parking Structure*, or provide payment-in-lieu of one (1) space per 1,000 square feet of required off-street parking into the Wynwood Parking Trust Fund. <p>Privately-owned Public Open Space - No parking shall be required for Privately-owned Public Open Space that is in connection with a ground floor Commercial Use and provided as a Civic Space Type standard within Article 4, Table 7 of this Code.</p> <p>Minimum of one (1) Bicycle Rack Space for every twenty (20) vehicular spaces required.</p> <p>Parking ratio may be reduced within half (½) mile radius of TOD or within quarter (¼) mile radius of a Transit Corridor by thirty percent (30%) by process of Waiver, except when site is within 500 feet of T3.</p> <p>Loading - See Section 4, Table 3</p>

* Pursuant to Section 3.1.1 Parking Program

		LIMITED	OPEN
DENSITY (UPA)		150 UNITS PER ACRE	150 UNITS PER ACRE
CIVIL SUPPORT	See Article 4, Table 4	<p>Civil Support Uses are permissible as listed in Table 1, limited by compliance with:</p> <ul style="list-style-type: none"> • Minimum of one (1) parking space for every 1,000 square feet of Civil Support Use shall be provided on-site or off-site within a Parking Structure*, or provide payment-in-lieu of one (1) space per 1,000 square feet of required off-street parking into the Wynwood Parking Trust Fund. • Minimum of one (1) parking space for every five (5) seats of assembly use shall be provided on-site or off-site within a Parking Structure*. <p>Adult Daycare- Minimum of one (1) space per staff member.</p> <p>Parking requirement may be reduced according to the Shared parking standard, Article 4, Table 5.</p> <p>Minimum of one (1) Bicycle Rack Space for every twenty (20) vehicular spaces required.</p> <p>Parking ratio may be reduced within half (½) mile radius of TOD or within quarter (¼) mile radius of a Transit Corridor by thirty percent (30%) by process of Waiver, except when site is within 500 feet of T3.</p> <p>Loading - See Article 4, Table 3</p>	<p>Civil Support Uses are permissible as listed in Table 1, limited by compliance with:</p> <ul style="list-style-type: none"> • Minimum of one (1) parking space for every 1,000 square feet of Civil Support Use shall be provided on-site or off-site within a Parking Structure*, or provide payment-in-lieu of one (1) space per 1,000 square feet of required off-street parking into the Wynwood Parking Trust Fund. • Minimum of one (1) parking space for every five (5) seats of assembly use shall be provided on-site or off-site within a Parking Structure*. <p>• Adult Daycare-Minimum of one (1) space per staff member.</p> <ul style="list-style-type: none"> • Minimum of one (1) Bicycle Rack Space for every twenty (20) vehicular spaces required. • Parking ratio may be reduced within half (½) mile radius of TOD or within quarter (¼) mile radius of a Transit Corridor by thirty percent (30%) by process of Waiver, except when site is within 500 feet of T3. • Loading - See Article 4, Table 3
EDUCATIONAL	See Article 4, Table 4	<p>Educational Uses are permissible as listed in Table 1, limited by compliance with:</p> <ul style="list-style-type: none"> • Minimum of two (2) parking spaces for every 1,000 square feet of Educational Use provided on-site or off-site within a Parking Structure*, or • Provide one and one-half (1.5) spaces per 1,000 square feet of Educational Use on-site or off-site within a Parking Structure*, and provide payment-in-lieu of remaining half (.5) space per 1,000 square feet of required off-street parking into the Wynwood Parking Trust Fund. <p>Schools – Minimum of one (1) parking space for each faculty or staff member, one (1) visitor parking space per 100 students, one (1) parking space per five (5) students in grades 11 and 12 or College/University.</p> <p>Childcare Facilities-Minimum of one (1) space for the owner/operator and one (1) space for each employee, and one (1) drop-off space for every ten (10) clients cared for.</p> <p>Parking requirement may be reduced according to the shared parking standard, Article 4, Table 5.</p> <p>Minimum of one (1) Bicycle Rack Space for every (20) vehicular spaces required.</p> <p>Parking ratio may be reduced within half (½) mile radius of TOD or within quarter (¼) mile radius of a Transit Corridor by thirty percent (30%) by process of Waiver, except when site is within 500 feet of T3.</p> <p>Loading - See Article 4, Table 3</p>	<p>Educational Uses are permissible as listed in Table 1, limited by compliance with:</p> <ul style="list-style-type: none"> • Minimum of two (2) parking spaces for every 1,000 square feet of Educational Use provided on-site or off-site within a Parking Structure*, or • Provide one and one-half (1.5) spaces per 1,000 square feet of Educational Use on-site or off-site within a Parking Structure*, and provide payment-in-lieu of remaining half (.5) space per 1,000 square feet of required off-street parking into the Wynwood Parking Trust Fund. <p>Schools – Minimum of one (1) parking space for each faculty or staff member, one (1) visitor parking space per 100 students, one (1) parking space per five (5) students in grades 11 and 12 or College/University.</p> <p>Childcare Facilities-Minimum of one (1) space for the owner/operator and one (1) space for each employee, and one (1) drop-off space for every ten (10) clients cared for.</p> <p>Minimum of one (1) Bicycle Rack Space for every (20) vehicular spaces required.</p> <p>Parking ratio may be reduced within half (½) mile radius of TOD or within quarter (¼) mile radius of a Transit Corridor by thirty percent (30%) by process of Waiver, except when site is within 500 feet of T3.</p> <p>Loading- Refer to Article 4, Table 3</p>

* Pursuant to Section 3.1.1 Parking Program

	RESTRICTED	LIMITED	OPEN
DENSITY (UPA)	150 UNITS PER ACRE	150 UNITS PER ACRE	150 UNITS PER ACRE
RESIDENTIAL	See Article 4, Table 4	See Article 4, Table 4	<p>Residential Uses are permissible as listed in Table 1, limited by compliance with:</p> <p>Dwelling Unit</p> <ul style="list-style-type: none"> • Minimum of one and one-half (1.5) parking spaces per Dwelling Unit shall be provided on-site or off-site within a Parking Structure*; or • Provide one (1) space per Dwelling Unit on-site or off-site within a Parking Structure, and provide payment-in-lieu of remaining half (½) space per Dwelling Unit of required off-street parking into the Wynwood Parking Trust Fund. • Minimum of one (1) additional visitor parking space for every ten (10) Dwelling Units shall be provided on-site or off-site within a Parking Structure*. <p>Dwelling Unit 650 square feet or less</p> <ul style="list-style-type: none"> • Minimum of one (1) parking spaces per Dwelling Unit shall be provided on-site or off-site within a Parking Structure, or • Payment-in-lieu of one (1) space per Dwelling Unit may be provided for off-street Parking into the Wynwood Parking Trust Fund, but shall not exceed forty (40) spaces per development project. • Minimum of one (1) additional visitor parking space for every ten (10) Dwelling Units shall be provided on-site or off-site within a Parking Structure*. <p>Live-work - Work component shall provide parking as required by the non-residential use in addition to parking required for the Dwelling Unit.</p> <p>Work-live - Minimum of one (1) parking spaces per Dwelling Unit shall be provided on-site or off-site within a Parking Structure*.</p> <ul style="list-style-type: none"> • Minimum of one (1) additional visitor parking space for every ten (10) Work-live Units shall be provided on-site or off-site within a Parking Structure*. • Work-live Unit in excess of 2,000 square feet shall be required to provide additional parking equivalent to the Office requirement for the area above 2,000 square feet. <p>Adult Family-Care Homes - Minimum one (1) space per staff member and one (1) space per four (4) residents.</p> <p>Community Residence - Minimum of one (1) parking space per staff member in addition to the parking required for the principal Dwelling Unit(s).</p> <p>Parking requirement may be reduced according to the shared parking standard, Section 4, Table 3.</p> <p>Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required.</p> <p>Parking ratio may be reduced within half (½) mile radius of TOD or within quarter (¼) mile radius of a Transit Corridor by thirty percent (30%) by process of Waiver, except when site is within 500 feet of T3.</p> <p>Loading - See Section 4, Table 3</p>

* Pursuant to Section 3.1.1 Parking Program

		LIMITED	OPEN
DENSITY (UPA)		150 UNITS PER ACRE	150 UNITS PER ACRE
LODGING	See Article 4, Table 4	See Article 4, Table 4	<p>Lodging Uses are permissible as listed in Table 1.</p> <ul style="list-style-type: none"> • Minimum of one (1) parking spaces per two (2) lodging units shall be provided on-site or off-site within a Parking Structure*; or • Provide half (½) space per two (2) lodging units on-site or off-site within a Parking Structure*, and provide payment-in-lieu of remaining half (½) space per two (2) lodging units of required off-street parking into the Wynwood Parking Trust Fund. • Minimum of one (1) additional visitor parking space for every ten (10) lodging unit shall be provided on-site or off-site within a Parking Structure*. <p>Parking requirement may be reduced according to the shared parking standard, Section 4, Table 3.</p> <p>Minimum of one (1) Bicycle Rack Space for every twenty (20) vehicular spaces required.</p> <p>Parking ratio may be reduced within half (½) mile radius of TOD or within quarter (¼) mile radius of a Transit Corridor by thirty percent (30%) by process of Waiver, except when site is within 500 feet of T3.</p> <p>Loading - See Section 4, Table 3</p>
OFFICE	See Article 4, Table 4	See Article 4, Table 4	<p>Office Uses are permissible as listed in Table 1.</p> <ul style="list-style-type: none"> • Minimum of three (3) parking spaces for every 1,000 square feet of Office Use provided on-site or off-site within a Parking Structure*, or • Provide two (2) spaces per 1,000 square feet of Office Use on-site or off-site within a Parking Structure*, and provide payment-in-lieu of remaining one (1) space per 1,000 square feet of required off-street parking into the Wynwood Parking Trust Fund. <p>Parking requirement may be reduced according to the Shared parking standard, Section 4, Table 3.</p> <p>Minimum of one (1) Bicycle Rack Space for every twenty (20) vehicular spaces required.</p> <p>Parking ratio may be reduced within half (½) mile radius of TOD or within quarter (¼) mile radius of a Transit Corridor by thirty percent (30%) by process of Waiver, except when site is within 500 feet of T3.</p> <p>Loading - See Section 4, Table 3</p>
COMMERCIAL	See Article 4, Table 4	See Article 4, Table 4	<p>Commercial Uses are permissible as listed in Table 1, limited by compliance with:</p> <ul style="list-style-type: none"> • A maximum Floor Area of 55,000 square feet per establishment, except for Public Storage Facilities. • A Principal Building with 100 feet of Principal Frontage length or more shall require Commercial Uses along a minimum of twenty five (25%) of the ground floor facade. • Minimum of three (3) parking spaces for every 1,000 square feet of Commercial Use provided on-site or off-site within a Parking Structure*, except for Public Storage Facilities, minimum one (1) parking space for every 10,000 square feet with a minimum of eight (8) parking spaces; or • Provide two (2) spaces per 1,000 square feet of Commercial Use on-site or off-site within a Parking Structure, and provide payment-in-lieu of remaining one (1) space per 1,000 square feet of required off-street parking into the Wynwood Parking Trust Fund. • Parking requirement may be reduced according to the Shared parking standard, Section 4, Table 3, except for Public Storage Facilities. <p>Minimum of one (1) Bicycle Rack Space for every twenty (20) vehicular spaces required.</p> <p>Auto-related - Drive-Thru or Drive-In Facilities - See Article 6.</p> <p>Parking ratio may be reduced within half (½) mile radius of TOD or within quarter (¼) mile radius of a Transit Corridor by thirty percent (30%) by process of Waiver, except when site is within 500 feet of T3.</p> <p>Loading - See Section 4, Table 3</p>

* Pursuant to Section 3.1.1 Parking Program

	RESTRICTED	LIMITED	OPEN
DENSITY (UPA)	150 UNITS PER ACRE	150 UNITS PER ACRE	150 UNITS PER ACRE
CIVIC	See Article 4, Table 4	See Article 4, Table 4	<p>Civic Uses are permissible as listed in Table 1, limited by compliance with:</p> <ul style="list-style-type: none"> • Minimum of one (1) parking space for every five (5) seats of assembly use shall be provided on-site or off-site within a Parking Structure*. • Minimum of one (1) parking space for every 1,000 square feet of exhibition or recreation area, and parking spaces for other Uses as required shall be provided on-site or off-site within a Parking Structure*, or provide payment-in-lieu of one (1) space per 1,000 square feet of required off-street parking into the Wynwood Parking Trust Fund. <p>Privately-owned Public Open Space - No parking shall be required for Privately-owned Public Open Space that is in connection with a ground floor Commercial Use and provided as a Civic Space Type standard within Article 4, Table 7 of this Code.</p> <p>Minimum of one (1) Bicycle Rack Space for every twenty (20) vehicular spaces required.</p> <p>Parking ratio may be reduced within half (½) mile radius of TOD or within quarter (¼) mile radius of a Transit Corridor by thirty percent (30%) by process of Waiver, except when site is within 500 feet of T3.</p> <p>Loading - See Section 4, Table 3</p>
CIVIL SUPPORT	See Article 4, Table 4	See Article 4, Table 4	<p>Civil Support Uses are permissible as listed in Table 1, limited by compliance with:</p> <ul style="list-style-type: none"> • Minimum of one (1) parking space for every 1,000 square feet of Civil Support Use shall be provided on-site or off-site within a Parking Structure*, or provide payment-in-lieu of one (1) space per 1,000 square feet of required off-street parking into the Wynwood Parking Trust Fund. • Minimum of one (1) parking space for every five (5) seats of assembly use shall be provided on-site or off-site within a Parking Structure*. <p>Adult Daycare- Minimum of one (1) space per staff member.</p> <p>Minimum of one (1) Bicycle Rack Space for every twenty (20) vehicular spaces required.</p> <p>Parking ratio may be reduced within half (½) mile radius of TOD or within quarter (¼) mile radius of a Transit Corridor by thirty percent (30%) by process of Waiver, except when site is within 500 feet of T3.</p> <p>Loading - See Section 4, Table 3</p>
EDUCATIONAL	See Article 4, Table 4	See Article 4, Table 4	<p>Educational Uses are permissible as listed in Table 1, limited by compliance with:</p> <ul style="list-style-type: none"> • Minimum of two (2) parking spaces for every 1,000 square feet of Educational Use provided on-site or off-site within a Parking Structure*, or • Provide one and one-half (1.5) spaces per 1,000 square feet of Educational Use on-site or off-site within a Parking Structure*, and provide payment-in-lieu of remaining half (.5) space per 1,000 square feet of required off-street parking into the Wynwood Parking Trust Fund. <p>Schools – Minimum of one (1) parking space for each faculty or staff member, one (1) visitor parking space per 100 students, one (1) parking space per five (5) students in grades 11 and 12 or College/University.</p> <p>Childcare Facilities- Minimum of one (1) space for the owner/operator and one (1) space for each employee, and one (1) drop-off space for every ten (10) clients cared for.</p> <p>Minimum of one (1) Bicycle Rack Space for every (20) vehicular spaces required.</p> <p>Parking ratio may be reduced within half (½) mile radius of TOD or within quarter (¼) mile radius of a Transit Corridor by thirty percent (30%) by process of Waiver, except when site is within 500 feet of T3.</p> <p>Loading - See Section 4, Table 3</p>

* Pursuant to Section 3.1.1 Parking Program

	D1 - WORK PLACE	D2 - INDUSTRIAL	D3 - WATERFRONT INDUSTRIAL
DENSITY (UPA)	36 UNITS PER ACRE	N/A	N/A
RESIDENTIAL	<p>Residential Uses are permissible as listed in Table 1, limited by compliance with:</p> <ul style="list-style-type: none"> • Minimum of one (1) parking spaces per Unit shall be provided on-site or off-site within a Parking Structure*. • Minimum of one (1) additional visitor parking space for every 10 Work-live Units shall be provided on-site or off-site within a Parking Structure*. • Work-live Unit in excess of 2,000 square feet shall be required to provide additional parking equivalent to the Office requirement for the area above 2,000 square feet. <p>Minimum of one (1) Bicycle Rack Space for every 20 vehicular spaces required.</p> <p>Parking ratio may be reduced within half (½) mile radius of TOD or within quarter (¼) mile radius of a Transit Corridor by thirty percent (30%) by process of Waiver, except when site is within 500 feet of T3.</p> <p>Loading - See Section 4, Table 3</p>		
LODGING	<p>Lodging Uses are permissible as listed in Table 1, limited by compliance with:</p> <ul style="list-style-type: none"> • Minimum of one (1) parking spaces per two (2) lodging units shall be provided on-site or off-site within a Parking Structure*; or • Provide half (½) space per two (2) lodging units on-site or off-site within a Parking Structure*, and provide payment-in-lieu of remaining half (½) space per two (2) lodging units of required off-street parking into the Wynwood Parking Trust Fund. • Minimum of one (1) additional visitor parking space for every ten (10) lodging unit shall be provided on-site or off-site within a Parking Structure. <p>Parking requirement may be reduced according to the Shared Parking Standard, Section 4, Table 3.</p> <p>Minimum of one (1) Bicycle Rack Space for every twenty (20) vehicular spaces required.</p> <p>Parking ratio may be reduced within half (½) mile radius of TOD or within quarter (¼) mile radius of a Transit Corridor by thirty percent (30%) by process of Waiver, except when site is within 500 feet of T3.</p> <p>Loading - See Section 4, Table 3</p>		
OFFICE	<p>Office Uses are permissible as listed in Table 1, limited by compliance with:</p> <ul style="list-style-type: none"> • Minimum of three (3) parking spaces for every 1,000 sf of office space provided on-site or off-site within a Parking Structure*, or • Provide two (2) spaces per 1,000 square feet of Office Use on-site or off-site within a Parking Structure*, and provide payment-in-lieu of remaining one (1) space per 1,000 square feet of required off-street parking into the Wynwood Parking Trust Fund. <p>Parking requirement may be reduced according to the Shared Parking Standard, Section 4, Table 3.</p> <p>Minimum of one (1) Bicycle Rack Space for every twenty (20) vehicular spaces required.</p> <p>Parking ratio may be reduced within half (½) mile radius of TOD or within quarter (¼) mile radius of a Transit Corridor by thirty percent (30%) by process of Waiver, except when site is within 500 feet of T3.</p> <p>Loading - See Section 4, Table 3</p>		

* Pursuant to Section 3.1.1 Parking Program

	D1 - WORK PLACE	D2 - INDUSTRIAL	D3 - WATERFRONT INDUSTRIAL
DENSITY (UPA)	36 UNITS PER ACRE	N/A	N/A
COMMERCIAL	<p>Commercial Uses are permissible as listed in Table 1, limited by compliance with:</p> <ul style="list-style-type: none"> • Minimum of three (3) parking spaces for every 1,000 square feet of Commercial Use provided on-site or off-site within a Parking Structure*, except for Public Storage Facilities, minimum one (1) parking space for every 10,000 square feet with a minimum of eight (8) parking spaces; or • Provide two (2) spaces per 1,000 square feet of Commercial Use on-site or off-site within a Parking Structure*, and provide payment-in-lieu of remaining one (1) space per 1,000 square feet of required off-street parking into the Wynwood Parking Trust Fund. <p>Art Gallery - Minimum of one (1) parking space for every 1,000 square feet of Art Gallery Use shall be provided on-site or off-site within a Parking Structure*, or provide payment-in-lieu of one (1) space per 1,000 square feet of required off-street parking into the Wynwood Parking Trust Fund.</p> <p>Parking requirement may be reduced according to the Shared parking standard, Section 4, Table 3, except for Public Storage Facilities.</p> <p>Minimum of one (1) Bicycle Rack Space for every twenty (20) vehicular spaces required.</p> <p>Parking ratio may be reduced within half (½) mile radius of TOD or within quarter (¼) mile radius of a Transit Corridor by thirty percent (30%) by process of Waiver, except when site is within 500 feet of T3.</p> <p>Drive-Thru or Drive-In Facilities - Refer to Article 6.</p> <p>Loading - See Section 4, Table 3</p>		
CIVIC	<p>Civic Uses are permissible as listed in Table 1, limited by compliance with:</p> <ul style="list-style-type: none"> • Minimum of one (1) parking space for every five (5) seats of assembly use shall be provided on-site or off-site within a Parking Structure. • Minimum of one (1) parking space for every 1,000 square feet of exhibition or recreation area, and parking spaces for other Uses as required shall be provided on-site or off-site within a Parking Structure*, or provide payment-in-lieu of one (1) space per 1,000 square feet of required off-street parking into the Wynwood Parking Trust Fund. • Privately-owned Public Open Space - No parking shall be required for Privately-owned Public Open Space that is in connection with a ground floor Commercial Use and provided as a Civic Space Type standard within Article 4, Table 7 of this Code. <p>Minimum of one (1) Bicycle Rack Space for every twenty (20) vehicular spaces required.</p> <p>Parking ratio may be reduced within half (½) mile radius of TOD or within quarter (¼) mile radius of a Transit Corridor by thirty percent (30%) by process of Waiver, except when site is within 500 feet of T3.</p> <p>Loading - See Section 4, Table 3.</p>		

* Pursuant to Section 3.1.1 Parking Program

	D1 - WORK PLACE	D2 - INDUSTRIAL	D3 - WATERFRONT INDUSTRIAL
DENSITY (UPA)	36 UNITS PER ACRE	N/A	N/A
CIVIL SUPPORT	<p>Civil Support Uses are permissible as listed in Table 1, limited by compliance with:</p> <ul style="list-style-type: none"> • Minimum of one (1) parking space for every 1,000 square feet of Civil Support Use shall be provided on-site or off-site within a Parking Structure*, or provide payment-in-lieu of one (1) space per 1,000 square feet of required off-street parking into the Wynwood Parking Trust Fund. • Minimum of one (1) parking space for every five (5) seats of assembly use shall be provided on-site or off-site within a Parking Structure*. • Adult Daycare-Minimum of one (1) space per staff member. • Minimum of one (1) Bicycle Rack Space for every twenty (20) vehicular spaces required. • Parking ratio may be reduced within half (½) mile radius of TOD or within quarter (¼) mile radius of a Transit Corridor by thirty percent (30%) by process of Waiver, except when site is within 500 feet of T3. • Loading - See Section 4, Table 3. 		
EDUCATIONAL	<p>Educational Uses are permissible as listed in Table 1, limited by compliance with:</p> <ul style="list-style-type: none"> • Minimum of two (2) parking spaces for every 1,000 square feet of Educational Use provided on-site or off-site within a Parking Structure*, or • Provide one and one-half (1.5) spaces per 1,000 square feet of Educational Use on-site or off-site within a Parking Structure*, and provide payment-in-lieu of remaining half (.5) space per 1,000 square feet of required off-street parking into the Wynwood Parking Trust Fund. <p>Schools – Minimum of one (1) parking space for each faculty or staff member, one (1) visitor parking space per 100 students, one (1) parking space per five (5) students in grades 11 and 12 or College/University.</p> <p>Childcare Facilities-Minimum of one (1) space for the owner/operator and one (1) space for each employee, and one (1) drop-off space for every ten (10) clients cared for.</p> <p>Minimum of one (1) Bicycle Rack Space for every (20) vehicular spaces required.</p> <p>Parking ratio may be reduced within half (½) mile radius of TOD or within quarter (¼) mile radius of a Transit Corridor by thirty percent (30%) by process of Waiver, except when site is within 500 feet of T3.</p> <p>Loading - See Section 4, Table 3.</p>		
INDUSTRIAL	<p>Industrial Uses are permissible as listed in Table 1, limited by compliance with:</p> <ul style="list-style-type: none"> • Please refer to Article 6 for additional specific requirements. • Minimum of one (1) parking spaces for every 1,000 square feet of Industrial Use, except for Commercial Storage Facilities, minimum one (1) parking space for every 10,000 square feet with a minimum of eight (8) parking spaces. <p>Parking requirement may be reduced according to the Shared Parking Standard, Section 4, Table 3, except for Public Storage Facilities.</p> <p>Minimum of one (1) Bicycle Rack Space for every twenty (20) vehicular spaces required.</p> <p>Parking ratio may be reduced within half (½) mile radius of TOD or within quarter (¼) mile radius of a Transit Corridor by thirty percent (30%) by process of Waiver, except when site is within 500 feet of T3.</p> <p>Loading - See Section 4, Table 3.</p>		

* Pursuant to Section 3.1.1 Parking Program

SHARED PARKING STANDARDS

SHARING FACTOR	
Function	with Function
RESIDENTIAL	RESIDENTIAL
LODGING	LODGING
OFFICE	OFFICE
COMMERCIAL	COMMERCIAL

The shared Parking Standards Table provides the method for calculating shared Parking for Buildings with more than one Use type. It refers to the parking requirements that appear in Table 4.

The parking required for any two Functions on a Lot is calculated by dividing the number of spaces required by the lesser of the two uses by the appropriate factor from this Table and adding the result to the greater use parking requirement.

For instance a Building with a Residential Use requiring 100 spaces and a Commercial Use requiring 20 spaces, the 20 spaces divided by the sharing factor of 1.2 would reduce the total requirement to 100 plus 17 spaces. For Uses not indicated in this chart on a mixed use lot a sharing factor of 1.1 shall be allowed. Additional sharing is allowed by Warrant.

OFF-STREET 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: 8.5 ft x 18 ft minimum

- Driveways shall have a minimum of 10 feet of paved width of 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 per Florida Building Code.
- Off-street Parking facilities shall have a minimum vertical clearance of 7 feet. Where such a facility is to be used by trucks or loading Uses, the minimum clearance shall be 12 feet Residential and 15 feet Commercial and Industrial.
- Ingress vehicular control devices shall be located so as to provide a minimum driveway of 20 feet in length between the Base Building Line and dispenser.
- For requirements of parking lots, refer to Article 9 and the City of Miami Off-street Parking Guides and Standards.

LOADING BERTH STANDARDS	T5, T6	DISTRICT	NOTES
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RESIDENTIAL*	From 50,000 sf to 500,000 sf		Berth Types Residential*: 200 sf = 10 ft x 20 ft x 12 ft Commercial**: 420 sf = 12 ft x 35 ft x 15 ft Industrial***: 660 sf = 12 ft x 55 ft x 15 ft * Residential loading berths shall be set back a distance equal to their length. ** 1 Commercial berth may be substituted by 2 Residential berths *** 1 Industrial berth may be substituted by 2 Commercial berths.
	Berth Size Loading Berths 420 sf 1 per first 100 units 200 sf 1 per each additional 100 units or fraction of 100.		
LODGING	From 50,000 sf to 500,000 sf	From 50,000 sf to 500,000 sf	A required Industrial or Commercial loading berth may be substituted by a Commercial or Residential loading berth, by Waiver, if the size, character, and operation of the Use is found to not require the dimensions specified and the required loading berth dimension could not otherwise be provided according to the regulations of this Code.
	Berth Size Loading Berths 420 sf 1 per 300 rooms 200 sf 1 per 100 rooms	Berth Size Loading Berths 420 sf 1 per 300 rooms 200 sf 1 per 100 rooms	
OFFICE COMMERCIAL** INDUSTRIAL*** (Total combined Floor Area)	From 50,000 sf to 500,000 sf	From 50,000 sf to 500,000 sf	For Developments requiring one (1) loading berth, the loading berth shall be provided on-site. Developments requiring more than one (1) loading berth, a maximum of one (1) loading berth required may be provided on-street. All other required loading berths for a development shall be provided on-site. Projects not required to provide Off-street loading shall operate loading as set forth in Section 3.1.2.
	Berth Size Loading Berths Area 420 sf 1st 50K sf - 100K sf 420 sf 2nd 100K sf - 250K sf 420 sf 3rd 250K sf - 500K sf	Berth Size Loading Berths Area 420 sf 1st 50K sf - 100K sf 420 sf 2nd 100K sf - 250K sf 420 sf 3rd 250K sf - 500K sf	

SECTION 5 - SPECIFIC TO ZONES

5.1 URBAN CENTER TRANSECT ZONE (T5)

a. Building Disposition

1. Lot Coverage by any Building shall not exceed eighty percent (80%) of Lot Area. Additional Lot Coverage may be approved up to ninety percent (90%) by Waiver if the applicant satisfies at least one (1) of the following conditions:

Flexible Lot Coverage Program

- i. Provision of a Roof Terrace in an amount of square footage equivalent to four (4) times the gross Lot Area obtained from increased Lot Coverage or twenty percent (20%) of the Building roof surface area, whichever amount is greater.
 - ii. Open Space provided off-site, within the NRD-1 boundaries, at an amount equal to the square footage obtained from increased Lot Coverage. The Open Space shall be provided as a Civic Space Type standard within Article 4, Table 7 of this Code.
 - iii. A cash contribution to the Wynwood Public Benefits Trust Fund equivalent to the Development's Floor Area obtained by increased Lot Coverage on a square foot basis. The value of this cash contribution will follow the provisions described in Section 3.3 (b)(5).
2. Development Waiver associated with ten percent (10%) of any particular standard pursuant to Article 7, Section 7.1.2.5 shall not be permitted for Lot Coverage within NRD-1.
 3. For sites with 250 feet Frontage length or more on a single Frontage, a cross-Block pedestrian Paseo shall be provided as follows: If the Frontage Line of a site is at any point more than 250 feet from a Thoroughfare intersection or existing cross-Block pedestrian Paseo, the Building shall provide a cross-Block pedestrian Paseo. A cross-Block Pedestrian Passage is permitted by Waiver, in lieu of a required cross-Block pedestrian Paseo, with limited vehicular access for ingress/egress to a Parking Garage or passenger drop-off area, provided the distance separation from any Thoroughfare or existing Driveway is at least sixty (60) feet and appropriate pedestrian safety features are incorporated. A cross-Block Pedestrian Passage may be roofed for 100% of its length within the NRD-1, but roofed portions shall not be counted toward Open Space requirements. If the Frontage Line of a site is at any point 550 feet from a Thoroughfare intersection or another vehicular cross-Block passage, a vehicular cross-Block passage shall be provided.

b. Building Configuration

1. Building Heights shall be measured in Stories and shall comply with Article 4, Table 2 and be as shown in Illustration 5.1, except as to bonus Height where applicable according to Sections 3.3 and 3.4 contained herein.
2. A one (1) Story Building may be allowed through the Warrant process provided that the ground level Story is no less than fourteen (14) feet in Height and a Green Roof treatment no less than fifty percent (50%) of the roof area is provided.

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3. Mechanical equipment on a roof shall be enclosed by parapets of the minimum Height necessary to conceal it, and a maximum Height of five (5) feet. Other ornamental Building features may extend up to ten (10) feet above the maximum Building Height. Roof decks shall be permitted up to the maximum Height. Trellises may extend above the maximum Height up to eight (8) feet. Extensions up to ten (10) feet above the maximum Height for stair, elevator, mechanical enclosures or non-Habitable Rooms shall be limited to twenty (20%) of the roof area, unless approved by Waiver.
- c. Building Function & Density
- Lots in T5 Transect Zones shall be permitted the maximum Density of 150 Dwelling Units per acre.
- d. Parking Standards
1. Primary Frontage. All Parking, including drop-off drives and Porte-cocheres, open Parking areas, covered Parking, garages, Loading Spaces and service areas shall be located within the Third Layer and shall be masked from the Frontage by a Liner Building or Streetscreen as illustrated in Article 4, Table 8. Parking may extend into the Second Layer above the first Story, by Waiver, if an art, glass, or architectural treatment, of a design to be approved by the Director, with the recommendation of the WDRC, is provided for one hundred (100%) percent of that portion of the Façade. Surface Parking may extend into the Second Layer a maximum of twenty-five percent (25%) of the length of the Primary Frontage up to a maximum of fifty (50) feet.
 2. Secondary Frontage. All Parking, open Parking areas, covered Parking, garages, Loading Spaces and service areas shall be located in the Third Layer and shall be masked from the Frontage by a Liner Building or Streetscreen for a minimum of fifty percent (50%) of the length of the Frontage. Above ground Parking may extend into the Second Layer beyond fifty percent (50%) of the length of the Frontage, by Waiver, if an art, glass, or architectural treatment of a design to be approved by the Director is provided for that portion of the Facade.
- e. Architectural Standards
1. All newly constructed Principal Building ground floor Facades along Primary and Secondary Frontages shall include art or glass treatment.
 2. Art or glass treatment shall be of a design to be approved by the Director with the recommendation of the WDRC.
- f. Landscape Standards
1. Open Space shall be a minimum of ten percent (10%) of the Lot Area.
 2. A Privately-owned Public Open Space area in connection with a ground floor Commercial Use that exceeds minimum Open Space requirements, shall be provided as a Civic Space Type standard within Article 4, Table 7 of this Code.
 3. The First Layer shall be hardscaped to match the Public Frontage. Street trees shall be neatly aligned in the Verge, and the Verge shall be permeable pavement.

BUILDING DISPOSITION

LOT OCCUPATION	
a. Lot Area - With rear vehicular access	5,000 s.f. min.; 40,000 s.f. max. 1,200 s.f. min.; 40,000 s.f. max.
b. Lot Width - With rear vehicular access	50 ft min. 16 ft. min.
c. Lot Coverage	80 - 90% max.*
d. Floor Lot Ratio (FLR)	N/A
e. Frontage at front Setback	70% min.
f. Open Space	10% Lot Area min.
g. Density	150 du/ac max.

BUILDING SETBACK	
a. Principal Front	10 ft. min.***
b. Secondary Front	10 ft. min.***
c. Side	0 ft. min.
d. Rear	0 ft. min.
e. Abutting Side or Rear T4	6 ft. min
Abutting Side or Rear T3	10% of Lot depth**min. 1 st through 2 nd Story 26 ft. min. above 2 nd Story

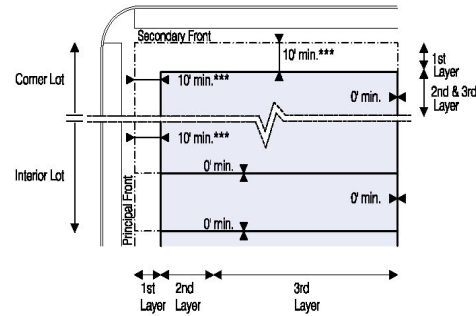
BUILDING CONFIGURATION

FRONTAGE	
a. Common Lawn	prohibited
b. Porch & Fence	prohibited
c. Terrace or L.C.	prohibited
d. Forecourt	permitted
e. Stoop	permitted
f. Shopfront	permitted (T5 L and T5 O only)
g. Gallery	permitted by Special Area Plan
h. Arcade	permitted by Special Area Plan

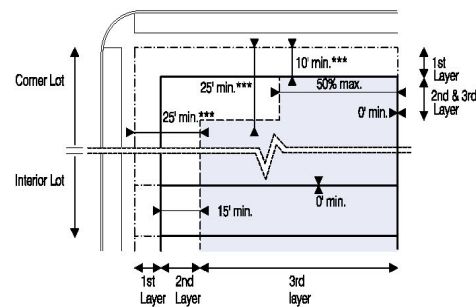
BUILDING HEIGHT	
a. Min. Height	2 Stories ****
b. Max. Height	5 Stories
c. Max. Benefit Height	3 Stories (T5 O only) Abutting all Transect Zones except T3

* Or as modified through Flexible Lot Coverage Program
 ** 10% of Lot depth for Lots more than 120' deep
 6' min for Lots less than 120' deep
 *** Or as modified within NRD-1 Street Master Plan
 **** Or as modified within Section 5.1 (b)(2)

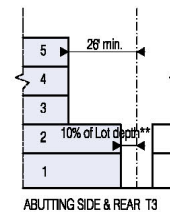
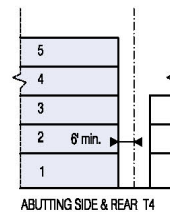
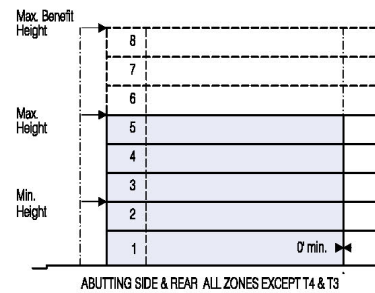
BUILDING PLACEMENT



PARKING PLACEMENT



BUILDING HEIGHT



**10% of Lot depth for Lots more than 120' deep
 6' min for Lots less than 120' deep

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5.2 URBAN CORE TRANSECT ZONES (T6)

a. Building Disposition

1. Setbacks for Buildings shall be as shown in Illustration 1.7.2. Frontage Setbacks above the eighth floor for Lots having Depth measuring one hundred (100) feet or less may be a minimum of zero (0) feet by Waiver. At Property Lines Abutting a lower Transect Zone, the Setbacks shall reflect the transition as shown in Illustration 1.7.2.
2. The Frontage Setbacks above the eighth floor shall not be required for a Frontage facing a Right-of-Way seventy (70) feet or greater in width, as described within Section 1.13 NRD-1 Street Master Plan.
3. Above the eighth floor, minimum Building spacing is twenty (20) feet.
4. For sites with 250 feet Frontage length or more on a single Frontage, a cross-Block pedestrian Paseo shall be provided as follows: If the Frontage Line of a site is at any point more than 250 feet from a Thoroughfare intersection or existing cross-Block pedestrian Paseo, the Building shall provide a cross-Block pedestrian Paseo. A cross-Block Pedestrian Passage is permitted by Waiver, in lieu of a required cross-Block pedestrian Paseo, with limited vehicular access for ingress/egress to a Parking Garage or passenger drop-off area, provided the distance separation from any Thoroughfare or existing Driveway is at least sixty (60) feet and appropriate pedestrian safety features are incorporated. A cross-Block Pedestrian Passage may be roofed for 100% of its length within the NRD-1, but roofed portions shall not be counted toward Open Space requirements. If the Frontage Line of a site is at any point 550 feet from a Thoroughfare intersection or another vehicular cross-Block passage, a vehicular cross-Block passage shall be provided.

b. Building Configuration

1. Above the eighth floor, the Building Floorplate dimensions shall be limited as follows:
 - i. 18,000 square feet maximum for Residential Uses.
Additional Residential Floorplate dimensions not to exceed 30,000 square feet maximum may be obtained by Waiver from transferring an equivalent amount of Floorplate area located between the third and eighth Story along a Building Principal Frontage.
 - ii. 30,000 square feet maximum for Commercial Uses and for parking
 - iii. 180 feet maximum length for Residential Uses
 - iv. 215 feet maximum length for Commercial Uses
2. Building Heights shall be measured in Stories and shall comply with Article 4, Table 2 of this Code and be as shown in Illustration 5.2, except as to bonus Height where applicable according to Sections 3.3 and 3.4 contained herein.

c. Building Function & Density

FLR limitations shall not apply to T6-8-O properties within the NRD-1.

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d. Architectural Standards

1. All newly constructed Principal Building ground floor Facades along Primary and Secondary Frontages shall include art or glass treatment.
2. Art or glass treatment shall be of a design to be approved by the Director with the recommendation of the WDRC.

e. Landscape Standards

The First Layer shall be hardscaped to match the Public Frontage. Street trees shall be neatly aligned in the Verge, and the Verge shall be permeable pavement.

BUILDING DISPOSITION

LOT OCCUPATION	
a. Lot Area	5,000 s.f. min.; 40,000 s.f. max.
b. Lot Width	50 ft min.
c. Lot Coverage	
- 1-8 Stories	80% max.
- Above 8 th Story	18,000 sq. ft. max. Floorplate for Residential & Lodging**** 30,000 sq. ft. max. Floorplate for Office & Commercial
d. Floor Lot Ratio (FLR)	N/A
e. Frontage at front Setback	70% min.
f. Open Space	10% Lot Area min.
g. Density	150 du/ac max.*

BUILDING SETBACK	
a. Principal Front	10 ft. min.***; 15 ft. min. above 8 th Story
b. Secondary Front	10 ft. min.***; 15 ft. min. above 8 th Story
c. Side	0 ft. min.; 10 ft. min. above 8 th Story
d. Rear	0 ft. min.; 10 ft. min. above 8 th Story
e. Abutting Side or Rear T4	6 ft. min. 1 st through 5 th Story 26 ft. min. above 5 th Story
Abutting Side or Rear T3	10% of Lot depth** min. 1 st through 2 nd Story 26 ft. min. 3 rd through 5 th Story 46 ft. min. above 5 th Story

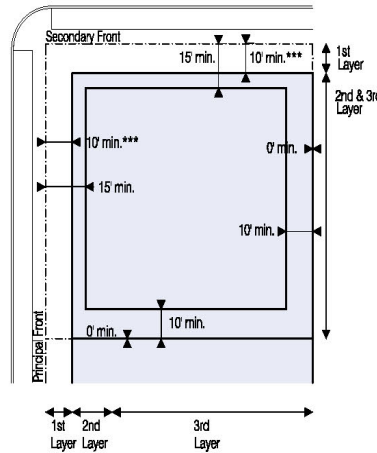
BUILDING CONFIGURATION

FRONTAGE	
a. Common Lawn	prohibited
b. Porch & Fence	prohibited
c. Terrace or L.C.	prohibited
d. Forecourt	permitted
e. Stoop	permitted
f. Shopfront	permitted (T6-8 L and T6-8 O only)
g. Gallery	permitted by Special Area Plan
h. Arcade	permitted by Special Area Plan

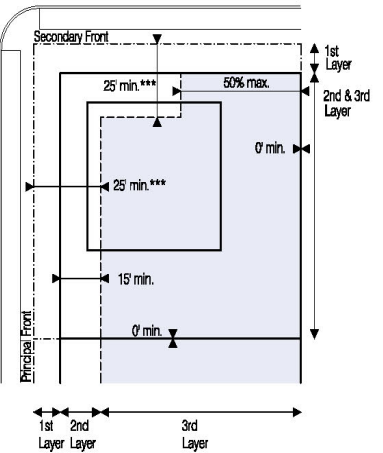
BUILDING HEIGHT	
a. Min. Height	2 Stories
b. Max. Height	8 Stories
c. Max. Benefit Height	4 Stories Abutting all Transects Zones except T3

* Or as modified in Diagram 9
 ** 10% of Lot depth for Lots more than 120' deep
 6' min for Lots less than 120' deep
 *** Or as modified within NRD-1 Street Master Plan
 **** Or as modified within Section 1.7.2 (b)(1)(i)

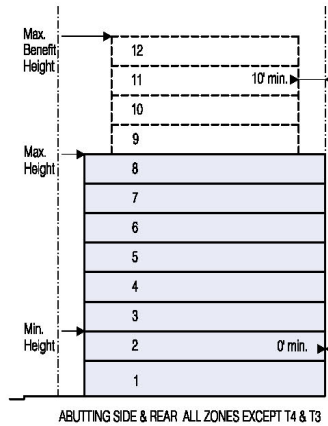
BUILDING PLACEMENT



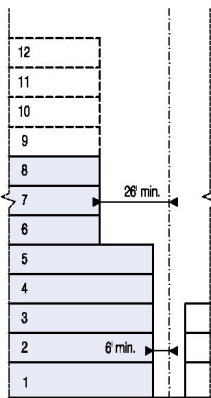
PARKING PLACEMENT



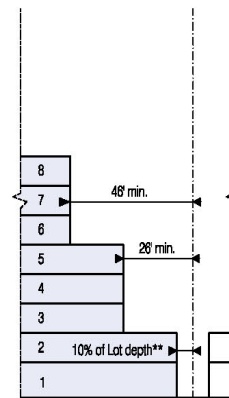
BUILDING HEIGHT



ABUTTING SIDE & REAR ALL ZONES EXCEPT T4 & T3



ABUTTING SIDE & REAR T4



ABUTTING SIDE & REAR T3

**10% of Lot depth for Lots more than 120' deep
 6' min for Lots less than 120' deep

SECTION 6 - LANDSCAPE REQUIREMENTS

Within the NRD-1, Article 9 of this Code shall apply, except as modified below. If such requirements conflict, NRD-1 requirements shall apply.

6.1 INTENT AND PURPOSE

Within the NRD-1, Article 9 of this Code shall apply, except as provided herein.

6.2 LANDSCAPE AREAS IN PARKING LOTS

All required or provided surface off-street Parking facilities and Parking lots shall be landscaped in accordance with the following standards, which supersede Section 9.8 of this Code:

- a. In order to maximize the distribution of shade, trees shall be planted throughout the interior of the Parking Lot at a minimum density of one (1) tree per eighty (80) square feet of landscaped area, exclusive of Parking lot buffers.
- b. For each row of parking there shall be landscaped areas with trees within the first ninety (90) linear feet, and one (1) landscaped area provided with a tree for each additional ninety (90) linear feet. When a minimum six (6) foot clear landscape area is provided between two (2) rows of parking, the landscape areas with trees every ninety (90) linear feet is not required. This six (6) foot wide landscape area shall be planted with trees no greater than thirty (30) feet on-center.
- c. For each row of parallel parking there shall be a minimum of two (2) landscape areas with trees within the first seventy-five (75) linear feet, and one (1) landscape area with a tree for each additional seventy-five (75) linear feet. The landscape areas shall be equally spaced wherever possible.
- d. All required trees shall be of an approved shade tree variety which shall attain a minimum mature crown spread greater than fifteen (15) feet.
- e. All parking lots adjacent to a Right-of-Way or private street shall be screened by a continuous planting or three (3) foot high wall with a five (5) foot landscaped strip incorporating said planting or wall on private property.
- f. Screening shall be provided when parking stalls, access aisles, or driveways are located along any side or rear lot line. The screen shall be landscaped with a continuous hedge, and with trees no greater than thirty (30) feet on center, when the landscaped area does not abut a parking row. In certain instances, a solid and continuous wall or fence, a minimum of five (5) feet in height, may be used in lieu of the landscape area, and shall be designed and approved by the Director with the recommendation of the WDRC, in such a way as to provide a decorative effect.

SECTION 7 - SIGN REGULATIONS

7.1 NRD-1 SIGN STANDARDS

The following Sign standards shall apply within NRD-1 for T5, T6, and D1 Transect Zones.

- a. Painted Wall Signs as defined within Article 1, Section 1.3 and Article 10, Table 15 shall be allowed by Right.
- b. All other Building Identification and Business Identification Signs shall be subject to Article 10, Table 15 Sign Design Standards and approved by the Director with the recommendation of the WDRC.

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SECTION 8 - STREET MASTER PLAN**8.1 NRD-1 STREET MASTER PLAN**

The Wynwood District is transitioning from an Industrial District into an active, diverse, mixed-use Neighborhood. The current character of the Neighborhood is demarcated, traversed, and connected by atypical block compositions and narrow Right-of-Ways (ROWs) attributed to the Industrial past. The Neighborhood's predominately zoned fifty foot (50') ROW combined with a high percentage of nonconforming parcels makes it a challenge to balance feasible Development and an adequate pedestrian environment.

The NRD-1 Street Master Plan will create a series of ROWs, establish appropriate Setback areas and ideal sidewalk conditions to promote pedestrian activity for the future of the Wynwood District. ROW types have been established by the City's Planning and Zoning Department and Public Works Department, and applied to Wynwood's Thoroughfare network based on ROW width and conditions, as identified on the NRD-1 Street Master Plan Map. The NRD-1 Street Master Plan will also serve as an organizing principle for a NRD-1 Street Tree Master Plan.

a. NRD-1 Street Hierarchy

The NRD-1 Street Master Plan acknowledges the relative importance of several significant Corridors, known as Wynwood Corridors and NRD-1 Corridors. Due to their importance, these Corridors are given established setback provisions that are different from that of the underlying Transect Zone.

Wynwood Corridors

- NW 29 Street
- NW 20 Street

NRD-1 Corridors

- NW 2 Avenue
- NW 5 Avenue

Wynwood Thoroughfares

- All other street ROWs within NRD-1 that are not specified as Corridors above.

b. NRD-1 Setbacks:

1. Wynwood Thoroughfares: Principal and Secondary Frontage Setback is five (5) feet.
2. Wynwood Corridors: Principal and Secondary Frontage Setback is ten (10) feet.
3. NRD-1 Corridors: Principal Frontage Setback is zero (0) feet.

c. Alternative Rights-of-Way

Alternative ROW sections have been created for thoroughfares between fifty (50) and one hundred (100) feet in width. A woonerf has also been provided as an alternative ROW type, and applied to several locations throughout the NRD-1. The application of these Alternative ROW conditions can be seen in Section 8.2.

d. NRD-1 Street Tree Master Plan

Street Tree Contribution:

For street tree improvements along Wynwood Thoroughfares and Wynwood/NRD Corridor, the applicant shall provide street trees pursuant to Street Tree Master Plan or provide a cash contribution into the Wynwood Public Benefit Trust Fund for the sum of three thousand dollars (\$3,000.00) for each street tree required along a corridor Frontage.

8.2 NRD-1 STREET MASTER PLAN - MAP



* ZONED ROW DOES NOT FIT A STANDARD STREET SECTION AND WILL REMAIN AS EXISTING CONDITION.

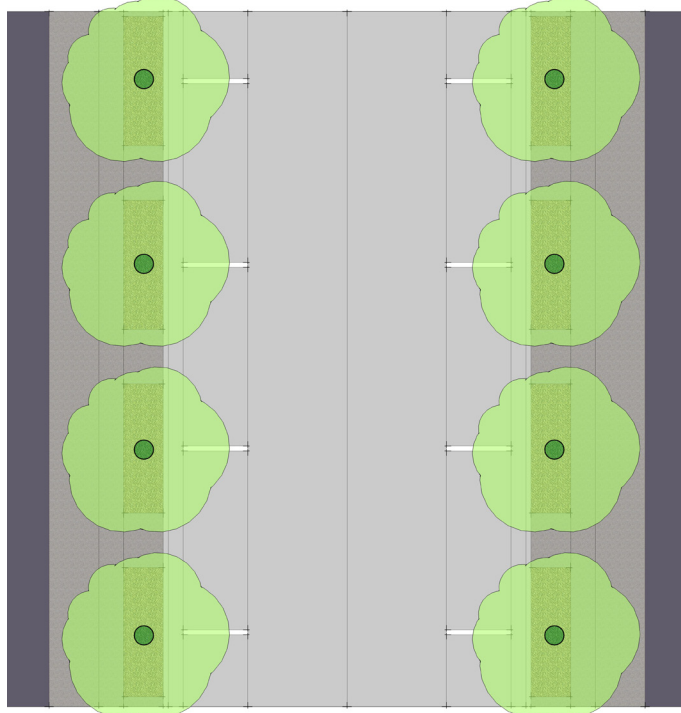
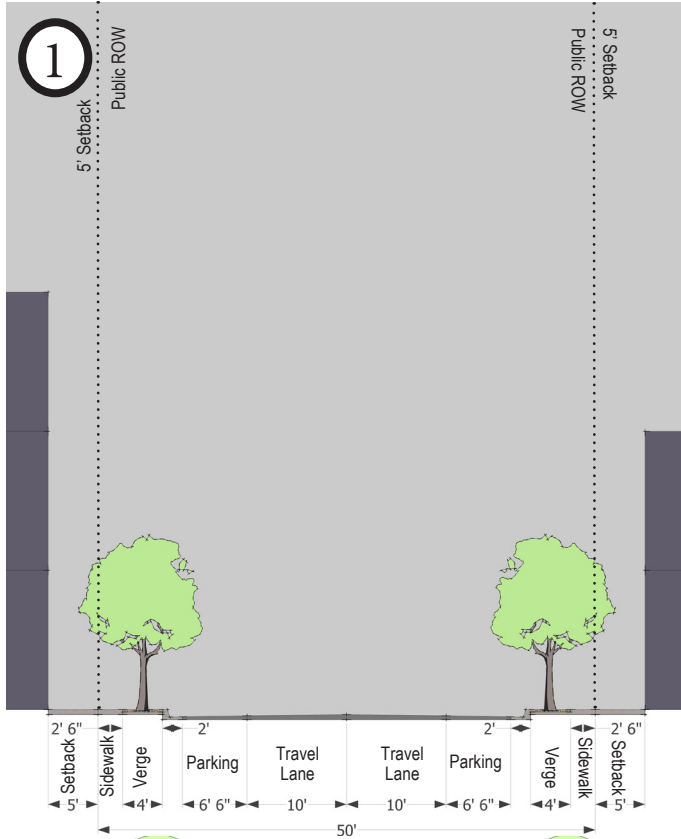
OCTOBER 2016

8.3 NRD-1 STREET MASTER PLAN - RIGHT-OF-WAY SECTIONS

City Public Works:

Standard 50-F

5' Established Setback



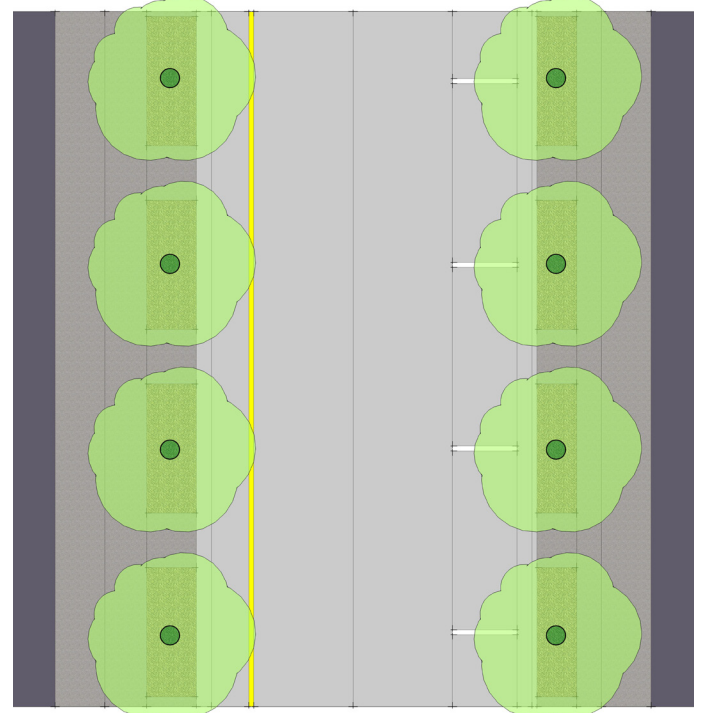
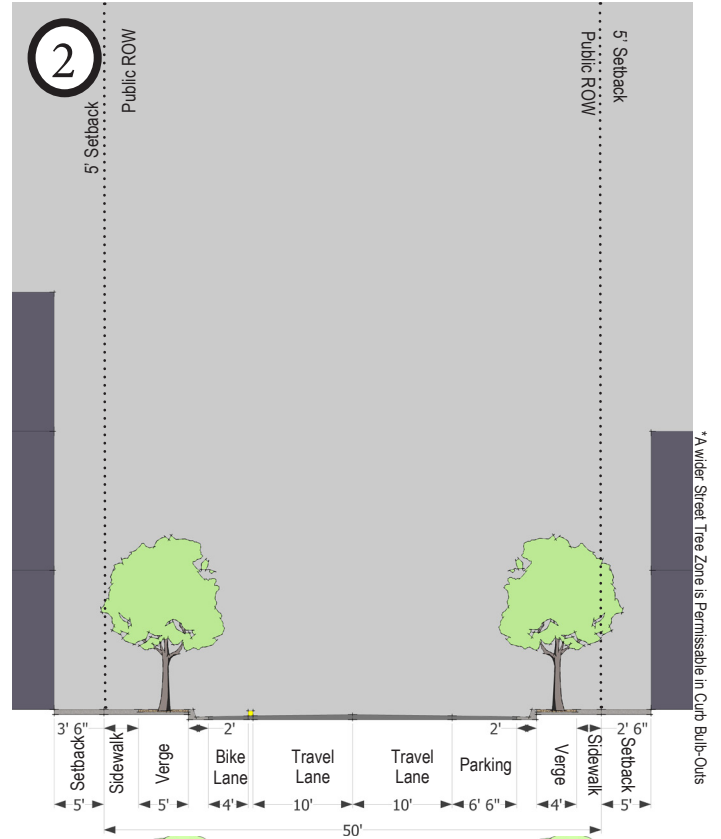
Affected Thoroughfares:

This is the standard thoroughfare condition for Wynwood, and is the most prevalent section applied in the NRD-1 SMP. For specific application, please reference SMP Map.

City Public Works:

Standard 50-F Modified With a Bike Lane

5' Established Setback



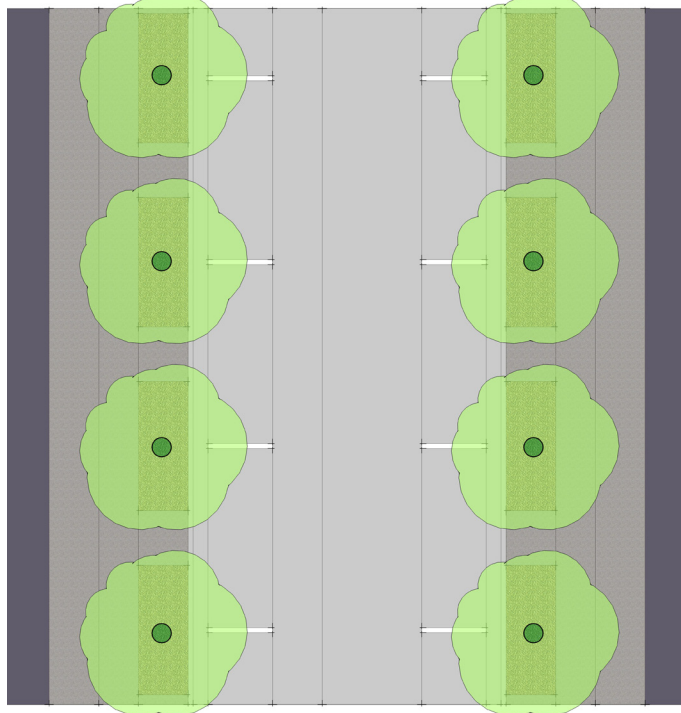
Affected Thoroughfares:

27th ST between NE 2nd AV and the FEC corridor

26th ST between NW 5th AV and the FEC corridor

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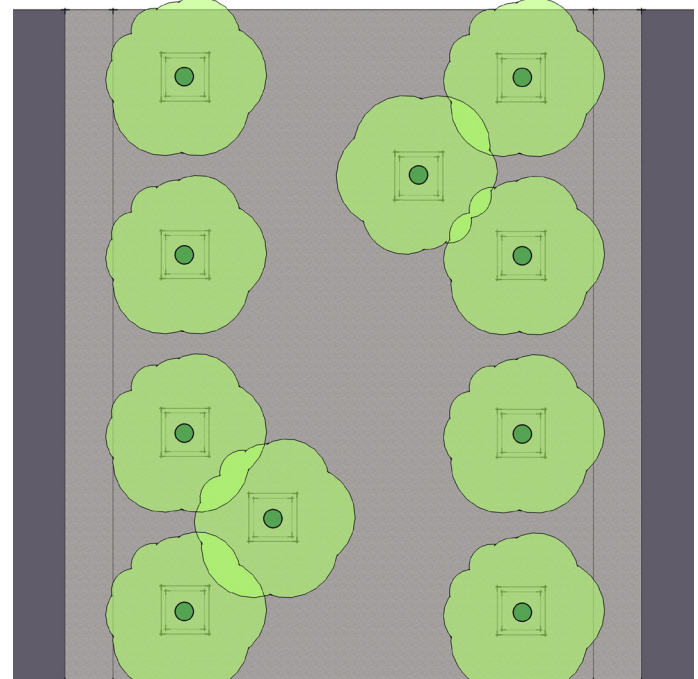
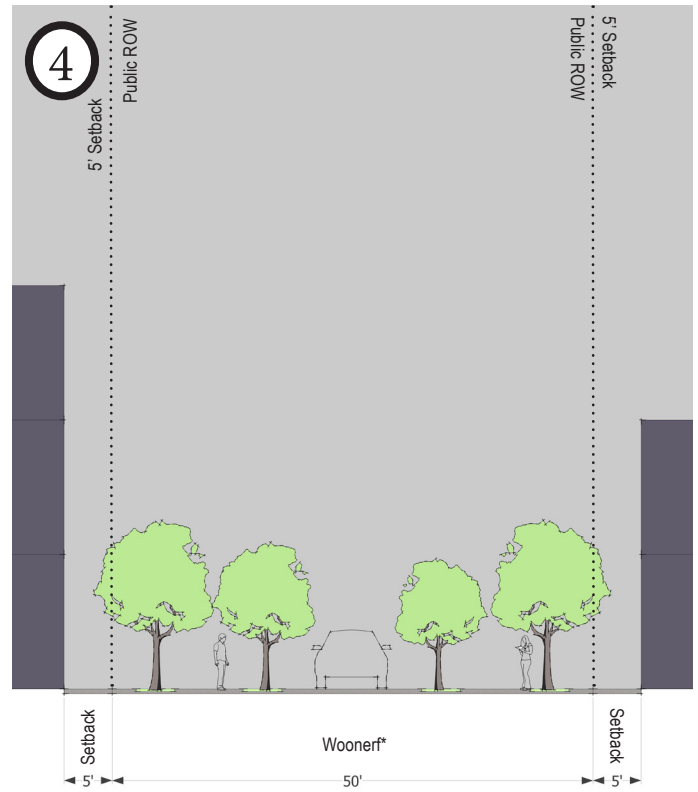
City Capital Improvements:
One-Way With Bike Lane
5' Established Setback



Affected Thoroughfares:

- NW 25th ST between NW 5th AV and NW 2nd AV
- NW 24th ST between NW 5th AV and N Miami AV
- NW 23th ST between NW 5th AV and NW 2nd AV

City Planning Department:
Woonerf*
5' Established Setback



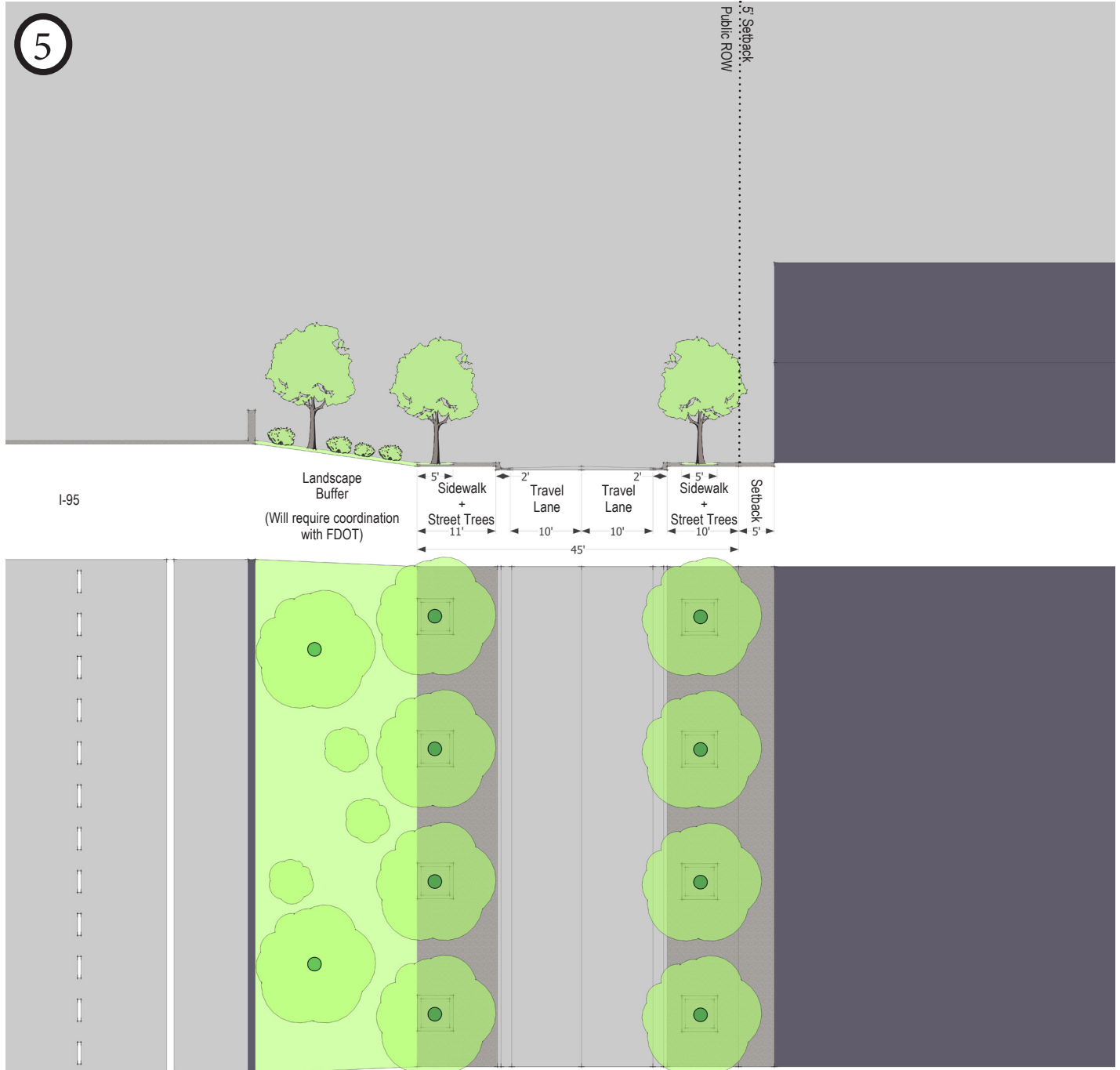
* Illustration is intended to convey Woonerf concept, not actual design

Affected Thoroughfares:

- NW 3rd AV between NW 29th ST and NW 25th ST
- NW 1st AV between NW 29th ST and NW 25th ST
- NW 1st PL between NW 23rd ST and NW 20th ST

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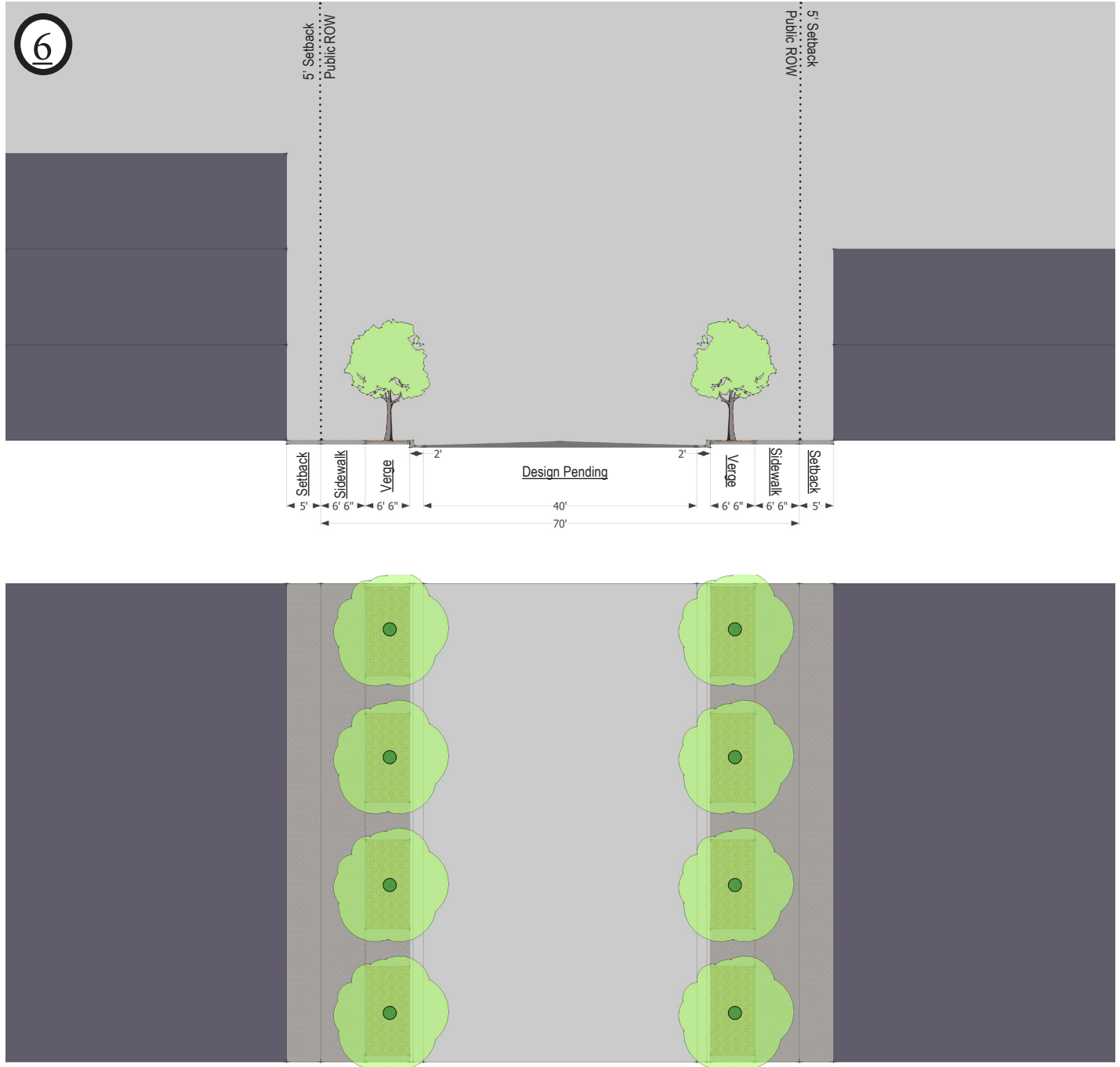
City Planning Department:
45' ROW against I-95
5' Established Setback



Affected Thoroughfare:

NW 6th AV between NW 22nd ST and NW 23th ST

Miami Dade County Public Works:
North Miami Avenue Proposed Road Diet
5' Established Setback



Affected Thoroughfare:

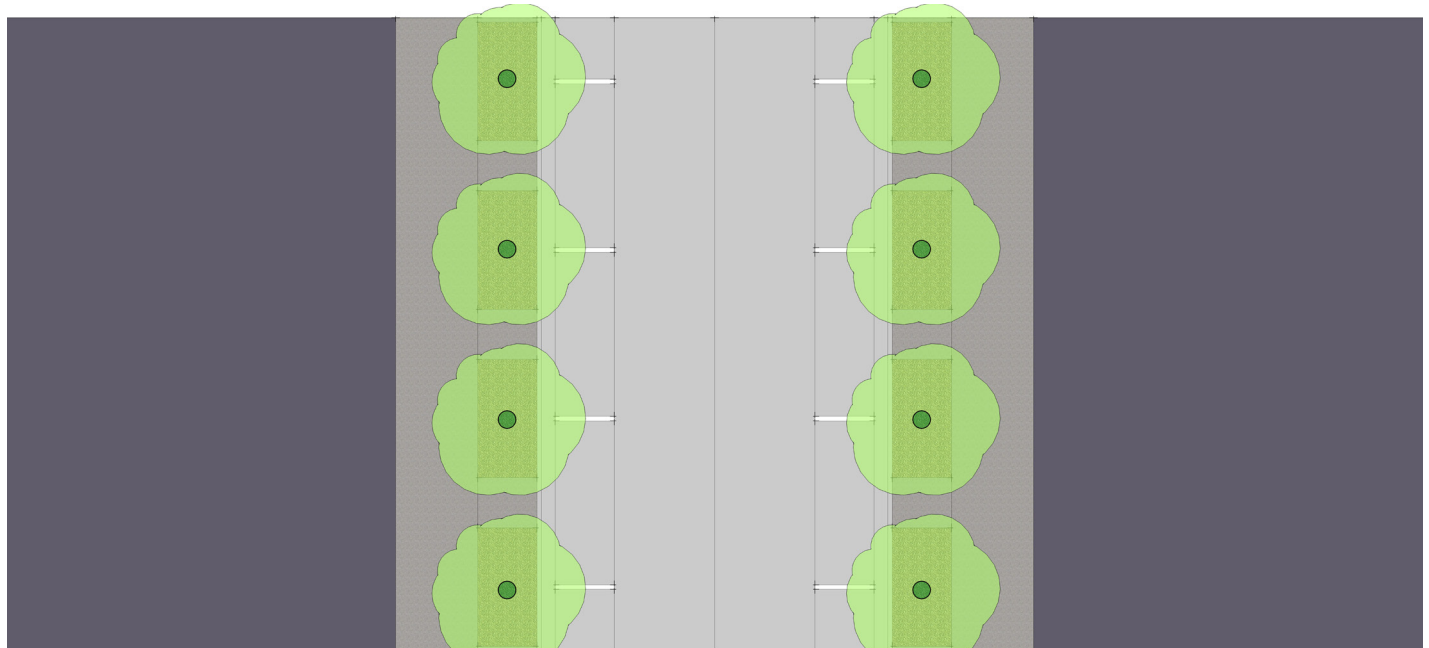
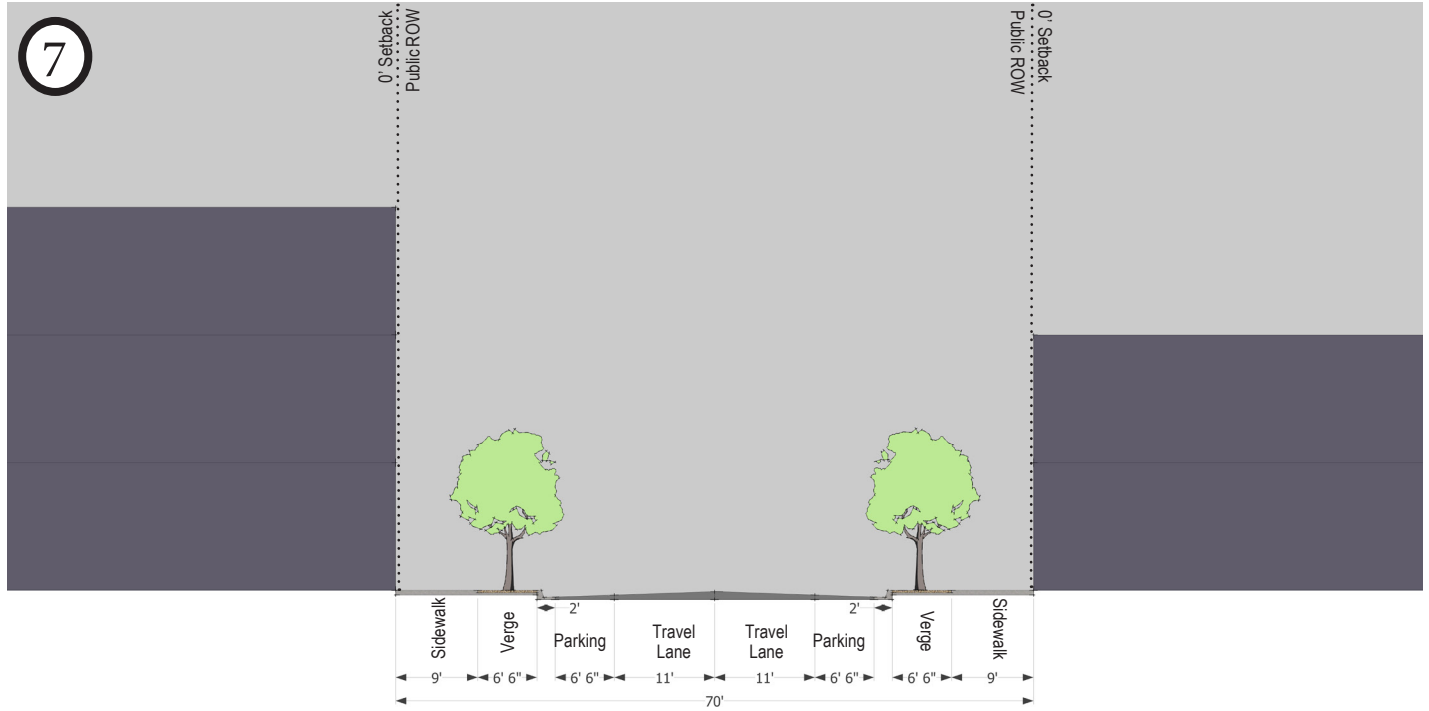
N Miami AV between N 29th ST and N 20th ST

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City Public Works:

70-F

0' Established Setback

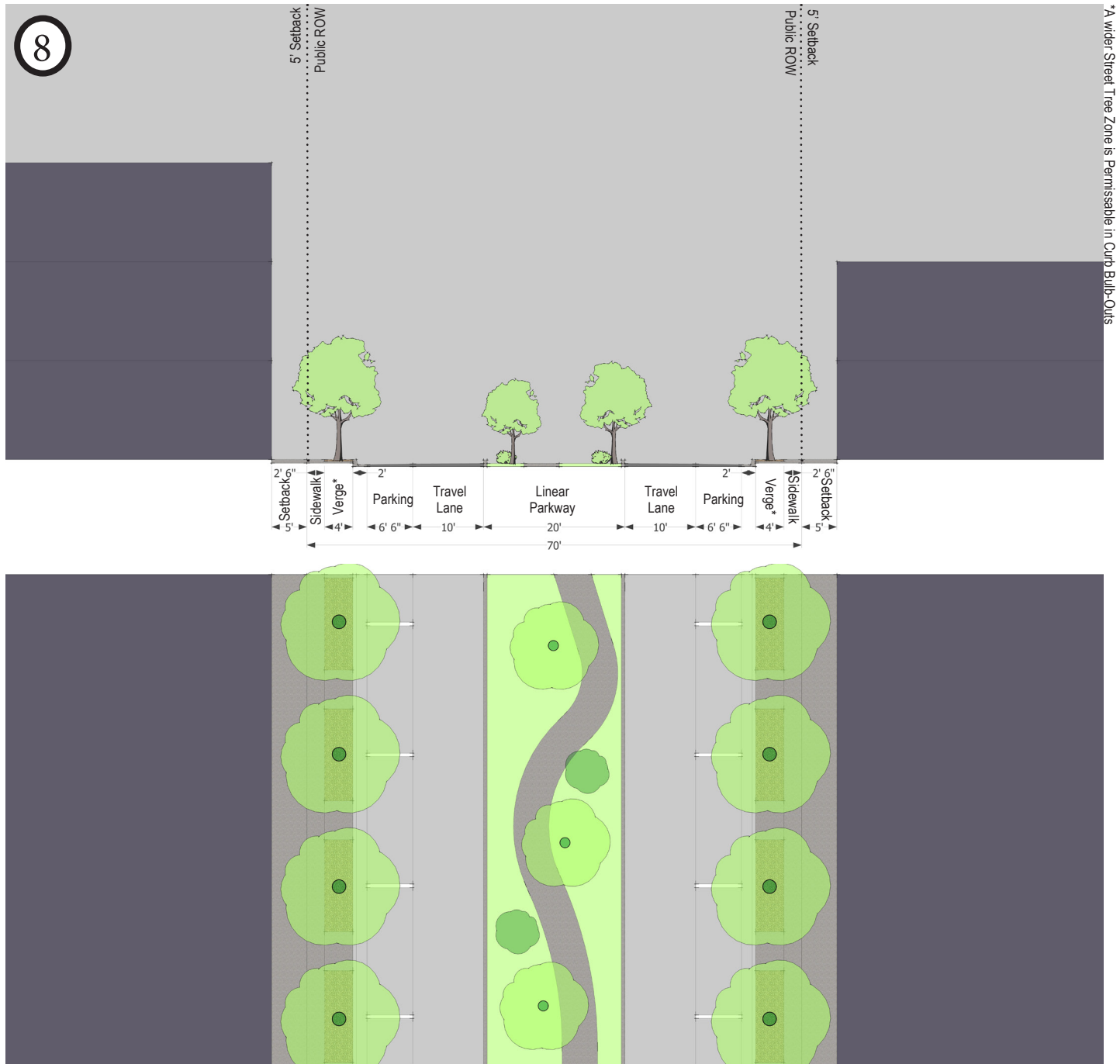


Affected Thoroughfare:

NW 2nd AV between NW 29th ST and NW 22th ST

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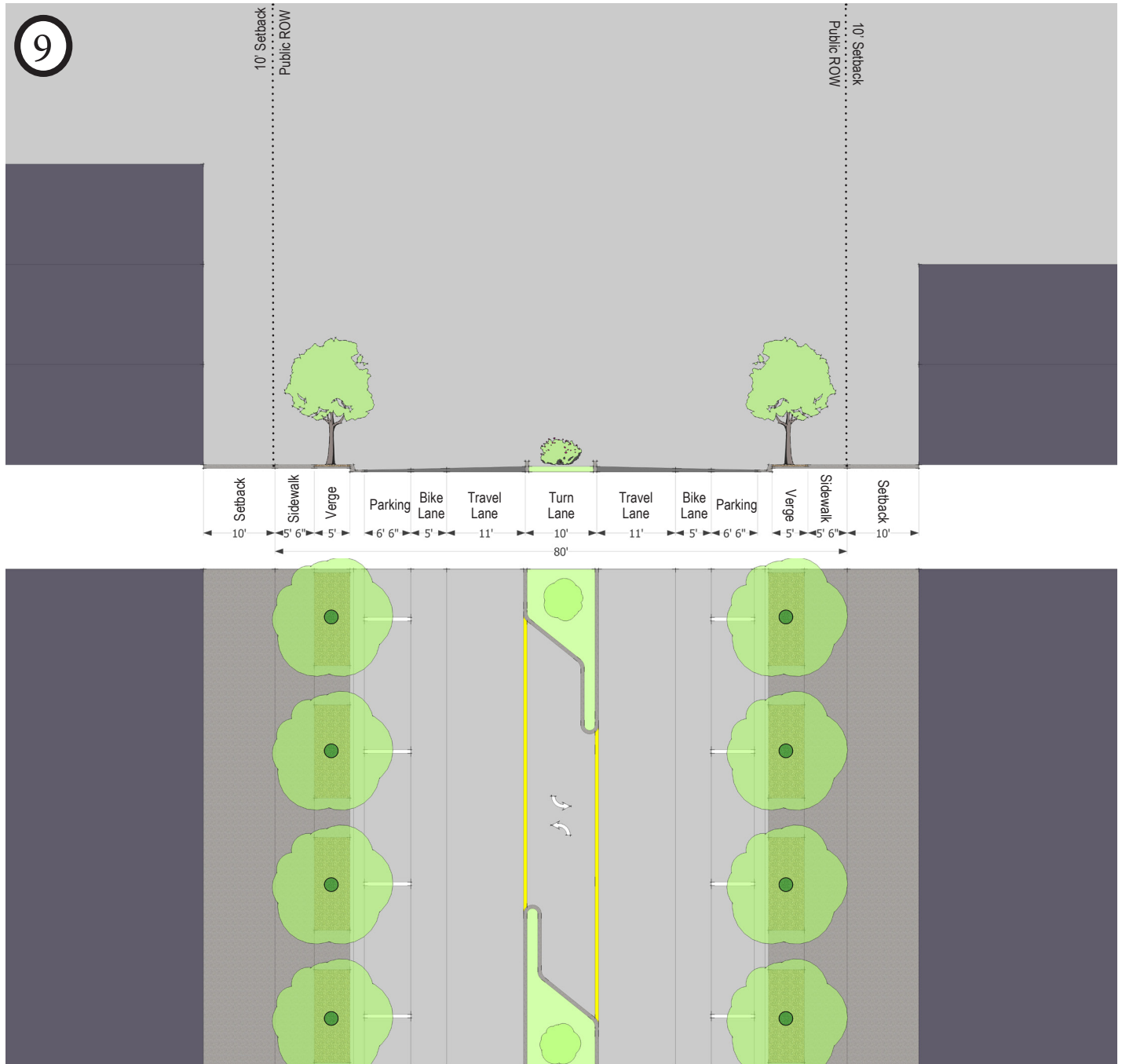
City Planning Department:
70' With Linear Parkway
5' Established Setback



Affected Thoroughfare:

NW 28th ST between NW 6th AV and NW 3rd AV

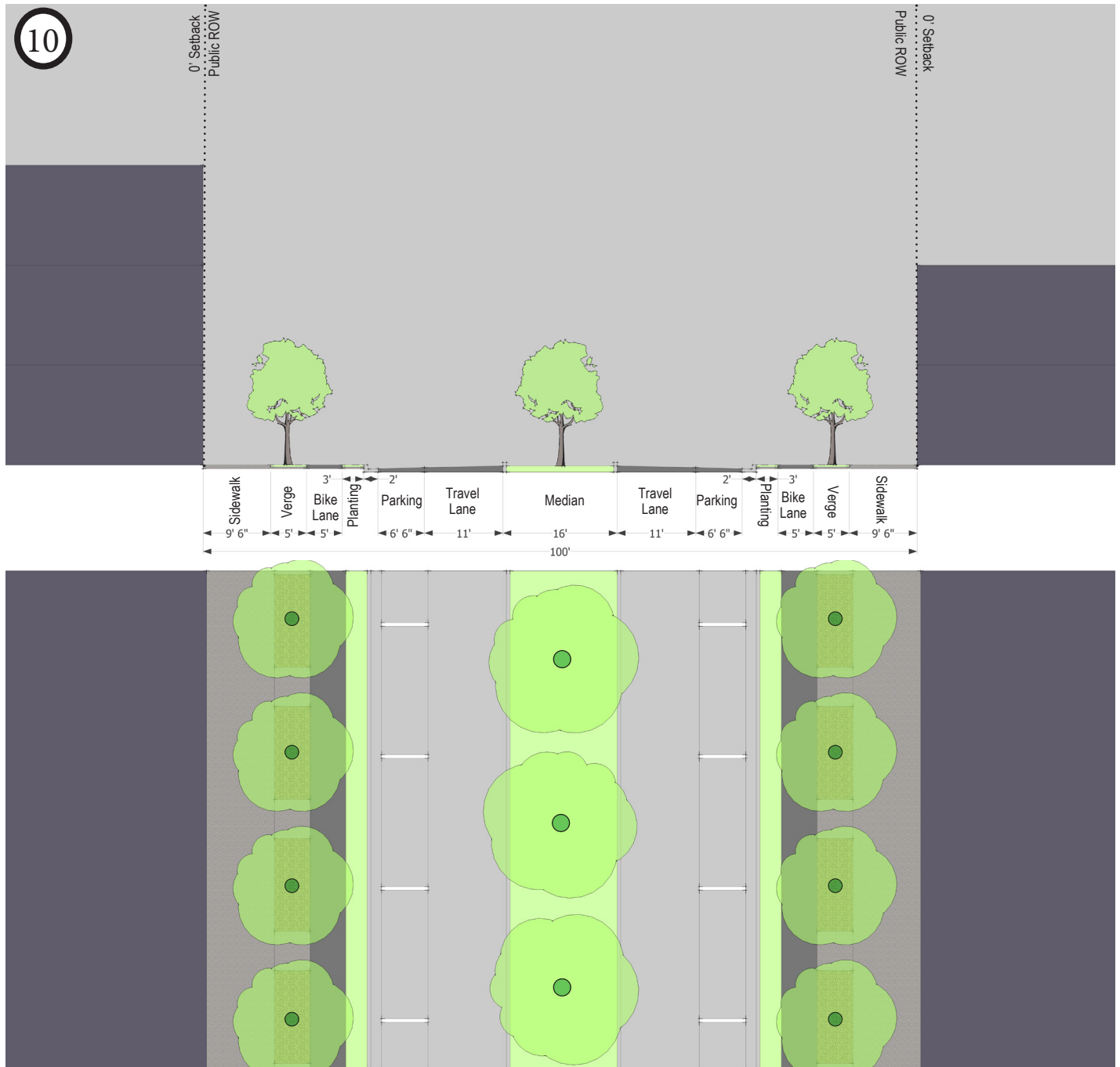
City Capital Improvements:
 NW 29th Approved Road Diet
 10' Established Setback



Affected Wynwood Corridor:
 NW 29th ST between I-95 and the FEC

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City Capital Improvements:
Modified 100-D with Bike Lanes
0' Established Setback



Affected NRD Corridor:

NW 5th AV between NW 29th ST and NW 22nd ST

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