

# Exhibit B

DRAFT DATED 5-12-25  
MIAMI 21

APPENDIX “Q” BRAMAN MIAMI CAMPUS SPECIAL AREA  
REGULATING PLAN



## **BRAMAN MIAMI CAMPUS SPECIAL AREA PLAN**

### **ARTICLE 1. DEFINITIONS**

This Article defines terms used in this Appendix that are technical in nature or that might not be otherwise reflected in common usage of the word. Terms not defined herein shall have the meaning provided in Miami 21. The definitions listed below shall only apply within the SAP Area.

#### **1.1 DEFINITIONS OF BUILDING FUNCTION: USES (Article 4, Table 3)**

**Auto-Related Commercial Establishment (“ARC”):** A place of business serving auto-related needs including, but not limited to showrooms; rental; wash; fueling and charging; gas stations and filling services; internalized mechanic services including repairs, maintenance, paint, and bodywork; major overhaul of engine or engine parts; retail sales of new and used; retail sales and installation of auto parts; tires; shows and exhibitions; and supplies. Uses not included: outdoor sales; outdoor storage of automobiles not in operating condition; commercial Parking Structure or commercial lot; or any exterior work involving undue noise, glare, fumes or smoke; all of which are considered auto-related industrial activities. Vehicle inventory, circulation, and valet areas shall not be considered Habitable Spaces for parking calculation purposes. Within the SAP Area, all ARCs must be associated with “franchised motor vehicle dealers” licensed pursuant to Section 320.27 of the Florida Statutes. See Article 6 of this Regulating Plan.

#### **1.2 DEFINITIONS OF TERMS**

This section provides definitions for terms in this Code that are technical in nature or that might not be otherwise reflect a common usage of the word. If a term is not defined in this Article, the Zoning Administrator shall determine the correct definition of the term.

**Automated Parking System:** Mechanical parking systems where human drivers deliver a vehicle for transfer into a designated surface lot or Parking Structure without the further assistance of a human driver. Because Automated Parking Systems offer a more efficient means of vehicle storage and generally do not require the same amount of area, typical dimension requirements (such as minimum drive aisle width and parking stall dimensions) do not apply. Instead, such dimensions may be approved as described in Section 3.6.11 of this Regulating Plan.

**Auto-Related Commercial Building (“ARC Building”):** Mixed-Use Buildings with sixty-five percent (65%) or more of Podium Floor Area dedicated to ARC Use(s).



**Automotive Service Bays:** A Habitable Space for the repair and service of automobiles and other vehicles including but not limited to all services offered by ARCs, or for the preparation of such automobiles or vehicles prior to receiving such services. Automotive Service Bays may serve as Liners where they have a direct view of the enfronting streets or public or private Open Space. An Automotive Service Bay may accommodate more than one automobile or vehicle at a single time. See Article of this Regulating Plan 6 for additional regulations.

**Design Guidelines:** Plans, drawings, and diagrams which accompany and illustrate the intent of this Appendix. Commonly referred to as the "Concept Book."

**Large Scale Commercial:** A commercial business occupying more than 55,000 square feet of habitable Floor Area, including but not limited to retail or wholesale sales, membership warehouse clubs, discount stores and department stores. Within the SAP Area, ARCs shall not be considered Large Scale Commercial Uses. See Article 6 of this Regulating Plan.

**Parking, Tandem:** Specific to ARCs, the placement of up to three (3) vehicles either behind or above the other(s), as opposed to side by side.

**SAP Area:** The parcels or areas of land subject to this Special Area Plan as described in Article 2, Section 2A and Illustration 2.1 of this Regulating Plan.

### 1.3 DEFINITIONS OF SIGN TERMS

**Copy Area:** The area computed by surrounding each Identification or Secondary Identification Sign with a square or rectangle shape to determine the area

**Directional Sign:** Vehicular or pedestrian-scale signage containing multiple messages that serve to identify the Braman Miami Campus and guide or direct the public safely to destinations within the district. Directional Signs may be located on private property or, subject to the approval of the Director of Public Works, within the Public Right-of-Way, . Directional Signs may be combined with address Signs but shall bear no advertising matter and may be directed to guide visitors to entrances, exits, retailer/tenants, or Parking Areas. The words "advertising matter" shall not be construed to include graphic logos, registered trade names, or elements of the district identity that may be incorporated as part of the Sign aesthetics. The size of a Directional Sign, and copy thereon, shall be scaled appropriately to the speed of the traffic in the surrounding area of said Sign.



**Gateway Sign:** A large-scale, mounted identity Sign of not greater than 2,000 square feet in size that serves to identify the district. Gateway Signs must be located a minimum of twenty-five (25) feet above street level. A Gateway Sign may include or be comprised solely of an Art installation and recognition of the installation sponsor or donor, in which the sponsor or donor recognition shall be limited to one (1) recognition comprising no more than fifteen percent (15%) of the art installation forming all or a part of the Gateway Sign. Art installations forming part of a Gateway Sign shall not contain any point-of-sale signage or commercial product expression related to the donor or sponsor and shall be subject to review and approval by the Planning Director. Gateway Signs shall be oriented to face major traffic Thoroughfares, such as Biscayne Boulevard, NE 2<sup>nd</sup> Avenue, and NE 20<sup>th</sup> Street, and shall be limited to no more than three (3) such Signs within the Braman Miami SAP Area. Gateway Signs shall not contain video or animated elements. Gateway Signage shall be approved as part of an SAP Signage Package.

**Notice or Warning Sign:** Signs limited to providing notice concerning posting of property against trespassing, directing deliveries or indicating location of entrances, exits or parking on public or private property; indicating location of buried utilities, warning against hazardous conditions; prohibiting salesman, peddlers, or agents, and the like.

**SAP Signage Package:** A comprehensive signage proposal consisting of Gateway Signs, Directional Signs, and other permissible signage for all or a Block(s) of the Braman Miami SAP requiring approval by SAP Permit for Signage that deviates from the requirements of this Regulating Plan.

**Sign Area:** Signs shall be comprised of individual letters, figures or elements on a wall or similar surface of the Building or Structure. The area and dimension of the Sign shall encompass a regular geometric shape or a combination of regular geometric shapes, which form, or approximate, the perimeter of all elements in the Display Surface, the frame, and any applied background that is not part of the architecture of the Building. When separate elements are organized to form a single Sign and are separated by open space, the Sign area and dimensions shall be calculated by determining the geometric form or combination of forms, which comprise all the Sign area, including the space between different elements, less the space attributed to any elements not comprising part of the Copy Area.

**Woonerf:** A vehicular street designed to be primarily Open Space available for civic purposes and programmed activities with the interests of pedestrians and cyclists in mind. A Woonerf shall be created within the SAP Area within the portion of NE 20 Terrace between Biscayne Boulevard and NE 2 Avenue, as shown on page A-60 of the Design Guidelines (the "Woonerf"). Buildings fronting the Woonerf shall be considered a Principal Frontage.



## **ARTICLE 2. GENERAL PROVISIONS**

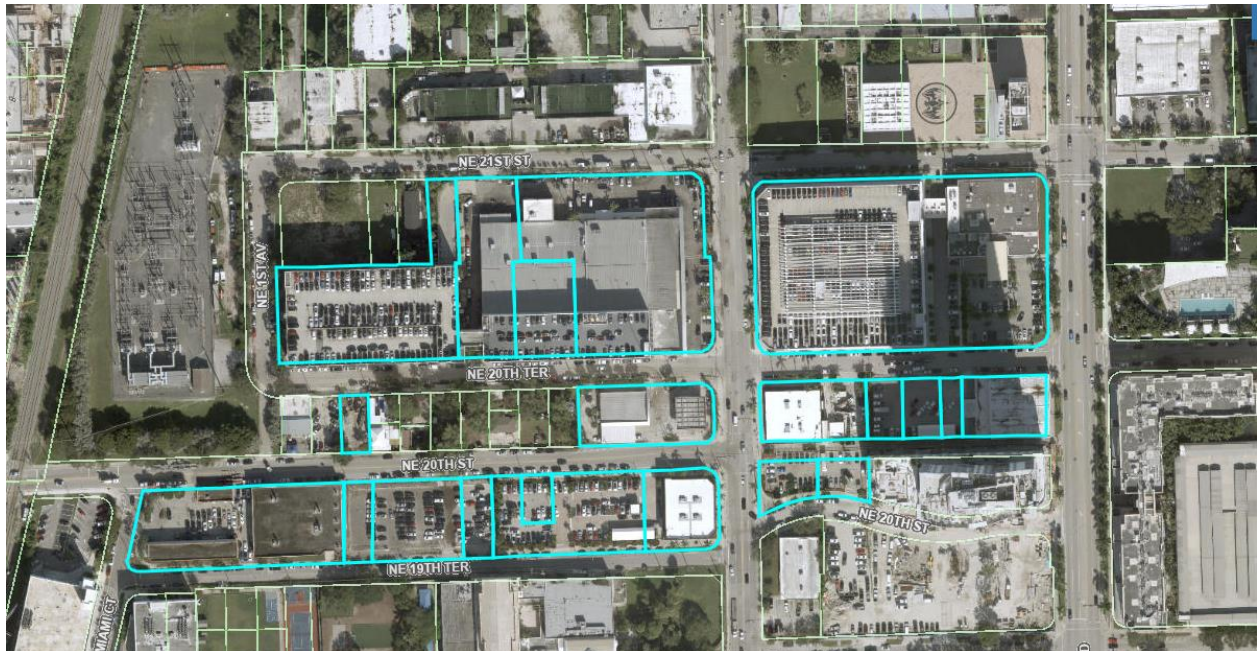
### **2.A Boundaries and Property Description**

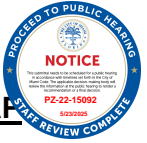
The area subject to this SAP (the "SAP Area") is generally described as bounded:

1. **On the North**, by the centerline of NE 21<sup>ST</sup> Street;
2. **On the East**, by the centerline of Biscayne Boulevard and the east property line of the Lot identified by folio number 01-3231-002-0081;
3. **On the South**, by the southern boundary of the private Alley commonly known as NE 20<sup>th</sup> Street Alley, the centerline of NE 19<sup>th</sup> Terrace, and the centerline of NE 20<sup>th</sup> Street; and the southern boundary of the private alley; and
4. **On the West**, by the centerline of NE Miami Court, and the centerline of NE 1<sup>st</sup> Avenue.

The boundaries of the SAP Area are depicted in Illustration 2.1. The SAP Area is further described in the Concept Book.

**Illustration 2.1**





## **2.1 PURPOSE AND INTENT**

### **2.1.1 Title and Purpose**

This Appendix to Miami 21 shall be known as the “Braman Miami Campus Special Area Plan” or the “Braman Miami Campus SAP.” This Appendix is part of the Miami 21 Zoning Code. Its purpose is to serve as the “Regulating Plan” for the Braman Miami Campus SAP. It sets out regulations for future development within the Braman Miami Campus SAP Area. The Regulating Plan acknowledges the existing T6-8-O, T6-12-O, T6-36A-O, and T6-36B-O zoning in place at the time the Braman Miami Campus SAP is established, and provides regulations supplemental to that existing zoning as it relates to ARCs within the SAP Area.

This Regulating Plan is declared to be in accord with the Miami Comprehensive Neighborhood Plan, as required by the Local Government Comprehensive Planning and Land Development Regulation Act, Section 163.3161 *et seq.*, Florida Statutes (the “Comprehensive Plan”).

### **2.1.2 Intent**

The Braman Miami Campus SAP is designed to reimagine the existing, legally established automotive Use through the lens of the pedestrian by master planning the area into a cohesive and forward-thinking campus. At the heart of this SAP is the recognition that automobiles are a critical part of the City’s transportation systems and that access to essential automobile services in proximity to population density presents sound urban planning. The Braman Miami Campus uses automobile iconography to pay homage to the SAP Area’s past, present, and future and thereby sets the example for how automotive-focused concepts may be implemented at the pedestrian Scale in an urban context. Public and private Frontages will be enhanced with existing and new trees, street furniture, lighting, and functional design elements. Pedestrian and bicyclist connectivity will be prioritized and expanded, which is critical for an area in such proximity to the burgeoning Wynwood, Omni and Edgewater neighborhoods. The abutting road network, trolley, and bus routes provide additional linkages for employees, residents and guests alike. The Frontages plan does not propose changes to the existing grid but confirms Principal and Secondary Frontages for the avoidance of doubt.

Braman Motors has been an economic engine in the City of Miami since 1975. In the last 50 years, Braman Motors has actively contributed to the evolution of Miami. The automotive company has employed thousands and invested millions into the City and surrounding community. Today, Braman Motors directly employs over 600 people and supports countless vendors and contractors as it serves both the neighborhood residents’ and central business district commuters’



automotive needs. The Braman Miami Automotive Training Center employs classes of 20 young adults every 18 months. Tuition, equipment, tools, and laptops are offered free of charge and without any obligation to work at Braman Motors, although many receive and accept offers of employment. Braman Motors’ commitment to the City of Miami has never been stronger than it is today.

Braman Motors intends to make new and greater investments in the City and its immediate community. The Braman Miami Campus SAP will help maintain Braman Motors as an economic engine and significant employer within the City of Miami for generations to come by:

1. Making modest adjustments to Miami 21’s standard regulations that will facilitate the continued innovation of state-of-the-art automotive Uses within the Braman Miami Campus, in the urban core of the City, while preserving Miami 21’s broader design goals.
2. Allowing for Public Benefit commitments made as part of the SAP’s companion Chapter 163 Development Agreement.
3. Allowing for the future Adaptive Use and redevelopment of existing Buildings to minimize the environmental impact of future demands for new construction.

## **2.2 APPLICABILITY**

### **2.2.1 Generally**

This Appendix shall modify Miami 21 regulations to the extent indicated herein for all properties within the SAP Area.

### **2.2.2 Conflicts**

Where the requirements of this Appendix conflict with the broader requirements of Miami 21, this Appendix shall govern. Where this Appendix is silent as to any particular regulations, Miami 21’s general provisions shall be construed to the maximum extent possible to effectuate this Appendix’s intent, purpose, and goals.

## **ARTICLE 3 – GENERAL TO ZONES**

### **3.3 LOTS AND FRONTAGES**

**3.3.1.** Lots assembled into one (1) ownership may be developed as a single Lot. Lots



assembled into one (1) ownership that encompass more than one (1) Transect Zone shall be developed according to the corresponding Transect regulation for each Lot, ~~except as described in Section 3.6.1(e).~~ Within the SAP Area, Density may be transferred across Transect boundaries between assembled Lot(s) so long as the Density associated with the SAP Area is not exceeded. Lot(s) sharing Density shall provide a clear density allocation accounting as part of the Zoning Data for corresponding projects. Development rights associated with parcels within the SAP shall be retained within the SAP Area. Where Lot(s) are assembled into one (1) ownership, the side or rear Setbacks sharing the Property Line may be eliminated. Lot assembly shall require a Unity-of-Title or covenant in lieu of Unity of Title acceptable to the City Attorney. There shall be no maximum Lot size within the SAP Area.

**3.3.3** Principal and Secondary Frontages for each Lot in the SAP Area shall be as identified in the Design Guidelines.

### 3.5 MEASUREMENT OF HEIGHT

#### 3.5.2

- a. A Story is a habitable level within a Building with a maximum height of fourteen (14) feet from finished floor to finished floor. ARCs shall be permitted a Story height of a maximum of sixteen (16) feet from finished floor to finished floor.
- b. Basements are not considered Stories for the purposes of determining Building Height.
- c. For specific Transect Zones, ~~except the T3 Transect Zone:~~
- d. A ground-level Story may exceed this limit up to a total height of twenty-five (25) feet, and a top-level Story may exceed this limit up to a total height of twenty-eight (28) feet and count as one (1) Story, if the Building Height does not exceed the maximum Building Height including all applicable bonuses allowed by the transect at fourteen (14) feet per floor, or sixteen (16) feet per floor for ARCs, and twenty-five (25) feet at the ground level.
- e. A ground-level Story may exceed fourteen (14) feet up to a total height of thirty (30) feet when located in the Special Flood Hazard Area, given that the finished floor of the ground level meets the Average Sidewalk Elevation.
- f. A single floor level exceeding fourteen (14) feet, sixteen (16) feet for ARCs, or twenty-five (25) feet at ground level (or thirty (30) feet at ground level within the Special Flood Hazard Area), shall be counted as two (2) Stories; except for T6-36, T6-48, T6-60, T6-80, and D1, where a single floor level exceeding fourteen (14) feet, sixteen (16) feet for ARCs, may count as one (1) Story if the Building Height does not exceed the maximum height, including all applicable bonuses, allowed by the transect at fourteen (14) feet, sixteen (16) feet for ARCs, per floor.
- g. The first two Stories' total combined Height shall not exceed thirty-nine (39) feet,



forty-one (41) feet for ARCs, or forty-four (44) feet in the Special Flood Hazard Area, ~~forty-six (46) feet for ARCs,~~

- h. The first floor shall be a minimum of fourteen (14) feet in Height, sixteen (16) feet for ARCs, or nineteen (19) feet in the Special Flood Hazard Area.
- i. Intermediate Levels may not exceed thirty-three percent (33%) of the Floor Area, ~~except in the D1, where Intermediate Levels may not exceed fifty percent (50%) of the Floor Area.~~ Intermediate Levels extending beyond thirty-three percent (33%) of the Floor Area, ~~or fifty percent (50%) of the Floor Area in D1,~~ shall be counted as an additional floor.
- j. The Height of a Parking Structure concealed by a Liner may be equal to the Height of the Liner; this may result in a Liner Story concealing more than one (1) level of Parking.

### **3.6 OFF-STREET PARKING AND LOADING STANDARDS**

#### **3.6.1 Off-street Parking Standards**

a. Off-street Parking requirements for the individual Transect Zones shall be as set forth in Table 4 of this Regulating Plan. Where required off-street parking is based on square footage of Use, the calculation shall only include Habitable Rooms and Habitable Space occupied by such Use.

g. Parking spaces located within an Automotive Service Bay shall count toward satisfying an ARC's parking requirement.

#### **3.6.3 Additional Off-street Parking Regulations**

e. Off-street Parking or loading area(s) shall not be used for the sale, repair, or dismantling of any vehicle or equipment, or for storage of materials or supplies. ARCs shall be permitted to use surplus off-street parking or loading area(s) for the sale, repair, or dismantling of any vehicle or equipment, or for storage of materials or supplies; these activities shall be concealed from public view.

j. Specific areas may be set aside for Tandem Parking. Tandem Parking shall be permitted throughout the SAP Area. in all Transect Zones, except T3 and T4, shall be used only by a valet parking operator. For the avoidance of doubt, vehicle inventory and vehicle storage within ARCs may be parked in Tandem to the extent practical given the available space and provided that sufficient to allow safe ingress and egress by pedestrians and all applicable Life-Safety requirements. Tandem Parking shall be used only by a valet parking operator.

#### **3.6.9 Off-street Loading Regulations**

- b. Within the SAP Area, Loading for ARC Uses may be provided on-site or off-site



as further described in Article 4, Table 4 of this Regulating Plan after a covenant, in a form acceptable to the City Attorney, running with the land is recorded upon both the property on which the Loading will occur and the property which requires the Loading.

**3.13.1.b**

All new Buildings of more than 50,000 square feet of Habitable Rooms or Habitable Space, other than those designed to accommodate ARC Uses, in the T5, T6, CI and CS zones shall be at a minimum certified as Silver by the United States Green Building Council (USGBC) Leadership in Energy and Environmental Design (LEED) standards or equivalent standards adopted or approved by the City. ARC Buildings shall use best efforts to attain LEED Silver certifiable, or equivalent, status.

**3.6.18 Automated Parking Systems**

Notwithstanding any provision in Miami 21 to the contrary, where an Automated Parking System is proposed, dimension requirements for parking stalls and Parking Structures and lots (including, but not limited to, minimum drive-aisle width, minimum parking stall dimensions, and minimum spacing between stalls and walls or columns) shall be considered non-mandatory guidelines for Automated Parking Systems. Standard dimensional requirements shall be waived upon demonstration of the Automated Parking System manufacturer's minimum requirements for the system's safe operation. All proposed Automated Parking System shall strictly comply with said manufacturer requirements. Nothing in this Section shall be construed to reduce or modify minimum Life-Safety or other Florida Building Code requirements for Parking Structures or lots.



**ARTICLE 4 – STANDARDS AND TABLES**

**ARTICLE 4. TABLE 2 MIAMI 21 SUMMARY**

URBAN	T6-8	T6-12	T6-24	T6-36
<b>LOT OCCUPATION</b>	<b>URBAN CORE ZONES</b>			
a. Lot Area	5,000 sf. min. 40,000 s.f. max.	5,000 sf. min. 70,000 s.f. max.	5,000 sf. min. 100,000 s.f. max.	5,000 sf. min.

**ARTICLE 4. TABLE 3 BUILDING FUNCTION: USES**

	T6		
			<b>O</b>
<b>DENSITY (UNIT PER ACRE)</b>			<b>150</b>
RESIDENTIAL			
CO-LIVING			<b>R*</b>
SINGLE FAMILY RESIDENCE			<b>R</b>
COMMUNITY RESIDENCE			<b>R</b>
ANCILLARY UNIT			
TWO FAMILY RESIDENCE			<b>R</b>
MULTI FAMILY HOUSING			<b>R</b>
DORMITORY			<b>R</b>
HOME OFFICE			<b>R</b>
LIVE – WORK			<b>R</b>
WORK – LIVE			
LODGING			



BED & BREAKFAST			R
INN			R
HOTEL			R
OFFICE			
OFFICE			R
COMMERCIAL			
AUTO-RELATED COMMERCIAL ESTAB.			<u>WR</u> *
ENTERTAINMENT ESTABLISHMENTS			R
ENTERTAINMENT ESTAB. – ADULT			
FOOD SERVICE ESTABLISHMENT			R
ALCOHOL BEVERAGE SERVICE ESTAB.			E
GENERAL COMMERCIAL			R
MARINE RELATED COMMERCIAL ESTAB.			W
OPEN AIR RETAIL			<u>WR</u> *
PLACE OF ASSEMBLY			R
RECREATIONAL ESTABLISHMENT			R
AMUSEMENT RIDE			E
CIVIC			
COMMUNITY FACILITY			W
RECREATIONAL FACILITY			R
RELIGIOUS FACILITY			R
REGIONAL ACTIVITY COMPLEX			E
CIVIC SUPPORT			
COMMUNITY SUPPORT FACILITY			W
INFRASTRUCTURE AND UTILITIES			W
MAJOR FACILITY			
MARINA			W
PUBLIC PARKING			W
RESCUE MISSION			
TRANSIT FACILITIES			W
EDUCATIONAL			
CHILDCARE			<u>WR</u> **
COLLEGE / UNIVERSITY			<u>WR</u> **
ELEMENTARY SCHOOL			<u>W-SP</u>
LEARNING CENTER			R**
MIDDLE / HIGH SCHOOL			<u>W-SP</u>
PRE-SCHOOL			R**
RESEARCH FACILITY			R**
SPECIAL TRAINING / VOCATIONAL			<u>WR</u> **
INDUSTRIAL			
AUTO RELATED INDUSTRIAL ESTBL.			
MANUFACTURING AND PROCESSING			



MARINE RELATED INDUSTRIAL ESTBL.			
PRODUCTS AND SERVICES			
STORAGE / DISTRIBUTION FACILITY			
<p>R Allowed by Right  <del>W</del> <u>SP</u> Allowed By <del>Warrant</del> SAP Permit                      E Allowed By Exception: Public Hearing - granted by PZAB (Planning, Zoning &amp; Appeals Board)                      Boxes with no designation signify Use prohibited.</p> <p>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 Service Establishment and Food Service Establishments.                      * See Article 6 for Supplemental Regulations.                      **Educational Uses are allowed By-Right.</p>			

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**TABLE 4 DENSITY, INTENSITY AND PARKING (T6)**

	OPEN
DENSITY (UPA)	150 UNITS PER ACRE *
RESIDENTIAL	<p>Residential Uses are permissible as listed in Table 3 of this Regulating Plan, limited by compliance with:</p> <ul style="list-style-type: none"> <li>• Minimum of 1.5 parking spaces per Dwelling Unit.</li> <li>• Co-Living: - Minimum of 0.5 parking space per Co-Living Room with a minimum of one (1) additional visitor parking space for every ten (10) Co-Living Rooms. Thirty percent (30%) of required Co-Living Parking may be provided through payment-in-lieu of space of required off-street parking into the Transportation Trust Fund identified within City Code Chapter 35.</li> <li>• Maximum of 1 parking space per Micro Dwelling Unit, with a maximum of 1 additional visitor parking space for every 10 Micro Dwelling Units.</li> <li>• Minimum of 1 additional visitor parking space for every 10 Dwelling Units.</li> <li>• Live-work - Work component shall provide parking as required by the non-Residential Use in addition to parking required for the Dwelling Unit.</li> <li>• Adult Family-Care Homes- Minimum 1 space per staff member and 1 space per 4 residents.</li> <li>• Community Residence- Minimum of 1 parking space per staff member in addition to the parking required for the principal Dwelling Unit(s).</li> <li>• Parking requirement may be reduced according to the shared parking standard in Article 4, Table 5.</li> <li>• Minimum of 1 Bicycle Rack Space for every 230 vehicular spaces required. <del>For every reduced vehicle parking space, a minimum of one (1) Bicycle Rack Space shall be provided.</del></li> <li>• <del>Within TOD areas, one (1) Bicycle Rack Space required per Dwelling Unit.</del></li> <li>• Co-Living - A minimum of 0.25 Bicycle Rack Space per Co-Living Room is required.</li> </ul>



	<ul style="list-style-type: none"> <li>• <u>The parking ratio may be reduced within the SAP Area by up to thirty percent (30%) as of right; and by up to fifty percent (50%) by process of payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code; or by one hundred percent (100%) for any Structure with a Floor Area of 10,000 square feet or less.</u></li> <li>• <u>Within the SAP Area</u>, up to twenty percent (20%) of required parking spaces may be exchanged for bicycle parking at a ratio of six (6) Bicycle Rack Spaces for each required parking space.</li> <li>• Parking may be provided offsite within 1,000 feet. Offsite parking shall not result in a deficiency of parking at the receiving site and shall be subject to a covenant recorded against the sending and receiving site.</li> <li>• Loading - See Article 4, Table 5.</li> </ul>
<p>LODGING</p>	<p>Lodging Uses are permissible as listed in Table 3.</p> <ul style="list-style-type: none"> <li>• Minimum of 1 parking space for every 2 lodging units.</li> <li>• Minimum of 1 additional visitor parking space for every 15 lodging units.</li> <li>• Parking requirement may be reduced according to the shared parking standard, Article 4, Table 5.</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required or within a TOD area, one (1) bicycle rack space for every five (5) lodging units.</li> <li>• <u>The parking ratio may be reduced within the SAP Area by up to thirty percent (30%) as of right; and by up to fifty percent (50%) by process of payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code; or by one hundred percent (100%) for any Structure with a Floor Area of 10,000 square feet or less.</u></li> <li>• <u>Within the SAP Area</u>, up to twenty percent (20%) of required parking spaces may be exchanged for bicycle parking at a ratio of six (6) Bicycle Rack Spaces for each required parking space.</li> </ul>



	<ul style="list-style-type: none"> <li>• Parking may be provided offsite within 1,000 feet. Offsite parking shall not result in a deficiency of parking at the receiving site and shall be subject to a covenant recorded against the sending and receiving site.</li> <li>• Loading - See Article 4, Table 5.</li> </ul>
OFFICE	<p>Office Uses are permissible as listed in Table 3.</p> <ul style="list-style-type: none"> <li>• Minimum of 1 parking space for every 800 square feet of Office Use shall be provided</li> <li>• Parking requirements may be reduced according to the shared parking standard, Article 4, Table 5 of this Regulating Plan.</li> <li>• One (1) Bicycle Rack Space required per 3,000 sq. ft. of Office area.</li> <li>• The parking ratio may be reduced within the SAP Area by up to thirty percent (30%) as of right; and by up to fifty percent (50%) by process of payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code; or by one hundred percent (100%) for any Structure with a Floor Area of 10,000 square feet or less.</li> <li>• Up to twenty percent (20%) of required parking spaces may be exchanged for bicycle parking at a ratio of six (6) Bicycle Rack Spaces for each required parking space.</li> <li>• Parking may be provided offsite within 1,000 feet. Offsite parking shall not result in a deficiency of parking at the receiving site and shall be subject to a covenant recorded against the sending and receiving site.</li> <li>• Loading - See Article 4, Table 5.</li> </ul>
COMMERCIAL	<p>Commercial Uses are permissible as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> <li>• A maximum area of 55,000 square feet per establishment, except for ARCs.</li> <li>• Minimum of 3 parking spaces for every 1,000 square feet of commercial Habitable Space, <u>except for ARCs where the</u></li> </ul>



	<p><u>minimum parking is 1 parking space for every 1,000 square feet of Habitable Space. Within ARCs, areas dedicated to vehicle inventory, service, repair, storage or preparation will not be included in calculations of off-street parking requirements.</u></p> <ul style="list-style-type: none"><li>• Parking requirements may be reduced according to the shared parking standard, Article 4, Table 5.</li><li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required or within a TOD area, one (1) Bicycle Rack Space required per 3,000 sq. ft. of habitable Commercial area.</li><li>• <u>The parking ratio may be reduced within the SAP Area by up to thirty percent (30%) as of right; and by up to fifty percent (50%) by process of payment into a transit enhancement Trust Fund, as established by Chapter 35 of the City Code; or by one hundred percent (100%) for any Structure with a Floor Area of 10,000 square feet or less.</u></li><li>• <u>Within the SAP Area, up to twenty percent (20%) of required parking spaces may be exchanged for bicycle parking at a ratio of six (6) Bicycle Rack Spaces for each required parking space.</u></li><li>• Parking may be provided offsite within 1,000 feet. Offsite parking shall not result in a deficiency of parking at the receiving site and shall be subject to a covenant recorded against the sending and receiving site.</li><li>• <u>Specifically as it relates to ARCs Loading may be provided by ownership offsite within 200 feet, or by lease offsite within an abutting property with a minimum lease term of thirty (30) years.</u></li></ul>
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**ARTICLE 4. TABLE 5 BUILDING FUNCTION: PARKING AND LOADING**

Article 4. Table 5 of Miami 21 shall apply within the SAP Area, however, with the following exceptions as they relate to ARC Buildings:

- a. For Automated Parking Systems, dimension requirements for parking stalls, Parking Structures, and parking lots (including but not limited minimum drive aisle width, minimum parking stall dimensions, and minimum spacing between stalls and a walls or columns) shall be considered referential guidelines. See Section 3.6.11.
- b. Drive aisle widths within ARC Buildings may be reduced where designated for inventory, are not accessible to the public, and are staff or valet-only accessed.
- c. No minimum loading requirements shall apply to Building Floor Area dedicated to ARCs. Where a Building includes a mix of ARC Use(s) and other Uses, loading berth requirements for each respective Use shall apply. Loading may be substituted or reduced consistent with Miami 21 and this Regulating Plan. The configuration of Loading areas for the ARC(s) can be shared with other proposed Uses.
- d. Where it can be demonstrated that safe ingress and egress and all applicable Life-Safety requirements are satisfied, the requirements of Article 4. Table 5 may be modified as to Vehicle inventory and Vehicle storage within ARCs.

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## ARTICLE 5. SPECIFIC TO ZONES

### 5.6 URBAN CORE TRANSECT ZONES (T6)

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#### 5.6.8 Regulations Specific to ARC Buildings (T6)

- a. Lot Coverage by any ARC Building shall not exceed ninety percent (90%).
- b. ARC Buildings shall be disposed in relation to the boundaries of their Lots as shown in the Design Guidelines.
- c. ARC Buildings shall have Pedestrian Entrance(s) on a Frontage Line, as shown in the Design Guidelines.
- d. The minimum height for ARC Buildings shall be one (1) Story.
- e. On Principal Frontage(s), for the minimum Height, ARC Building Facades shall be placed in the Build-to Zone for a minimum of fifty percent (50%) of the length of each Principal Frontage, except as to Parcel 4 as shown in the Design Guidelines or as modified via SAP Permit to a minimum of thirty percent (30%). In the absence of a Building along the remaining Frontage Line, Frontages shall be treated with a Streetscreen, landscaping, or other design strategy which ensures adequate lighting and pedestrian safety, subject to review and approval by the Planning Director. In the case of two (2) or three (3) Principal Frontages meeting at Thoroughfare intersections, the Building's corner may recede from the designated Setback up to twenty percent (20%) of the Lot length.
- f. At the first Story, ARC Buildings along a Frontage Line shall permit pedestrian access at a maximum spacing of two hundred (200) feet unless approved by SAP Permit.
- g. In the T6-8 and T6-12 transects, Setbacks for ARC Buildings above the eighth Story for Lots having a depth of one hundred forty (140) feet or less may be reduced to match the Pedestal Setback up to the as of right permissible height. Buildings with reduced Setbacks above the eighth Story shall incorporate façade articulations or changes in plane to reduce the perception of mass. Front Setbacks above the eighth floor for ARC Buildings shall not be required for a Frontage facing a Civic Space or a Right-of-Way seventy (70) feet or greater in width.
- i. ARCs Buildings shall be exempt from the obligations to provide cross-block Pedestrian Passages. Nonetheless, one (1) pedestrian access through an ARC site of a minimum width of ten feet (10'), with a minimum of eight (8) feet



unobstructed pathway shall be provided if the Frontage Line of a site is at any point four hundred feet (400') or more from a Thoroughfare intersection.

Such pedestrian access shall:

- connect Thoroughfares or Civic Space Types that are opposite and approximately parallel to one another;
- be permitted to be secured and closed from 9pm to 7am, or as modified at the request of the Applicant and documented through a letter of confirmation from the Planning Director after review of security and access issues;
- be permitted to be roofed for one hundred percent (100%) of its length; and
- comply with the intent of the Design Guidelines by incorporating design elements and furnishings that enhance Building design and contribute to a high-quality, inviting pedestrian access within the Neighborhood.

j. No Maximum Lot size shall apply within the SAP Area.

#### **5.6.9 ARC Building Configuration (T6)**

- a. Development within Private Frontages shall comply with this Regulating Plan and the Design Guidelines.
- b. Above the eighth floor, the Building Floorplates for ARCs Buildings shall not be limited, except by applicable Setbacks and Lot coverage.
- c. Encroachments shall follow Section 5.6.2.c of Miami 21, as may be amended.
- c. Galleries and Loggias shall be minimum ten (10) feet deep, may encroach up to one hundred percent (100%) of the depth of the Setback, but shall not overlap the sidewalk.
- d. All storage, electrical, plumbing, mechanical, and communications equipment and appurtenant enclosures shall be located within the Second or Third Layer and concealed from view from any Frontage or Sidewalk by Liner Buildings, Building walls, Streetscreens, or opaque gates, subject to review and approval by the Planning Director.
- f. Loading and service entries may occur from Principal and Secondary frontages. Except as provided in Section 3.6.9. of this Regulating Plan, loading spaces and service areas shall be internal to the Building. Vehicular entries and loading spaces shall be permitted within the Second Layer.
- g. Building heights shall be measured in stories as described in Article 3 of this Regulating Plan.



- h. Roof elements shall follow Section 5.6.2.h. of Miami 21, as may be amended.
- i. The ground floors along Principal Frontages shall contain active and Habitable Spaces, including Automotive Service Bays. Inventory and supplies areas associated with an ARCs shall be considered active spaces where stored materials are set back a minimum of five (5) feet from glazing, in manner that permits visibility and internal circulation. Service drives, motorcourts, and car carrier loading areas associated with ARCs shall also be considered as active spaces.

**5.6.10 Building Function & Density (T6)**

- a. ARC Buildings in T6 shall conform to the Functions, Densities, and Intensities described in Article 4, Tables 3 and 4 of this Regulating Plan. Certain Functions as shown in Article 4, Table 3 shall require approval by SAP Permit or Exception. Consult Article 6 for any supplemental regulations.

**5.6.11 Parking Standards for ARC Buildings (T6)**

- a. Vehicular parking and loading shall be required as shown in Article 4, Tables 4 and 5 of this Regulating Plan and the Design Guidelines.
- b. On-street parking available along the Frontage Lines that correspond to each Lot shall be counted toward the parking requirement of the Building on the Lot.
- c. Parking may be accessed from Principal and Secondary frontages.
- d. Principal Frontage: Ground Level Parking may extend into the Second Layer a maximum of fifty percent (50%) of the length of the Principal Frontage. For the levels above, parking may extend into the Second Layer for 100% of the length of the podium and an art or glass treatment shall be provided, to be approved by the Planning Director.
- e. Secondary Frontage: Ground Floor parking may extend into the Second Layer a maximum of eighty percent (80%) of the length of the Frontage. For the levels above, parking may extend into the Second Layer for 100% of the length of the podium and an art or glass treatment shall be provided to be approved by the Planning Director.
- f. No maximum vehicular access width and or minimum distance separation between Vehicular Entries shall apply to ARC Buildings. Nonetheless, pedestrian circulation along Principal Frontages shall be prioritized and pedestrian safety measures shall be implemented in a manner to be approved by the Planning Director.



**5.6.12 ARC Building Architectural Standards (T6)**

- a. ARCs may display vehicles and automotive services, including Automotive Service Bays, provided that such displays are secured.
- b. ARC Building Facades on Principal Frontages shall be a minimum of thirty-five percent (35%) glazed with clear or minimally tinted glass.
- c. Internal elements such as plumbing pipes, fans, ducts, lighting, and spandrels shall be concealed or displayed in an artistic manner to be approved by the Planning Director.
- d. Ramping should be internalized wherever possible, or exhibited in an artistic manner, subject to review and approval by the Planning Director.
- e. The exposed top level of Parking Structures shall be covered a minimum of thirty percent (30%) with a shade producing structure such as, but not limited to, solar panels, a vined pergola or retractable canvas shade structure.

**5.6.13 Landscape Standards (T6)**

- a. The First Layer shall be paved and landscaped consistent with the design intent of the Design Guidelines.
- b. Open Space shall be a minimum ten percent (10%).

**ILLUSTRATIONS 5.6 URBAN CORE TRANSECT ZONES (T6-8), (T6-12), (T6-36)**  
are modified by this Regulating Plan as follows:

- a. Lot Areas shall be as shown in Article 4. Table 2 of this Regulating Plan.
- b. Regulations related to ARCs shall be as described in this Regulating Plan.



ARTICLE 6 – SUPPLEMENTAL REGULATIONS

Article 6. Table 13: T6 - URBAN CORE ZONE

	RESTRICTED	LIMITED	OPEN
DENSITY (UPA)	150 UNITS PER ACRE*	150 UNITS PER ACRE*	150 UNITS PER ACRE*
AUTO-RELATED COMMERCIAL (ARC)			<p><b>Generally:</b></p> <p><u>Within the SAP Area, all Auto-Related Commercial Establishments must be associated with “franchised motor vehicle dealers” licensed pursuant to Section 320.27 of the Florida Statutes.</u></p> <p><u>While ARCs are permitted throughout the SAP Area, gas stations and filling services, paint, bodywork; major overhaul of engine or engine parts, and other major car services shall not be permitted east of NE 2 Avenue.</u></p> <p><b>Car Wash:</b> Self-service, semiautomatic, and automatic dragline shall provide for each of the first 3 wash stalls, 3 parking reservoir spaces before and 3 after. Beyond 3 stalls, 1 parking reservoir spaces before and 2 after each stall.</p> <p>Custom hand car wash shall provide for each wash stall, 1 parking reservoir space before each stall and 1 after, and 5 additional parking spaces.</p> <p><u>One (1) reservoir parking space may be reduced per establishment for car washes associated with other ARC uses.</u></p> <p><b>Gas Stations:</b> Principal Frontage access may be allowed.</p>



			<p>Frontage requirement(s) may be reduced via <u>SAP Permit</u>.</p> <p>All vending machines shall be located indoors. Trash facilities shall be completely enclosed and shielded from Principal Frontages. Only vehicles awaiting service, permitted rental vehicles and staff vehicles parked while working shall be allowed. All repairs, change of tires, greasing/lubricating shall be conducted within a Building. Outdoor display of products incidental to normal refueling is prohibited closer to the street than pump islands. Outdoor display or storage of tires is prohibited.</p> <p><b>Vehicle Rental Facilities:</b></p> <p>In addition to the parking requirements in Article 4 Table 4 for lease or rental passenger vehicle facilities there shall be 10 parking spaces provided for first 10,000 square feet of Floor Area and 1 space for each additional 500 square feet.</p> <p>In addition to the parking requirements in Article 4 Table 4 for lease or rental cargo vehicle facilities 1 parking space per staff and 1 space for each 8 vehicles stored on the premises.</p> <p><del>All access to site shall be from a County designated primary arterial road.</del></p> <p>Building(s) designated for customer service must be located where it is easily accessible from site access point.</p> <p>All transactions must be conducted indoors.</p> <p>All vehicle storage areas must be lighted without causing spillover onto Abutting</p>
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			<p>properties.</p> <p>On-site vehicle service must be conducted indoors <del>and is limited to minor repairs and maintenance.</del></p> <p><b>Auto Sales:</b></p> <p>For new Buildings, the display of vehicles and sales transactions must be located indoors.</p> <p>Building disposition, configuration, and all applicable standards must meet the minimum requirements defined in <u>this Regulating Plan and as shown in the Design Guidelines.</u></p> <p><b><u>Automotive Service Bays:</u></b></p> <p><u>Must be designed to ensure that no exhaust, fumes, or vibrations will be perceived from abutting Frontages.</u></p> <p><u>Where serving as a Liner, Automotive Service Bays shall provide storefront glass with direct view of the enfronting street(s) or Public or private Open Space. Such storefront glass or artistic treatment shall be designed to fully contain sounds and vibration so that service bay operations cannot be heard along the abutting Frontage.</u></p>
<p><b>OPEN AIR  RETAIL</b></p>			<p>Subject to the following additional requirements:</p> <p><u>Shall be located only within the Woonerf during Special Events.</u></p> <p><u>Pedestrian access to site Woonerf must be from a major Thoroughfare.</u></p> <p>Distance separation of any Open Air Retail shall be a minimum of 75 feet</p>



			<p>measured from any property within T3, T4-R, T5-R, or T6-R Zone.</p> <p>Operation limited to five (5) occurrences annually <del>weekends and legal holidays</del> for a maximum of 3 consecutive days between the hours of 7:00 AM and <del>midnight</del>7:00 PM.</p> <p><del>Provision of paving striping for stalls and parking spaces. Provision of onsite restroom facilities.</del></p>
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**6.3.2.1 Open Air Retail and Special Events**

As permitted per Article 4, Table 3 of this Regulating Plan and per conditions in Article 6, Table 13 of this Regulating Plan Open Air Retail during Special Events shall be permitted within the Woonerf open space, or partially open space including Plazas, Courtyards, Pedestrian Passages, and Roof Terraces may not count towards Floor Area and Floor Lot Ratio calculations if the retail elements, such as vending carts, kiosks, Retail Merchandising Units, or any other structures or furnishings, have wheels or are completely removable within twenty-four (24) hours. Notwithstanding the requirements of Sec. 54-6.3 of the City Code, Special Events shall be permitted within the Woonerf within the SAP Area up to five (5) occurrences annually, for a maximum of three (3) consecutive days between the hours of 7:00 AM and midnight. Operations shall be approved by the Special Events Department or as otherwise required by the City Code

**ARTICLE 7 – PROCEDURES AND NONCONFORMITIES**

**7.1. BRAMAN MIAMI SAP Permit**

- a. Development within the SAP Area shall occur consistent with this Regulating Plan and the Design Guidelines. In particular, Phases 1A, 1B, and 4 as shown on page A-03 of the Design Guidelines shall be permitted to proceed straight to building permit without any further site plan approval, provided the building permit plans for said phases are consistent with the Design Guidelines as determined by the Planning Director. Minor modifications to the Design Guidelines, as determined by the Planning Director, shall be permissible without the need for an SAP Permit.
- b. The Adaptive Use of existing Buildings within the SAP Area shall be approved in accordance with the Miami 21 Code, as applicable.



- c. All other permits under the Miami 21 Code which may be required for other Development within the SAP Area, such as Warrants and Waivers, shall be approved by “SAP Permit”, following the process for either Warrants or Waivers and subject to the equivalent fee to those established in the Miami 21 Code and Chapter 62 of the City Code. Phases 2 and 3 as shown on page A-03 of the Design Guidelines shall proceed through the SAP Permit process prior to building permit. The process and criteria for review and approval of an SAP Permit application is set forth below.

Additionally, specific design conditions or Uses requiring approval by SAP Permit are described in the various articles of this Regulating Plan. The specific parameters of each SAP Permit are further described in the articles in which each specific SAP Permit appears in this Regulating Plan.

d. SAP Permit Review and Approval Process

1. SAP Permits shall follow the process for either Warrants or Waivers, as applicable, and subject to the equivalent fee to those established in the Miami 21 Code.
2. The Planning Director or Zoning Director shall, on an expedited basis following completion of the required steps at subsections b.3 and b.4 below, as applicable, approve, approve with conditions or deny the SAP Permit application. Approvals shall be granted when the application is consistent with the SAP inclusive of this Regulating Plan, the Concept Book, the Development Agreement, the Miami 21 Code and the Miami Comprehensive Neighborhood Plan, as applicable, and all other applicable laws and regulations. Denials of applications shall be issued if, after conditions and safeguards have been considered, the application still is inconsistent with the SAP inclusive of this Regulating Plan, the Concept Book, the Development Agreement, the Miami 21 Code and the Miami Comprehensive Neighborhood Plan, as applicable, and all other application laws and regulations. The decision of the Planning Director or Zoning Director shall include an explanation of the requirements under the Miami 21 and the SAP regulations, together with a description of the basis for the Director’s denial of the SAP Permit application, including citation to all applicable legal authority.
3. Urban Development Review Board. If an SAP Permit application involves a project in excess of 200,000 square feet of floor area, or as otherwise deemed necessary by the Planning Director, the SAP Permit shall be referred for review by the Urban Development Review Board in accordance with Chapter 62 of the City Code.



4. Coordinated Review Committee. SAP Permit applications for any new Building within the SAP Area shall be reviewed by the Coordinated Review Committee in accordance with Section 3.9.1(g) of Miami 21. Adaptive Use of existing Buildings in the SAP Area shall not require review by the Coordinated Review Committee.
  5. An SAP Permit shall be valid for a period of three years during which a building permit or Certificate of Use must be obtained. This excludes a demolition or landscape permit.
- c. Appeal of SAP Permit to the Planning, Zoning, and Appeal Board.
1. Appeal of the Planning Director's determination with respect to an SAP Permit shall be de novo and taken to the Planning, Zoning and Appeals Board and must state with specificity the reasons for the basis of the appeal together with payment of any required fee. An appeal shall be filed with the Hearing Boards Office within 15 calendar days of the posting of the decisions by the Planning Director on the City's website. The Board shall determine whether the Planning Director's determination is upheld or rescinded.
  2. The ruling of the Planning, Zoning and Appeals Board may be further appealed to the City Commission, de novo and must be filed with the Hearing Board Office within 15 calendar days of the Board's issuance of its ruling, and must state the specific reasons for such appeal, together with payment of any required fee.
- e. Modification to a Previously Approved SAP Permit.
1. Where a building permit application proposes a change to plans authorized by a previously approved SAP Permit, the Zoning Administrator or their designee shall determine whether the proposed plans substantially comply with the plans approved by the SAP Permit. Building permit plans in substantial compliance with a previously approved SAP Permit shall not require further approval by the Planning or Zoning Departments.
  2. Where the Zoning Administrator determines that plans associated with a building permit application do not substantially comply with a previously approved SAP Permit, the Planning Director shall determine whether the proposed changes are "minor". Minor modifications are those which comply with all applicable Code regulations and include, but are not limited to:
    - a. Changes that conform with this Regulation Plan; or



- b. Changes that do not materially alter the manner of operation of the approved site;
- c. Changes in project phasing;
- d. An increase in height not exceeding five feet or 5% of the approved height so long as the resulting Building does not exceed the maximum height allowed by this Regulating Plan; or
- e. Movement of the footprint of a structure's footprint not more than 10 feet in any horizontal direction and provided the change complies with transect regulation.

All applications for minor modifications to an approved plan shall be reviewed in light of their cumulative effect on the original approved plan, taking into account Building Disposition, Configuration, Function, and other Code standards.

- 3. In the event that the Planning Director determines that proposed change to plans previously authorized by a previously approved SAP Permit are not minor, then a new SAP Permit shall be required to approve such changes.

## **7.2 FLEXIBLE ALLOCATION OF SAP AREA DEVELOPMENT CAPACITY**

Properties located within the SAP Area may be subject to a declaration of restrictive covenant(s) in lieu of Unity of Title in a form approved by the City and the City Attorney, which documents permits and facilitates the flexible allocation of Development Capacity and Heights for Lots, sites and parcels located throughout the SAP Area as long as the overall Height and Building mass distribution for the entirety of the SAP Area is not out of Scale or character with the underlying Transect Zone. As such, any such covenant in lieu of Unity of Title will be consistent with: (i) the land development regulations for the SAP Area contained in Miami 21, this Regulating Plan, the Concept Book, and the Development Agreement; and (ii) the goals, policies, and objectives of the Miami Comprehensive Neighborhood Plan. Lot(s) sharing density or development capacity shall provide a clear allocation accounting as part of the Zoning Data for corresponding projects. Development rights associated with parcels within the SAP shall be retained within the SAP Area.

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## **ARTICLE 8. THOROUGHFARES**

### **8.1 GENERAL DESCRIPTION**

This Article describes the guidelines for development of Thoroughfares throughout the City. It supplements the design standards adopted in the City of Miami Manual of Engineering Standards for Design and Construction, maintained in its most current form at the City of Miami Department of Public Works. Where these guidelines conflict with the Manual, the standards of the Manual shall apply except that the Manual's requirements shall be interpreted in light of this Regulating Plan's guidance. Wherever the Manual's requirements allow flexibility or are ambiguous, the Manual shall be interpreted to allows such mitigation.

Thoroughfares must evolve with the needs of the City. As Miami continues to grow, a Thoroughfare may change in character reflecting new density, or conversely, a return to an historic dimension. For instance, a continuous lawn planter may be replaced with individual tree wells for additional sidewalk space, or a wide neighborhood street may be narrowed to control traffic intrusion.

As Miami continues to grow, and as local and global environmental conditions changes, the heat island effect and resilience must be primary considerations in design. Accordingly, the provisions of this Article shall be interpreted to allow measures to reduce the heat island effect and keep public streets cooler. Such measures may include increases in landscaping, the use of shade trees, the use of shade devices or structures, and the use of construction materials designed to best manage albedo for the comfort and benefit of pedestrians.

### **8.2 PUBLIC FRONTAGES**

8.2.1 Public Frontages shall follow Miami 21 Article 8, and the Design Guidelines.

8.2.2 Non-habitable pedestrian bridges between mixed-use Buildings over public rights of ways shall be permitted as shown in the Design Guidelines, subject to Public Works review and approval pursuant to Section 55-14 of the City Code. Pedestrian bridges shall be a maximum thirty feet (30') in width and a maximum of two (2) stories in height.



## **ARTICLE 10. SIGN REGULATIONS**

### **10.2.2 SAP SIGN DESIGN STANDARDS**

The following general standards shall apply with regard to Signs located within the Braman Miami SAP, in addition to provisions appearing elsewhere in this Code. The regulations here recognize that franchise motor vehicle dealerships are typically required by franchise deals to provide a minimum level of advertisement for each auto brand (e.g., BMW, Mini, Chrysler, etc.). These rules grant some flexibility to allow advertising multiple brands while offering high quality design.

- a. Limits on Number of Signs.** Where an ARC features more than one car franchise or brand in a Building, limits on the number of Signs per Building shall be applied on a per-brand basis. Nonetheless there shall be signage for no more than seven (7) brands per ARC. Projecting and wall signs shall be approved by SAP Permit.
- b. Aggregate Area.** The Aggregate Area Ratio within the SAP Area shall be 1.5 sq.ft. per linear Frontage. The Aggregate Area shall be calculated by using the following formula: (total linear Building Frontage) x (Aggregate Area ratio); 1,000 sq.ft. max per Frontage. The Aggregate Area may be exceeded through the SAP Signage Package, below.
- c. Auto Franchise/Brand Logo Treatment.** Architectural Features that are a part of a Building and Façade expression, and that incorporates artistic interpretation of car franchise or car brand's name, image or logo mark shall not be counted toward the maximum number of Signs or the Aggregate Sign Area for the purposes of Article 10, Table 15. Such Architectural Features, other than those associated with Phases 1A, 1B, and 4 as shown on page A-03 of the Design Guidelines, shall be approved by SAP Permit subject to compliance with compliance with the design review criteria set forth in Miami 21, Article 4, Table 12.
- d. Signage above fifty (50) feet** within the SAP Area shall be included in a SAP Signage Package or shall require an SAP Permit, and shall not be subject to the limitations of Miami 21, Section 10.3.6. The Signs shall be subject to the Design Review Criteria included in Article 4 Table 12.
- e. Building Address Signs.** Building addresses will not be calculated as part of aggregate wall Sign Area.
- f. Inlaid Entry Vestibule Floor Signs.** Not more than one (1) such Sign not exceeding ten (10) square feet in area, may be recessed into the floor, located solely at an entry vestibule, and integrated flush into the surrounding flooring system. Such Signs must be fabricated out of durable, non-slip materials. Inlaid



Entry Vestibule Floor Signs shall not be calculated as part of aggregate wall Sign Area or limits on the number of Signs.

**g. Interior Signs.** Signage, mounted inside an ARC a minimum of seven (7) feet beyond the Shopfront Facade, viewed from the pedestrian walkway will not be calculated as part of Aggregate Sign Area or maximum number of Signs.

**h.** Video and animated architectural Facade treatments may be used as approved by SAP Permit, subject to all applicable laws and regulations; all other applicable laws, including applicable Miami-Dade County sign regulations, regarding signage must be complied with.

### **10.3.7 Special Area Plan Signage Package**

The Braman Miami SAP Signage Package shall serve to enhance the district's identity, provide safe and clear directional devices for visitors into and through the district, deliver information about the Braman Miami SAP. The SAP Signage Package shall allow greater flexibility in Sign regulations when the flexibility results in a higher or specialized quality design. Approval of such a package may also authorize the placement of Directional Signs within the Public Right-of-Way or voluntary Frontage Setback subject to the following conditions: (i) Directional Signs shall not be located within the Public Right-of-Way so as to disrupt pedestrian activity; (ii) Directional Signs shall respect the vision clearance standards set forth in Miami 21, Section 3.8.4; and (iii) the placement of a Directional Sign within the Public Right-of-Way shall require the approval of Public Works Department.

Specific Sign parameters may be exceeded for various Sign types where compliance with Article 4. Table 12 of Miami 21 related to Signs is demonstrated and with the exception that the total aggregate areas for Building Identification and Directional Signs are not exceeded. An SAP Signage Package submittal may be submitted for either the entirety of the SAP Area or for the individual blocks comprising the SAP Area. Such submittal, at a minimum, shall include the following: (i) a plan view of each Sign type indicating the typical condition for each Sign type and (ii) the specifications of each Sign type. Where an SAP Signage Package is approved for an individual block, all subsequent submittals for future blocks shall incorporate an aesthetic consistent with the aesthetic of the previously approved Signage package. Upon approval of an SAP Signage Package, all Signs which conform to the standards set forth therein shall not require an individual SAP Permit, and shall be permitted if in compliance with the Florida Building Code.

If a Signage Package is not adopted, or if an individual Sign does not conform to the standards set forth in adopted Signage Package, such signage may only be approved by SAP Permit.