

2 MIAMI

CASE STUDY

MIAMI - BRICKELL

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TEAM

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DATE

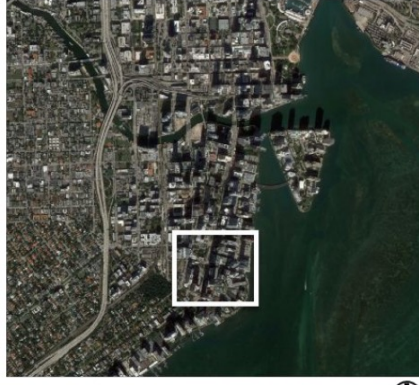
Mar. 15, 2021



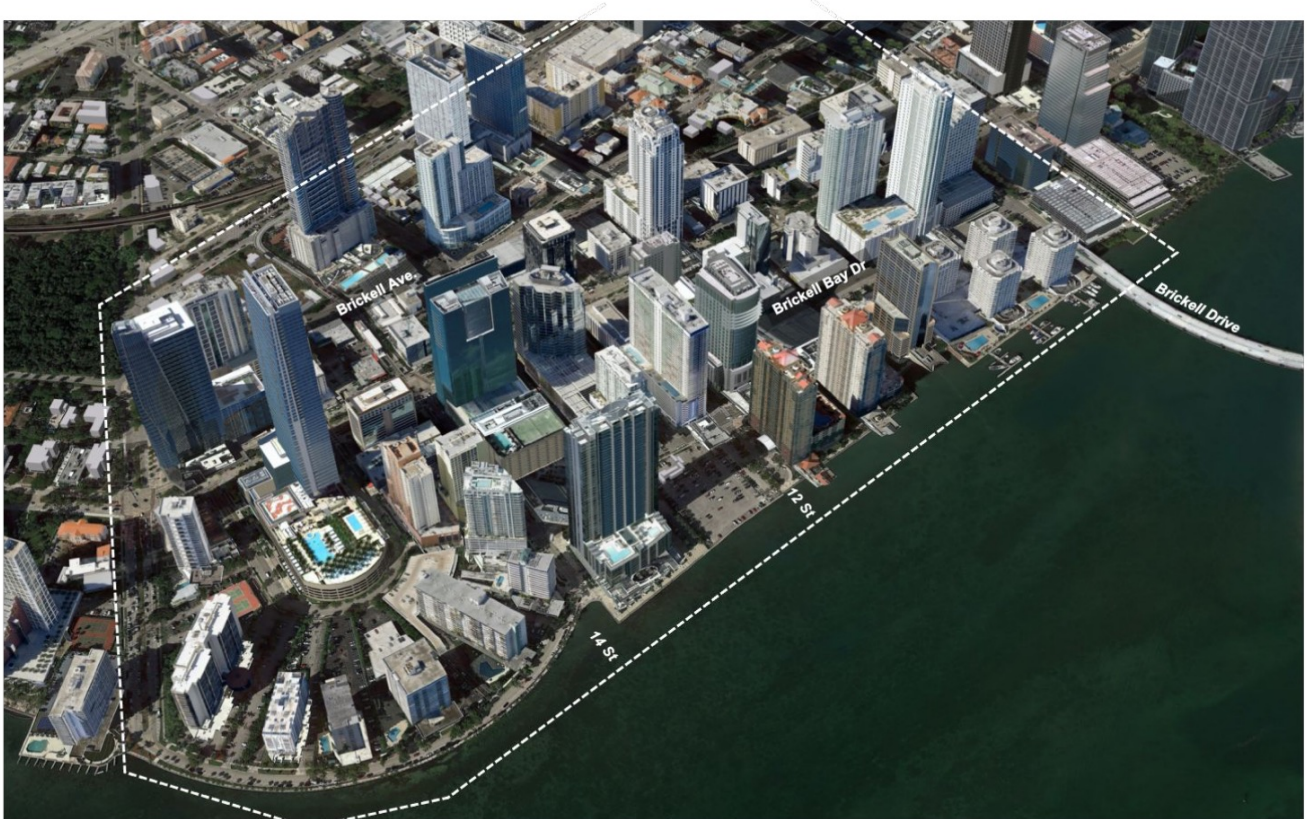
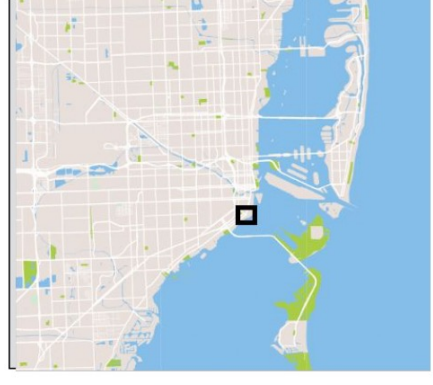
STUDY AREA



NEIGHBORHOOD



CITY





ARCHITECTURE + DESIGN

How an Unlikely Plot of Land Will Transform Miami

Welcome to The Underline, the 10-mile linear park bringing wellness, art, and safety to the vibrant coastal city



Three elements define Brickell's character:

1. Its **density**, as a result of being an urban core
2. Its **increasing walkability**, using sidewalks and transforming a public transit corridor
3. Its **mixture of uses**, with residential high-rises, retail ground floors and commercial uses (mostly for hotels)



Image credits: Miami Herald, Architectural Digest, and Google Street View

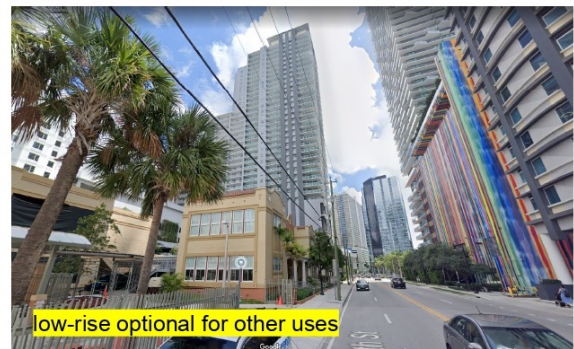
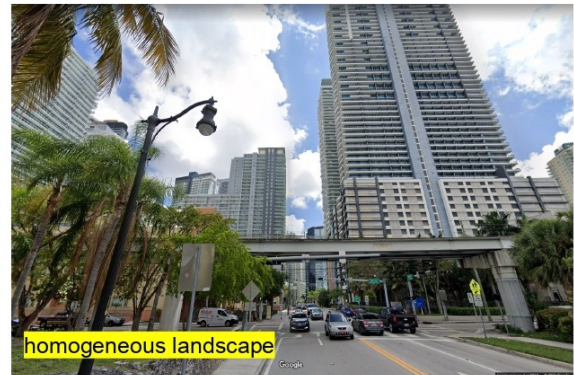
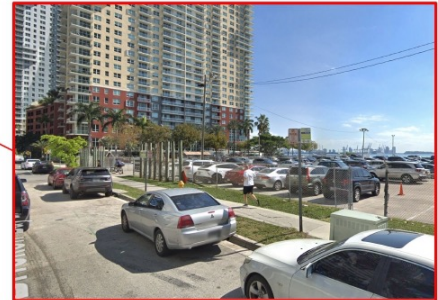
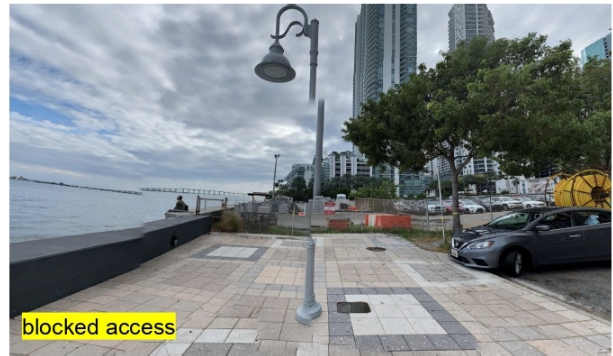
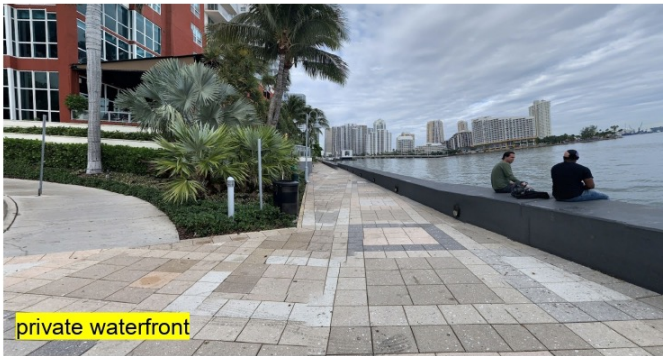
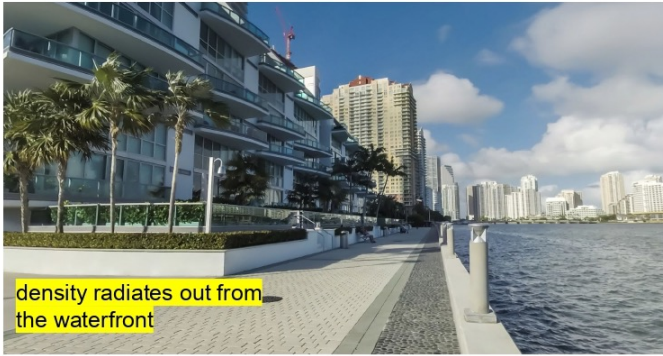


Image credits: Miami Herald and Google Street View



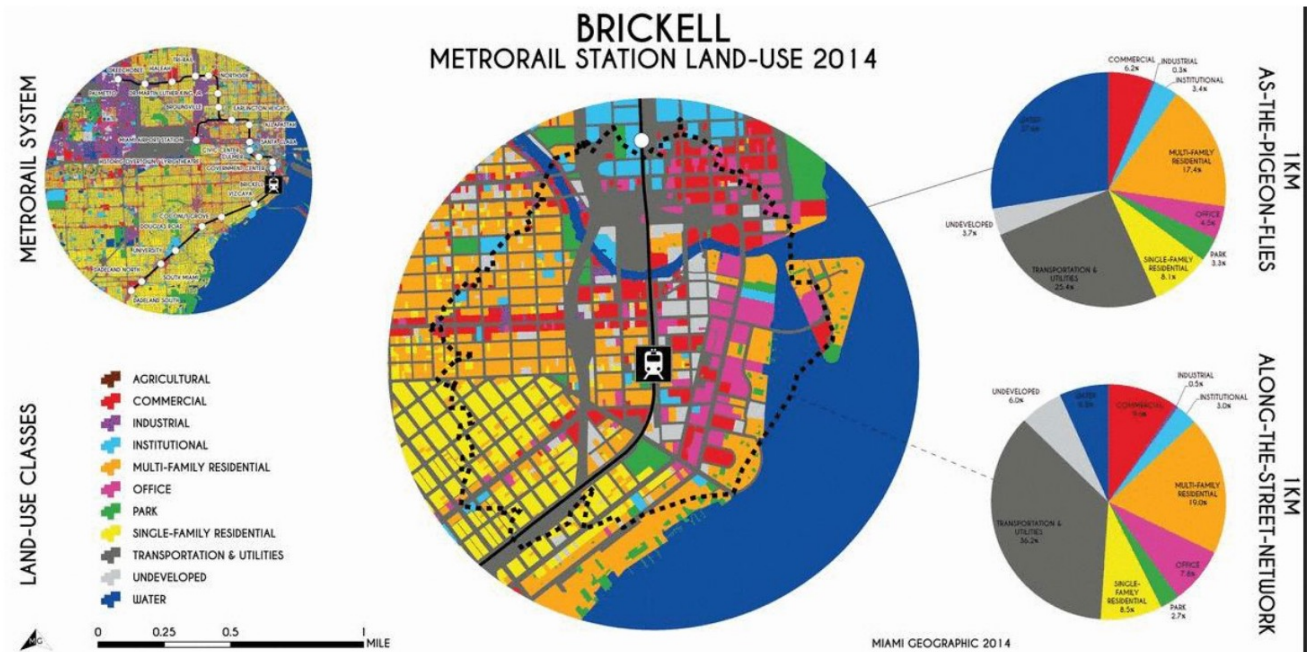
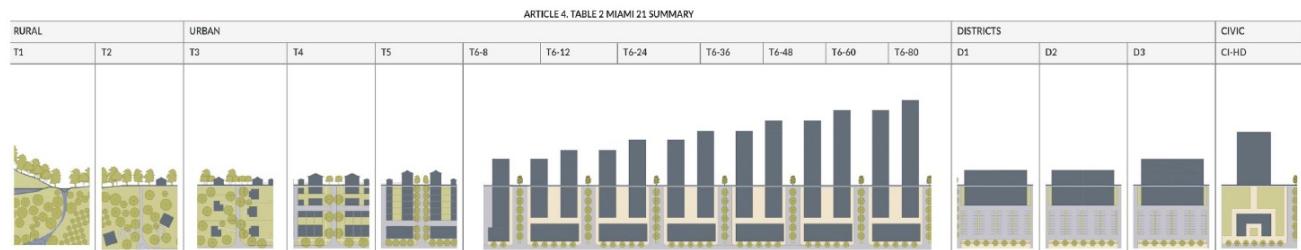


Image credits: Miami Geographic



The Code and the Atlas

Miami's zoning has two components: a **form-based code** that defines a series of transects and districts, and their parameters for urban design.

This code is accompanied by an **atlas**, a map that illustrates how the transects are organized in a semi-concentric manner. Brickell, near the city's downtown, is considered an urban core transect (or T6 in the code)

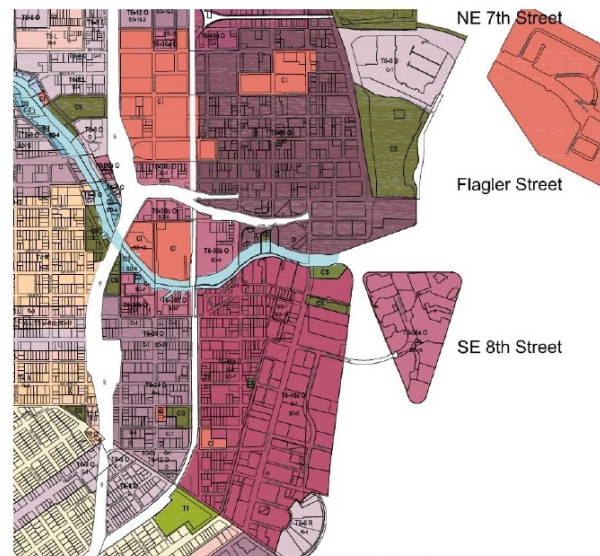


Image credits: Miami21 Zoning Code

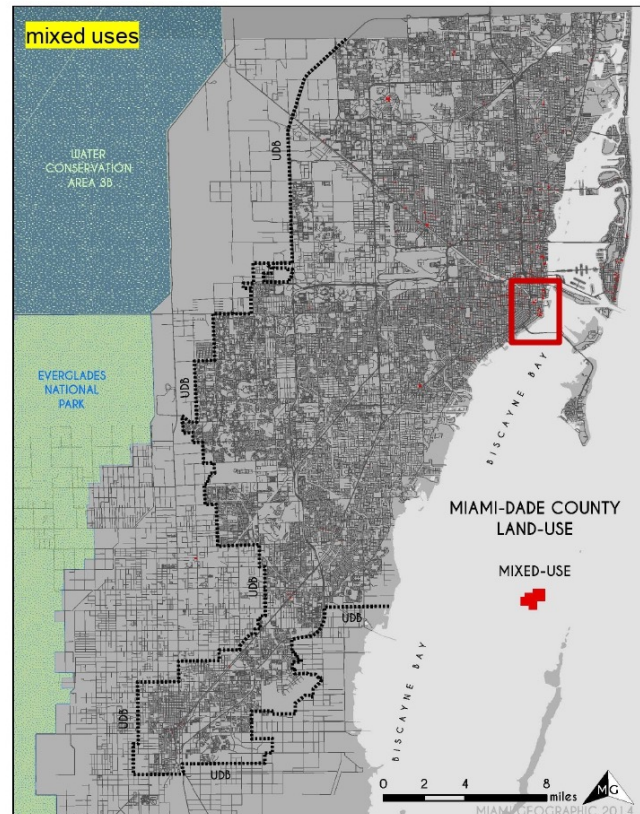
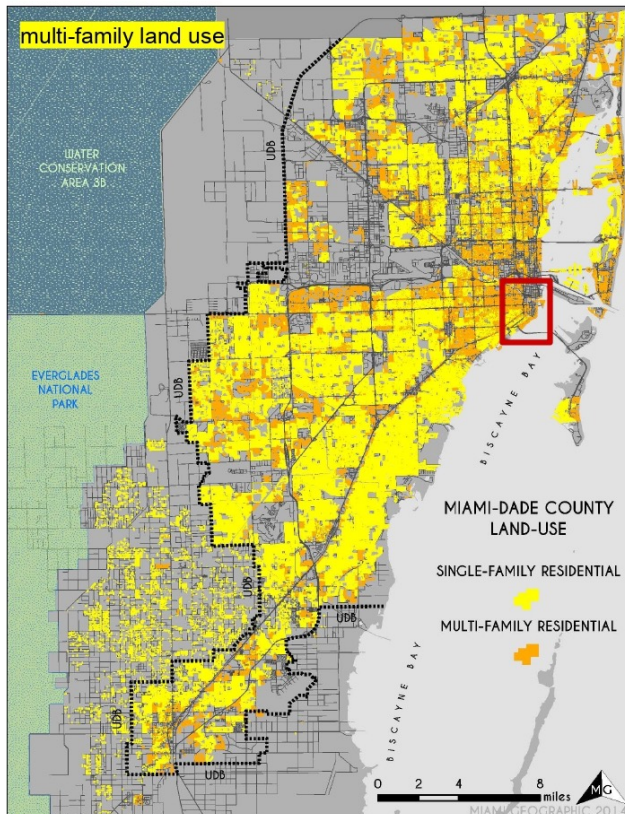
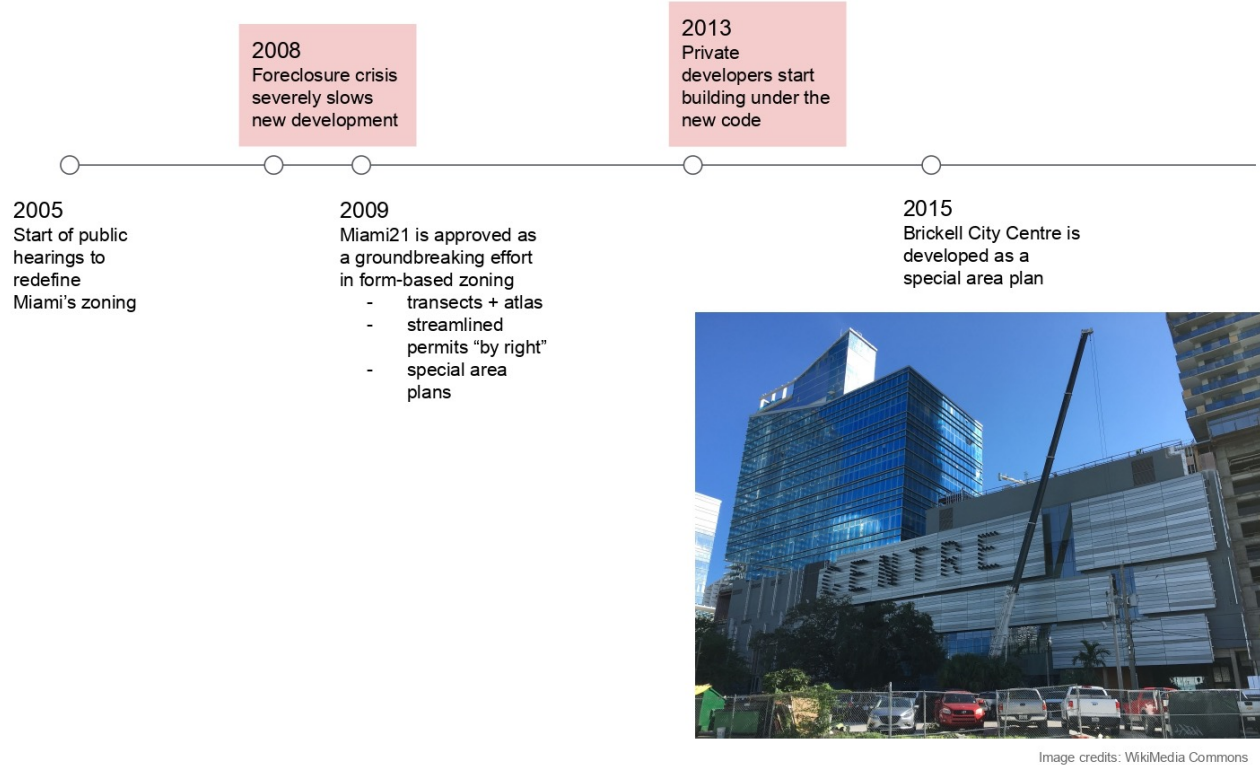


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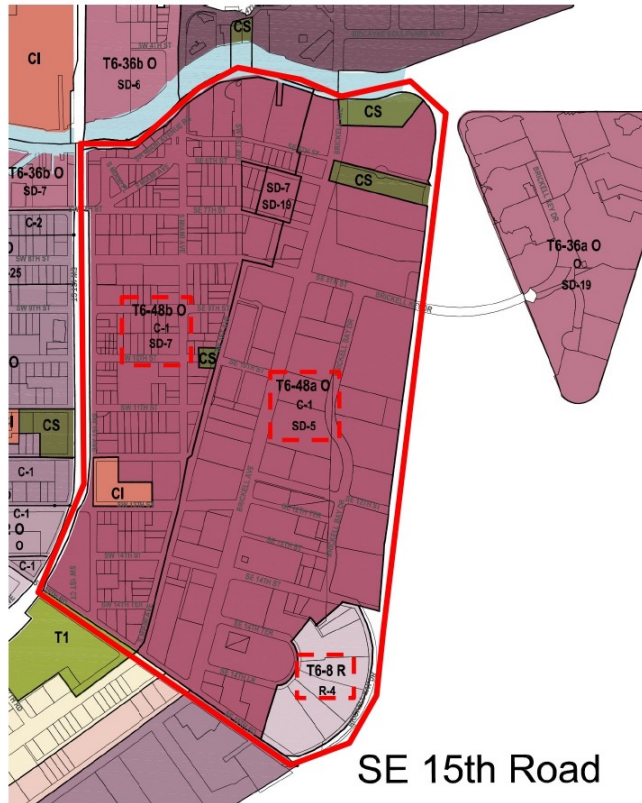
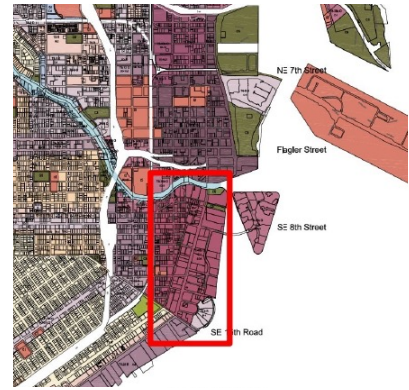
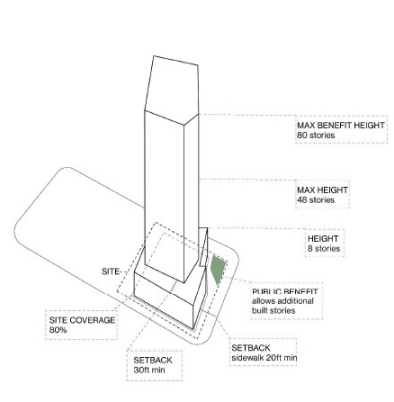


Image credits: Miami21 Zoning Code



- T1 NATURAL
- T3 SUB-URBAN
- T4 GENERAL URBAN
- T5 URBAN CENTER
- T6-8* URBAN CORE**
- T6-12* URBAN CORE
- T6-24* URBAN CORE
- T6-36* URBAN CORE
- T6-48* URBAN CORE**
- T6-60* URBAN CORE
- T6-80* URBAN CORE
- D1 WORK PLACE
- D2 INDUSTRIAL
- D3 MARINE
- CS CIVIC SPACE/PARKS
- CI CIVIC INSTITUTION
- CI-HD CIVIC INSTITUTION - HEALTH DISTRICT
- R - RESTRICTED
- L - LIMITED
- O - OPEN
- * NUMBER OF STORIES



SUMMARY OF ZONING REGULATIONS (See Appendix for supporting research)					NOTES
1	ZONING DISTRICTS	URBAN CORE T6-48a O	URBAN CORE T6-48b O	URBAN CORE T6-8 R	T6-48a and T6-48b are the same except for the Floor Lot Ratio: FLR 11 and FLR 18
2	LAND USE	residential, lodging, office, commercial, civic, civic support, educational	residential, lodging, office, commercial, civic, civic support, educational	residential, lodging, office, commercial, civic, civic support, educational	non-permitted uses: industrial, adult entertainment
3	FLR (floor lot ratio)	11 / 50% additional Public Benefit	18 / 50% additional Public Benefit	5 / 25% additional Public Benefit	Development in a Civic Space Zone should have a minimum of fifty percent (50%) of its perimeter fronting a Thoroughfare
4	SITE COVERAGE	80% (1-8 stories), 18,000 - 30,000 sf. (above 8 stories)	80% (1-8 stories), 18,000 - 30,000 sf. (above 8 stories)	80% (1-8 stories), 18,000 - 30,000 sf. (above 8 stories)	18,000 sf. max. Floorplate for Residential & Lodging (above 8 stories) 30,000 sf. max. Floorplate for Office & Commercial
5	SETBACKS	10 ft min, 20 ft (above 8 stories)	10 ft min, 20 ft (above 8 stories)	10 ft min, 20 ft (above 8 stories)	(see next slide)
6	HEIGHT	2-48 floors max, with bonus up to 80 stories	2-48 floors max, with bonus up to 80 stories	2-8 stories max, with bonus up to 12 stories	(see illustration in next slide)

ILLUSTRATION 5.6 URBAN CORE TRANSECT ZONES (T6-48) %

BUILDING DISPOSITION		BUILDING PLACEMENT	
LOT OCCUPATION			
a. Lot Area	5,000 s.f. min.		
b. Lot Width	100 ft. min.		
c. Lot Coverage			
- 1-8 Stories	80% max.		
- Above 8th Story	18,000 sf. max. Floorplate for Residential & Lodging 30,000 sf. max. Floorplate for Office & Commercial		
d. Floor Lot Ratio (FLR)	T6-48a: 11 / 50% additional Public Benefit T6-48b: 18 / 50% additional Public Benefit		
e. Frontage at front Setback	70% min.		
f. Open Space	10% Lot Area min.		
g. Density	150 du/ac max.*		
BUILDING SETBACK		PARKING PLACEMENT	
a. Principal Front	10 ft. min.; 20 ft. min. above 8th Story		
b. Secondary Front	10 ft. min.; 20 ft. min. above 8th Story		
c. Side	0 ft. min.; 30 ft. min. above 8th Story		
d. Rear	0 ft. min.; 30 ft. min. above 8th Story		
e. Abutting Side or Rear T5	0 ft. min. 1st through 5th Story 10 ft. min. 6th through 8th Story 30 ft. min. above 8th Story		

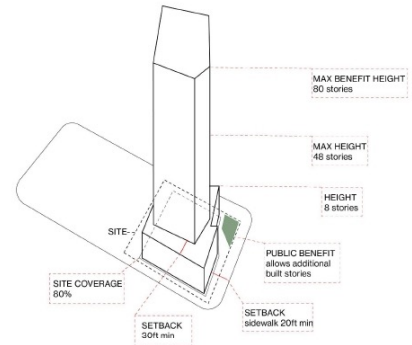


Image credits: Miami21 Zoning Code

T6-48

BUILDING HEIGHT

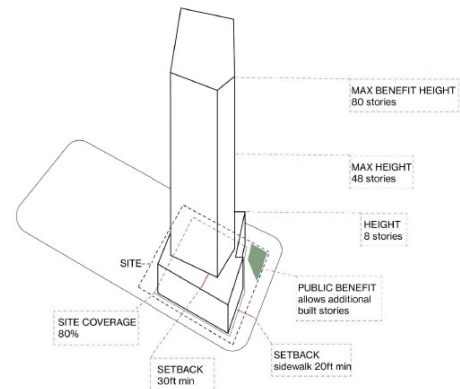
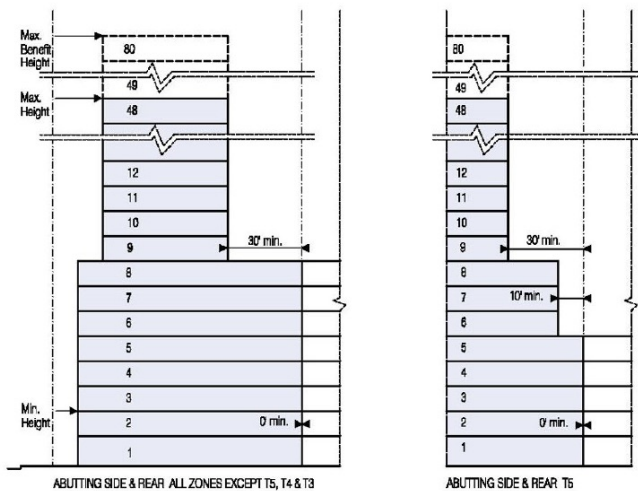
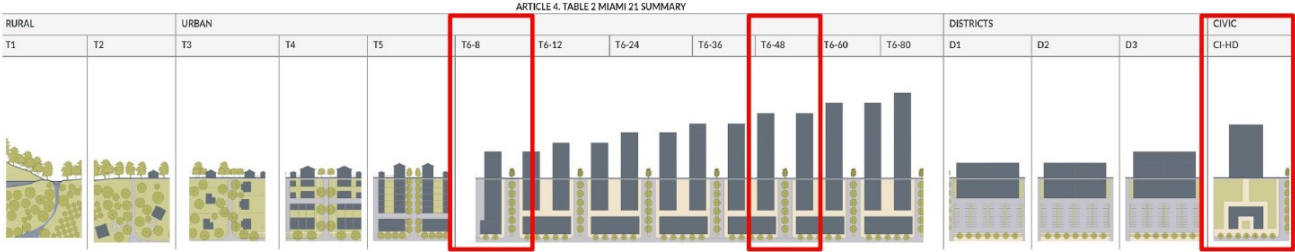


Image credits: Miami21 Zoning Code



A few areas within the studied T6 transects are zoned as Civic Zones. As illustrated below Civic Zones can be designed for all transects, from rural to densely urban. This allows the form-based code to incorporate public spaces and green spaces throughout the city adjusting to different urban environments.



Image credits: Miami21 Zoning Code

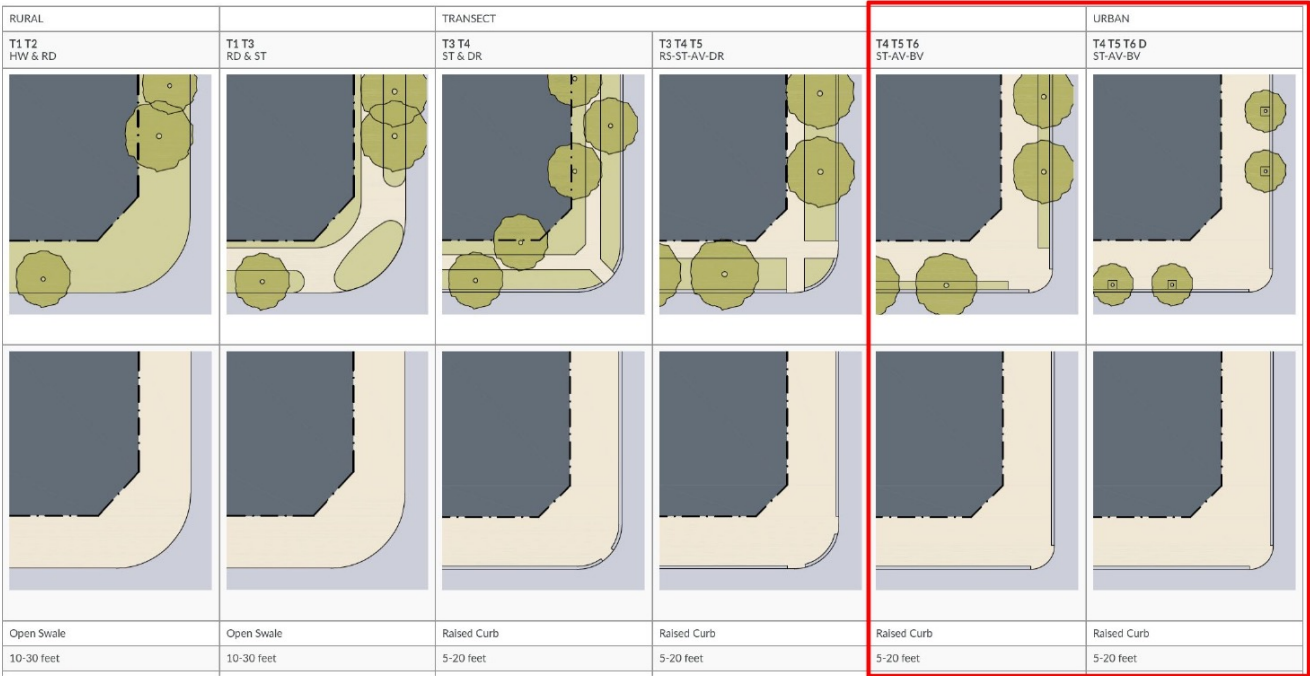


Image credits: Miami21 Zoning Code

CASE STUDY	SECTION	TITLE
CASE STUDY CITY NAME	4] ZONING ANALYSIS	4.4] EVALUATION

PROS	Cons
<ul style="list-style-type: none"> • Clear graphic representation of building codes, bulk and public space regulations, and guidelines for developers • Swift review process • Ensures higher standard of urban design • Enables a more ecologically friendly urban fabric by promoting landscaping • Promotes walkability and enforces pedestrian safety through design • Encourages active transportation and proper streetscape design • Allows for flexibility and changes to built form under special circumstances to promote heterogeneous urban landscapes 	<ul style="list-style-type: none"> • Can be more difficult to implement in transects with no development pressure • Could be more costly to developers, especially in the context of projects for low-income communities • Encourages development of unaffordable housing • Strict design guidelines can become hard to amend or adapt over time • Sustainable development could fall behind on new technologies and strategies • Miami has promoted walkable streets in high density urban areas, yet most of these zones are marketed to tourist and high-income populations. We recommend to incorporate affordable housing by reframing Public Benefits to include equity considerations • High density transects are situated along the waterfront, resulting in high risk for flooding. Waterfront development should incentivize more green infrastructure strategies to manage environmental risks • In order to mitigate climate-related risks and promote diversity, high-density zones within urban core transects could be dispersed along a larger area, and not clustered along the waterfront

5A] APPENDIX - BIBLIOGRAPHY

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