

Single Family Conservation (SF-C) District

The area proposed to be established as the Single Family Conservation (SF-C) District extends generally between SW 8th Street to the south and Campina Court to the north, east of Campina Avenue and Dade County and west of Douglas Avenue and the City of Miami.

The SF-C District consists of single-family homes, most of which were built in the 1940s. The purpose of the SF-C District is to protect and enhance the existing low density single-family detached dwelling units. The District will preserve neighborhood character and promote compatible residential infill and expansion by regulating new construction and major alterations and additions to existing buildings. Additionally, the SF-C District could serve as a catalyst for the rehabilitation of existing buildings.



Without active conservation, it is likely that market forces will result redevelopment which would alter and destroy the existing character of the sub-area. As has already happened in other parts of Coral Gables, the concern is that existing one-story homes would be redeveloped with two-story homes whose building envelope is pushed to the maximum, casting shadows onto neighboring properties and creating a sense of intrusion where previously single-story homes had effortlessly co-existed and thereby changing the character of the sub-area.



Homes in the SF-C District

Existing Conditions

The Single-Family Conservation District consists of 206 single-family homes organized around a street network which is on a grid layout and is bisected by Ponce de Leon Boulevard. Ponce de Leon Boulevard is a 4-lane divided road in the SF-C District and significantly hinders pedestrian movement from east to west across the District. The SF-C District is fairly well separated from the commercial buildings to the south on SW 8th Street and to the north on Flagler Street, with the exception of the traffic that cuts through the sub-area.

The local roads which run east-west (e.g. Alcantara Avenue) are unusually wide (32' of pavement is a typical width, which includes on-street parking), which combined with wider than normal sidewalks (8' wide) make for an unattractive and undefined streetscape. Adding to the unappealing nature of the streetscape is the lack of landscaping in both the public and private realm in the sub-area. The sidewalks are immediately adjacent to the street and there are no landscaped parking islands to break up the on-street parallel parking. The wide open streets also are inviting for motorists who are looking for a shortcut to get from Douglas Road to LeJune Road and vice versa. Residents of the SF-C District complain of fast and voluminous amounts of cut-through traffic on their streets.

Most of the homes were built in the 1940s and many of them are charming and aesthetically appealing. With one exception, all of the homes are single-story structures. The SF-C District lies in a very desirable location (close to the Central Business District of Coral Gables and close to major roads that connect to the region) and is feeling the pressure for redevelopment. Without a conservation plan, this neighborhood might be redeveloped in a manner that would destroy the existing charm.

The two parks in the SF-C District (Rotary Centennial Park and Cibao Park) lack improvements which could significantly enhance the role of the parks as anchors for the SF-C District. The City should seek resident input as to what types of facilities are wanted in the park. Additionally, for residents living east of Ponce de Leon Boulevard, it is very difficult crossing the 4-lane road on foot and for all intents and purposes the wide road forces users of the park to drive to the park or not use it at all. One or two strategically placed pedestrian crosswalks would help alleviate this problem.



Ponce de Leon Boulevard significantly hinders pedestrian movement across the SF-C District



Typical east-west street in the SF-C District — too wide with uninterrupted on-street parking and wide sidewalk



Rotary Centennial Park



Cibao Park

Historic Properties

The Campina Court section of the SF-C District was recently designated as a Historic District by the Coral Gables Historic Preservation Board. A Historic District derives its importance from being a unified entity. Constructed in the early 1940's, the buildings on Campina Court comprise a small local Historic District with residences that represent the transition to the modern age.

In addition to being an identifiable entity, a district must be significant. The residences on Campina Court have historical and cultural significance. They are associated in a significant way with the life or activities of major historic persons important in the City's past. In addition, they exemplify historical, cultural, political, economic and social trends of the community during World War II.

Aerial and photos of homes in Campina Court



Issues

The fact that the SF-C District is in a highly desirable location presents the biggest threat to its continued existence as a coherent single-family neighborhood of relatively small homes. If the neighborhood is left to market forces it is likely that many of the homes will be expanded or replaced with larger (in size and height) homes.

It is the intent of the SF-C District to “conserve the existing character of the neighborhood.” Put another way, it is not intended to conserve specific structures but rather it is intended to conserve a set of neighborhood values — a particular pattern of development — moderately sized homes set back generously from property lines.

The current configuration of the local east-to-west streets invites cut-through traffic, which is a threat to the safety of the local residents and an intrusion into the quality of life for the area. While many of the homes in the SF-C District are attractive and charming, the front sides of the homes and the unattractive public streetscapes diminish the individual and additive value and character of the sub-area.

Rotary Centennial Park and Cibao Park are welcome green spaces in a part of the City that has very few public parks. However, pedestrian access to the parks and the lack of improvements in the parks is an issue for the neighborhood. The best way to determine what kinds of recreational facilities are needed in the parks is to survey the households in the neighborhood.

Recommendations

In order to protect the integrity and existing community character of the SF-C District in the North Ponce area, the City of Coral Gables should focus on protecting the neighborhood from impacts from adjacent commercial uses, the redevelopment of existing single-family homes into larger homes and increases in automobile traffic within the neighborhood. Recommendations include the creation of a conservation zoning district to regulate land development and renovations to the public realm.

Regulatory Recommendations

A conservation district imposes strict performance standards on any revitalization or redevelopment in order to conserve a particular neighborhood character and promote compatible redevelopment. A conservation district imposes stricter limits on infill development and redevelopment than is otherwise applied to residential neighborhoods, but something less than what is required for a historic landmark or district.

The SF-C District is intended to protect and enhance the residential character of an “old” Coral Gables within the neighborhood. Focused on the unique character of the neighborhood, the boundaries for the SF-C District encompass an area roughly 162 acres in size, extending from Campina Court to the north to SW 8th Street to the south, and from Boabadilla Street to the west to Douglas Road to the east. The SF-C District has long been a low-density residential neighborhood comprised of one-story single-family dwelling units. The SF-C District establish-

es permitted uses and performance standards to prevent the erosion of the traditional character of the neighborhood through the development and redevelopment of homes of increased intensity, scale, and massing and homes that break from traditional architectural styles within the neighborhood.

The concept of a “conservation district” is that conservation of the area can be achieved by allowing expansion and redevelopment so long as the expansion and redevelopment is consistent with the existing character of other homes in the immediate vicinity. For example, if the average house size on Alcantara Street between Ponce De Leon and Douglas Road is 1,450 square feet, then an expansion of a home on the street could not exceed the average by more than thirty-five percent (35%) and only as a conditional use subject to city staff approval and a contextual design review by the Board of Architects. That is, new development or redevelopment would be capped, regardless of the size of the lot, at 1,957 square feet [$1,450 + (1,450 \times .35) = 1,450 + 507 = 1,957$], unless the applicant was able to demonstrate that additional square footage, individually or cumulatively would not lead to a material change in the character of the immediate vicinity of the property proposed for development.

The design review by the Board of Architects would be contextual and be based on the following information.

The neighborhood block in which the hypothetical property proposed for redevelopment is located, is the area of analysis for analyzing the impact of the proposed redevelopment on the character of the immediate vicinity. Specifically, all properties on both sides of the street stretching from one end of the block to the other end, the end being where there is a street intersection (see graphic). In addition, any lots which abut the applicant’s property to the rear are considered part of the neighborhood block. The Board of Architects would consider the character and scale of the existing homes in the neighborhood block when considering the appropriateness of a proposed renovation or new construction. Specific items to be considered in comparison to the neighborhood block are setbacks, lot coverage, height and floor area ratio.

Photographs of the block, taken from both ends of the block and from the middle of the right-of-way as well as from the edge of the right-of-way on both sides of the street, would be used to gauge the character of the area.

Photographs of the two properties immediately adjacent to the applicant’s property, photographs of the properties to the rear of the applicant’s property and a photograph of the property directly across the street would also be analyzed.





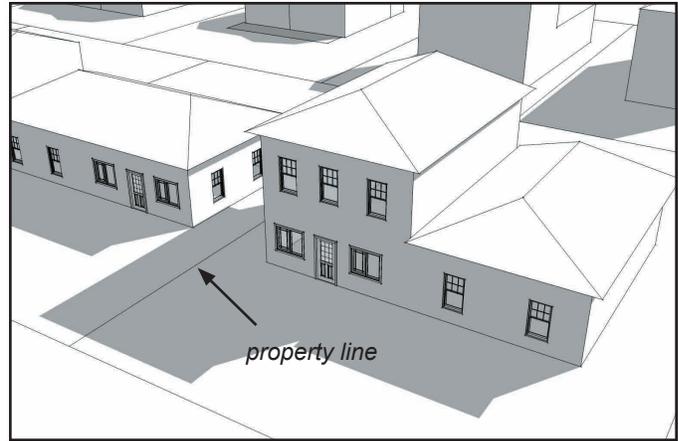
A scaled aerial photograph of the neighborhood block and a scaled aerial photograph of the applicant's property and all properties that share a common property line as well as a map of the building footprints for the area of analysis would also be used (data should be field checked and is available through Geographic Information Systems (GIS)).

In order to maintain the existing character of the neighborhood, performance standards within the recommended SF-C District restrict the building envelope and the way in which the proposed home is designed and positioned on the lot, including standards for lot size, lot dimensions, lot coverage and maximum floor area ratio that reflect existing conditions. To protect residents from encroachments of oversized homes, the SF-C District outlines minimum setbacks that encourage homes with short front setbacks, but create larger side setbacks in interior lots.

The recommended SF-C District generally restricts the development of new homes to no more than twenty-seven (27) feet in height. Applicants may expand an existing home or build a new home with



a second floor as a minor conditional use, provided that the redevelopment is found to be consistent with the existing character of the neighborhood (as determined by the Board of Architects) and satisfies the “shadow test.” The shadow test allows for buildings above the restricted height, so long as the structure, as built, will not cast a shadow upon neighboring buildings at two o’clock in the afternoon on the day of the winter solstice – the longest day of the year, when buildings are most likely to cast a shadow. The purpose of this provision is to prohibit homes that will intrude on the appearance of open space and the enjoyment of air and light by neighboring property owners (see graphic).

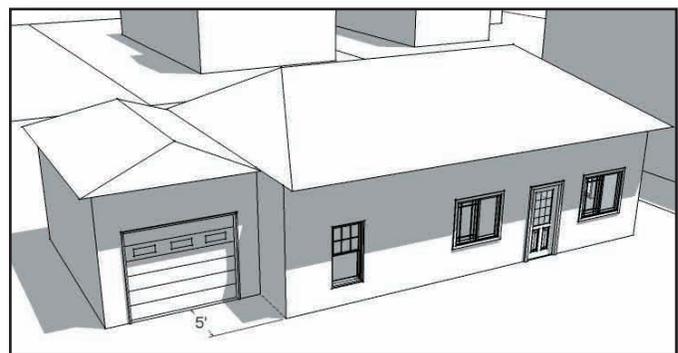


The graphic above is an example of the shadow test. In this example, the 2-story home would project a shadow onto the neighboring property and would therefore be inappropriate for the site.

The SF-C District emphasizes the importance of architectural character in roof structures in the sub-area. To preserve and encourage further development of typical traditional roofs in the neighborhood, the SF-C provides restrictions on height and the use of parapets and mandates that 40% of the total surface area of all roofs are to be gabled.

The recommended SF-C District discourages the inclusion of large garages and automobile-oriented design within the District. Performance standards require that garages facing the street be setback at least five feet further than the front façade of the home, and those that are setback at least twenty feet are not included in floor area calculations. Detached garages and carports, and porte cocheres are omitted from floor area calculations, providing an additional eight-hundred and forty square feet of usable space for residents opting away from enclosed garages. In addition, lots with detached garages and carports, and porte cocheres are subject to reduced open space requirements. Finally, a detached garage that is located in the rear yard, adhering to rear and side setbacks, is eligible to have a “mother-in-law” unit above the garage which would not count toward the allowable FAR on the site.

The City of Coral Gables has a long and proud tradition of unique and extensive landscaping that preserves the natural environment and promotes a positive urban image. The SF-C District recognizes the importance of landscaping to improve character and requires more extensive landscaping to address the issue of preservation of the existing character. In addition to those requirements in Article 5 Division 13 of the zoning code, the SF-C District mandates the minimum percent of



Minimum 5-foot garage setback

open space required and the minimum number of trees, based on the size of the lot. The SF-C District also requires that trees are planted within five (5) feet of the front property line in an effort to maintain tree canopies along neighborhood streets and provide plenty of shade for pedestrians walking on neighborhood sidewalks. Landscaping requirements are aimed at providing functional and aesthetically pleasing landscaping in the SF-C District.

Due to the importance placed upon preserving the architectural and historical merit of structures within the sub-area, the SF-C District details a more involved role for the Board of Architects in approving conditional uses requested for proposed development. Any proposed project with a FAR above 0.35 must go through a mandatory City Administration pre-application process. The Board of Architects also engages in contextual design review to ensure that neighborhood characteristics are maintained and respected.

Improvements to the Public Realm

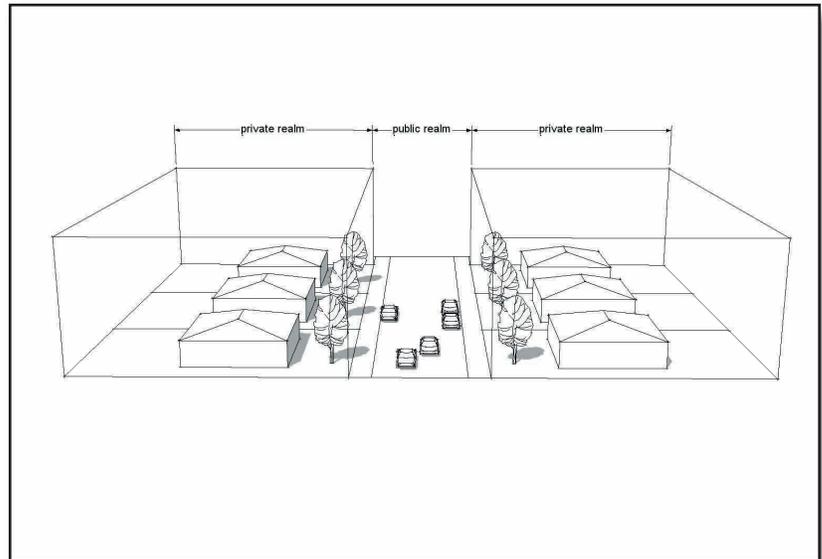
Another, equally important Strategy, and one that truly complements the creation of a conservation district, is the renovation of the public realm. Within the SF-C District, renovation would invite public investment in street improvements, streetscape improvements within the public right of way, and public parks and open space.

A) Initiatives

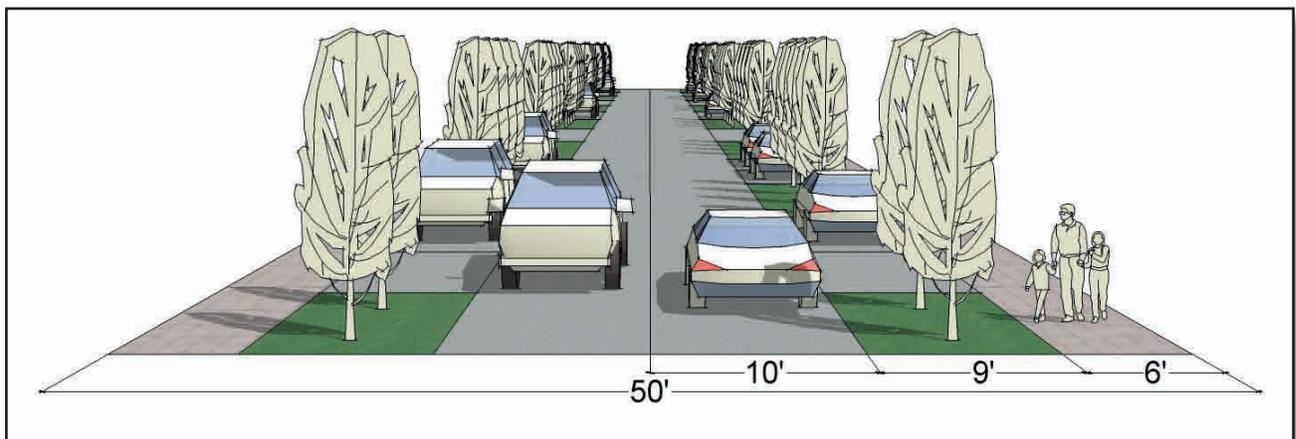
1. Renovation of East-West Streets

In addressing the concerns of residents over safety and appearance, the most important component is the renovation of existing east-west streets within the SF-C District to create attractive, secure neighborhood addresses and a pedestrian-friendly environment.

Streetscape improvements are available to the City of Coral Gables without the need to acquire further land. East-west streets in the SF-C District currently have fifty (50) feet of right of way, with nearly twenty-five (25) feet for travel lanes. No more than ten (10) feet of travel lane in each direction is necessary to provide local access in a residential neighborhood. That leaves thirty (30) feet of right of way to create an attractive and functional residential streetscape. The streetscape strategy calls for a nine (9) foot landscaped parkway with regular



The graphic above illustrates the extreme lack of landscaping within the public realm along the local east-west streets. Ideas for improving the public realm are discussed in on the following pages.



50' right-of-way streetscape improvement



On the left — model of existing streetscape : On the right — model of proposed streetscape

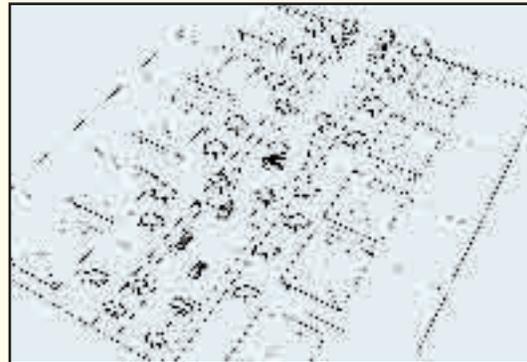
street trees and a sidewalk of six (6) feet in width (see graphic). If parallel parking is required to be maintained on a particular street, then the parkway should be alternatively developed with parallel parking spots in a manner such that at least fifty percent (50%) of the frontage along both sides of the road is landscaped parkway.

2. Traffic Calming

The addition of landscaped parkways are particularly critical as traffic calming devices at the intersections of the east/west streets with Douglas Road and Ponce De Leon. In addition, traffic circles as calming devices could be effective in dealing with cut-through traffic. Traffic circles may be useful both at intersections, where they will slow down traffic flowing in all directions, or as a diverter of traffic at the mid-block (see graphic), to slow down traffic cutting through on east/west streets.

3. Street Closures

Many communities have dealt with cut-through traffic by street closures at major roads similar to Douglas Road. From the neighborhood's perspective, full closure of the east-west streets makes a lot of sense. However, there are life, safety, and law enforcement implications when streets are closed. Some communities close roads to public traffic, but provide for emergency access by remote controlled gates or other techniques. The City's law enforcement and



An aerial perspective of traffic calming with a traffic circle (above) and a street-level view (below)



fire and life safety professionals have made it clear that they oppose partial or full road closures. If, notwithstanding those concerns, the City were to determine that cut-through traffic is a serious threat to the integrity of the SF-C District, there are several different approaches which could be adopted including a gated version with emergency access controllers.

4. Public Parks

Another public realm initiative recommended is the improvement of the existing green spaces into attractive and functional public parks in order to make it more of a neighborhood focal point. The existing parks have limited improvements and are not easily used as a place of assembly or neighborly encounter. The initiative could include improvements such as a tot lot, gazebos, fountains and other urban park elements (see graphic). Another recommendation is to provide two crosswalks across Ponce del Leon Boulevard so that residents on the opposite side of Ponce del Leon Boulevard may get to the parks safely.



Illustration of improved neighborhood park

B) Funding

The renovation of the public realm involves the always critical issue of funding. While it can be anticipated that the SF-C District will continue to receive its fair share of available capital funding from the City, the pace of the funding may come too late to stabilize and conserve the existing character of the neighborhood. The City should work with residents to explore alternative funding techniques for encouraging the public realm improvements, such as special assessments or other self-funding methods.

Other funding alternatives include various Federal sources such as the Congestion Mitigation and Air Quality (CMAQ) Improvement Program (<http://www.fhwa.dot.gov/environment/cmaqpgs>) offered through the U.S. Department of Transportation, state sources of funding which are primarily through the Department of Transportation (<http://www.dot.state.fl.us>) and County sources of funding.

Multi-Family Conservation (MF-C) Districts

There are two areas proposed to be established as “Multi-Family Conservation (MF-C) Districts.” One is located generally between Navarre Avenue on the south and SW 8th Street to the north, Douglas Road on the east and Galiano Street on the west. The other is located generally between Zamora Avenue on the south and SW 8th Street to the north, the western City limits to the west and to Salzedo Street to the east.

The MF-C Districts are comprised of multi-family buildings with a variety of size and character. The older structures range between two (2) and three (3) stories. However, the current zoning code allows for structures up to six (6) stories by right and eight (8) stories with a Mediterranean design bonus. The sheer mass of the new buildings has altered the existing character of the sub-areas.

The purpose of the MF-C Districts is to accommodate the various forms of medium density, multi-family housing to meet the housing needs of a diverse community. Additionally, the MF-C Districts provide incentives to protect the existing character from new high-rise development. These Districts also ensure that there is a transition to single-family neighborhoods that protects the integrity of those areas.



Existing Conditions and Issues

The MF-C Districts lie on the eastern and western edges of the North Ponce area. The Districts are comprised of multi-family buildings with a variety and range of size and character. The older buildings tend to be two to three stories tall with no off-street parking provided. New buildings are being built anywhere from five to eight stories with off-street parking provided in a parking garage (if the building is large enough) or on the ground floor, un-



New development with minimal attention given to the pedestrian environment

der the building. Most of the new buildings do not relate to the public realm, the street, in a way that is attractive or conducive to pedestrianism.

The typical street right-of-way is 60' in the MF-C Districts. The streets have two travel lanes and parallel parking on both sides of the street. The width of pavement is typically 40'. The parallel parking spaces are uninterrupted from one end of the street to the other, creating a visually unpleasing streetscape. There is about 10' of space from the edge of pavement to the private property line, leaving enough room for a 5' sidewalk and a few feet of landscape buffer. The sidewalks vary in condition, as does the quality of the landscape buffer. At some points the buffer is merely a dirt or grass patch while some streets have a continuous line of street trees, albeit on some streets the trees are overgrown or spaced too far apart. As a point of observation, in urban places throughout the world the character of the street and its environs is vital to the character of the residential product.

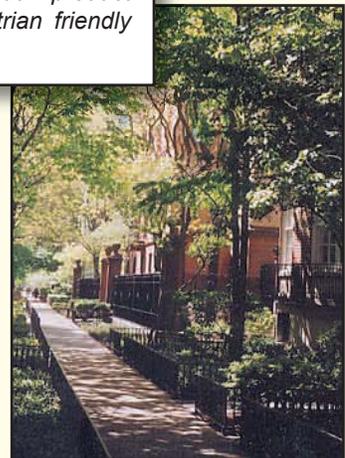


• *typical unattractive streetscape in the MF-C District — wide streets, uninterrupted parallel parking and minimal landscaping*

• *got it half right — an attractive contemporary residential product on an unattractive street*



• *the right combination — an attractive residential product on a very pedestrian friendly streetscape*



With the exception of Phillips Park, there is no public open space in the MF-C Districts. This lack of green space is a concern to City residents and leaders alike. Parks and open space give character to the neighborhood. The spaces do not need to be necessarily green or large, they could exist as small urban courtyards or plazas.

Recommendations

In order to protect the integrity and existing community character of the MF-C Districts in the North Ponce area, the City of Coral Gables must focus on protecting the Districts from the incompatible redevelopment of properties and protecting and enhancing the pedestrian environment. Recommendations include incentives for encouraging appropriately scaled redevelopment, the creation of a conservation district to regulate land development and renovations to the public realm.

Regulatory Recommendations

The application of a conservation district imposes strict performance standards on any development or redevelopment to preserve neighborhood character, promote compatible development, and protect significant architectural and historical elements of the neighborhood. A conservation district imposes additional constraints on infill development and redevelopment than is otherwise applied to residential neighborhoods, but something less than the preservation required for a historic landmark or district.

The MF-C Districts aim to maintain traditional forms and accommodate new development and redevelopment of medium-density, multi-family housing in the sub-area. The boundaries for the MF-C Districts encompass two areas, roughly 76 acres in size, running parallel on either side of the North Ponce Mixed Use (NPMU) District, which centers on Ponce de Leon Boulevard. The MF-C Districts have gradually witnessed an increase in development intensity which is unfriendly to pedestrians, and residents fear this will continue without stricter regulations and incentives. The MF-C Districts establish permitted uses

Examples of urban “pocket parks”



and performance standards to prevent the erosion of the traditional character of the sub-area through the development of incompatible high-density residential uses.

The recommended MF-C Districts permit the development of multi-family dwelling units (including townhomes, apartment buildings, and condominiums) and accessory units (including garages, private pools, playhouses, and storage facilities). The MF-C Districts permit assisted living facilities, day-care centers, public swimming pools, places of worship, and group homes under specific conditions as conditional uses, subject to approval under a discretionary review process.

Performance standards within the recommended MF-C Districts are focused on maintaining the traditional character of the sub-area and creating attractive multi-family housing consistent with existing dwellings. Minimum setbacks provide for short front setbacks and provide no minimum side setbacks, which could encourage developers to build townhomes to the edge of the property line and create a consistent building façade along the street. The MF-C Districts also restrict the building envelope and the way in which the proposed buildings are designed and positioned on the lot, including standards for lot size, lot dimensions, lot coverage and maximum floor area ratio that reflect existing and desired conditions.

Existing provisions in the zoning code that allow for greater height with the assembly of properties is not allowed in the MF-C Districts. While The MF-C Districts allow the continuation of development at intensities currently allowed by right under the zoning code, including heights of sixty (60) feet, the proposed Districts create incentives for lower-scale, medium-density, multi-family housing. For example, proposed development not exceeding forty (40) feet in height is subject to reduced parking requirements (1 space per unit) while development exceeding forty (40) feet must satisfy all applicable parking requirements under the City's Zoning Code.

Transfer of Development Rights (TDRs)

In addition, transferable development rights (TDRs) are available for new development that remains below the maximum height by at least eight (8) feet (i.e. no taller than 52 feet). Specifically, the MF-C District regulations state that a developer who builds at 52 feet or less **and** reduces the maximum FAR allowed by 35% can transfer the unused floor area on a one-for-one basis to a piece of property within the North Ponce Mixed Use District (NPMU) or the developer can sell the development rights on the open market to be used within the NPMU District by another developer. For example, if a developer controls one acre and builds 33,977 square feet of development (35% less than maximum of 52,272 square feet allowed [based on a maximum FAR of 1.2 in the MF-C Districts]), then the developer could transfer the "left-over" 18,295 square feet to property he/she owns in the NPMU District or sell them to another property owner in the NPMU District.

Another way floor area can be transferred from a property in the MF-C Districts to the NPMU District is when a developer provides open space for a public park, pocket park or plaza on site (at least 500 sq.ft.). The developer is eligible to transfer floor area in the amount of two (2) times the amount of open space provided. For example, if a 1,500 square foot public pocket park is provided, the developer can transfer 3,000 square feet of floor area to the NPMU District or sell the rights to another property owner in the NPMU District. The pocket park must be designed in

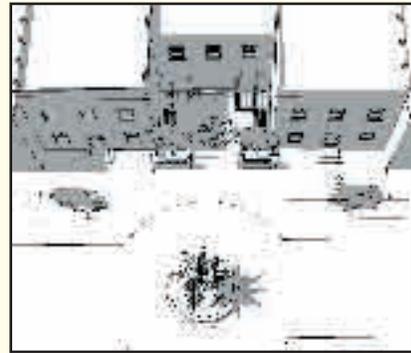
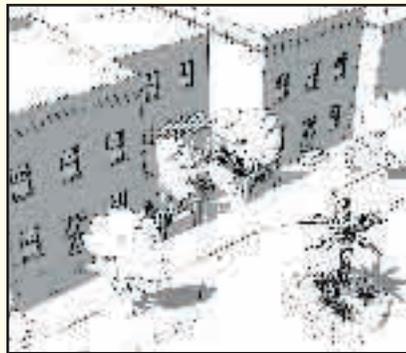
accordance with the Crime Prevention Through Environmental Design (CPTED) guidelines, which emphasize the importance of “natural surveillance”, which occurs when park areas are located in areas that are heavily trafficked and the “borders” to the park are transparent to the public realm. The graphics on this page depict what such a pocket park could look like. The establishment of ground level urban open spaces was also a recommendation of the 2002 Char-



rette Report. Additionally, floor area can be transferred is when at least 20 parking spaces on site are made open to the public. The developer is eligible to transfer floor area in the amount of 375 square feet per one (1) parking space provided.

Finally, when a historically significant structure (as identified in the 2000 Janus Historic Resources Report) is re-habilitated and used for the same use as it was historically intended to be used as (i.e. an apartment building is re-used as a residential building), the property owner is eligible to transfer development rights. The amount of the transfer would be equal to two times (2x) the difference between the maximum permitted floor area and the existing floor area. For example, if a developer rehabilitates a 25,000 square foot residential building which is located on a one-acre lot, he/she would be eligible to transfer 54,544 square feet of floor area (this is 52,272 sq.ft. [the maximum floor area allowed on one acre based on 1.2 FAR], minus the existing floor area (25,000), multiplied by two).

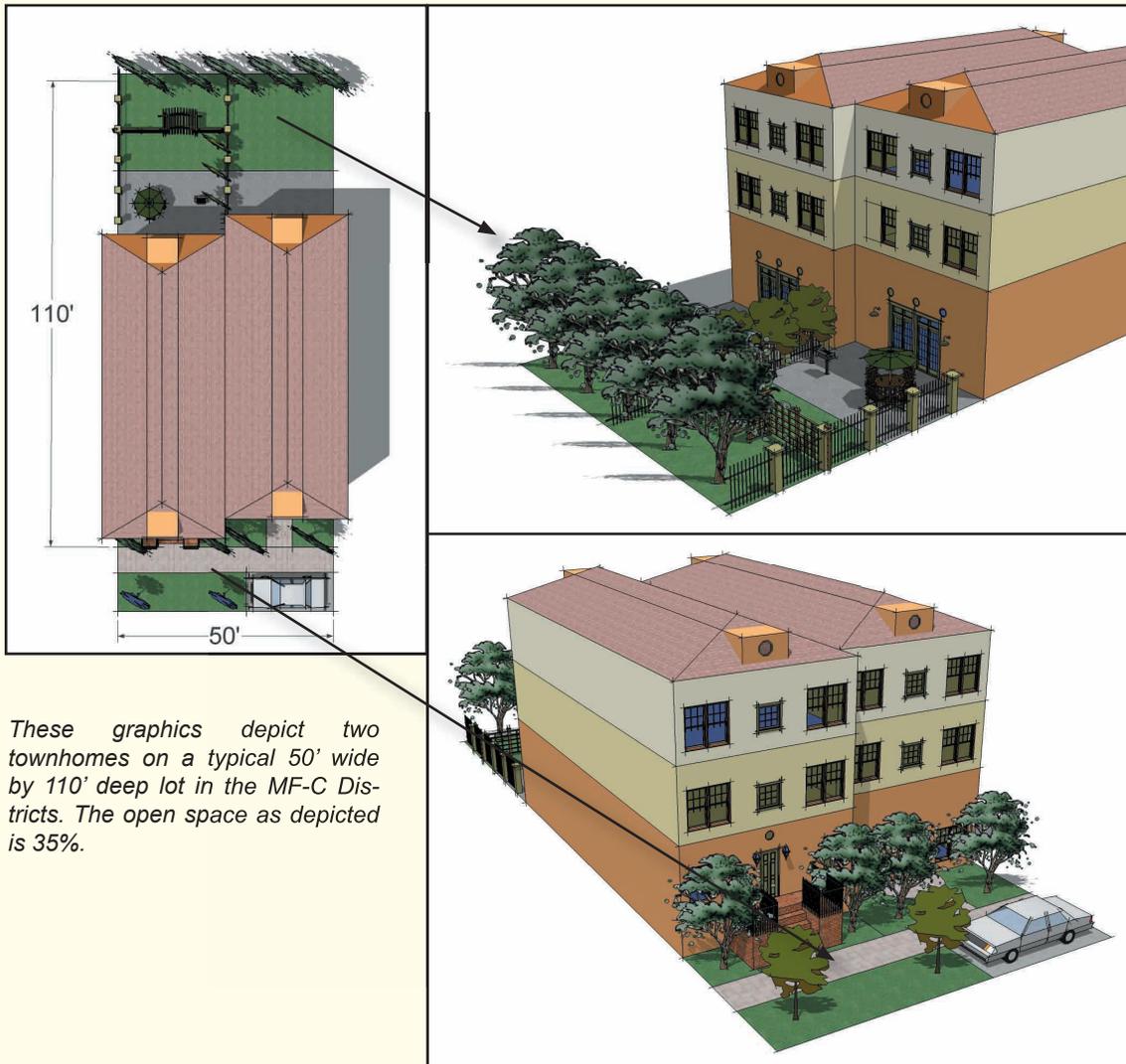
When the floor area is transferred to the NPMU District for use, the maximum permitted height of the receiving site can be increased, as detailed in the NPMU section and district regulations.



These graphics depict pocket parks located next to the public right-of-way, within the rhythm of a townhome development. The parks are placed so that they are under constant “natural surveillance” from the street and the townhomes.

Open Space

The recommended MF-C Districts provide for flexible open space requirements for townhomes to encourage interesting building facades and architectural design that still sustain the traditional character of the MF-C District. Townhomes are required to maintain twenty-five percent open space, but spaces open to the sky, including decks, courtyards and patios, all count toward the open space requirement. When at least 1,000 square feet of open space is dedicated for the use of the public in the form of a park, pocket park or plaza, the open space requirement for the rest of the site is reduced to 10 percent.



These graphics depict two townhomes on a typical 50' wide by 110' deep lot in the MF-C Districts. The open space as depicted is 35%.

Parking

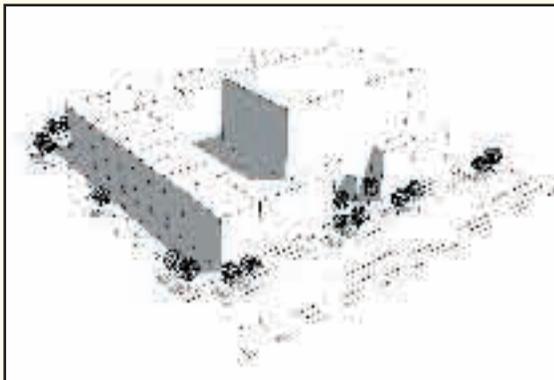
The sub-areas which make up the MF-C Districts presently rely exclusively on on-street parking. The recommended MF-C Districts provide incentives to reduce on-street parking and consolidate off-street parking in high quality, centralized facilities. As mentioned earlier, developers can reduce costly requirements for off-street parking by reducing the height of buildings to four stories or less. Those developers who choose to provide off-street parking may be eligible for transferable parking rights, in which they can provide extra parking spaces for one development site and use those extra spaces to satisfy or partially satisfy the parking requirements of another development within the MF-C Districts. Also, developers can opt to “buy-out” a portion of their parking obligation. In other words, a developer may pay money (\$12,500 per parking space) to the City in lieu of providing required parking. The money would be put into a fund which is set aside for acquiring land and building public parking facilities within the MF-C Districts and NPMU District. In the MF-C Districts, a developer could buy-out all of the required parking. The parking buy-out program was also a recommendation of the 2002 Charrette Report. 

Additionally, the MF-C Districts provide strict design standards on parking facilities to ensure that they accommodate user’s needs, but do not serve as a source of visual impairment. Standards are established for screening, landscaping, lighting, and the appearance and location of facilities.

In an effort to maintain a welcoming and safe pedestrian environment, the recommended MF-C Districts require proposed projects greater than forty (40) feet in height to make improvements to the area between the front setback line and the edge of the street. The required streetscape encompasses an on-street parking zone, a parkway zone, a pedestrian zone and an open space zone next to the building façade. Together, these elements create an attractive environment for both residents and pedestrians and provide ample space for pedestrians to walk comfortably and feel safe from traffic without crowding the entrance ways to buildings.

to the right — example of a consolidated parking garage, masked by new townhomes on an east-west street

to the left — example of a one acre redevelopment (with a consolidated parking garage and a townhome wrap and height up to 60 feet) in the MF-C Districts



Historic Structures

Part of the attractiveness of the North Ponce neighborhood are the numerous buildings which are historically significant but are not currently designated as historic buildings. These buildings enhance the quality of life for those who live and work in the City and they help establish a sense of place. To lose these buildings to redevelopment would be to lose a part of the character of the North Ponce neighborhood.

The adaptive re-use of historically significant structures (as identified in the 2000 Janus Historic Resources Report) in the MF-C Districts, as well as the NPMU and LIMU Districts, is encouraged through flexible redevelopment requirements. If the developer of a property which contains a historically significant structure can demonstrate to the City that it is economically necessary to change the use of the structure in order to preserve the structure and there is not a way to utilize TDR's, then the use of the building can be altered to include uses not permitted in the District. The list of alternative permitted uses for the adaptive re-use of historically significant structures is limited to the following:

- office (no more than one (1) employee per two hundred and fifty (250) square feet), residential, retail including: bakery, barber shop/salon, book store, convenience store, delicatessen, dry cleaners, florist, grocery store, hardware store, ice cream store, music/video store, produce store, restaurant/café (including eat-in and take-away), tailor

The developer must demonstrate that the change in use will be compatible with the existing surrounding uses and will not materially affect the quality of life of the immediately surrounding area with regard to things such as noise, smell and the availability of parking.

Finally, redevelopment that re-uses a historically significant structure for residential uses does not have to provide off-street parking. If the re-use is for a non-residential use, parking does not have to be provided on-site but the developer must demonstrate that there is parking available (through public spaces or private agreements with other parking lots/garages) in the amount that would be equal to what the Zoning Code would require.



examples of historically significant structures as identified by the 2000 Janus Historic Resources Report