

What we Are Here For

- **Maintain the character of Coconut Grove as it related to the scale of retailing and its effect on adjacent neighborhoods.**
- Effects all C-1, SD-2 and SD-13 zoned lands within the Coconut Grove NCD.
- Limits individual retail establishments to
 - 70,000 s.f. in C-1
 - 55,000 s.f. to 70,000 requires Class II Permit
 - 20,000 s.f. in SD-2 and SD-13

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What we Are **NOT** Here For

- **Not to limit or regulate the development of any single property**
- **Not to limit any particular retailer**
- **Legislative and general to NCD-3**

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Where Is It Relevant

- In the Coconut Grove NCD, commercial development over the proposed thresholds is possible:
 - on **5 C-1** sites
 - on **18 SD-2** sites
 - on **10 SD-13** sites
- based on allowable FAR on assembled contiguous properties

Where Is It Relevant



Miami-Dade County Human Services Site

- 3750 S. Dixie Hwy.
- 91,838 s.f. C-1 site
- **build to 212,141 s.f.**

Where Is It Relevant



Car Wash / Oil Can Service Site

- 3400 & 3490 S. Dixie Hwy.
- 47,066 s.f. C-1 site
- **build to 149,066 s.f.**

Where Is It Relevant



McDonalds Site

3200 South Dixie Highway

- 29,250 s.f. C-1 site
- **build to 88,580 s.f.**

Where Is It Relevant



K-Mart / Milam's Site

(proposed Home Depot)

- 2999 McDonald Street
- 358,633 s.f. C-1 site
- **build to 728,778 s.f.**

Where Is It Relevant



27th Avenue Gateway at South Dixie Highway

- 2700-20 S. Dixie Highway
- 147,397s.f. C-1, SD-11
- **build to 462,571 s.f.**
 - w/ ped. overpass bonus, w/o 326,471 s.f.

Where Is It Relevant

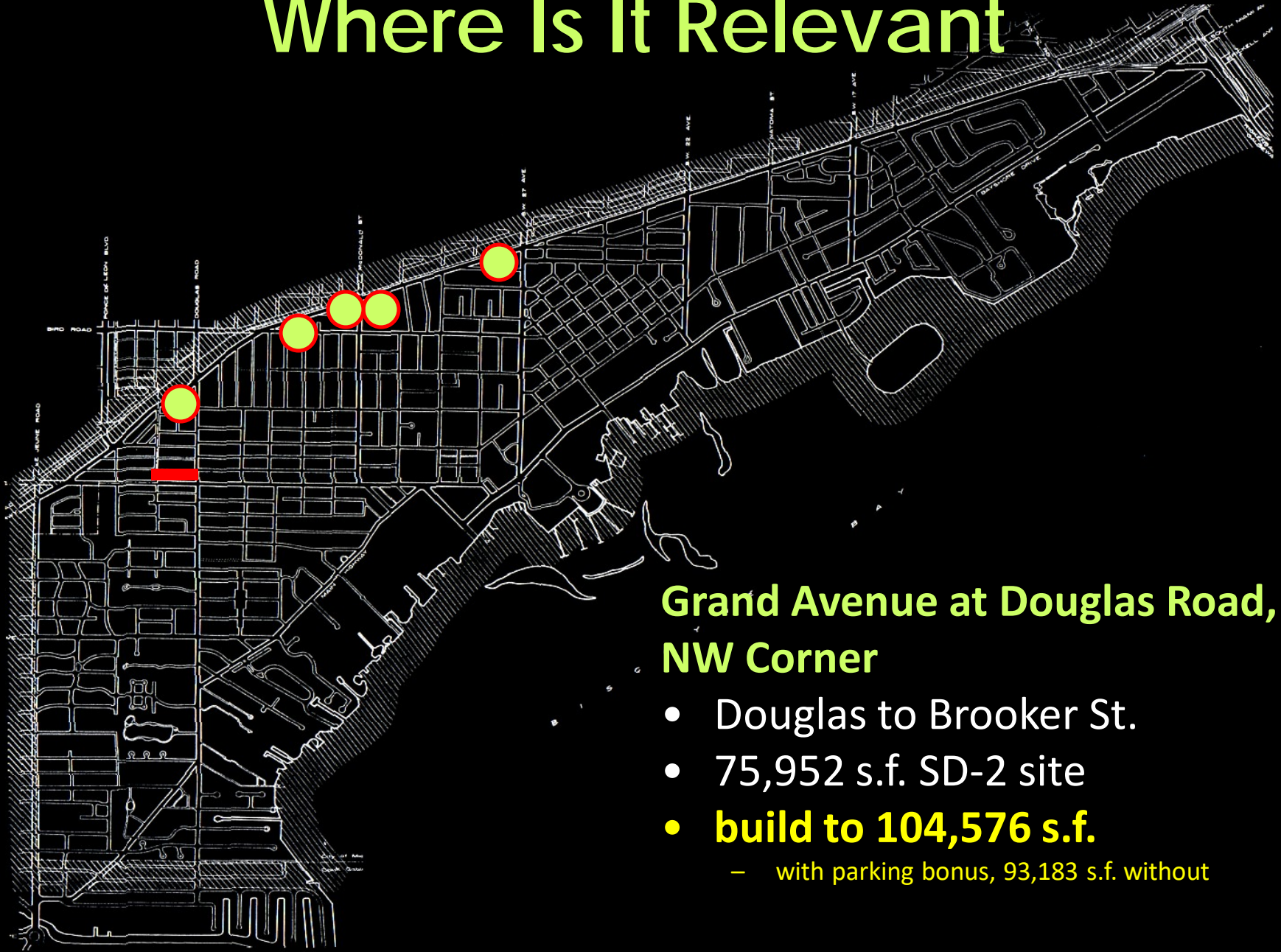


5 C-1 sites

8 C-1 properties

88,580 to 728,778 s.f.

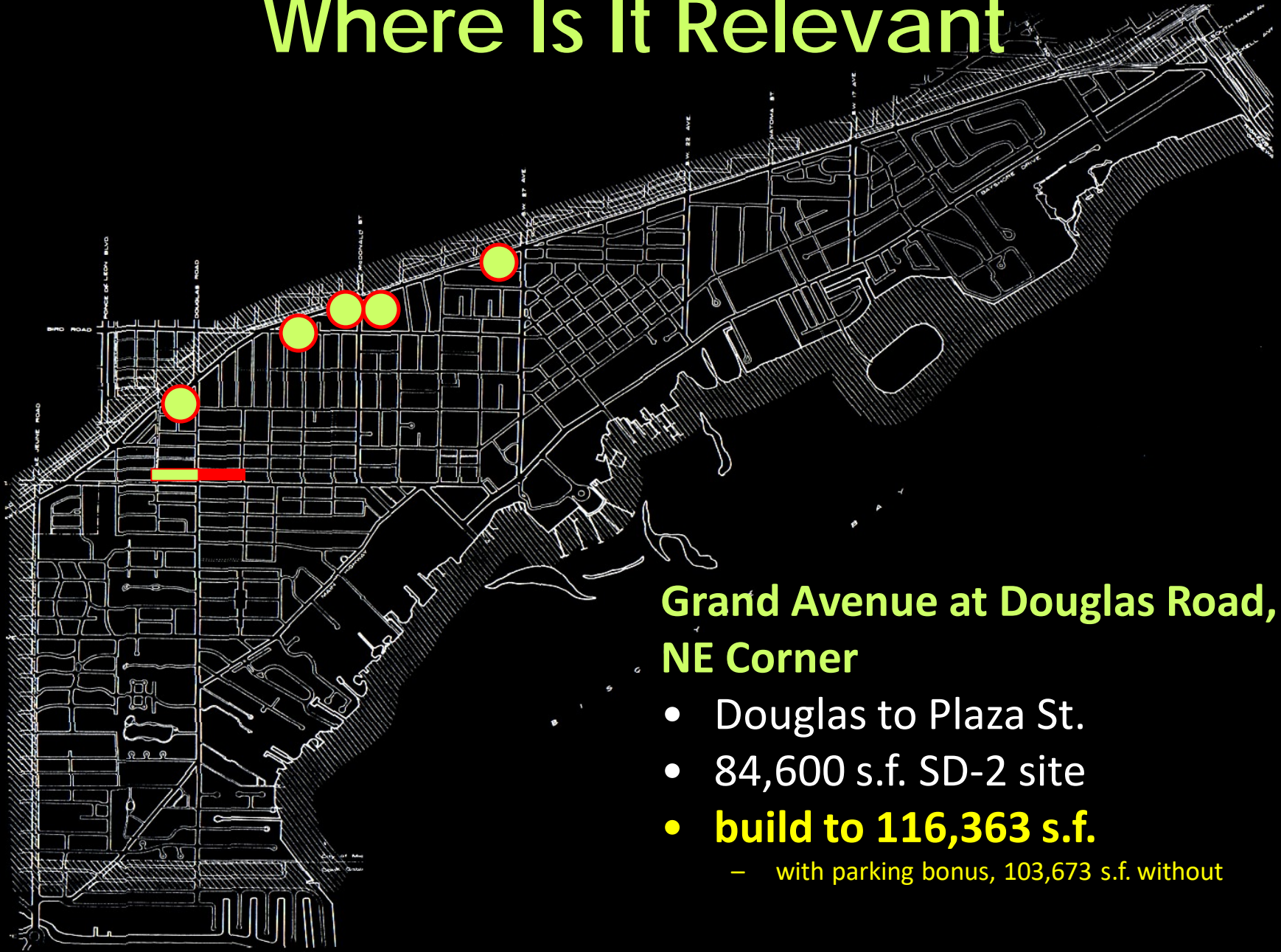
Where Is It Relevant



Grand Avenue at Douglas Road, NW Corner

- Douglas to Brooker St.
- 75,952 s.f. SD-2 site
- **build to 104,576 s.f.**
 - with parking bonus, 93,183 s.f. without

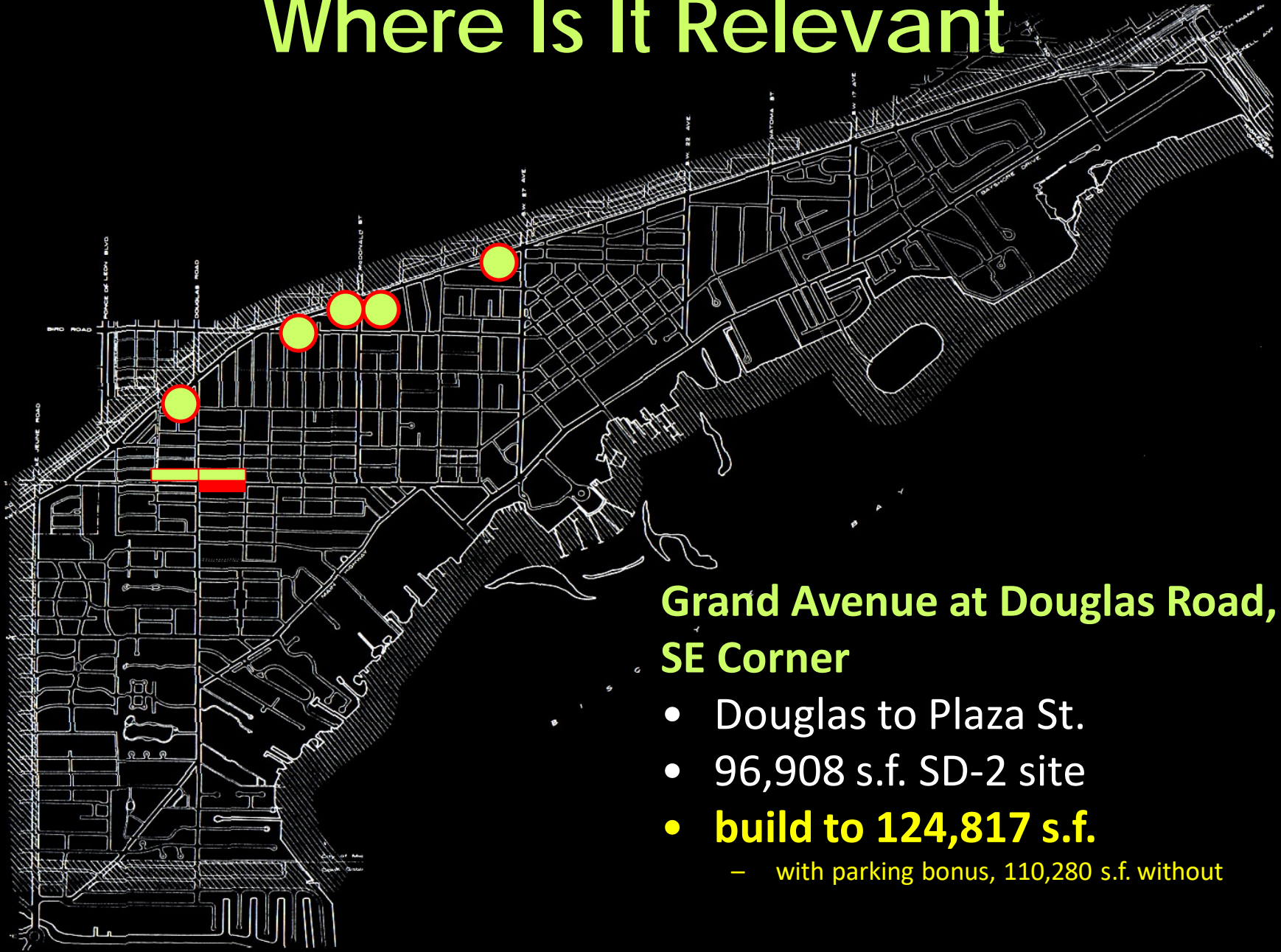
Where Is It Relevant



Grand Avenue at Douglas Road, NE Corner

- Douglas to Plaza St.
- 84,600 s.f. SD-2 site
- **build to 116,363 s.f.**
 - with parking bonus, 103,673 s.f. without

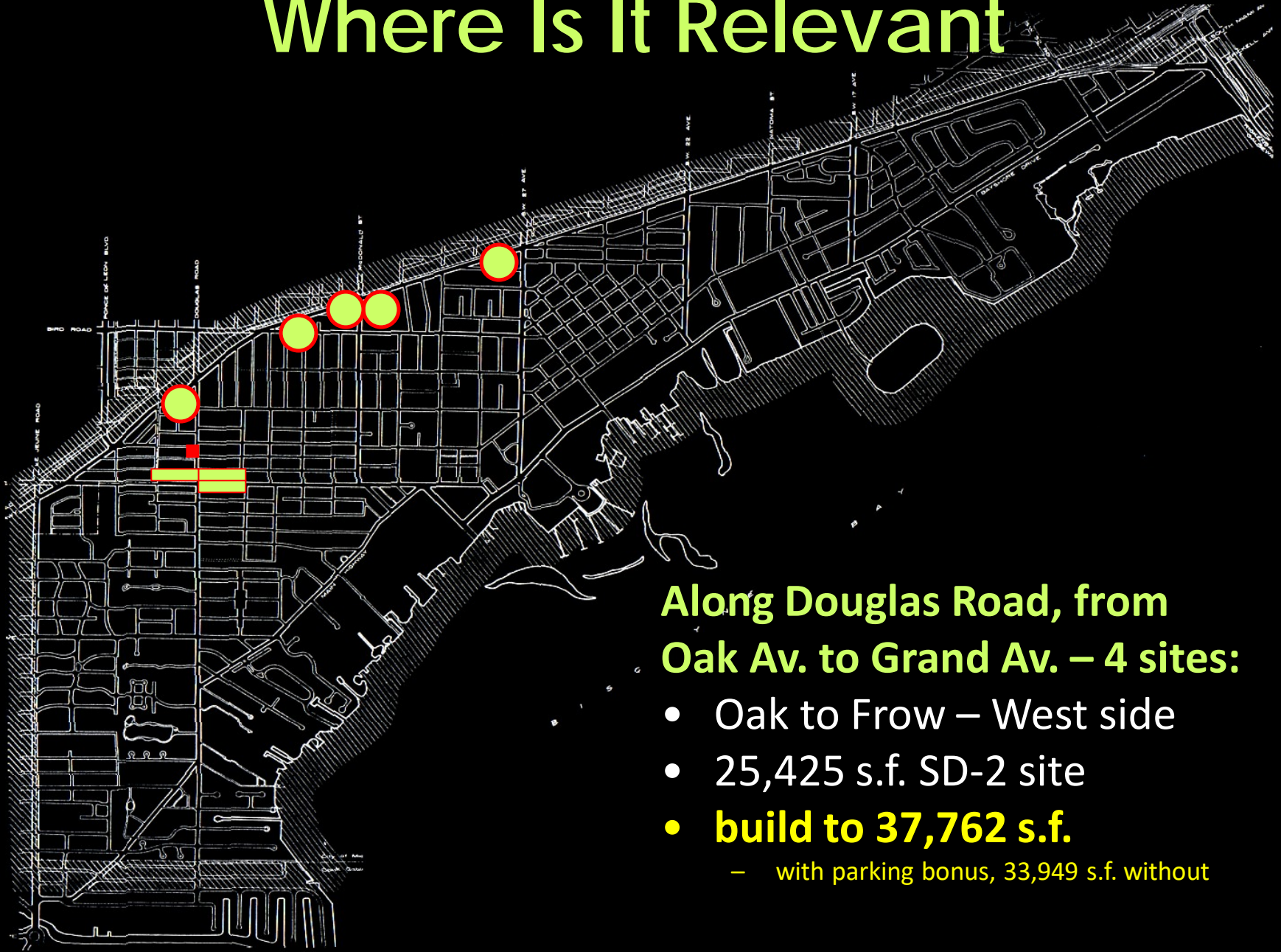
Where Is It Relevant



Grand Avenue at Douglas Road, SE Corner

- Douglas to Plaza St.
- 96,908 s.f. SD-2 site
- **build to 124,817 s.f.**
 - with parking bonus, 110,280 s.f. without

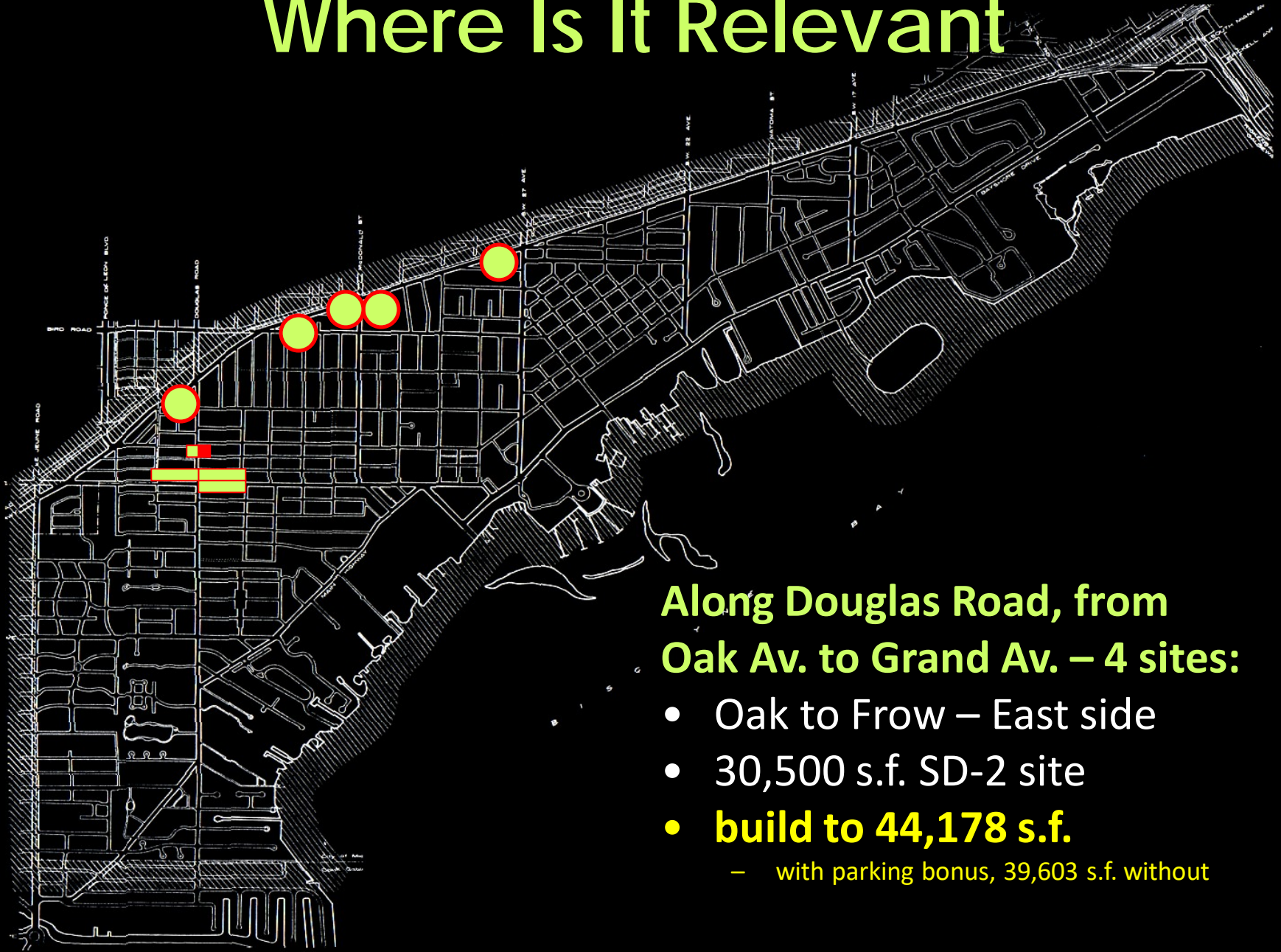
Where Is It Relevant



Along Douglas Road, from
Oak Av. to Grand Av. – 4 sites:

- Oak to Frow – West side
- 25,425 s.f. SD-2 site
- **build to 37,762 s.f.**
 - with parking bonus, 33,949 s.f. without

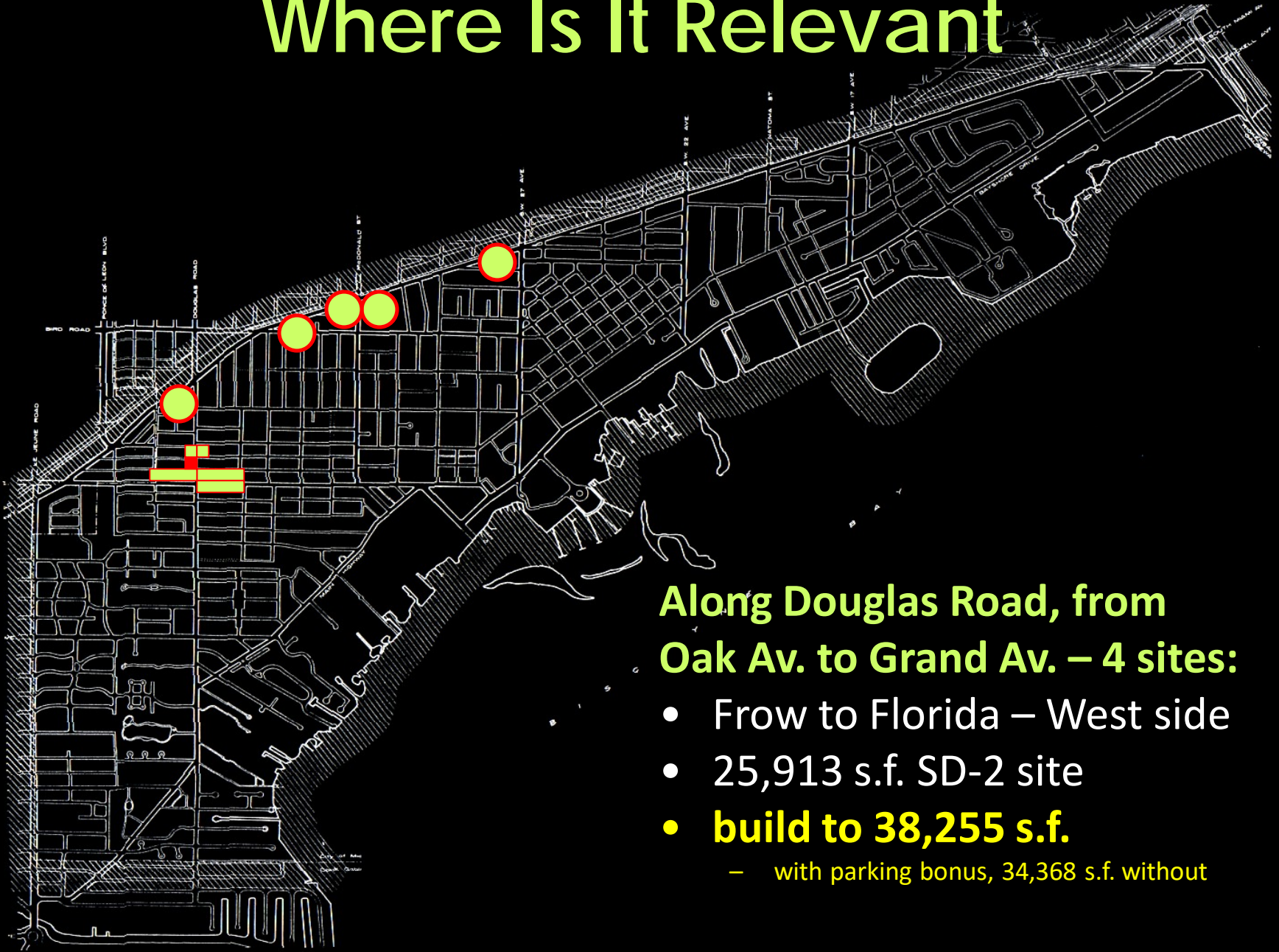
Where Is It Relevant



Along Douglas Road, from
Oak Av. to Grand Av. – 4 sites:

- Oak to Frow – East side
- 30,500 s.f. SD-2 site
- **build to 44,178 s.f.**
 - with parking bonus, 39,603 s.f. without

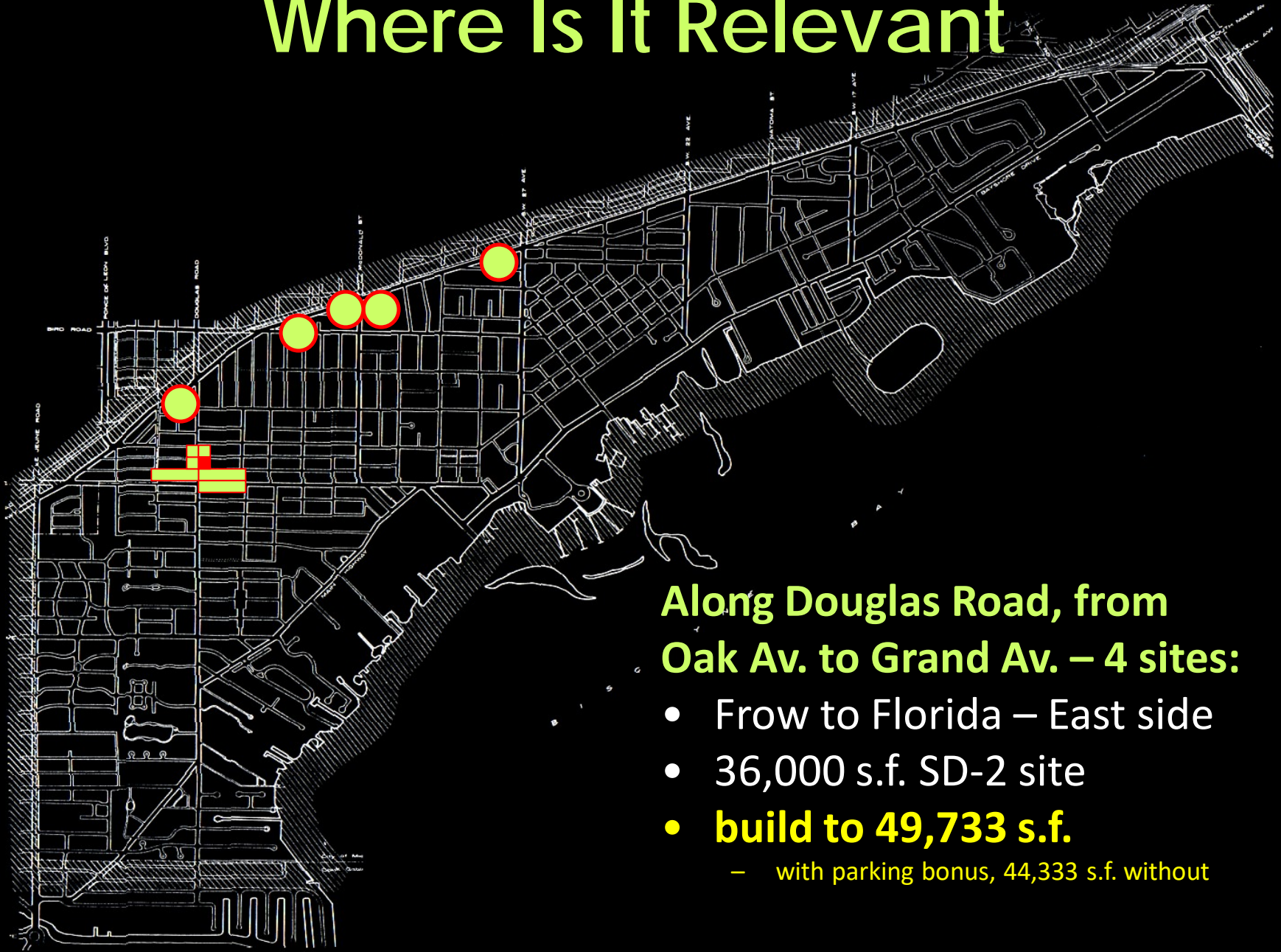
Where Is It Relevant



**Along Douglas Road, from
Oak Av. to Grand Av. – 4 sites:**

- Frow to Florida – West side
- 25,913 s.f. SD-2 site
- **build to 38,255 s.f.**
 - with parking bonus, 34,368 s.f. without

Where Is It Relevant



**Along Douglas Road, from
Oak Av. to Grand Av. – 4 sites:**

- Frow to Florida – East side
- 36,000 s.f. SD-2 site
- **build to 49,733 s.f.**
 - with parking bonus, 44,333 s.f. without

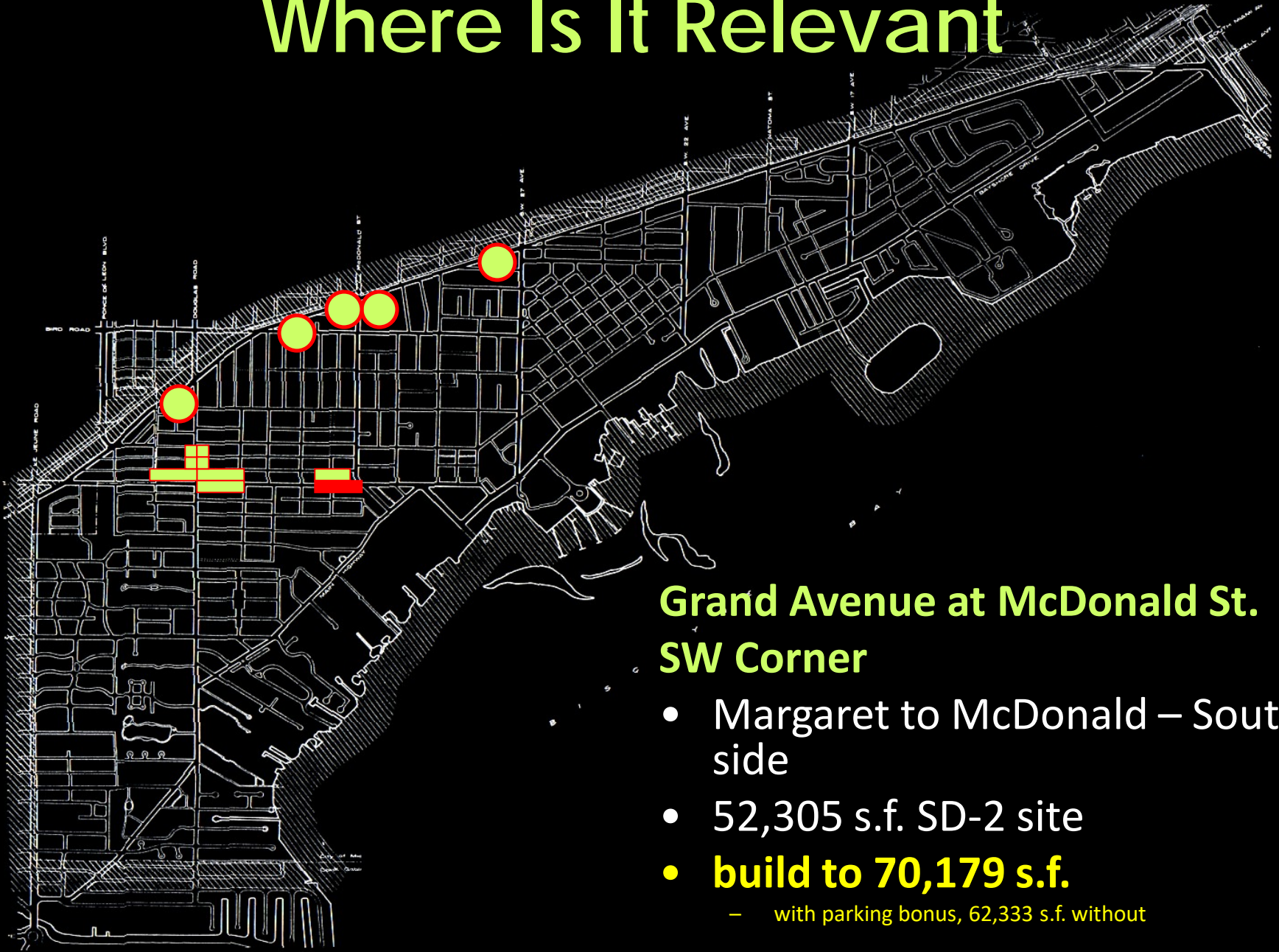
Where Is It Relevant



Grand Avenue at McDonald St. NW Corner

- Margaret to McDonald – North side
- 43,250 s.f. SD-2 site
- **build to 57,873 s.f.**
 - with parking bonus, 51,385 s.f. without

Where Is It Relevant



Grand Avenue at McDonald St. SW Corner

- Margaret to McDonald – South side
- 52,305 s.f. SD-2 site
- **build to 70,179 s.f.**
 - with parking bonus, 62,333 s.f. without

Where Is It Relevant



Grand Avenue at McDonald St. NE Corner

- McDonald to Matilda
North side
- 84,416 s.f. SD-2 site
- **build to 111,060 s.f.**
 - with parking bonus, 98,398 s.f. without

Where Is It Relevant



Commodore Plaza, SW Side

- Grand Av. to Main Hwy.
- 88,903 s.f. SD-2 site
- **build to 107,078 s.f.**
 - with parking bonus, 93,743 s.f. without

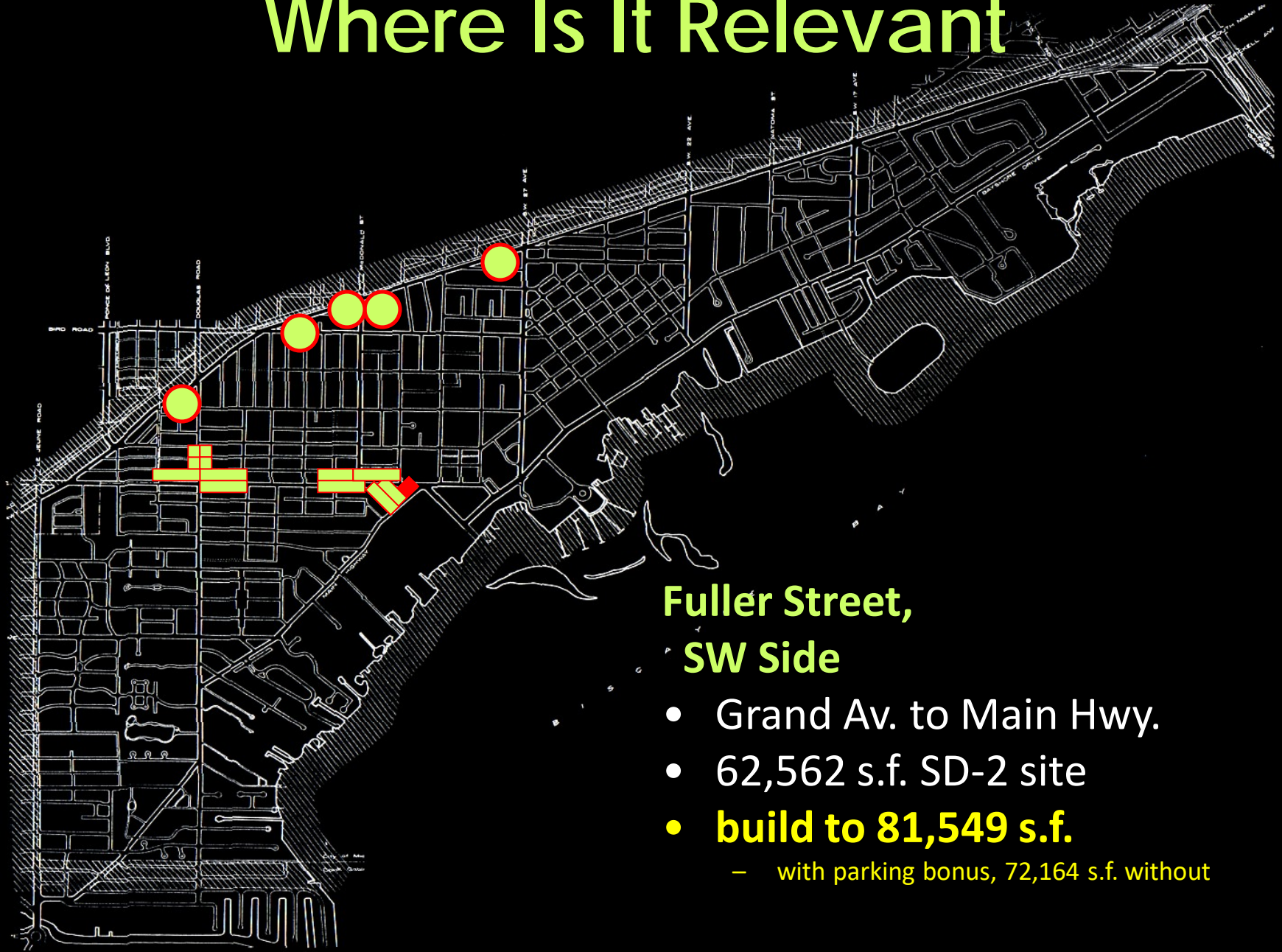
Where Is It Relevant



Commodore Plaza, NE Side

- Grand Av. to Main Hwy.
- 49,154 s.f. SD-2 site
- **build to 68,931 s.f.**
 - with parking bonus, 61,558 s.f. without

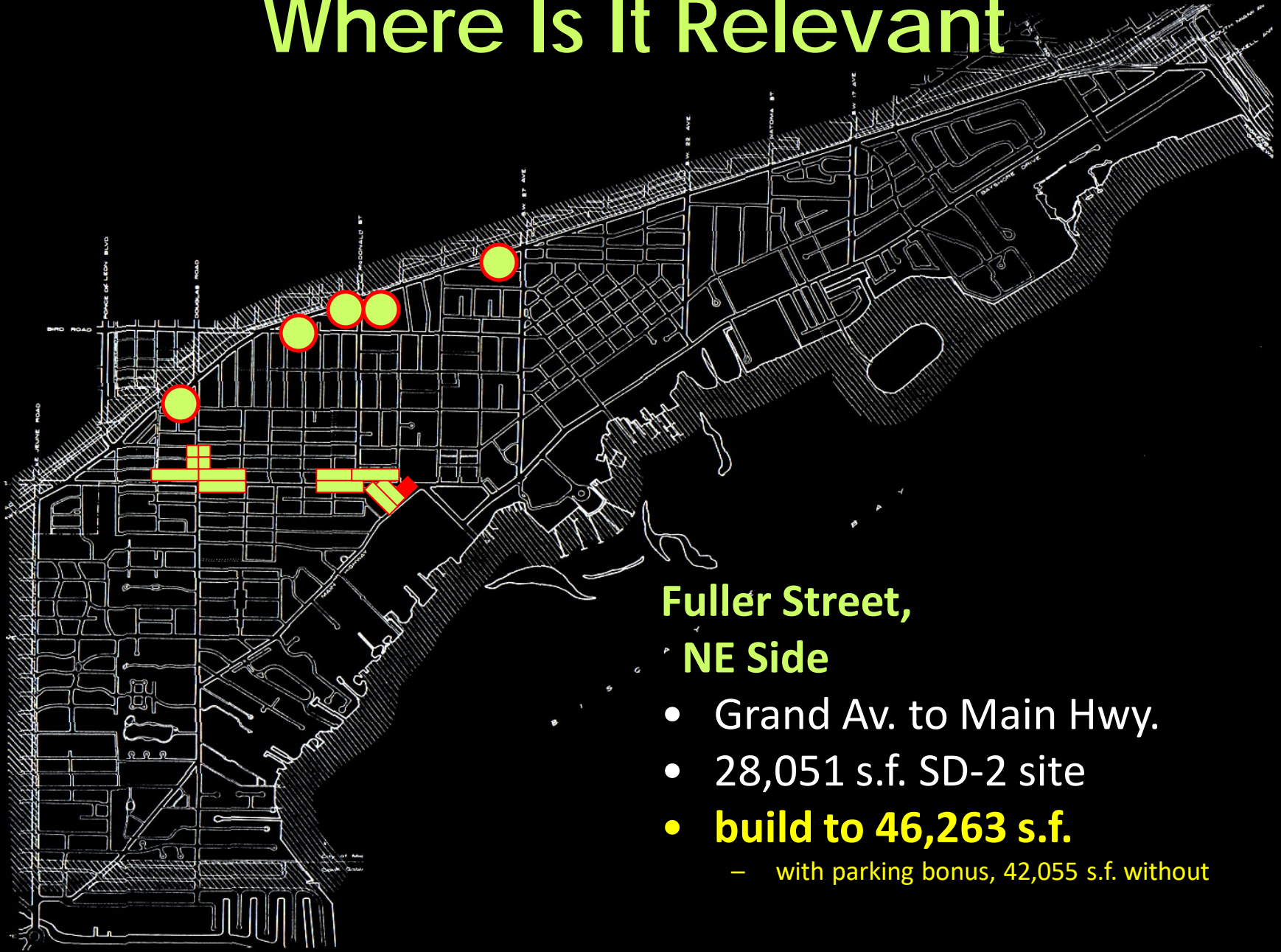
Where Is It Relevant



Fuller Street, SW Side

- Grand Av. to Main Hwy.
- 62,562 s.f. SD-2 site
- **build to 81,549 s.f.**
 - with parking bonus, 72,164 s.f. without

Where Is It Relevant



Fuller Street, NE Side

- Grand Av. to Main Hwy.
- 28,051 s.f. SD-2 site
- **build to 46,263 s.f.**
 - with parking bonus, 42,055 s.f. without

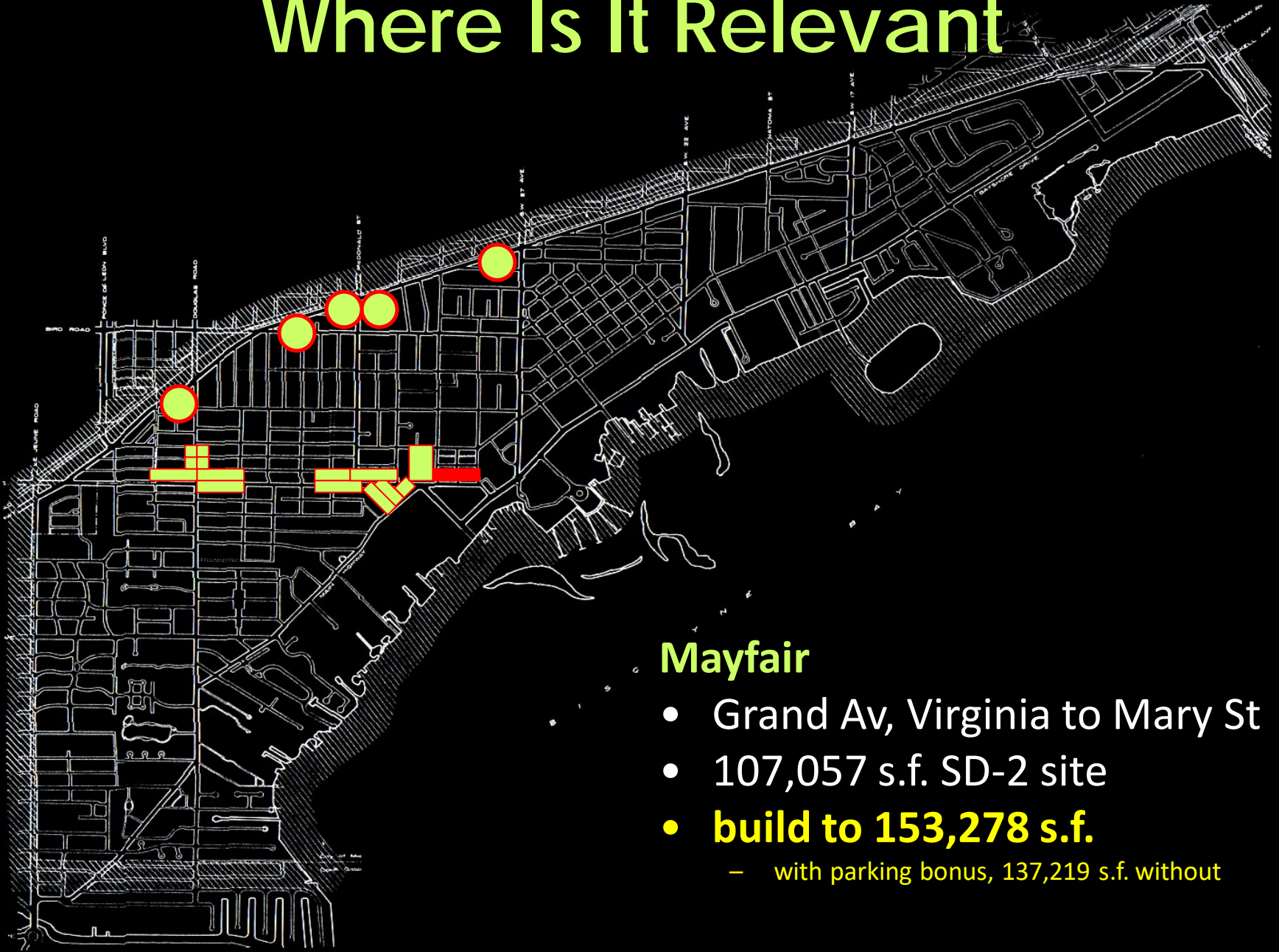
Where Is It Relevant



Coco Walk

- Grand Av at Virginia St.
- 186,707 s.f. SD-2 site
- **build to 219,921 s.f.**
 - with parking bonus, 191,915 s.f. without

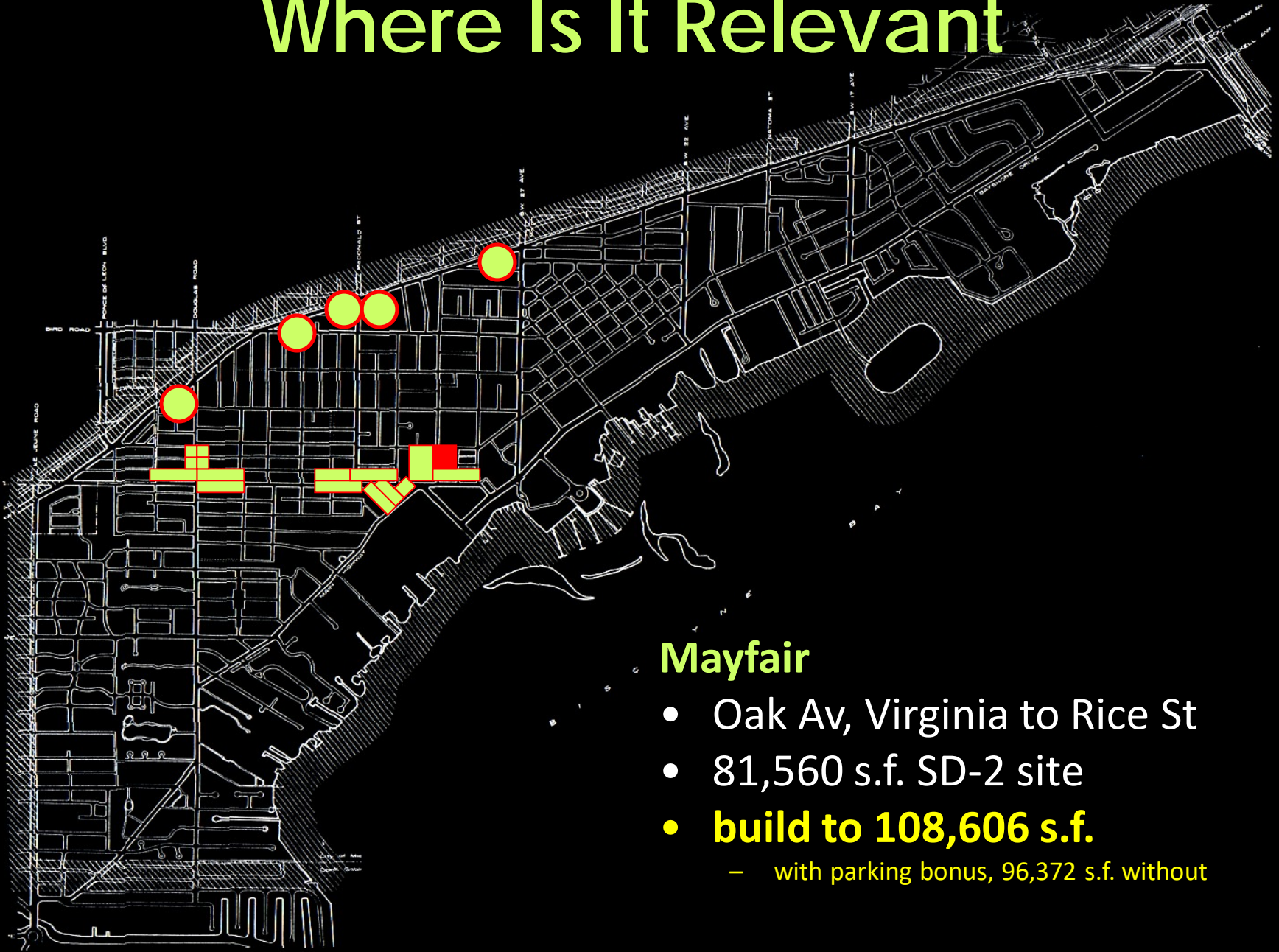
Where Is It Relevant



Mayfair

- Grand Av, Virginia to Mary St
- 107,057 s.f. SD-2 site
- **build to 153,278 s.f.**
 - with parking bonus, 137,219 s.f. without

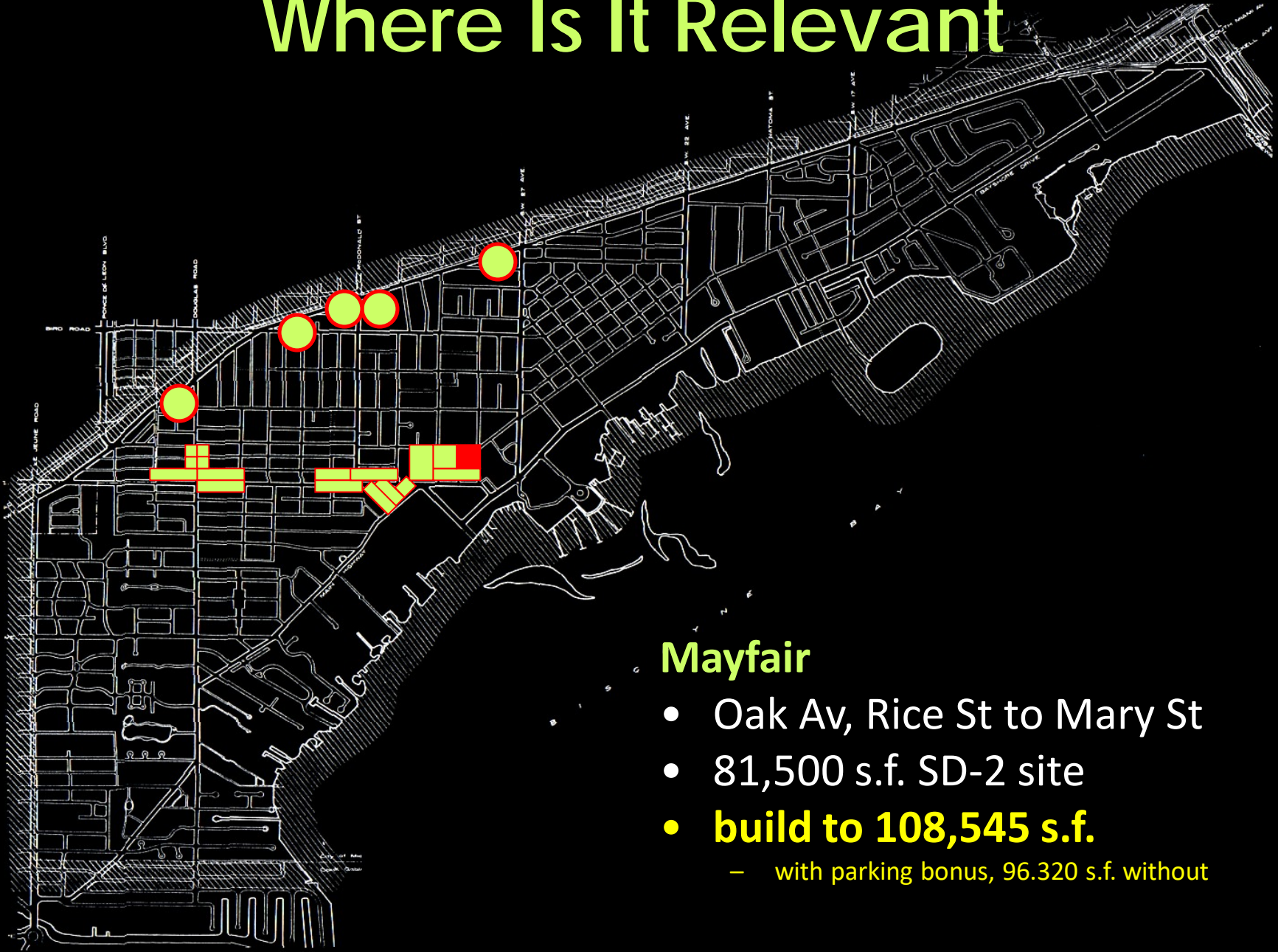
Where Is It Relevant



Mayfair

- Oak Av, Virginia to Rice St
- 81,560 s.f. SD-2 site
- **build to 108,606 s.f.**
 - with parking bonus, 96,372 s.f. without

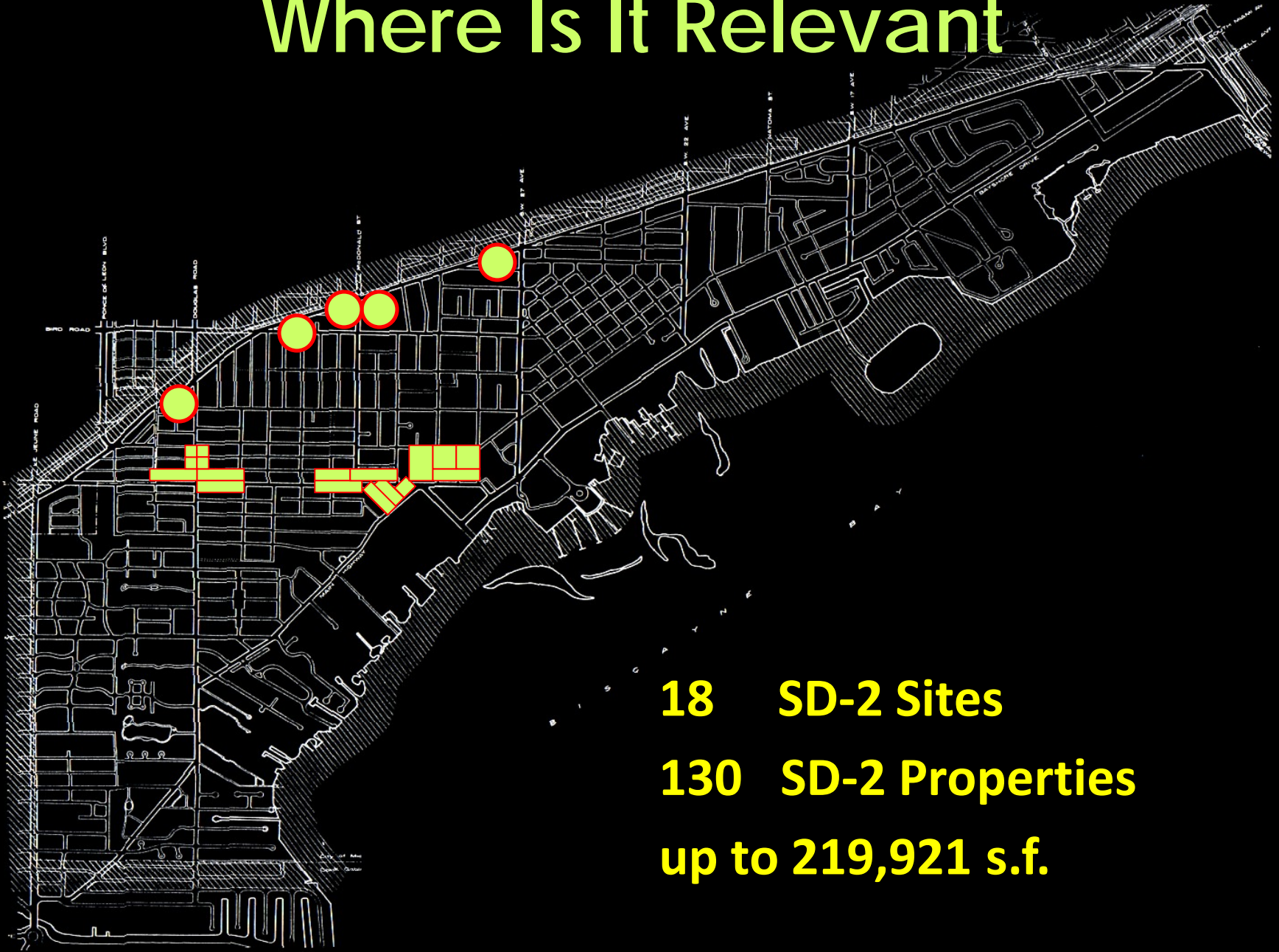
Where Is It Relevant



Mayfair

- Oak Av, Rice St to Mary St
- 81,500 s.f. SD-2 site
- **build to 108,545 s.f.**
 - with parking bonus, 96.320 s.f. without

Where Is It Relevant



18 SD-2 Sites

130 SD-2 Properties

up to 219,921 s.f.

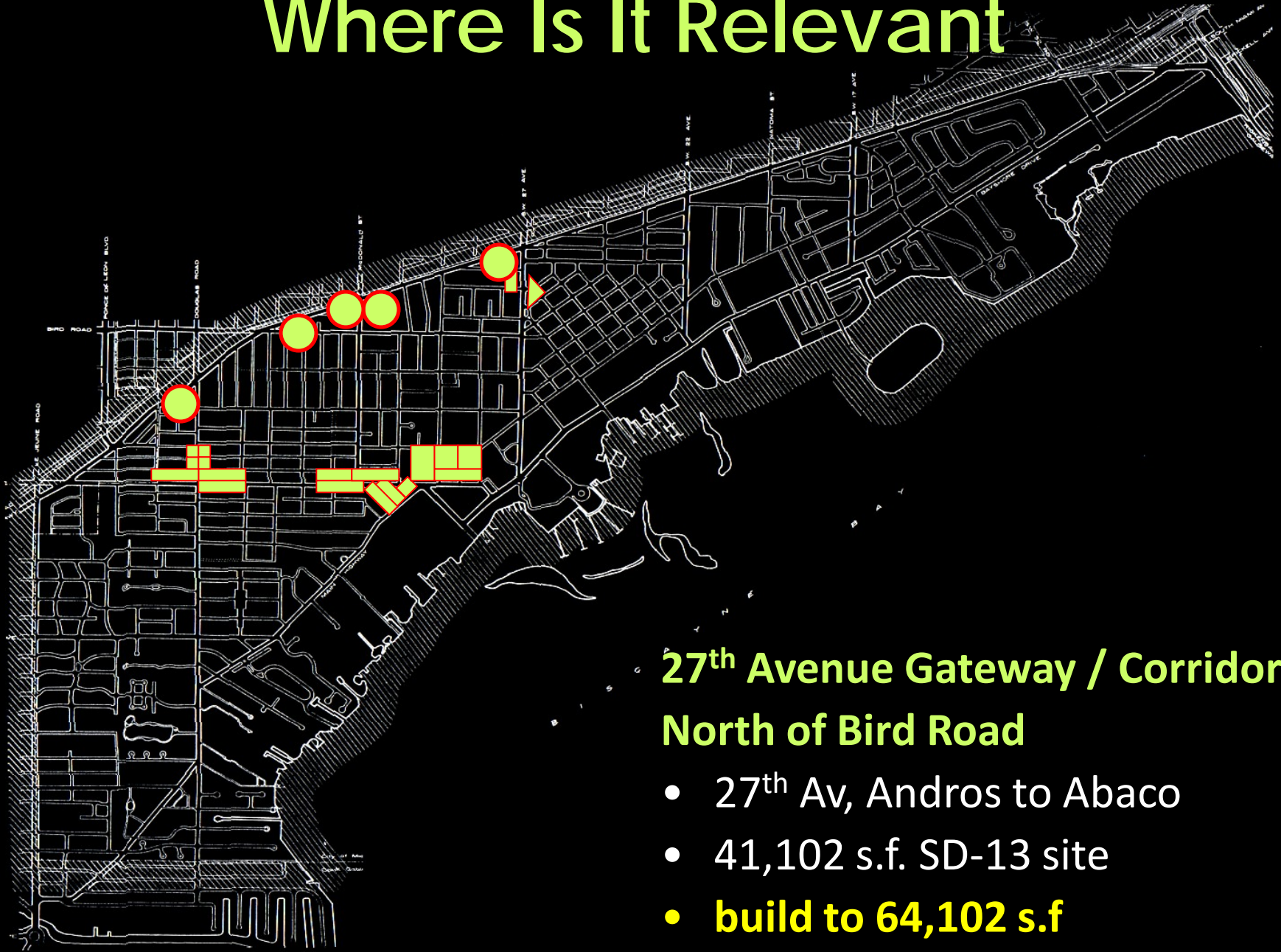
Where Is It Relevant



27th Avenue Gateway / Corridor North of Bird Road

- 27th Av, 28 Tr. To Cocoanut
- 39,456 s.f. SD-13 site
- **build to 57,266 s.f**

Where Is It Relevant



27th Avenue Gateway / Corridor North of Bird Road

- 27th Av, Andros to Abaco
- 41,102 s.f. SD-13 site
- **build to 64,102 s.f**

Where Is It Relevant



27th Avenue Gateway / Corridor North of Bird Road

- 27th Av, Cocoanut to Trade
- 59,186 s.f. SD-13 site
- **build to 81,886 s.f.**

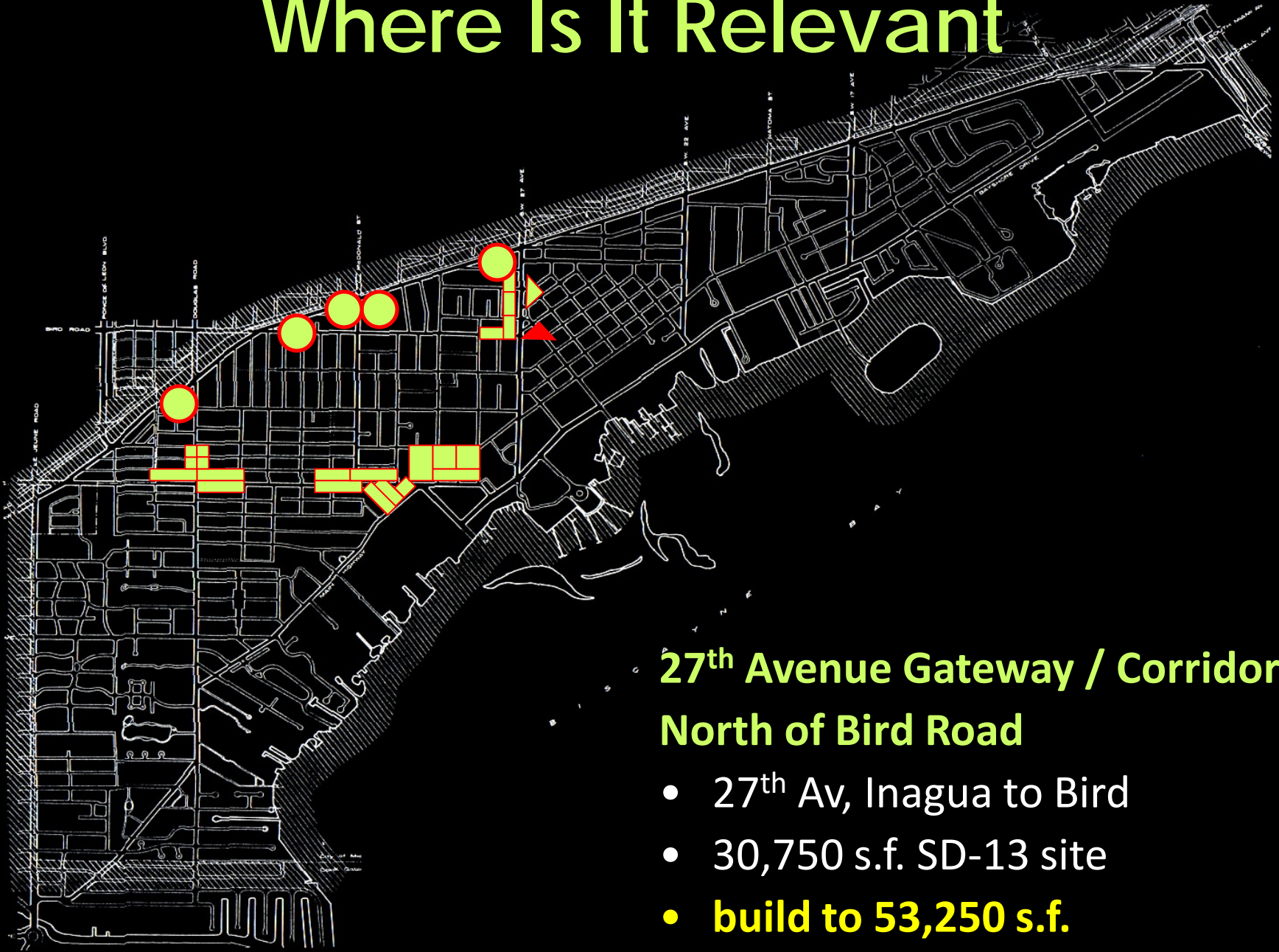
Where Is It Relevant



27th Avenue Gateway / Corridor North of Bird Road

- 27th Av, Trade to Bird Rd.
- 101,120 s.f. SD-13 site
- **build to 135,045 s.f.**

Where Is It Relevant



27th Avenue Gateway / Corridor North of Bird Road

- 27th Av, Inagua to Bird
- 30,750 s.f. SD-13 site
- **build to 53,250 s.f.**

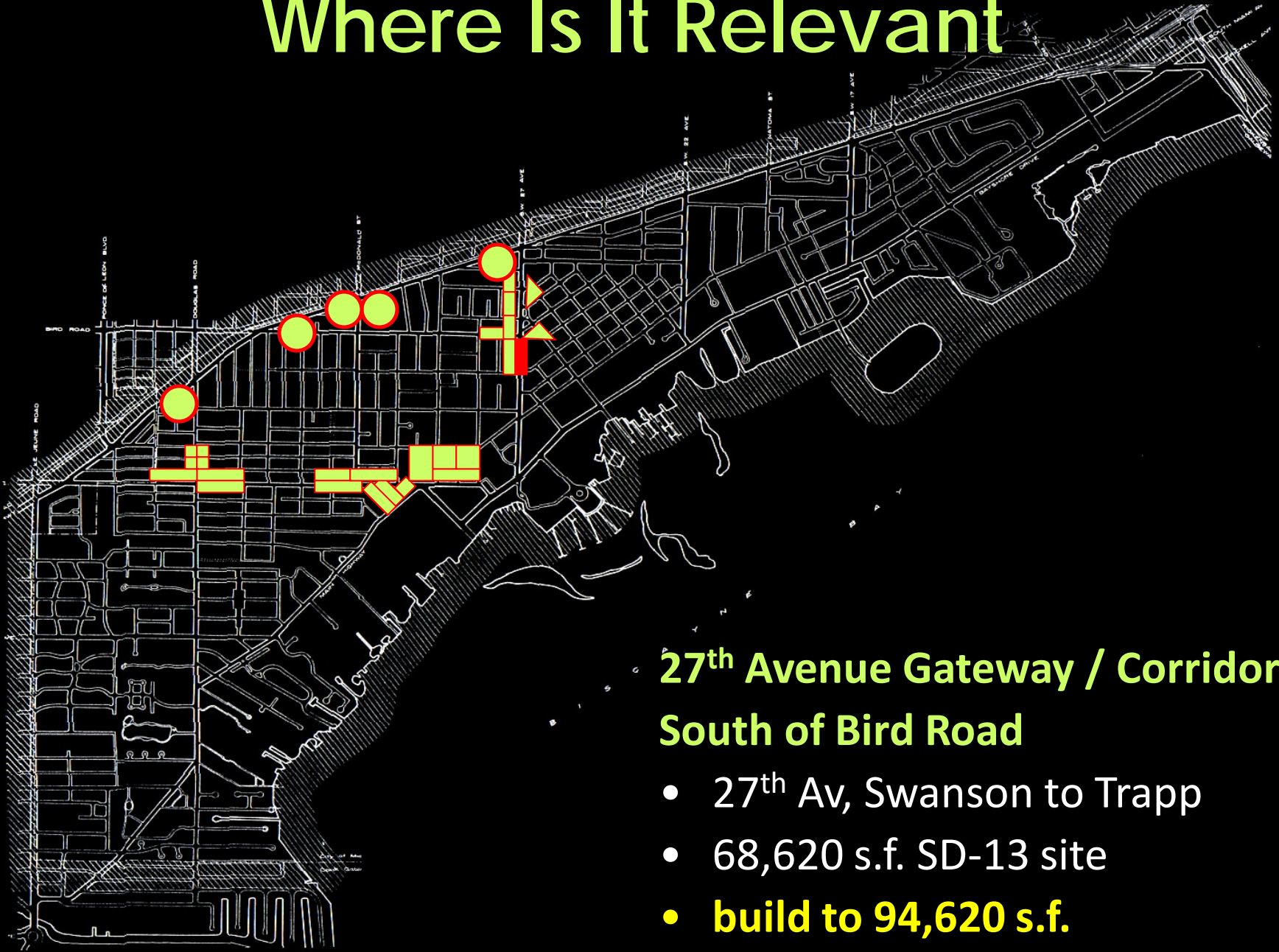
Where Is It Relevant



27th Avenue Gateway / Corridor South of Bird Road

- 27th Av, Bird to Shipping
- 59,186 s.f. SD-13 site
- **build to 113,361 s.f.**

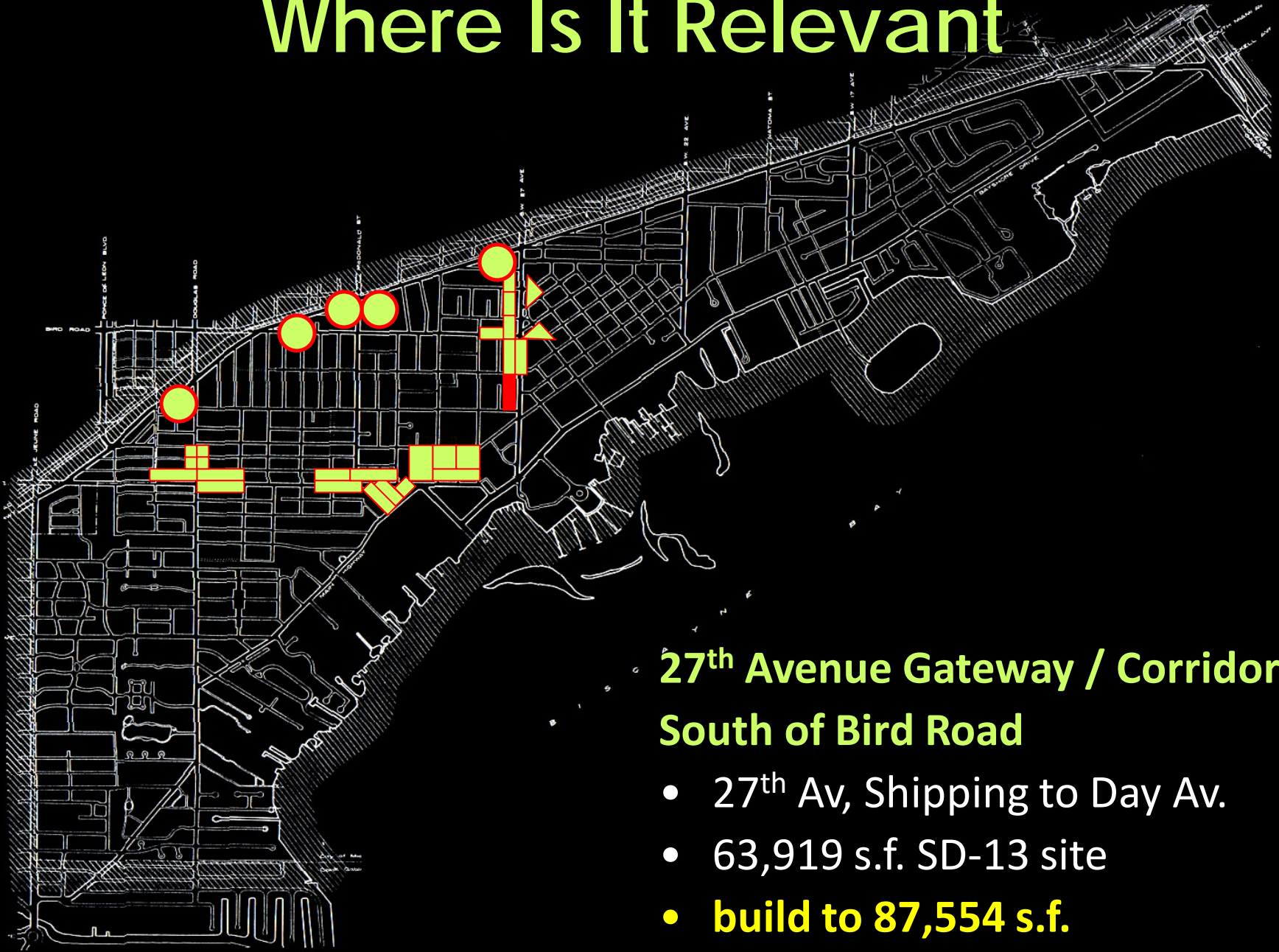
Where Is It Relevant



27th Avenue Gateway / Corridor South of Bird Road

- 27th Av, Swanson to Trapp
- 68,620 s.f. SD-13 site
- **build to 94,620 s.f.**

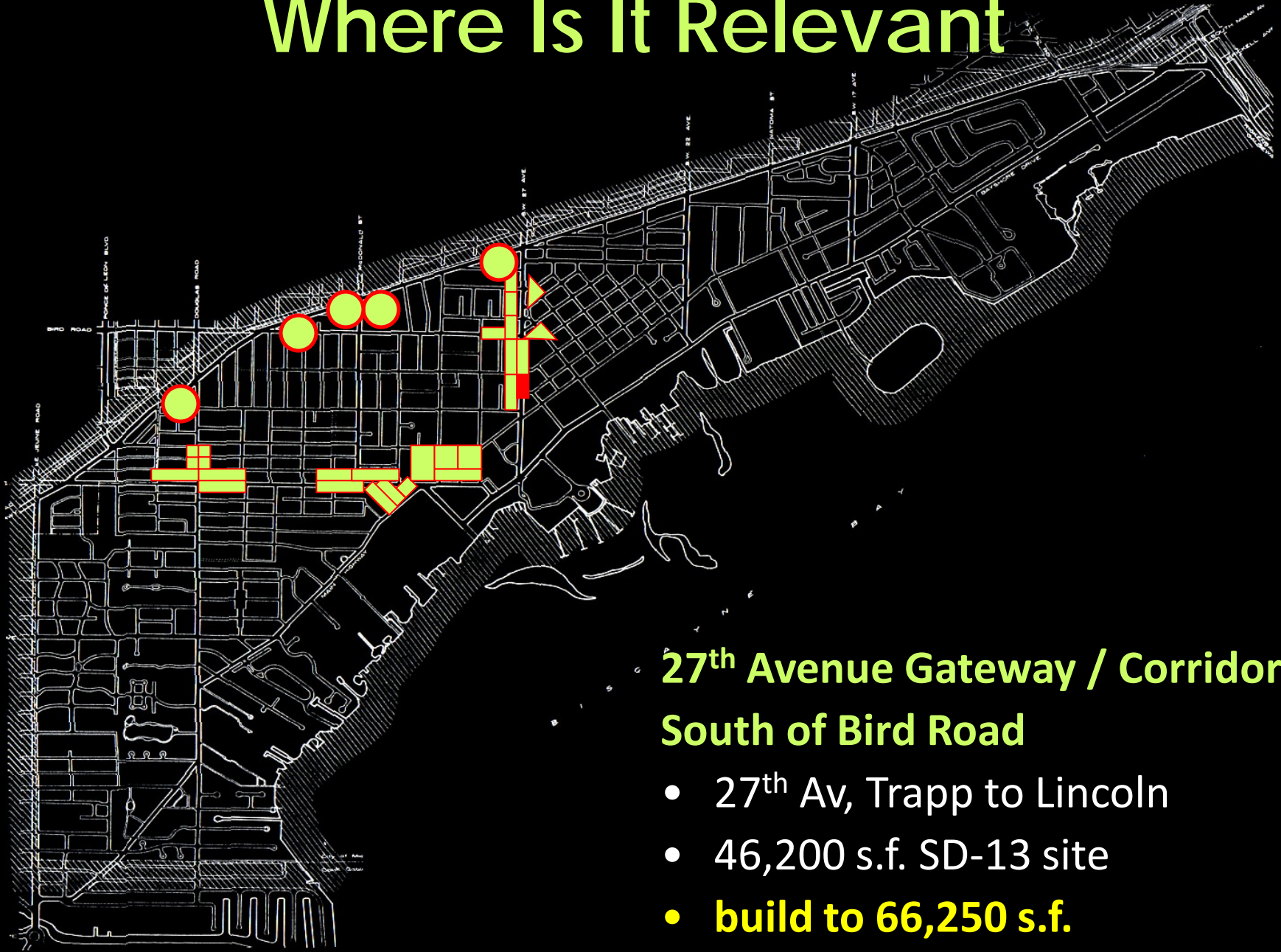
Where Is It Relevant



27th Avenue Gateway / Corridor South of Bird Road

- 27th Av, Shipping to Day Av.
- 63,919 s.f. SD-13 site
- **build to 87,554 s.f.**

Where Is It Relevant



27th Avenue Gateway / Corridor South of Bird Road

- 27th Av, Trapp to Lincoln
- 46,200 s.f. SD-13 site
- **build to 66,250 s.f.**

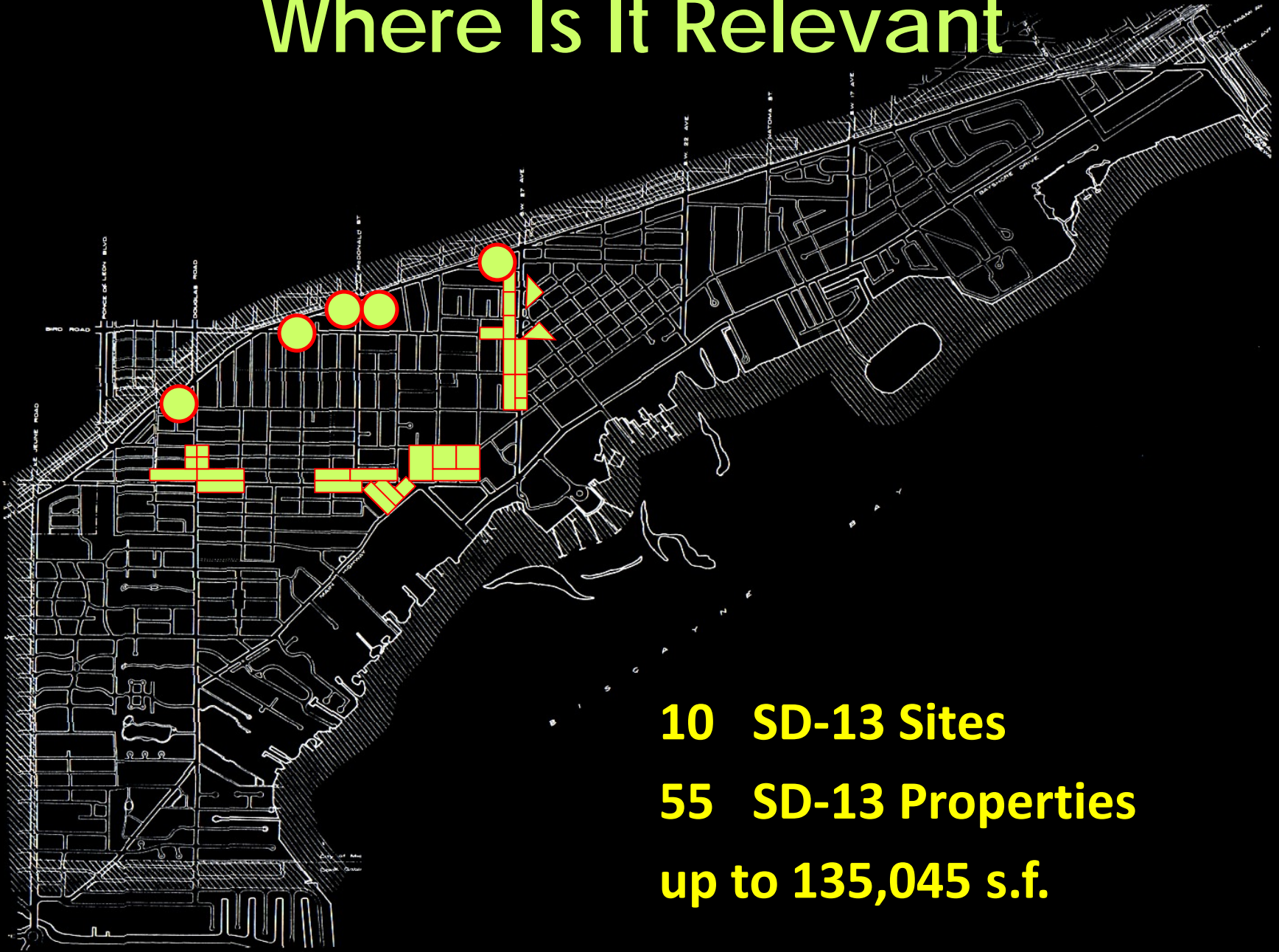
Where Is It Relevant



27th Avenue Gateway / Corridor South of Bird Road

- 27th Av, Lincoln to Tiger Tail
- 44,769 s.f. SD-13 site
- **build to 66,594 s.f**

Where Is It Relevant

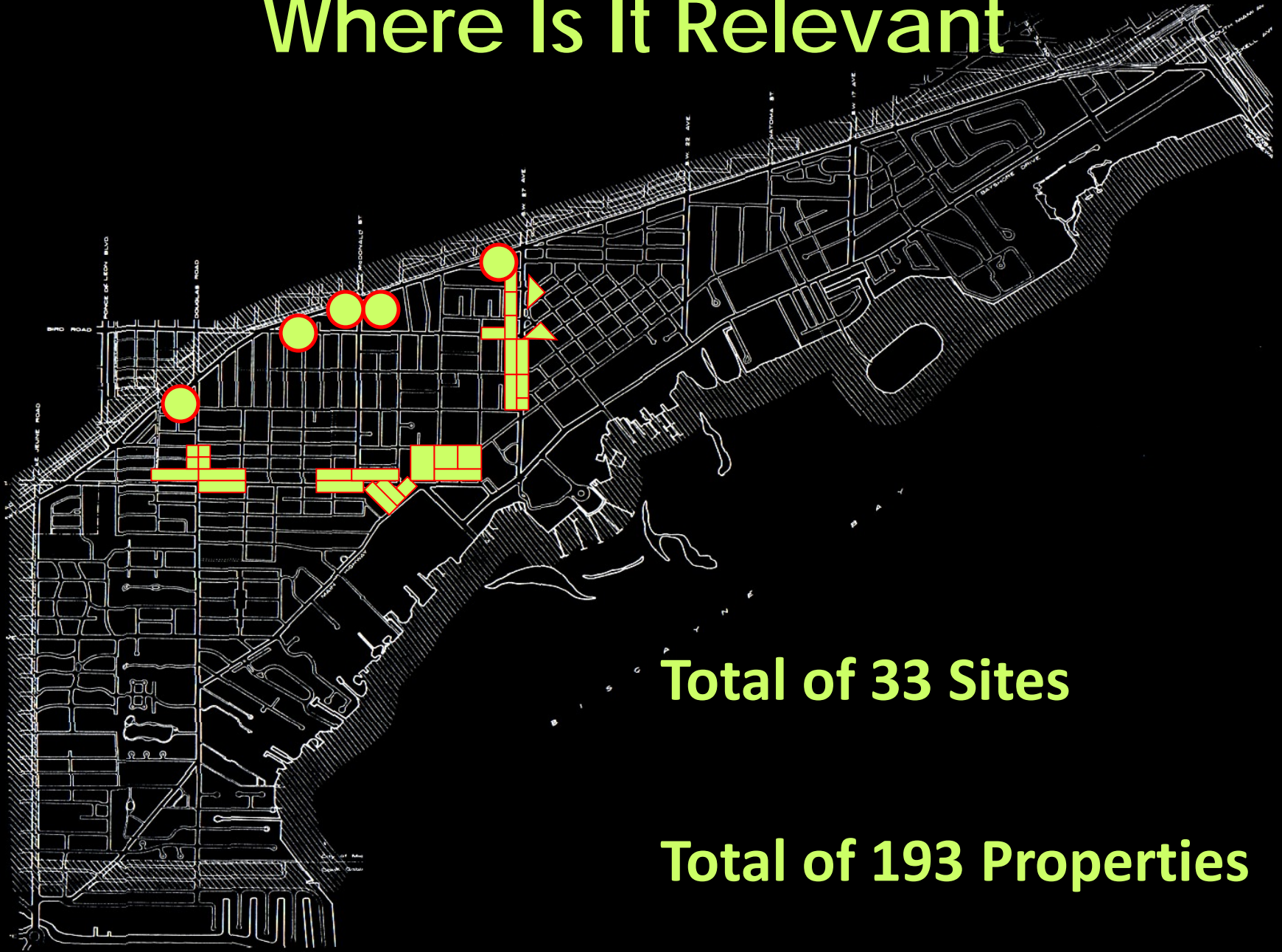


10 SD-13 Sites

55 SD-13 Properties

up to 135,045 s.f.

Where Is It Relevant



Total of 33 Sites

Total of 193 Properties

A Sense of Scale

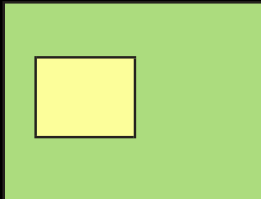
- How do the areas compare:

- Mainstreet Retailer –
2,000 s.f.



A Sense of Scale

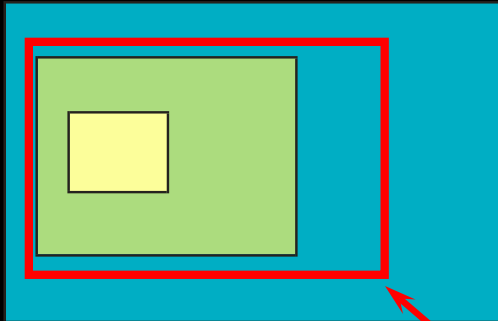
- How do the areas compare:



- Mainstreet Retailer –
2,000 s.f.
- Chain Drugstore –
13,000 s.f.

A Sense of Scale

- How do the areas compare:

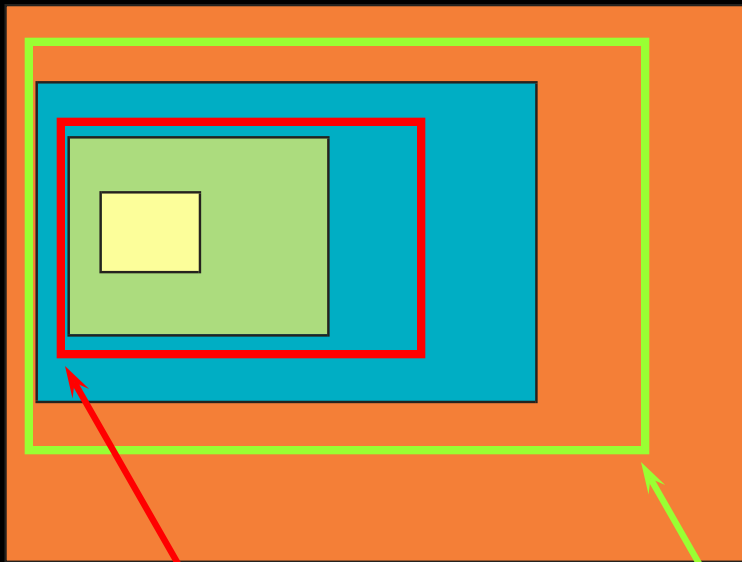


- Mainstreet Retailer – 2,000 s.f.
- Chain Drugstore – 13,000 s.f.
- **Large Supermarket – 40,000 s.f.**

20,000 s.f. NCD limit for SD-2, SD-13

A Sense of Scale

- How do the areas compare:



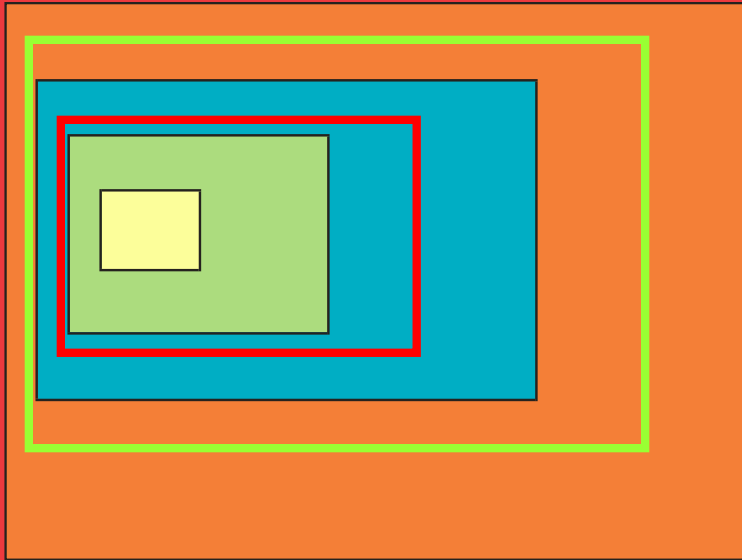
20,000 s.f. NCD limit
for SD-2, SD-13

70,000 s.f. NCD limit for C-1

- Mainstreet Retailer – 2,000 s.f.
- Chain Drugstore – 13,000 s.f.
- Large Supermarket – 40,000 s.f.
- **Home Depot, Target** – 125,000 + s.f.

A Sense of Scale

- How do the areas compare:



- Mainstreet Retailer – 2,000 s.f.
- Chain Drugstore – 13,000 s.f.
- Large Supermarket – 40,000 s.f.
- Home Depot, Target – 125,000 + s.f.
- **Walmart Supercenter** – 250,000 s.f.

Why a Big Box Ordinance

- **Does not reduce property rights**
- Supports the City's Comprehensive Plan
- Supports EAR findings
- It implements the NCD objective (Sec 800.1)
- Protects the community from incompatible uses
- Reduces traffic
- Strengthens the local economy

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Supports Comprehensive Plan

- **Goal LU 1.1.3** the City's zoning ordinance provides for protection of all areas of the City from (1) the encroachment of incompatible land uses; (2) the adverse impacts of future land uses in adjacent areas that disrupt or degrade public health, safety, or natural or man-made amenities; and (3) transportation policies that divide or fragment established neighborhoods.

Supports Comprehensive Plan

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Supports Comprehensive Plan

- **Goal LU 1.1.7** Land development regulations and policies will allow for the provision of adequate **neighborhood shopping**, recreation, day care, entertainment, and other **neighborhood oriented** support activities.

Supports Comprehensive Plan

- **Goal LU 1.6.9** the City's land development regulations and policies will establish **mechanisms to mitigate the potentially adverse impacts of future development.**

Supports Comprehensive Plan

- **Goal HO 1.1.7** Control, through restrictions in the City's land development regulations, **large scale and / or intensive commercial** and industrial land development which may negatively impact any residential neighborhood.

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Supports EAR Findings

Sec 1.C.

Protection & Enhancement of Neighborhood Integrity

- “Miami’s development and redevelopment is presenting a number of unique challenges to its existing neighborhoods, including: the encroachment of incompatible land uses; the lack of appropriate transitions between land uses; changing neighborhood character due to incompatible new development; and the demolition of existing buildings some with perceived or real historic and neighborhood significance.”

Supports EAR Findings

Sec 1.C.

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Supports EAR Findings

Policy LU-1.1.3

Protection from incompatible uses

- **EAR recommends to strengthen the policy by adding to the land development code:**
 - transition standards
 - buffering requirements

Supports EAR Findings

Policy LU-1.1.7

Provision of neighborhood shopping and support activities

- recommends that the policy more clearly call for well-designed mixed use neighborhoods
 - range of live / work / shop opportunities
 - in a walkable area
 - with a variety of transportation modes

Why a Big Box Ordinance

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- Supports the City's Comprehensive Plan
- Supports EAR findings
- **It implements the NCD objective (Sec 800.1)**
- Protects the community from incompatible uses
- Reduces traffic
- Reduces parking requirements
- Strengthens the local economy

Implements NCD Objectives

- **Sec 800.1 The purpose of creating a Neighborhood Conservation District (NCD) is to:**
 - **Provide a land use of zoning tool to preserve neighborhood character and promote compatible development by regulating new construction, major alterations / additions to existing buildings.** A NCD could serve to implement a neighborhood plan and serve as a catalyst for the rehabilitation of existing buildings.

Implements NCD Objectives

- **Neighborhood character to be preserved is retail scale**
- **Not to protect existing “ugly” commercial structures**

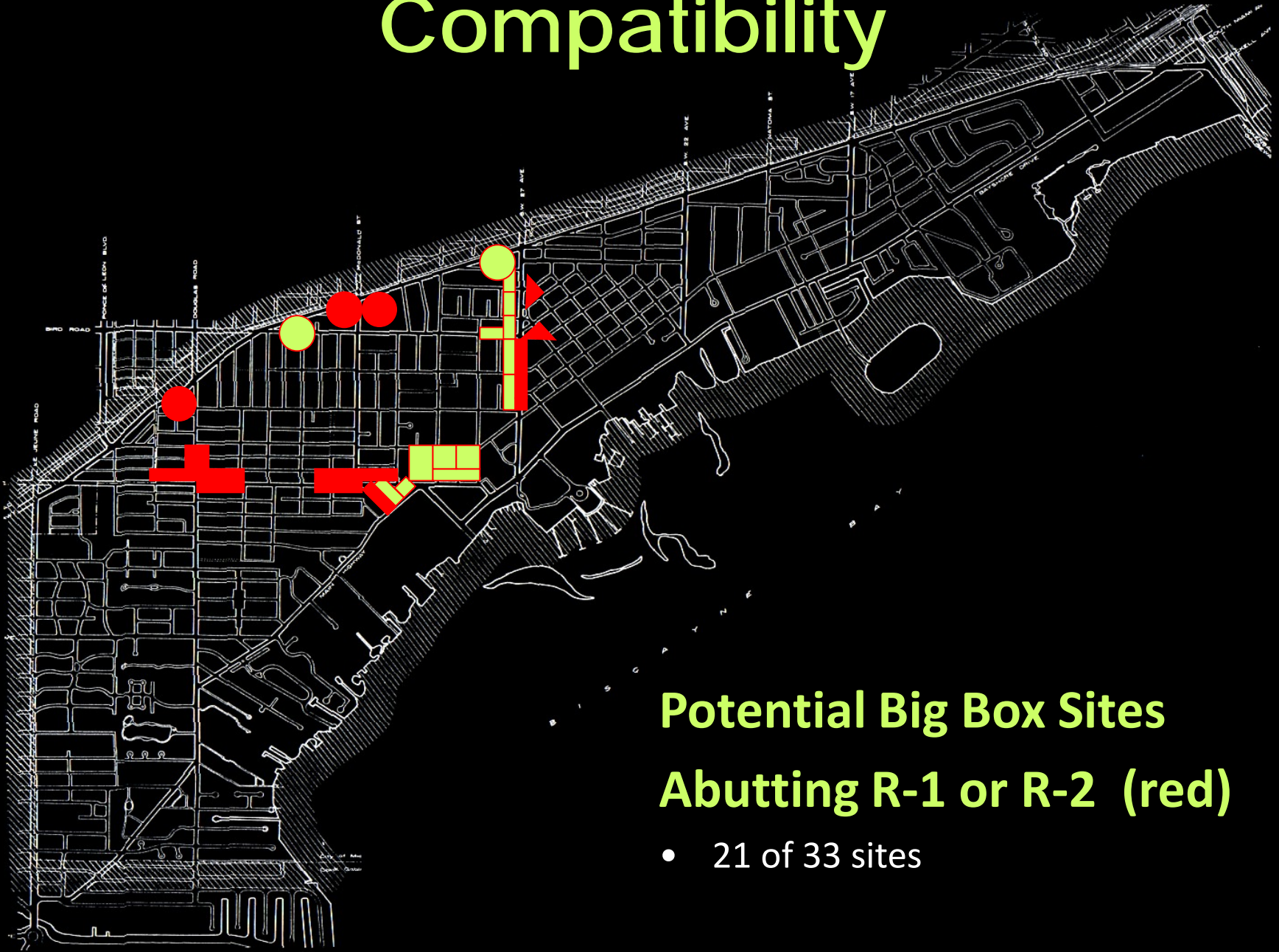
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Compatibility



Potential Big Box Sites
Abutting R-1 or R-2 (red)

- 21 of 33 sites

Compatibility

- **Big Box / Power Center Retail**
 - Large sales floor area with inventory on rack
 - One brand under one roof
 - Single building, setback with large open parking in front

Compatibility

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Compatibility

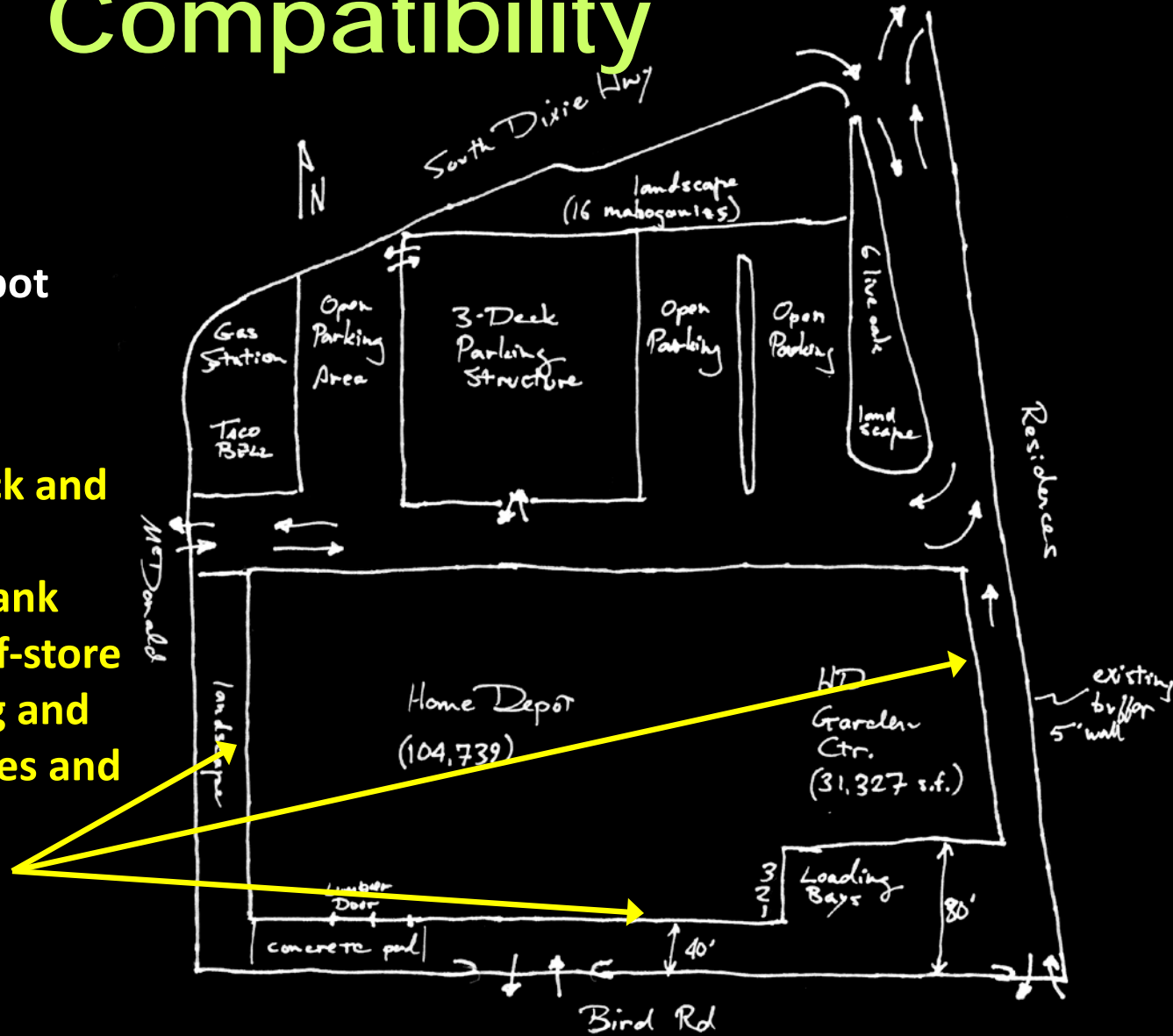
- **Big Box / Power Center Retail**
 - Large sales floor area with inventory on rack
 - One brand under one roof
 - **Single building, setback with large open parking in front**

Compatibility

Example:

proposed Home Depot
at US-1 & McDonald

- Big Box is set back and oriented to the highway, with blank walls and back-of-store operations facing and close to residences and neighborhoods

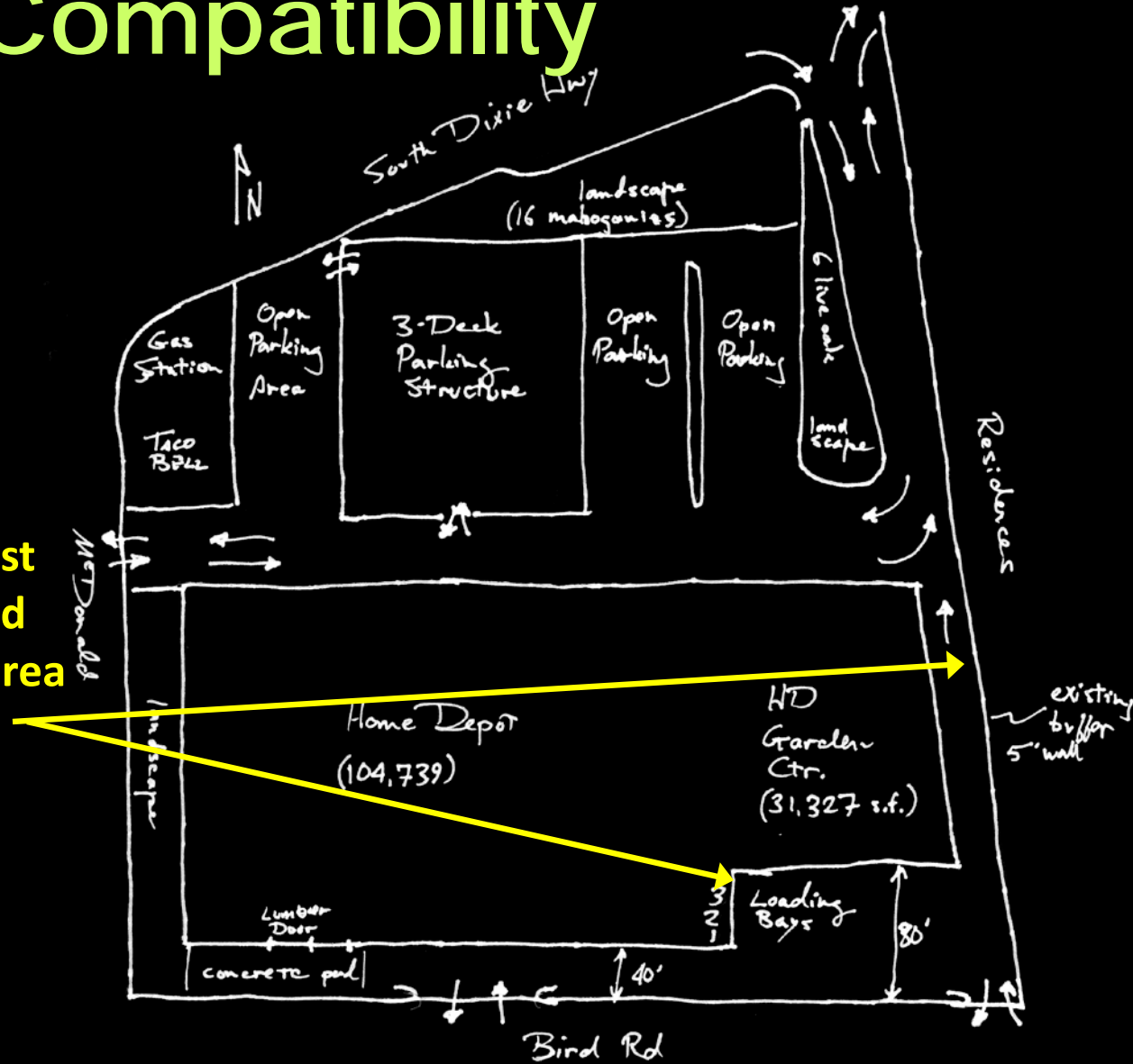


sketch based on plan review
22 April 2005 by M. Alvarez

Compatibility

Example:
proposed Home Depot
at US-1 & McDonald

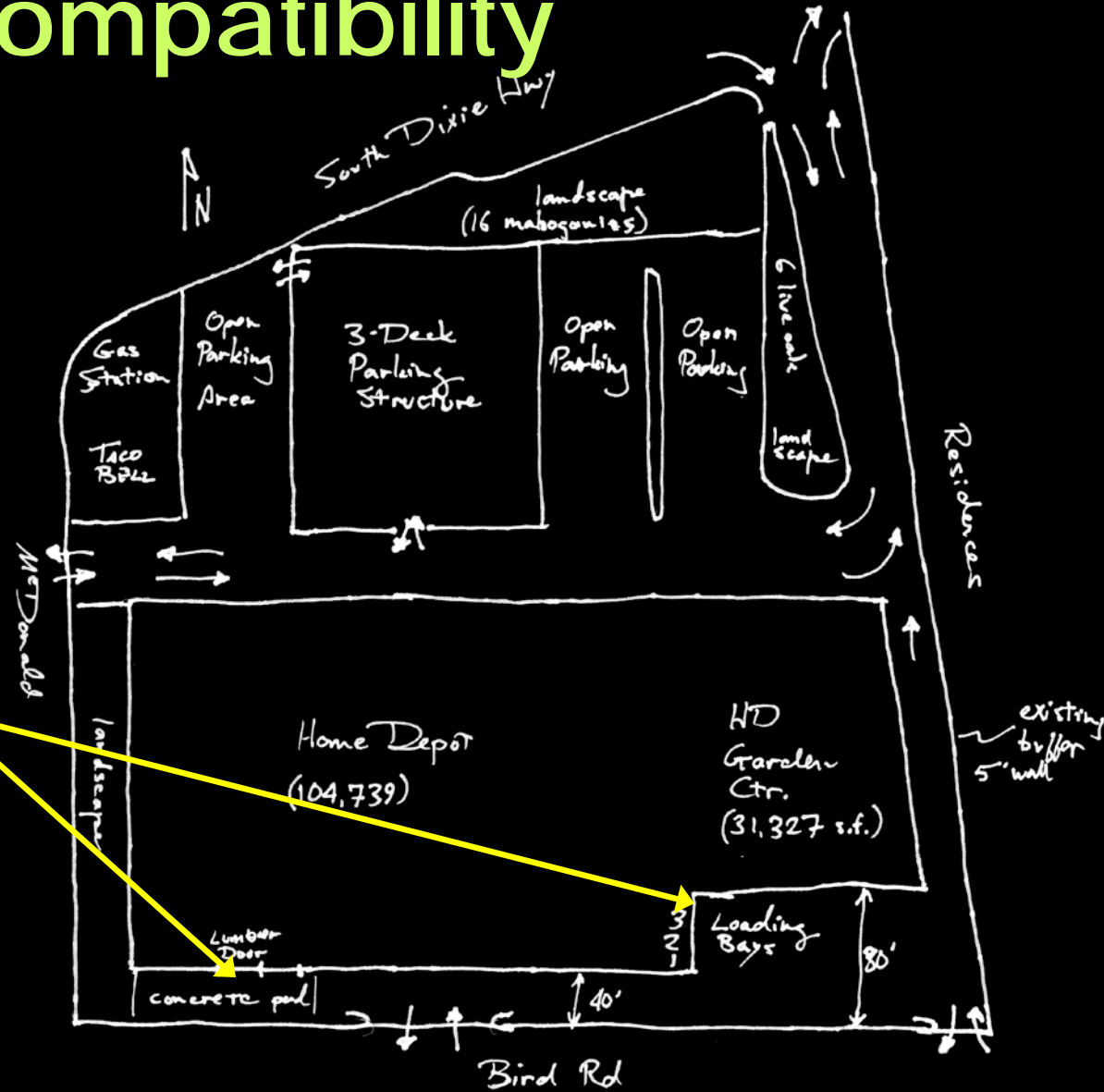
- **Minimum buffer for residences on the east with loading bays and truck maneuvering area facing them**



Compatibility

Example:
proposed Home Depot
at US-1 & McDonald

- Loading area, building supply storage area, and back of store faces neighborhood, and
- Delivery truck traffic is forced through the neighborhood (see red arrows)

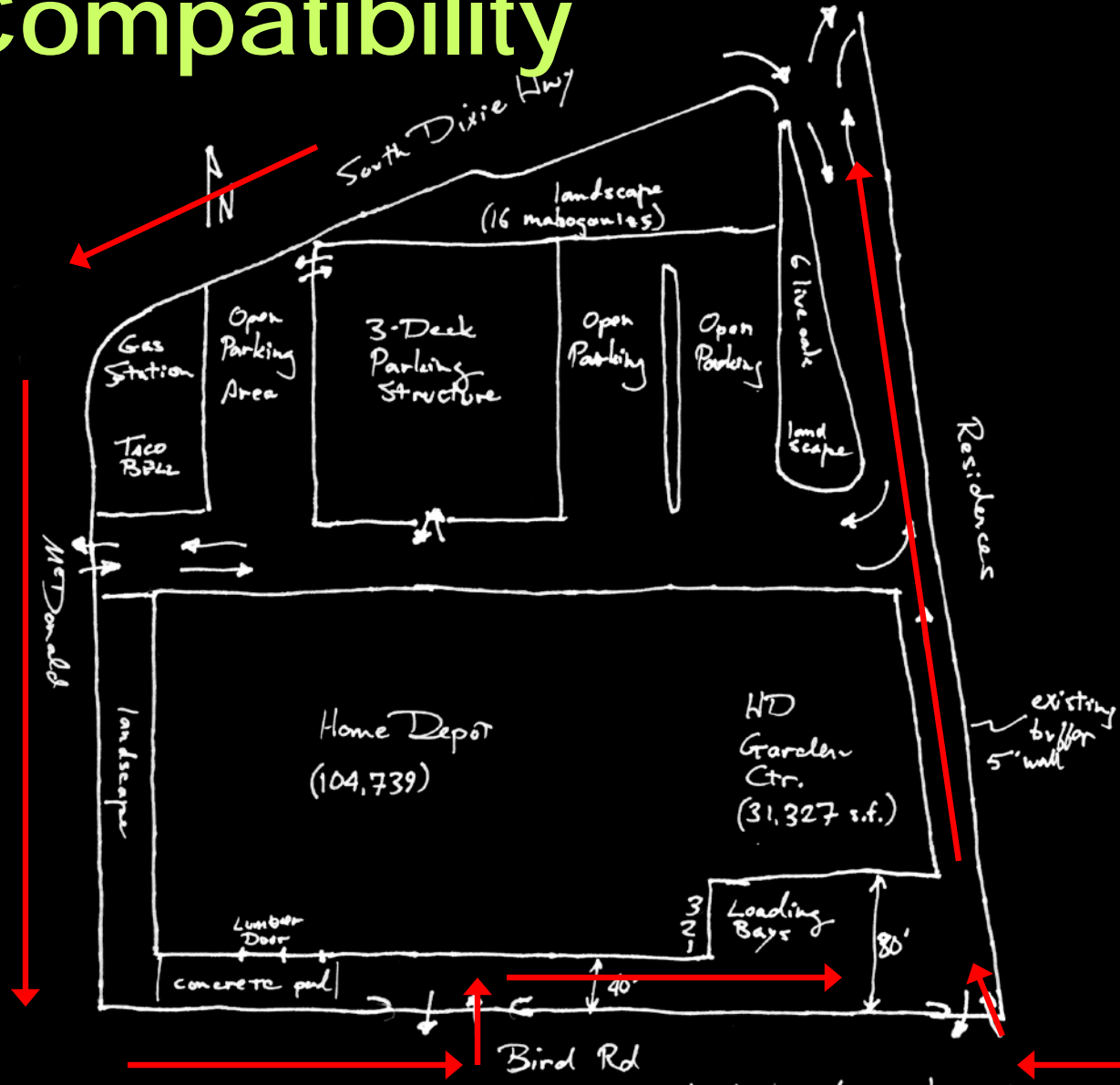


sketch based on plan review
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Compatibility

Example: proposed Home Depot at US-1 & McDonald

- Loading area, building supply storage area, and back of store faces neighborhood, and
- Delivery truck traffic is forced through the neighborhood (see red arrows)



sketch based on plan review
22 April 2005 by M. Alvarez

Compatibility

Alternative:



Sunset Drive Elevation



SW 73rd Street Elevation

Compatibility

Alternative:



- Approximately 87,000 s.f. of commercial space
- Mixed use project on 3 blocks totaling 193,000 s.f. land
- Building mass broken-up, as required by land development code
- Results in very pedestrian, neighborhood oriented built environment

Compatibility

Alternative:



- Approximately 87,000 s.f. of commercial space
- Mixed use project on 3 blocks totaling 193,000 s.f. land
- **Building mass broken-up, as required by land development code**
- **Results in very pedestrian, neighborhood oriented built environment**

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- Does not reduce property rights
- Supports the City's Comprehensive Plan
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- It implements the NCD objective (Sec 800.1)
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- **Reduces traffic**
- **Strengthens the local economy**

Traffic

- **Small mixed retail can reduce trips:**
 - **Internal capture in the development**
 - Big box uses typically produce more trips / 1,000 s.f. than mixed retail

Traffic

- **Small mixed retail can reduce trips:**
 - Internal capture in the development
 - **Big box uses typically produce more trips / 1,000 s.f. than mixed retail**

Traffic

- **Big boxes generate more trips per 1,000 s.f. than mixed retail**

– On average **6.01/1,000 s.f. on the p.m. peak**

– On average **58.59/1,000 s.f. on for a weekday**

| ITE Land Use | | Daily | PM |
|--------------|-----------------------------------|--------------|-------------|
| 813 | Free-Standing Discount Superstore | 49.21 | 3.87 |
| 815 | Free-Standing Discount Store | 56.02 | 5.06 |
| 850 | Supermarket | 102.24 | 10.45 |
| 854 | Discount Supermarket | 96.82 | 8.90 |
| 861 | Discount Club | 41.80 | 4.24 |
| 862 | Home Improvement Superstore | 29.80 | 2.45 |
| 863 | Electronics Superstore | 45.04 | 4.50 |
| 864 | Toy / Children's Superstore | n.a. | 4.99 |
| 865 | Baby Superstore | n.a. | 1.82 |
| 866 | Pet Supply Superstore | n.a. | 4.96 |
| 867 | Office supply Superstore | n.a. | 3.40 |
| 868 | Book Superstore | n.a. | 19.53 |
| 869 | Discount Home Furnishing Store | 47.81 | 4.01 |
| | | 58.59 | 6.01 |

Traffic

- **Small mixed retail can reduce trips**
 - While the big boxes average **58.59** on weekdays and **6.01** in the pm peak
 - The same amount of space configured as a specialty retail center (814) or a shopping center (820) will average **43.63** for the weekday and **3.23** for the pm peak.
 - 27% less on weekdays, 45% less in the pm peak

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Why a Big Box Ordinance

- Does not reduce property rights
- Supports the City's Comprehensive Plan
- Supports EAR findings
- It implements the NCD objective (Sec 800.1)
- Protects the community from incompatible uses
- Reduces traffic
- **Strengthens the local economy**

Economy

- **Large retailers can weaken local economies**
 - **No proven employment gains – may eliminate as many jobs as are created**
 - **Job market more dependent on single employers**
 - **Business decisions are made outside of the community**

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Source: Study, Dr. Kenneth Stone, Iowa State University

Adequate Protection

- **The ordinance protects the scale of character of Coconut Grove Retail, and the residential neighborhoods**
- **Without the need for extraordinary vigilance by the community that Class II permits require**

Stop

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- **Large retailers can cost more per square foot to the local government**
 - **In a study in Barnstable Massachusetts**
 - Small downtown stores generate a net annual surplus of \$326 / 1,000 s.f. (tax revenue minus costs)
 - Big box stores, strip centers, and fast food outlets generate a net annual deficit of \$468 / 1,000 s.f. (tax revenue minus costs)

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Other Communities with Retail Store Size Caps

Cities

- Brookside – Kansas City, MO
- North Beach – San Francisco, CA
- Ashland, OR
- Belfast, ME
- Burlington, VT
- Boxborough, MA
- Bozeman, MT
- Easton, MD
- Hailey, ID
- Homer, AL
- Lake Placid, NY
- Northampton, MA
- Rockville, MD
- Santa Fe, NM

Cities

- Skaneateles, NY
- Taos, NM
- Walpole, NH
- Warwick, NY

Counties

- Coconino County, AZ (Flagstaff)
- Talbot County, MD
- Tuolumne County, CA

Countries

- Ireland
- Norway

Traffic

- **Higher proportion of pass-by and diverted link trips**

| <u>ITE Land Use</u> | <u>Percent Pass-By Trips</u> |
|--|------------------------------|
| Mixed Retail Shopping Ctr. <small>(820)</small> | 34% |
| Discount Store <small>(815)</small> | 17% |
| Supermarket <small>(850)</small> | 36% |
| Home Improvement Superstore <small>(862)</small> | 48% |
| Electronics Superstore <small>(863)</small> | 40% |

Source: ITE Trip Generation Handbook for pm peak period