

**Height Limits for Main Use Parking Garages -  
Terminal Island**

**ORDINANCE NO. \_\_\_\_\_**

**AN ORDINANCE OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, AMENDING THE RESILIENCY CODE OF THE CITY OF MIAMI BEACH CHAPTER 5, "OFF STREET PARKING." ARTICLE III, "DESIGN STANDARDS," AT DIVISION 10, "PARKING GARAGE DESIGN STANDARDS," SECTION 5.3.10(a), "GENERAL STANDARDS," AND CHAPTER 7, "ZONING DISTRICTS AND REGULATIONS," ARTICLE I, "GENERAL TO ALL ZONING DISTRICTS," AT DIVISION 6, "PARKING SCREENING STANDARDS," SECTION 7.1.6.2, "STANDARDS," TO ALLOW FOR ADDITIONAL HEIGHT FOR MAIN USE PARKING GARAGES LOCATED ON TERMINAL ISLAND; AND PROVIDING FOR CODIFICATION, REPEALER, SEVERABILITY, AND AN EFFECTIVE DATE.**

**WHEREAS**, the ferries for passengers and vehicles to Fisher Island operate from Terminal Island on the MacArthur Causeway;

**WHEREAS**, virtually everyone who lives or works on Fisher Island must use the ferries to access the Island;

**WHEREAS**, the ferry terminal and parking garage located at 112 MacArthur Causeway, across from the Coast Guard base, is used by employees and contractors who work on Fisher Island to access the Island;

**WHEREAS**, MacArthur Causeway is often congested with traffic as a result of vehicles going to Terminal Island in order to transit to Fisher Island via ferry services;

**WHEREAS**, to reduce the number of vehicles that must be transported to Fisher Island and reduce backups of vehicles that must load onto the ferries, the Fisher Island Community Association, Inc. ("FICA") built a garage to park vehicles that would have otherwise required transport to the Island;

**WHEREAS**, the garage is currently utilized to its full capacity;

**WHEREAS**, by increasing the size of the garage and moving FICA administrative offices from the Island to the expanded garage, significantly fewer vehicles will need to queue to gain access to the ferry thereby reducing traffic backup which sometimes extends to and on the MacArthur Causeway causing backup on the Causeway;

**WHEREAS**, the United States Coast Guard has recognized that "the initial parking garage construction...mitigated the impact of...vehicles accessing Terminal Island" and further, "However, on occasion, traffic entering the Fisher Island Terminal East facility to stage for ferry boarding, backs up and blocks ingress/egress from Base Miami Beach. Further modification to the parking garage should make necessary adjustments to improve...traffic flow at the entrance to Base Miami Beach";

**WHEREAS**, the height increase for main use parking garages would allow for the Terminal Island Parking Garage to increase its parking capacity and alleviate the need for queuing along MacArthur Causeway and therefore alleviate congestion;

**WHEREAS**, the height increase for main use parking garages would match the allowable height for office and commercial buildings on Terminal Island and therefore allow for consistent development in the area; and

**WHEREAS**, the amendments set forth below are necessary to accomplish all of the above objectives.

**NOW, THEREFORE, BE IT ORDAINED BY THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA:**

**SECTION 1.** Chapter 5, "Off Street Parking," Article III, "Design Standards," Division 10, "Parking Garage Design Standards," and Chapter 7, "Zoning Districts and Regulations," Article I, "General to All Zoning Districts," Division 6, "Parking Screening Standards," are hereby amended as follows:

#### **5.3.10 Parking Garage Design Standards**

ii. Design standards: additional regulations:

1. Parking garages within the CD-3 district and I-1 district on Terminal Island may be 75 feet in height.
2. For parking garages located on non-oceanfront lots within the Collins Waterfront Historic District, with frontage on both Indian Creek Drive and Collins Avenue, the required pedestal setbacks may extend up to a maximum height of eight stories and 75 feet

#### **7.1.6.2 Standards**

a. Parking at the Understory Level (below the First Habitable Level). Parking at the Understory Level shall be lined along a minimum of 50 percent (50%) of the built frontage with non-residential uses, lobbies or stoops that provide access to the First Habitable Level (FHL).

b. All floors at the first habitable level (FHL) and above of a building containing parking spaces shall incorporate the following as applicable.

i. Habitable space, as applicable, at the first habitable level along every facade facing a street, sidewalk or waterway. For properties not having access to an alley, the required habitable space may accommodate entrance and exit drives. The total width of the entrance and exit drives shall not exceed 22 feet. For habitable space that screen parking and that are also located below DFE, these shall have floodproofing for all facades below DFE extending 36 inches above DFE.

ii. Habitable space above the first habitable level along every façade facing a waterway. In RM-2 and RM-3 Residential uses are required facing a waterway.

iii. For properties less than 60 feet in width, the total amount of habitable space at the first habitable level along a street side shall be determined by the design review or historic preservation board, as applicable. All facades above the first habitable level, facing a street or sidewalk, shall include a substantial portion of habitable space; the total amount of habitable space shall be determined by the design review or historic preservation board, as applicable, based upon their respective criteria.

iv. Where parking is not lined with habitable space it should be screened by fenestration, vegetation or other such treatment.

c. Notwithstanding the provisions of Section 5.3.10 Parking Garage Design Standards, main use parking garages within the I-1 district on Terminal Island are not required to be lined with habitable space along every façade facing a waterway, but may be screened.

## **SECTION 2. CODIFICATION.**

It is the intention of the Mayor and City Commission of the City of Miami Beach, and it is hereby ordained that the provisions of this ordinance shall become and be made part of the Resiliency Code of the City of Miami Beach, Florida. The sections of this ordinance may be renumbered or re-lettered to accomplish such intention, and the word "ordinance" may be changed to "section," "article," or other appropriate word.

## **SECTION 3. REPEALER.**

All ordinances or parts of ordinances in conflict herewith be and the same are hereby repealed.

## **SECTION 4. SEVERABILITY.**

If any section, subsection, clause or provision of this Ordinance is held invalid, the remainder shall not be affected by such invalidity.

## **SECTION 5. EFFECTIVE DATE.**

This Ordinance shall take effect ten days following adoption.

**PASSED** and **ADOPTED** this \_\_\_\_\_ day of \_\_\_\_\_, 2024.

\_\_\_\_\_  
Dan Gelber, Mayor

**ATTEST:**

\_\_\_\_\_  
Rafael E. Granado  
City Clerk

APPROVED AS TO  
FORM AND LANGUAGE  
& FOR EXECUTION

\_\_\_\_\_  
City Attorney

\_\_\_\_\_  
Date

First Reading:  
Second Reading:

Verified by: \_\_\_\_\_  
Thomas R. Mooney, AICP  
Planning Director

Underscore denotes new language  
~~Strikethrough~~ denotes removed language