
Sec. 94-135. - Okeechobee Business district (OBD)

- a. *Intent.* The Okeechobee corridor is the traditional business district of downtown, around which office buildings have historically located. The Okeechobee Business District is intended to attract high intensity office uses to consolidate the area as an economic center of downtown, and an integral part of the Flagler Financial District. The district is envisioned to develop with innovative high-rise buildings with smaller floorplates to allow for view corridors, and compatible with the surrounding high-rise buildings. The district shall function as a connection between the north and south portions of the city, with enhanced pedestrian crossings, and a large percentage of public open spaces.
- b. *Development characteristics.*
 1. Ground floor support services for office uses are encouraged throughout the district.
 2. New projects within this district shall encourage the use of alternative modes of transportation to reduce the use of private vehicles.
- c. *OBD subdistricts shall include:* OBD-5, OBD-25, OBD-25CP, and OBD-12CP. The OBD-25CP and OBD-12CP are regulated by the CityPlace Commercial Planned Development.
- d. *Subdistrict requirements.* Developments shall comply with the following:
 - a. [Table IV-69](#): OBD-5.
 - b. [Table IV-70](#): OBD-25.
- e. *Additional subdistrict requirements.*
 1. *Uses.*
 1. Buildings that have a class A office primary use greater than or equal to 75 percent of the total gross building area shall not be required to provide active use liners above the ground floor, but shall be required to provide architectural treatment to extend the facade of the office tower such that the office tower is perceived as having one continuous uninterrupted facade from the ground floor to the top of the building for 100 percent of the tower building frontage. Parking garages of such buildings may provide living green walls to screen the parking uses in lieu of active use liners above the ground floor.
 2. *Special requirements.*
 1. Tower orientation shall be towards the west side of the properties to open up the views. When more than one tower is provided, this provision shall apply to the tower with the greatest height and floorplate area.
 2. Parking on exposed roof surfaces will not be permitted within this district.
 3. For properties with frontage along Flagler Drive, public open space shall be located adjacent to Flagler Drive.
 4. All new development within this district will be required to implement the following strategies to improve mobility downtown:
 - a. If not existing, pedestrian crossings shall be provided at all corners adjacent to proposed development.
 - b. Commercial, office and hotel uses shall provide: i) secure bike racks at a ratio of 1 bicycle space per every 10 parking spaces provided, and ii) a minimum of one shower and changing facility per every 30,000 sf of net office space, and/or every 50 hotel rooms.
 - c. All new projects shall provide a freight delivery plan and routes to ensure deliveries do not impact traffic operation.
 - d. All new projects shall provide a curb side management plan to prioritize multimodal travel.
 - e. No travel lanes shall be blocked during peak hour for ingress/egress of parking garages.
 - f. Additional transportation demand management strategies will be required for those projects seeking to exceed the soft maximum parking ratios as prescribed by the parking regulations in [sec. 94-111](#).

5. New developments within the OBD shall obtain LEED Certification from the Leadership on Environmental Design (LEED) or a similar nationally accredited organization. The following requirements shall be met:
 - a. Prior to the submittal for the first building permit for site improvements, including underground excavation, the developer shall:
 1. Register the project with the U.S. Green Building Council or with the respective agency or institution issuing the equivalent certification.
 2. Pay the cost of a LEED accredited professional or a professional accredited by the agency or institution issuing the equivalent certification, retained by the city, to act as the Green Development Review Agent (GDRA) until the project receives its certificate of occupancy. The developer shall establish an escrow account in an amount determined by the city finance director sufficient to cover the anticipated costs of the GDRA. The GDRA shall have the following duties:
 - a. Review the certification plan prepared by the developer. The certification plan shall include design, construction and operations sections that list the specific credits (points) that will be included in the development and detail how the credits will be achieved.
 - b. Verify that the credits listed in the certification plan are integrated into the demolition of the existing buildings, if applicable, and the design, construction and operation of the project should be sufficient to gain the LEED or equivalent certification that is being sought.
 - c. Review all building permit submittals for the site, to include resubmittals and revisions, to ensure compliance with the certification plan.
 - d. Inspect the project during demolition, construction and prior to the issuance of the certificate of occupancy to ensure compliance with the certification plan; and
 - e. Provide the director of development services with monthly status updates in writing.
 - b. The certificate of occupancy for the project shall not be issued until the GDRA has verified that the project has been constructed in conformance with the certification plan to achieve the LEED or equivalent certification.
 - c. The developer shall pursue the LEED or equivalent certification within six months after the issuance of the certificate of occupancy and provide written reports updating the director of development services on the status of the application every six months thereafter until certification is achieved or for two years, whichever comes first. If after two years LEED or equivalent certification is not obtained, then the developer shall provide the city with a written report outlining why LEED certification was not achieved.
 - d. If the desired certification is not achieved by the developer within two years and the city's GDRA has verified that the project has been constructed in conformance with the certification plan to achieve the LEED or equivalent certification, then the green certification shall be assumed to have met the density incentive requirements for the project.
 - e. All application costs associated with pursuit of the certification shall be borne by the developer.

**TABLE IV-69:
BUILDING REQUIREMENTS - OBD-5**

FAR		
All lot	2.75	
HEIGHT		
5 stories or 68' whichever is less; 5 (68')		
SETBACKS		
Street Designation/Side/Rear	Stories	
	Typical Setbacks	
	Ground to 5(68')	
	Minimum	Maximum

TABLE IV-69: BUILDING REQUIREMENTS - OBD-5			
Avenue	Contextual		Contextual
Primary Pedestrian	16'		30'
Secondary	12'		35'
Side Interior	10' or NFPA		—
MAXIMUM BUILDING FOOTPRINT			
Stories	Lot Area		
	<50,000SF	50,000SF-80,000SF	>80,000SF
Podium: Ground	87%	84%	82%
Podium: 2 to 3 (44')	90%	87%	85%
Tower: 4 to 5 (68')	90%	60%	55%
MINIMUM OPEN SPACE			
Type	Lot Area		
	<50,000SF	50,000SF-80,000SF	>80,000SF
Public	—	3%	5%
Private	25%	25%	25%
MINIMUM ACTIVE USES			
Street Designation	Ground Floor		Liners: 2 to 3 Stories (44')
Avenue	60%		60%
Primary Pedestrian	80%*		60%
Secondary	30%		—
*65% for lots with buildable lot frontage ≤ 250'			
MINIMUM TRANSPARENCY FOR ACTIVE USES ON GROUND FLOOR			
Street Designation	Percentage of Transparency		
Avenue	50%		
Primary Pedestrian	50%		
Secondary	30%		
MINIMUM ACTIVE USE LINER DEPTH			
Active Use	Ground Floor		Liners: 2 to 3 Stories (44')
Commercial	25'		20'
Residential	Not Permitted		15'

TABLE IV-70: BUILDING REQUIREMENTS - OBD-25				
FAR				
All lots	7.00			
HEIGHT				
25 stories or 308' whichever is less; 25 (308')				
SETBACKS				
Street Designation/Side/Rear	Stories			
	Typical Setbacks		Conditional Setbacks	
	Ground to 25 (308')		Above 5 (68')	Above 7 (92')
	Minimum	Maximum	Parking Uses Only Minimum	Minimum
Primary Pedestrian	16'	30'	31'	—

TABLE IV-70: BUILDING REQUIREMENTS - OBD-25				
Secondary	12'	35'	27'	—
Side Interior	0' or NFPA	—	—	20'
*0' for lots with lot frontage <110'. Also, 0' for portions of facades that abut existing buildings on adjacent lots.				
MAXIMUM BUILDING FOOTPRINT				
Stories	Lot Area			
	<50,000SF	50,000SF-80,000SF	>80,000SF	
Podium: Ground	87%	84%	82%	
Podium: 2 to 5 (68')	90%	87%	85%	
Podium: 6 to 7 (92')*	90%	60%	55%	
Tower: 8 to 25 (308')	90%	55%	50%	
*Parking uses may exceed maximum building footprint in compliance with conditional setback.				
MINIMUM OPEN SPACE				
Type	Lot Area			
	<50,000SF	50,000SF-80,000SF	>80,000SF	
Public	—	3%	5%	
Private	25%	25%	25%	
MINIMUM ACTIVE USES				
Street Designation	Ground Floor		Liners: 2 to 5 Stories (68')	
Primary Pedestrian	80%*		60%	
Dixie Highway	60%		60%	
Secondary	30%		—	
*65% for lots with buildable lot frontage ≤ 250'				
MINIMUM TRANSPARENCY FOR ACTIVE USES ON GROUND FLOOR				
Street Designation	Percentage of Transparency			
Primary Pedestrian	50%			
Secondary	30%			
MINIMUM ACTIVE USE LINER DEPTH				
Active Use	Ground Floor		Liners: 2 to 5 Stories (68')	
Commercial	25'		20'	
Residential	Not Permitted		15'	

(Ord. No. [4785-18](#), § 3 (Exh. C), 08-13-2018; Ord. No. [4958-21](#), § 6 (Exh. B), 08-09-2021; Ord. No. [4986-21](#), § 4 (Exh. A), 02-07-2022)