

COCONUT WAY

Coconut Way

BEAUTIFICATION MASTER PLAN & DESIGN STANDARDS

City of Miami Planning and Zoning Department

OFFICES OF COMMISSIONERS

JOE SANCHEZ AND THOMAS REGALADO

June 2003

U R G
URBAN RESOURCE GROUP
A DIVISION OF KIMLEY-HORN AND ASSOCIATES, INC.



The Vision for Coral Way...

A place that provides a mix of living, working, shopping, and entertainment in a historic and tropical atmosphere.

A place that is active, lively, and embracing of an urban lifestyle that reinforces Miami's multi-cultural characteristics and complements the unique look created by the existing tree canopy.

An urban corridor which combines a variety of building heights, shapes and architectural styles, that has land uses geared to the pedestrians, that encourages window shopping, outdoor cafes, restaurants, human interaction along wide sidewalks, plazas, open spaces, balconies and arcades.

An urban corridor that connects Downtown Miami/ Brickell with Coral Gables and West Miami-Dade County, and provides for adequate parking, discouraging the use of the automobile at ground floor, and discouraging its view at upper floors. A place that has attractive colors, materials, lighting, landscaping; that is safe to the public welfare.

A place that provides a variety of housing for all income and age groups, that provides residents and users with a variety of 24 hour services, including among others: restaurants and entertainment.

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Executive Summary

This master plan addresses the general planning and design standards for the portion of Coral Way between SW 1st Ave and SW 37th Ave, a distance of approximately 3 1/2 miles.

The intent of the guidelines and standards established in this document is to enhance and protect the unique image and character that Coral Way establishes in the City. As the corridor develops and becomes a hub of new activity, the history and heritage of the corridor will always remain.

Under the leadership of Commissioners Joe Sanchez and Tomas Regalado, the City of Miami Planning Department has set in motion an unprecedented planning process to make a significant investment of city funds into the beautification of Coral Way as well as establish design guidelines for private development along the corridor.

The main objective of this plan is to create a vision for the beautification improvements in the public right-of-way and establish design guidelines for private development which are consistent with the SD-23 Coral Way Overlay District Ordinance. The ordinance intends to preserve the character of Coral Way and emphasize its importance as gateway into the City. The objective is to ensure that future redevelopment activity respects the unique character of Coral Way and complements the scale and variety of uses along the corridor.

1) Beautification Master Plan

With the assistance of the City and the stakeholders, the consultant team developed a Beautification Master Plan based on qualitative input gathered during the public involvement process and quantitative data collected during on site inventory and analysis of the corridor. The resulting Beautification Master Plan includes typical layouts for the various elements that make up an urban corridor. These elements include: sidewalk treatments, crosswalk design, gateway design, corner layouts, lighting, landscape, art in public places, and street furniture.

2) Design Standards

The Design Standards codify the master plan by establishing specific guidelines for urban, streetscape and architectural elements along Coral Way. These Standards address improvements within the public right-of-way, and improvements to abutting structures including building layout, building uses, facade treatments, building materials, public/private spaces, and parking. The elements of the Design Standards are as follows:

Urban Components: The urban components separate the typical cross section of a corridor into different areas: building, transition area, sidewalk, landscape verge and buffer area. Each of these spaces are designed with the other in mind, assuring a cohesive design for the corridor.

The Regulating Plan: A major component of the Design Standards is the Regulating Plan. This plan is essentially a map that dictates the type of development which should occur along the corridor based on the intended street character. The Regulating plan subdivides the corridor into distinct Zones based on the intended development intensity. Each Zone has its own set of standards which govern the layout and appearance of each structure and specific streetscape components.

Streetscape Standards: Govern the placement and selection of furnishings, fixtures, plantings and hardscape.

Urban Standards: Govern the placement of buildings, locations of parking and proposed use within buildings by level and proximity to the public realm.

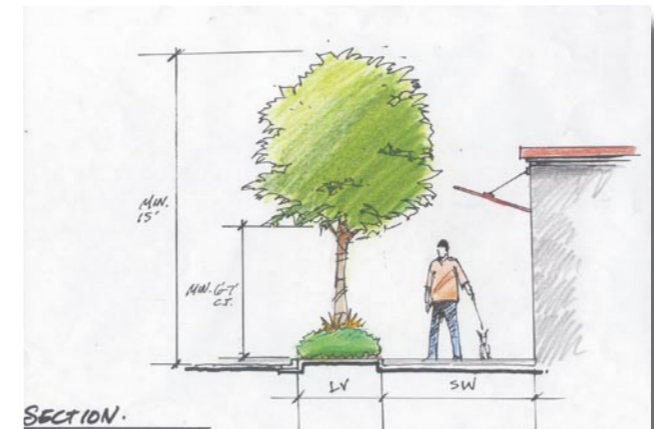
Architectural Standards: Govern the building materials and configurations of the major building components, including roofs, openings, walls, elements and signage.

Bringing the Parts Together

The public sector beautification elements work with the private sector standards to create a cohesive design all along the corridor. To this effect, these two parts are essentially based on a common design language that endeavors to unite the many complex components of the Coral Way corridor.

The Next Step

This document sets the foundation for future implementation to occur. Based on the guidelines and standards set forth within this report, the next steps in the implementation process are to develop construction documents and to obtain approval and adoption of the design standards, followed by actual construction of the project. In efforts to stimulate interest and add momentum to the process, the City has expressed interest in fast tracking a small "Pilot Project" for the median improvements. This project would include landscape uplighting, landscape and irrigation for a small portion (perhaps two blocks) of the study corridor. Such a project will produce an immediate tangible result needed to carry the rest of the study corridor into fruition.



JOAQUIM UTSET
El Nuevo Herald

La Ciudad de Miami presentará hoy en público sus planes de transformar la histórica calle Coral Way en un próspero y activo eje urbano que coloque al peatón en el centro de su desarrollo.

Edificios de fachadas atractivas con comercios y cafés en sus plantas bajas, aceras renovadas que inviten a pasear y una vía embellecida con mobiliario urbano, son parte de la visión de Coral Way que los funcionarios municipales presentarán en una reunión, en la Iglesia Nuestra Señora del Libano, organizada para recabar la opinión de los residentes.

"Coral Way es una joya por descubrir", señaló Tony Wagner, administrador de la oficina municipal NET del área, quien desea que aquí se replique el éxito de bienes raíces de la zona de Brickell.

La intención es transformar la actual función de Coral Way, de una simple vía de tránsito con comercios de desigual calidad, a un foco urbano de cuidada estética.

Para eso se planea instalar nuevos bancos y cestos de basura, pavimentar con ladrillos los cruces de peatones, agregar jardinería y colocar algún tipo de elemento decorativo que realce la entrada a

EMBELLEGEN A CORAL WAY COMO A UNA JOYA

Presentan hoy el plan para transformar la histórica avenida en un próspero y atractivo eje urbano

ZULLY RUIZ ENTERPRISES

Coral Way desde Douglas Road. Pero, aparte de embellecer el espacio público, el plan maestro que la Ciudad piensa desarrollar en los próximos meses regulará el tipo de negocios y cómo sus fachadas deben lucir para estar de acuerdo con la nueva Coral Way.

"Todas las plantas bajas quieren que sean comerciales, con unidades de vivienda u oficinas en las plantas superiores", señaló Zully Ruiz, una promotora inmobiliaria que colabora con la Ciudad de Miami en la renovación de la vía. "La idea es que la gente venga aquí a vivir y trabajar", agregó.

La Comisión de Miami ya aprobó el año pasado restricciones a la presencia de ciertos tipo de locales, como lavanderías o lotes de venta de autos usados.

También se limitó el tipo de letreros, anuncios luminosos o carteles publicitarios. No se permitirán frente a la calle cercas de alambre, ni estacionamientos de automóviles, y se obligará a embellecer las fachadas para que combiengan con el aspecto de la vía.

Con ello se espera evitar errores como el del recién terminado Hotel Extended StayAmerica entre las avenidas 36 y 37 del SW, cuya fachada secundaria sin atractivo es precisamente la que da a Coral Way, señaló el arquitecto municipal José Casanova.

Background:

Background

- + INTRODUCTION
- + FINDINGS AND RECOMMENDATIONS/ DESIGN PRINCIPLES
- + HISTORIC PRECEDENCE AND OVERVIEW
- + CHARACTER OF THE BUILT ENVIRONMENT
- + EXISTING ZONING AND LAND USE

Introduction

In an effort to enhance the beauty and quality of the Coral Way Corridor, The City of Miami Planning and Zoning Department in cooperation with the offices of Commissioners Joe Sanchez and Tomas Regalado, have established this Beautification Master Plan and Design Standards for Coral Way between SW 1st Ave and SW 37th Ave (a total distance of approximately 3.5 miles).

As a designated historic roadway, Coral Way has played a significant role in the development of Miami. This history, which dates back to the City Beautiful movement of the 1920's, is still evident today in the grandeur of the Banyan trees, which serve as the signature element of this corridor.

Coral Way is a state owned roadway within the City of Miami, except for the area between SW 1st Ave to the I-95 overpass which is City owned. Working within a state-owned right-of-way poses some limitations primarily in proposing lane width and curb radius modifications, since these elements are covered by specific state design standards. As a result of this, no travel lane widths are being modified as part of this document with the exception of the area between SW 1st Ave and the Interstate 95 overpass. This stretch of the corridor is the only right-of-way owned by the City of Miami included in this study. In this particular area where the corridor connects to the Brickell Village community, the character of Coral Way changes significantly becoming more of a "downtown" street rather than a wide urban boulevard. For this reason, more flexibility is allowed in terms of the suggested layout of the corridor.

The Florida Department of Transportation (FDOT) has planned their own improvements for parts of this corridor (between SW 12th Ave and SW 37th Ave). These improvements were completed mid year 2002 and included decorative light pole installations, trimming of the Banyan Tree roots along the median and resurfacing of the roadway.

After the resurfacing, FDOT will place a 10-year moratorium on any road cuts along the newly replaced asphalt. In an effort to partner with FDOT, the City of Miami has coordinated the placement of conduits to be installed by FDOT as part of their current roadway improvements. These conduits will serve to house future irrigation pipes and landscape lighting wires for the proposed beautification improvements included in this document.

Parts of the Plan

There are two distinct yet integral parts of the urban streetscape: 1) The public corridor; 2) The abutting private sector development. In order for Coral Way to thrive as a true urban corridor, these two elements must complement each other, and not cause an inverse relationship contributing to the decline of the urban fabric and social life of the street. The two components of this document; The Beautification Master Plan, and the Design Guidelines, focus on complementing and unifying both the public and private elements of the corridor. In order to do this effectively, the Beautification Master Plan and Design Guidelines are based on the following strategies:

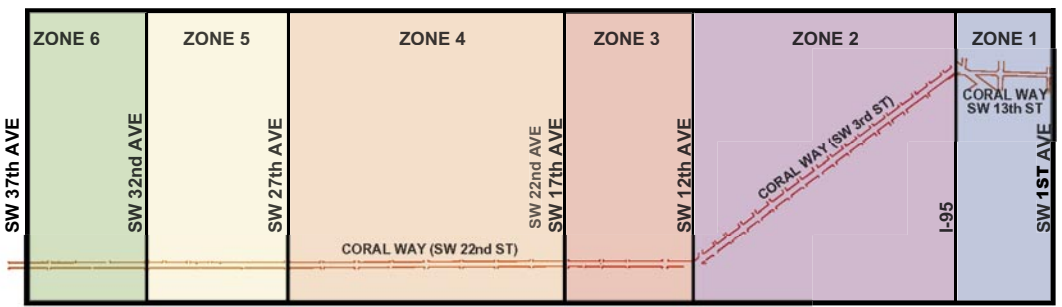
The Beautification Master Plan is based on the division of the corridor into six separate Zones. These Zones represent distinct existing characteristics currently found along the corridor. By creating this separation, each particular Zone is analyzed, according to the existing characteristics, insuring that the proposed improvements correspond to the specific existing conditions such as cross sections of the road, landscaping, building use and form, etc. More on this is described on page xx.

The Design Guidelines component also subdivides the corridor into Zones, but the separation is based on desired or intended characteristics for the corridor, rather than existing conditions. In order to clearly define a logical pattern for the intended development along the corridor, the concept of the "transect" is utilized as the basis for the Zone separation in the Design Guidelines.

The transect is based on the intensity of development along a linear model. At one end is the lowest intensity Zone called the Rural Preserve, in this area for example, the primary concern is environmental preservation, thus very little to no development occurs. On the other end of the transect is the Urban Core, which represents the area of most development intensity like a city's downtown or financial district. The Zones represented along Coral Way are the Center Zone, which is the Zone of highest development intensity along Coral Way, and the General Zone which is one degree less in intensity than the Center Zone. A more detailed description of these Zones is found in pages xx through xx.

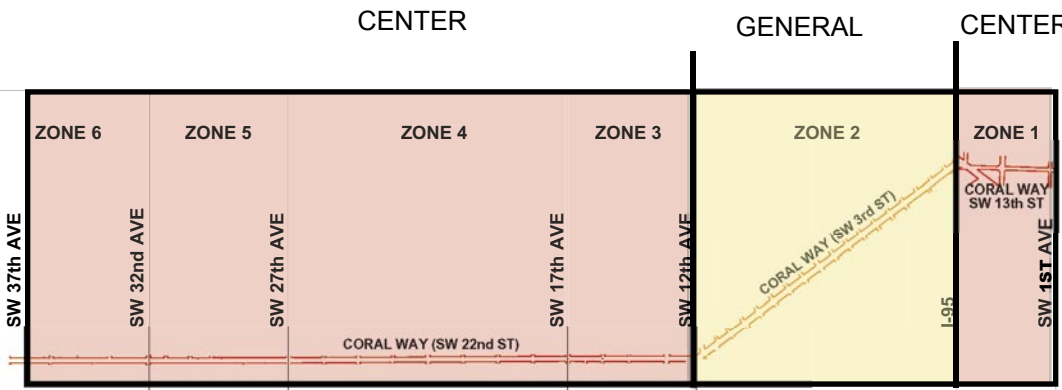
It is important to point out that the Zones based on existing conditions from the Beautification Master Plan is overlaid by the transect Zones in the design guidelines to insure that the both components relate to one another.

BEAUTIFICATION STANDARDS Zones



This image illustrates the six distinct Zones for the BEAUTIFICATION MASTER PLAN. These six Zones are based on existing conditions found in the site such as the existing street cross-section.

DESIGN GUIDELINES Zones



This image illustrates the two distinct areas (CENTER & GENERAL) for the DESIGN GUIDELINES. These two areas overlay the Zones for the beautification standards. These areas are based on the desired or intended development characteristics for the corridor and are laid out according to the transect concept for development intensity.



Findings and Recommendations

The following is a list of findings and corresponding recommendations for general issues regarding the Coral Way corridor which set the ground work for the suggested improvements within this document.

Findings

- Banyan trees provide the unique character to the corridor. This character can be upgraded by up-lighting these trees.
- Coral Way is a gateway into the city and should be preserved and enhanced.
- Character of the corridor varies considerably within 3 different segments: A) from SW 1 Ave to I-95, B) from I-95 to SW 12 Ave, C) from SW 12 Ave to SW 37 Ave.
- Coral Way is a very diverse urban corridor containing a combination of one and two-story residential developments up to ten stories, and developments predominantly one-story retail and service establishments. Many of the retail/service establishments are located against the property line which encourages window shopping and pedestrian activity.
- The built frontage along Coral Way is typically a disorganized and unappealing retail and service corridor with offices, storefronts and facades that contain a varied mix of signage, awnings, colors, and storefront features.
- New developments along the corridor consist of multi story housing or mixed commercial/residential developments which bring a substantial amount of residential development along the corridor. It provides an opportunity for a mix of living, working, shopping, and entertainment in a historic and tropical atmosphere. It provides an opportunity for a lively day and night environment including restaurants and entertainment.
- Nodes of retail/service uses occur at SW 12th, 17th, 22nd, 27th, 32nd and 37th Aves.
- Narrow and unappealing sidewalks exist especially close to retail-service nodes. There are poor pedestrian crossing definitions at major intersections.
- Existing street furniture is in poor condition and disorganized.
- There is a need to encourage a pedestrian friendly environment, especially close to existing retail nodes and major intersections.
- Three million dollars is available at this time from the Coral Way Beautification project from the City of Miami Homeland Defense and Neighborhood Improvements Bonds. Additional funding sources are needed for this project.

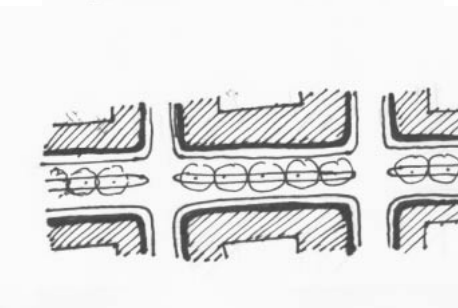
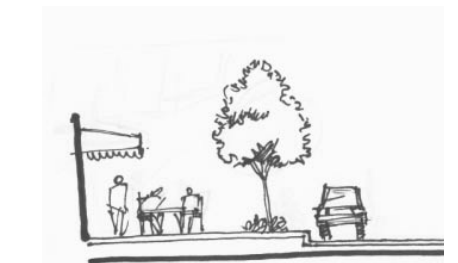
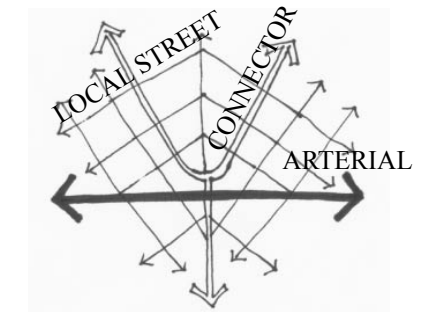
Recommendations

- ** Future development and redevelopment activity along Coral Way needs to respect and complement the scale, character, and variety of uses along the corridor.
- ** In order to implement the Coral Way Beautification Master Plan and Design Standards the following is recommended:
 - Implement the design standards to provide the corridor with an improved look.
 - Upgrade the existing zoning overlay SD 23 in order to facilitate pedestrian oriented development.
 - Implement the Banyan tree up-light project. Start at major intersections between SW 12th and 37th Avenues.
 - Implement pedestrian oriented improvements, including sidewalk improvements, crosswalk designs, lighting, on-street parking improvements and street furniture.
 - Implement Gateway projects, and Art in Public Places. Consider a design competition.
 - Continue the study and implement a plan for the intersection of SW 15th St and 3rd Ave, and for the intersection of SW 12th Ave, SW 3rd Ave and SW 22nd St (five points).
 - Because of the cost of the project, the emphasis should be in the completion of the design for the entire corridor and the implementation of the project in phases. Phase I should be between SW 12th and 37th Aves, and the remaining phases between SW 1st and 12th Aves.
 - Look for additional funding sources to implement the entire project, including state and federal funds.

Design Principles

This document is based on the principles of New Urbanism, a philosophy that is built on five tenets:

1. The promotion of compact and diverse development
2. The inclusion of a hierarchical thoroughfare network that promotes the equitable treatment of pedestrians and vehicles.
3. Neighborhoods have clear and active centers that include opportunities for commerce, culture and governance.
4. Establish a balance of focus between the public and the private realm.
5. A clear definition of the street reinforced by the built environment providing a clear distinguishable outline for the City.



Local Historic Precedence

As with most urban planning endeavors, history plays an important role in defining both the present and future character of Coral Way. There are many historic precedences found within the greater Miami area which set the tone for Coral Way. From building form to avenue layout, traces of these historic precedences can be seen in Coral Way today, and should set the basis for future development as well.



Miami City Grid

One of the most valuable assets, of the layout of the City of Miami, is its city street grid. Unlike suburban sprawl in South Dade, the city grid allows for multiple uses of transportation throughout the city. This relieves the street network to allow East-West traffic as well as North-South traffic to traverse the city without the detrimental aspects of collector roads.



Avenues

Consistent street trees, such as these Palms were successfully used throughout Florida to define the space of the street. Like Coral Way, street trees give character to the place they are in.



Miami and Coral Gables

Coral Way was built to connect the City of Miami with Coral Gables. At the very terminus is the City Hall of Coral Gables. The character of the place should be a recognizable trajectory, throughout the different and distinct Zones of the prominent and special place that is the Coral Way corridor.

Coral Way Historic Overview

Like other similar great streets that have a celebrated median, such as Dolores Street in San Francisco and Monument Avenue in Richmond, Virginia, Coral Way contributes in three very important ways to the urban fabric of Miami.

1. Gives structure and comprehension to its urban context.
2. Serves as a monumental connection linking two distinct places.
3. Accommodates places for everyday urban living such as cafes, restaurants, shopping, offices and homes.

Few urban boulevards in South Florida share the unique characteristic of having a delicate balance between beauty and functionality as found along Coral Way as it passes through the City of Miami between SW 37th Ave and the I-95 underpass. Beginning in 1922 with citrus lined streets, and then growing to have streetcar tracks down the center of the road, to finally the Banyan Tree-lined median of today, Coral Way still remains one of the main thoroughfares between Coral Gables, and the City of Miami.

In 1929, a Roadside Beautification Program was started in Dade County. People were very skeptical about this program, as they believed that funds allocated to this project would be better spent on road repair as opposed to beautification. Thus, pressure was on the County to show the residents some results quickly. Therefore, by mid-summer of 1929, 1200 Banyan trees were planted along Coral Way and other main roads in the area. At this time, the streetcar rails were still located in the middle of Coral Way, so the trees were only planted on the roadside. At the time of planting, the Banyan Trees were merely three feet in height, but began to grow rapidly soon reaching impressive canopy spreads.

In 1935, a hurricane damaged the street car lines in the area. As a result, the Parks Department and the County Engineer applied to the Public Works Association to remove the rails from the then damaged rapid transit system. The road was to be completely rebuilt to include a center median. The Banyan Trees were relocated from the roadside to the new center median, and there they flourished, giving the corridor its current unique look.

Presently, Coral Way is designated a historic highway, and as early as 1949, it was decided that the Banyan trees would stay, regardless of some misconceptions that they create a negative impact on traffic. This year marks the 80th birthday of the corridor. This document recognizes the rich history and distinctive characteristics of the corridor, and establishes these elements as the backbone for future development standards within Coral Way.



Original citrus trees planted along the sides of Coral Way.



Development occurring along Coral Way.



Stately residential character of Coral Way.



Early commercial character of Coral Way. A trolley line is visible along the center of the road.

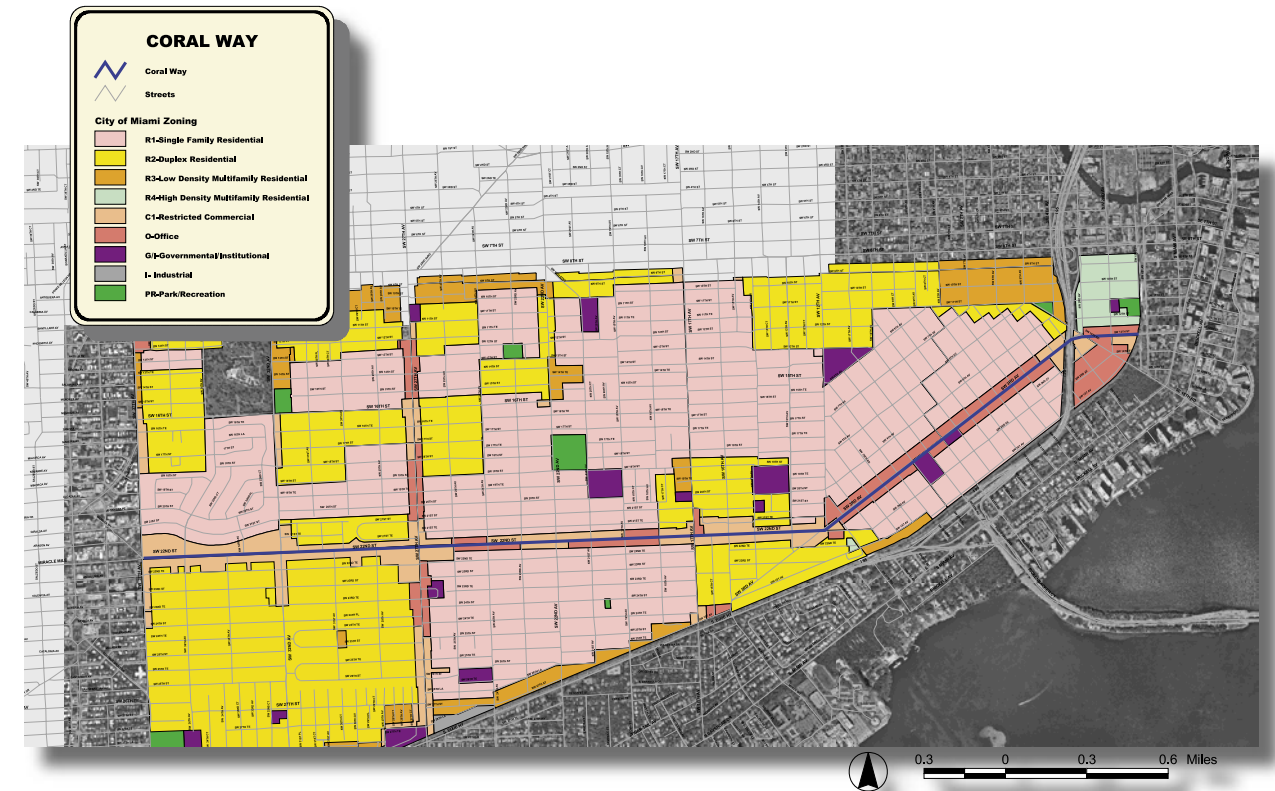


Existing Zoning and Land Use

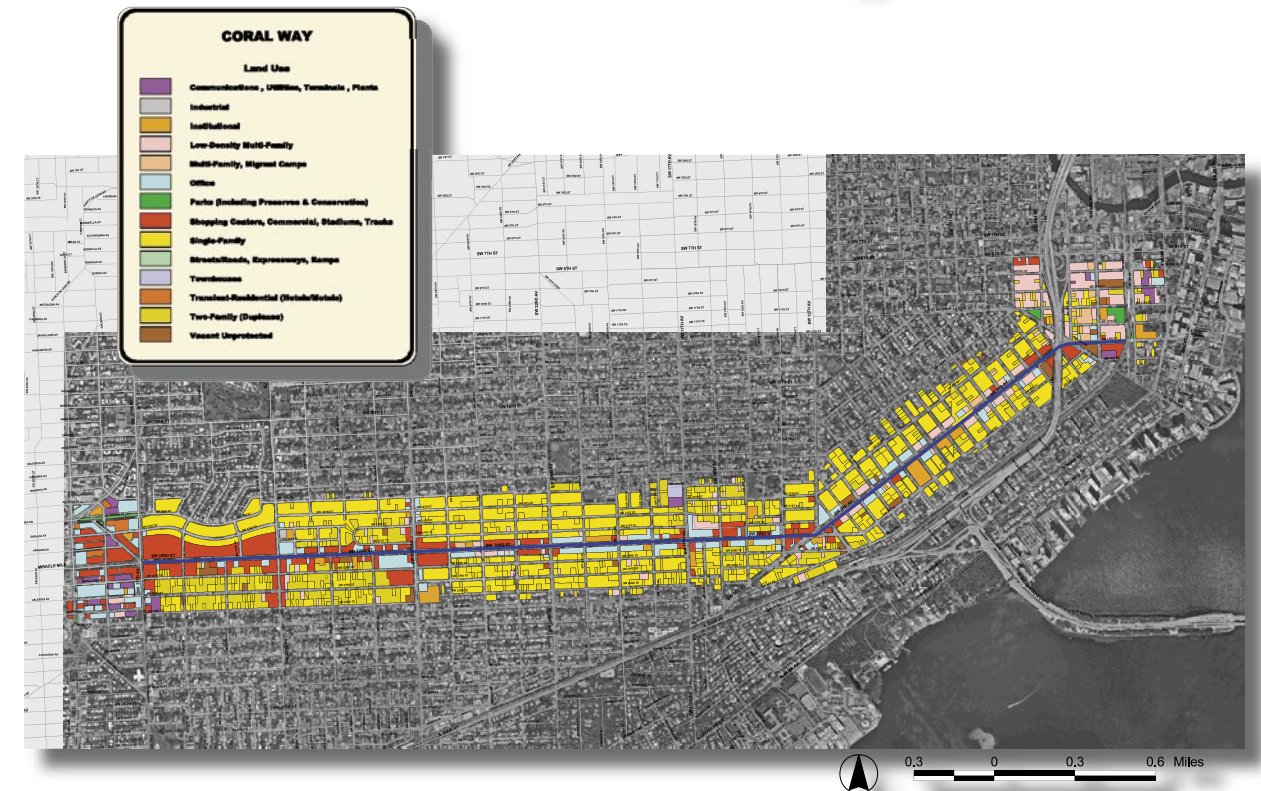
As illustrated in the map below, there are two primary zoning designations within the Coral Way corridor. Along the SW 13th Street and SW 3rd Avenue portion of the corridor, the underlying zoning is primarily office. Along the SW 22nd Ave portion of the corridor, the primary zoning is commercial. It is important to note that these zoning designations both allow for a variety of different land uses as illustrated on the map to the right, thus creating part of the unique urban makeup of Coral Way.

In July of 2001, the City of Miami Commission passed an amendment to the City's zoning ordinance creating a special overlay district which brought established requirements and limitations on uses for the Coral Way area. The main elements of this ordinance strive to protect and enhance the exiting unique urban character of the corridor. Among some of the effects of this ordinance is the requirement of a class II special permit for new construction within the corridor.

Existing Land Use Map



Existing Zoning Map



Coral Way Beautification Master Plan & Design Standards



Part One:

Beautification Master Plan

- + MASTER PLAN ZONE BOUNDARIES
- + EXISTING CONDITIONS AND ANALYSIS
- + PUBLIC PROCESS
- + ILLUSTRATIVE MASTER PLAN
- + PROPOSED CONDITIONS
- + TYPICAL CROSSWALK AND INTERSECTION LAYOUT
- + TYPICAL CORNER TREATMENTS
- + GATEWAY DESIGN
- + PUBLIC & PRIVATE SPACE RELATIONSHIP
- + PLANT PALETTE
- + STREET FURNITURE PALETTE & LAYOUT
- + LIGHTING
- + OPINION OF PROBABLE CONSTRUCTION COST

Master Plan Zone Boundaries

The beautification master plan is subdivided into six (6) Zones to illustrate the design concepts. Each Zone differs in character. The Zone boundaries were designated based upon analysis of existing corridor conditions including building density and use, roadway layout, vegetation, and intersections with major avenues.

Beginning at the eastern end of the corridor, these Zones are as follows:

- Zone I:** (SW 13th St) – from SW 2nd Ave to the I-95 overpass
- Zone II:** (SW 3rd Ave or “The Roads”) - from the I-95 overpass to SW 12th Ave
- Zone III:** (SW 22nd St) – from SW 12th Ave to SW 17th Ave)
- Zone IV:** (SW 22nd St) – from SW 17th Ave to SW 27th Ave)
- Zone V:** (SW 22nd St) – from SW 27th Ave to SW 32nd Ave)
- Zone VI:** (SW 22nd St) – from SW 32nd Ave to SW 37th Ave)

Zone 1

This section of the Coral Way study corridor, referred to as SW 13th Street, connects the Brickell Village area of Miami to “The Roads” community. This section is significantly different from the rest of the study area in that there is no planted median with Banyan trees. This area is characterized by large, detached retail stores (Publix and Walgreens) on the south side, and two to four story residential and office buildings on the north side. The metrorail line passes over the corridor towards the eastern edge of the study area.

Zone 2

The corridor through this Zone referred to as SW 3rd Ave, bisects the “Roads” community. This area has a very distinctive character within the City of Miami primarily due to the unique diagonal layout of the street network, which are all designated as “roads.” SW 3rd Ave serves as the spine for this neighborhood as Coral Way continues west. Major uses along this part of the corridor are primarily office and residential with some commercial. With a right-of-way of 120 feet, SW 3rd Ave can be considered an urban boulevard with its wide landscaped median and a very pleasant mixture of abutting uses, which for the most part contribute to the serene feel of this corridor.

Zones 3, 4, 5

These three Zones are located in the part of the study corridor referred to as SW 22nd Street. This section of the study area connects “The Roads” community with the more commercialized area of the Coral Way corridor and eventually Coral Gables. Although they differ slightly in terms of urban context, these Zones share many similarities such as mix of building uses and densities, right-of-way cross sections, and vegetation.

Zone 6

This Zone is also located along SW 22nd St, yet it differs from Zones 3 to 5 in that there are three lanes going west bound starting at SW 32nd Ave as opposed to the two lanes typically found in the other three Zones. Additionally, the abutting commercial buildings along the north end of the corridor in this area are at a much larger scale than what is typical for the rest of the study area. These buildings include Sears, Winn Dixie, and the Miracle Center Mall.

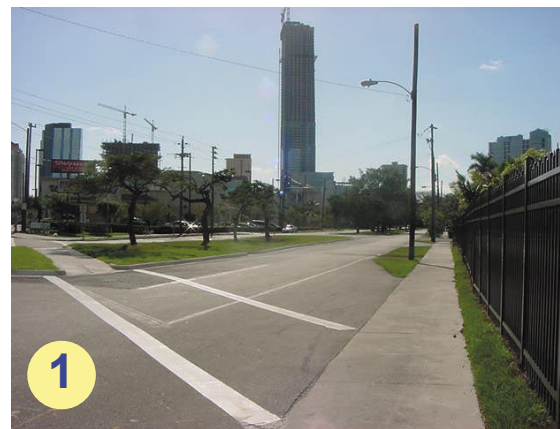


Positive Aspects

- A. Several buildings on the north side of the corridor offer a good relationship to the street, enhancing the character of this area.
- B. The narrower cross section along this area provides the opportunity to enlarge sidewalks and provide a more pedestrian-oriented corridor.
- C. This area serves as the connector between “The Roads” neighborhood and the Brickell Village area of Miami. This important connection should be emphasized through the proposed cross section of the street and the intensity and density of the adjacent buildings.



Facing the northwest corner of SW 13th St and SW 2nd Ave. This is the primary intersection of this Zone. Opportunities exist to enhance this space by shortening crossing distances, and introducing decorative elements such as crosswalks and landscape to this space.



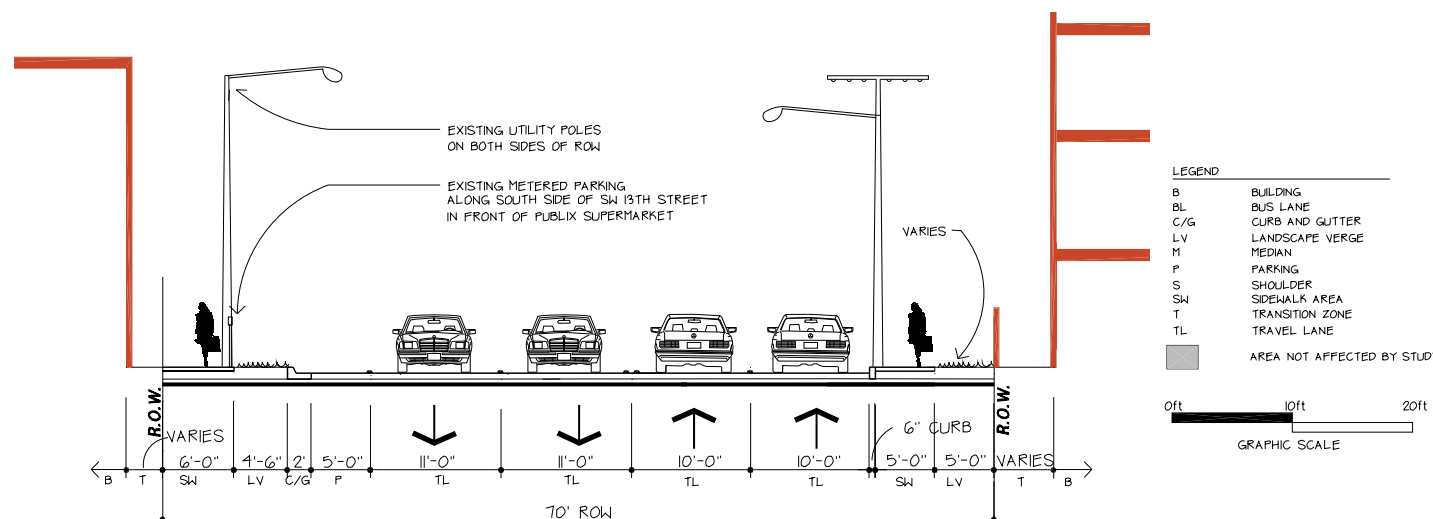
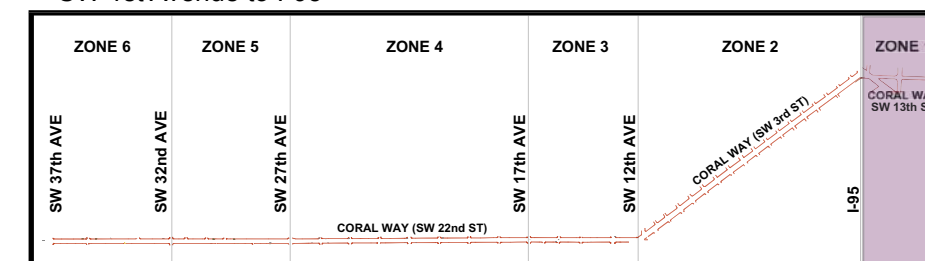
Looking east towards Brickell, at the intersection of SW 15th Road. There is an opportunity to introduce a round-a-bout in this intersection.



Facing east along the north side of SW 13th Street. Buildings along this Zone relate poorly to the public realm on both sides of the street. Here a six foot wall visually and physically separates the building from the street reducing the quality of the urban experience in this area.

Zone 1 (SW 13th Street)

SW 1st Avenue to I-95



Existing Cross Section

The existing typical cross section for this Zone is comprised of 5 foot wide sidewalks and 5 foot wide landscape verges on either side of the travel lanes. The travel lanes are 11 feet wide west bound and 10 feet wide east bound. On-street parking exists directly in front of the Publix supermarket. Power poles are located along the north sidewalk about 2 feet from the travel lane.

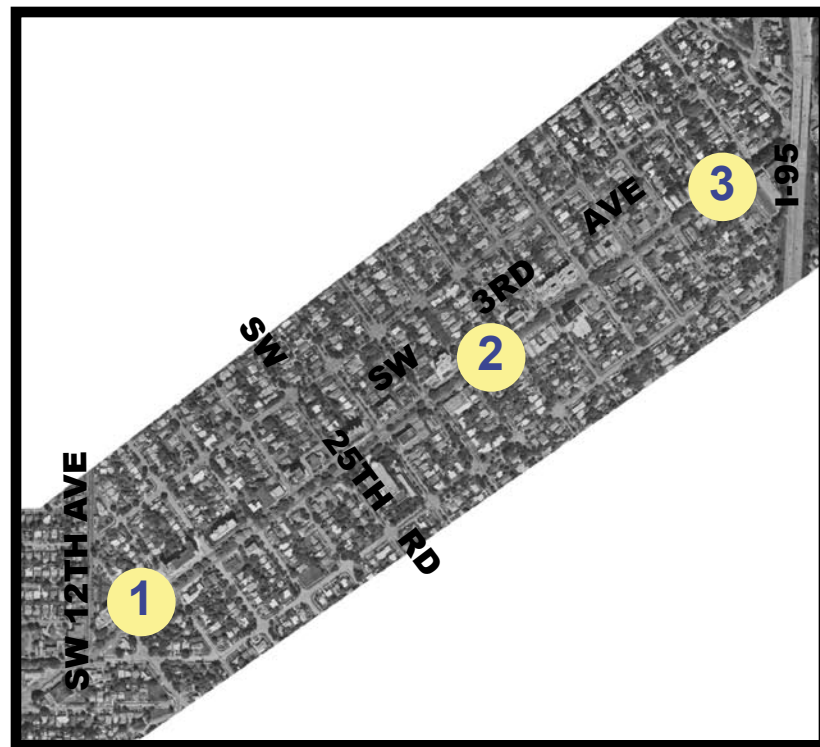
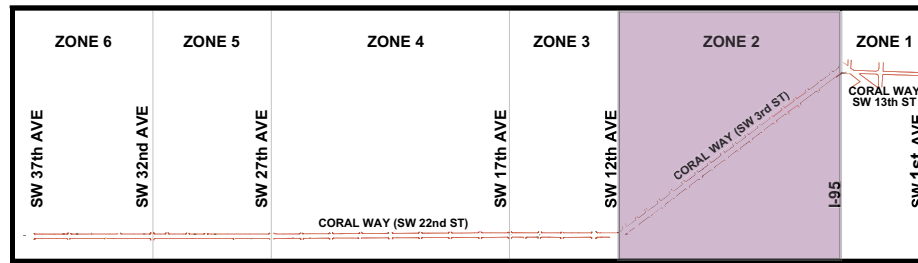
Characteristics & Qualities

- A. Predominantly small commercial and residential buildings on north side and larger commercial buildings on south side
- B. Very light pedestrian movement
- C. Bus stops are in-line
- D. Intersection with 3rd Ave – operationally and aesthetically dysfunctional; Opportunity for round-a-bout
- E. Very little canopy
- F. No center median
- G. Utility poles on sidewalk on north side render sidewalk non ADA compliant
- H. Most vehicular traffic flow in this area is through commuter traffic as opposed to local traffic.



Zone 2 (SW 3rd Avenue)

I-95 to SW 12th Avenue



Characteristics & Qualities

- A. Two traffic lanes west bound, two east bound
- B. Various unmarked on-street parking areas – mostly on gravel
- C. Mixed density – ranges from single family to 12 stories
- D. Mixed uses – office (general zoning) – residential, commercial
- E. Bus stops are in-line
- F. Commercial area focused towards I-95
- G. Single family residential surroundings
- H. 25th and 26th Aves – connectors to US-1 and I-95
- I. Very light pedestrian movement
- J. Overall residential character
- K. Several intersections do not have handicap ramps and striped-out



There is a diversity of building types and density throughout this Zone. Shown here is a twelve-story residential tower near the intersection with SW 12th Ave.



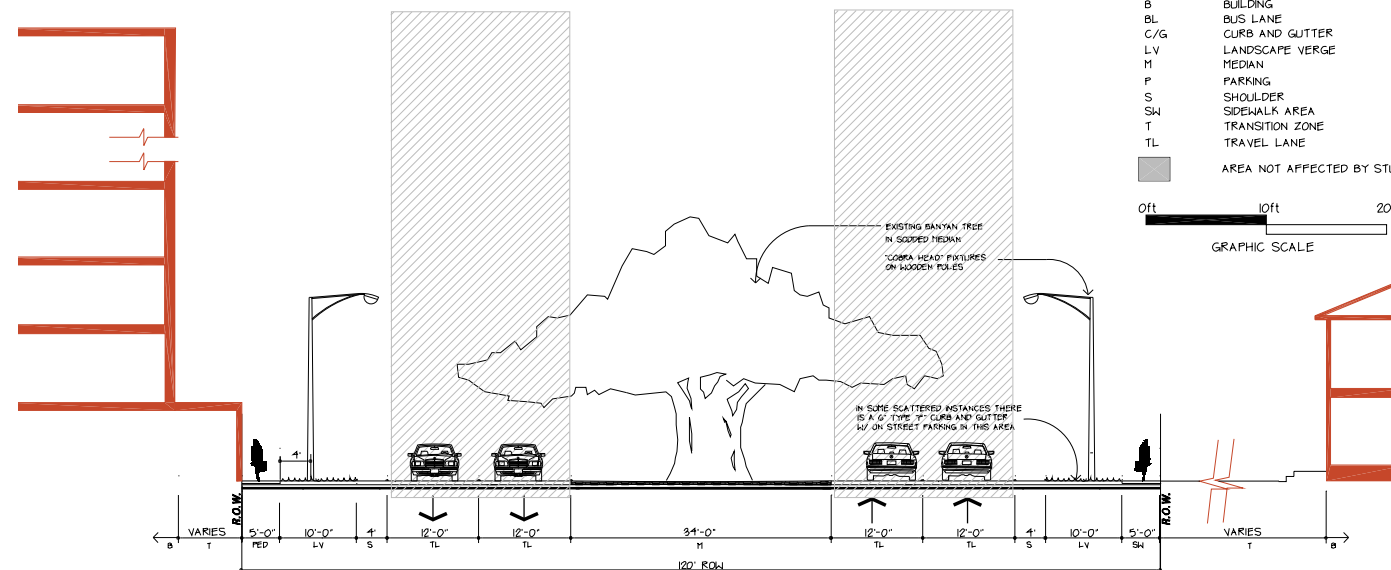
The existing surface parking lot just north of St. Sophia's offers a good opportunity for redevelopment. The "highest and best use" for this site could be a mixed-use/mid-rise development which contributes to the ground level use of the corridor and the architectural diversity of the neighborhood as well.

Positive Aspects

- A. "The Roads" area of the Coral Way corridor offers a spectacular display of an urban boulevard with the large Banyan trees in the median and the many diverse styles of architecture and density found along both sides.
- B. There are many instances where the buildings relate well to the street, such as the example shown below. This type of relationship results in good pedestrian use of the street and contributes to the overall social character of the corridor.
- C. The mix of uses from office to commercial to residential is a positive characteristic of this area. This mix could be enhanced by providing development opportunities which incorporate these uses in a single structure.
- D. The more passive aspect of this corridor should be preserved and enhanced by additional sidewalk landscape improvements and crosswalks which provide pedestrian refuge at the center medians.



This image shows a good example of an urban condition along the corridor found just south of the I-95 overpass. The cafes in this area engage the sidewalk, creating a vibrant pedestrian realm. This sort of urban character should be encouraged throughout the corridor.



Existing Cross Section

The existing cross section is comprised of a 5 foot sidewalk, a 10 foot miscellaneous area that serves as parking and/or landscape area, a 4 foot shoulder, two travel lanes and a 34 foot wide median.



Positive Aspects

- A. Many diverse single-story “mom and pop” businesses give this Zone a very definable character. These businesses also provide a variety of services which promote pedestrian use of the corridor. Their zero-lot line relationship to the street, adds to the definition of the corridor and strengthens the overall cross section through this Zone.
- B. The continuous planted median with the Banyan trees is a priceless asset to this corridor. The Banyans not only offer shade, but define this street as a truly unique boulevard within the urban context of Miami.
- C. The on-street parking provides a good buffer between the traffic lanes and the pedestrian area.
- D. The diversity in uses, density and scale of the buildings along this area add to the richness of this corridor’s urban character.



This Zone is primarily defined by the various single-story “mom and pop” businesses. This type of zero-lot line structures work well in defining the street corridor and provide a wide variety of services that encourage pedestrian use of the street. Their presence can be enhanced by design guidelines which regulate facade treatments to strengthen the visual image of the corridor.

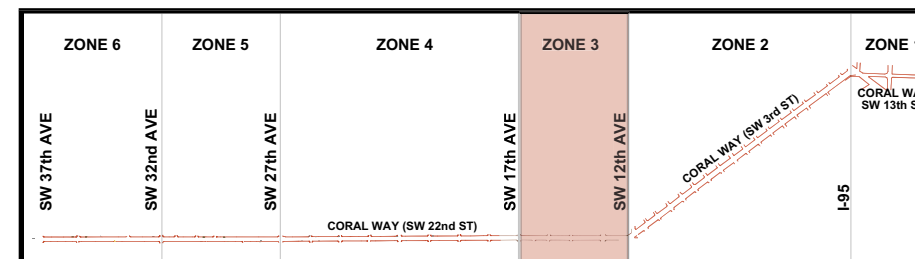


Image # 1 shows the intersection with NW 17th Ave. This busy intersection, as with the other major intersections of the corridor, lacks several important urban elements: continuity, cohesiveness, edge, and shade should be enhanced in these spaces.



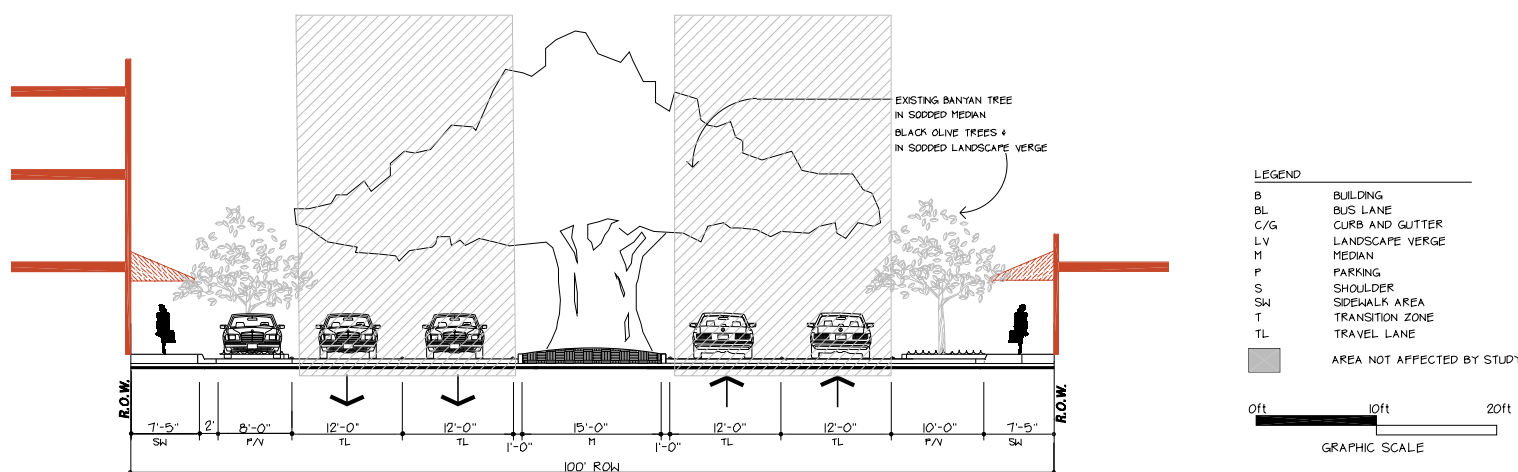
The density and use within this Zone varies from single-story commercial buildings to office buildings, which are two to three stories.

Zone 3 (SW 22nd Street)
SW 12th Ave to SW 17th Ave



Characteristics & Qualities

- A. Predominantly small commercial uses
- B. Buildings located at ROW line
- C. Good pedestrian movement
- D. Good overall canopy coverage
- E. No existing understory planting
- F. Existing “bulb-outs” at corners
- G. On street parking
- H. Mixture of local traffic and through traffic

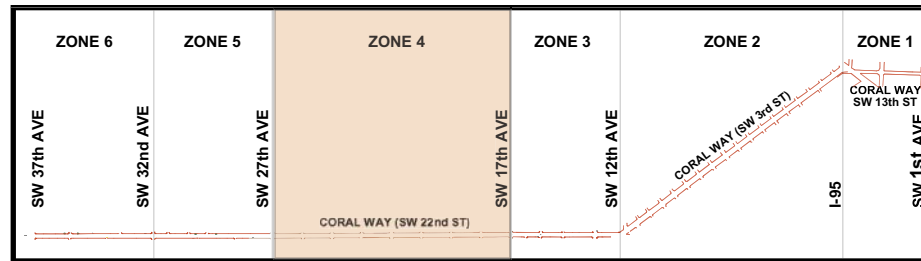


Existing Cross Section

The existing cross section for this Zone is comprised of a 7.5ft sidewalk, a 2ft curb and gutter, 8ft wide parking lane that is also used as landscape islands, 12ft travel lanes, and a 15ft median.



Zone 4 (SW 22nd Street)
SW 17th Ave to SW 27th Ave



Characteristics & Qualities

- A. Valley gutters divide parallel parking and travel lanes
- B. Some larger office buildings
- C. Some residential buildings
- D. Light pedestrian movement
- E. Smaller commercial predominantly on south side
- F. Building set back further from ROW on north side
- G. Good canopy coverage except near major intersections
- H. SW 27th Ave – major commercial bisector

Positive Aspects

- A. This Zone includes buildings of varying densities which offer zero-lot line relationships to the corridor. This relationship is enhanced by the active ground floor use of these buildings which include: restaurants, shops and businesses, all adding to the pedestrian activity at the street level.
- B. The Banyan trees along this Zone offer splendid shade along the corridor.
- C. The on-street parking provides a good buffer between the travel lanes and the sidewalk.
- D. The mix of uses, density and scale of the buildings along this Zone enhance the urban character along this corridor.



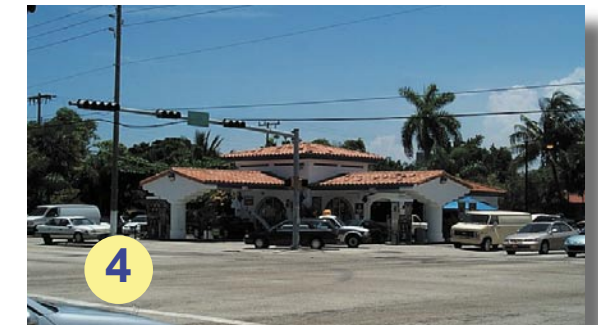
This image illustrates the relationship between the commercial buildings, the sidewalk area, and the on-street parking. This important relationship is seen throughout this Zone.



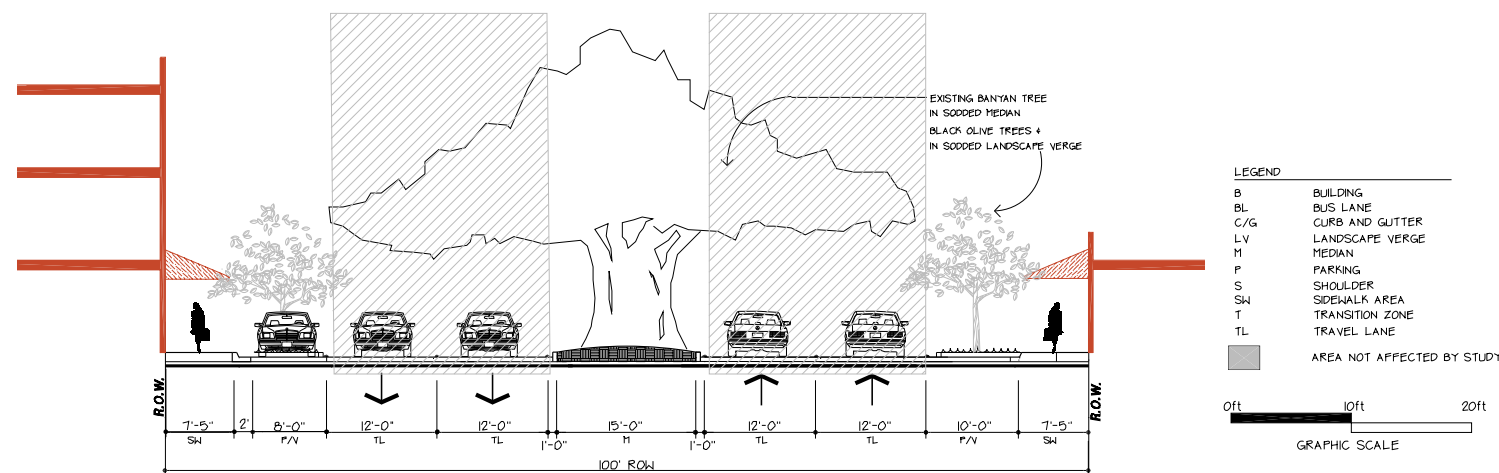
Intersection of SW 27th Ave. Much like the intersection of SW 17th Ave, this space is void of many of the important elements that are needed to create good urban conditions.



Corner of SW 22nd Ave. Wide crossing distances and poor aesthetics are typical conditions found at the major intersections throughout the corridor. Opportunities exist to beautify these elements by introducing different materials such as colored concrete crosswalks and reducing crosswalk widths wherever possible.



Historic Marathon Gas Station - SW corner of 17th Ave. This magnificent building is the only historically designated building in the corridor. It's original use was and continues to be a gas station.



Existing Cross Section

The existing cross section for this Zone is comprised of a 7.5ft sidewalk, 2ft curb and gutter, and an 8ft wide parking lane that is also used as landscape islands, 12ft travel lanes, and a 15ft median.





This represents a poor urban condition in which parking directly abuts the sidewalk. This is not only aesthetically poor, but also presents a safety concern to both vehicles and pedestrians.



This intersection is filled with unnecessary street clutter. Power lines crossing these intersections could be placed underground, and the pole removed to allow for more pedestrian space at these tight areas.

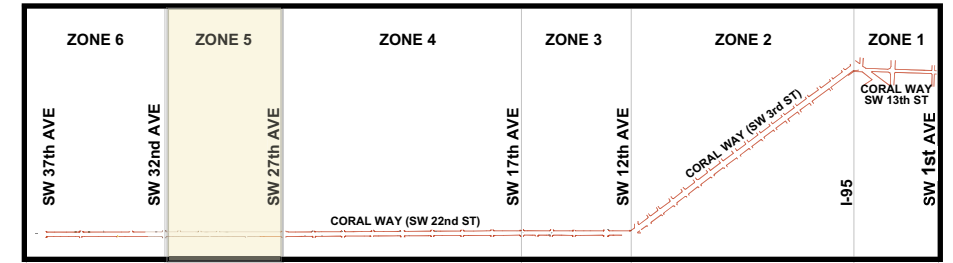
Positive Aspects

- A. This Zone includes buildings of varying densities which offer zero-line relationships to the corridor. This relationship is enhanced by the active ground floor use of these buildings which include: restaurants, shops and businesses, all adding to the pedestrian activity at the street level.
- B. The Banyan trees along this Zone offer splendid shade along the corridor.
- C. The on-street parking provides a good buffer between the travel lanes and the sidewalk.
- D. The mix of uses, density and scale of the buildings along this Zone enhance the urban character along this corridor.



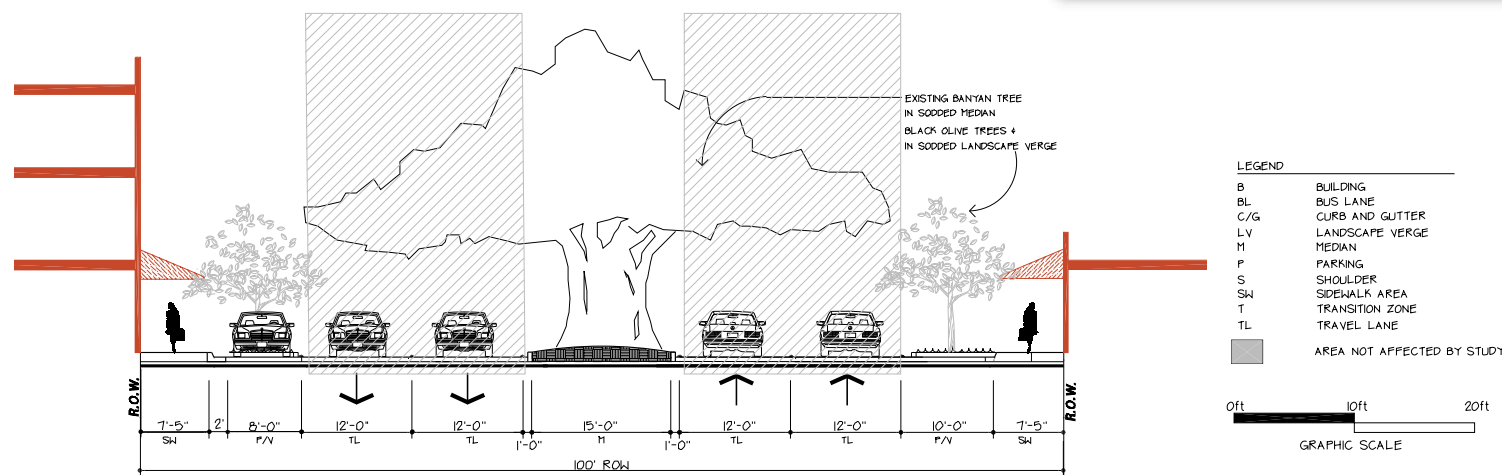
This grass area can be turned into outdoor seating for the existing restaurant. Such modifications will increase pedestrian activity and bolster revenues for local merchants.

Zone 5 (SW 22nd Street)
SW 27th Ave to SW 32nd Ave



Characteristics & Qualities

- A. Valley gutters separate on-street parking from travel lanes
- B. Mixed use office/condos/commercial buildings – up to 8 stories
- C. District is anchored by two bank towers. At 27th Ave - Total Bank and at 32nd Ave –Terra Bank
- D. Some in-line bus stops, some bus lanes near intersections

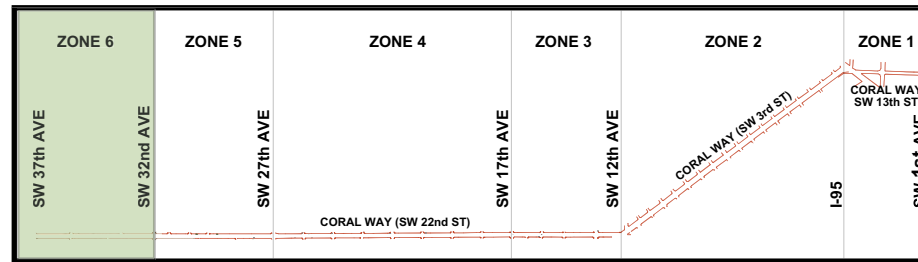


Existing Cross Section

The existing cross section for this Zone is comprised of a 7.5ft sidewalk, a 2ft curb and gutter that transitions to a 2ft wide valley gutter at parking areas, 8ft wide parking lane that is also used as landscape islands, 12ft travel lanes, and a 15ft median.



Zone 6 (SW 22nd Street) SW 32nd Ave to SW 77th Ave



Corner of SW 33 Ave. The Miracle Center is currently undergoing major renovation. This enormous structure has some good urban qualities such as structured parking and proximity to the right-of-way, but the scale, fenestration, and interaction with the street are inappropriate.



This newly built residential tower engages the corridor very poorly by placing the garage in front of the building along Coral Way. The tower is set back over 100ft from the right-of-way.

Positive Aspects

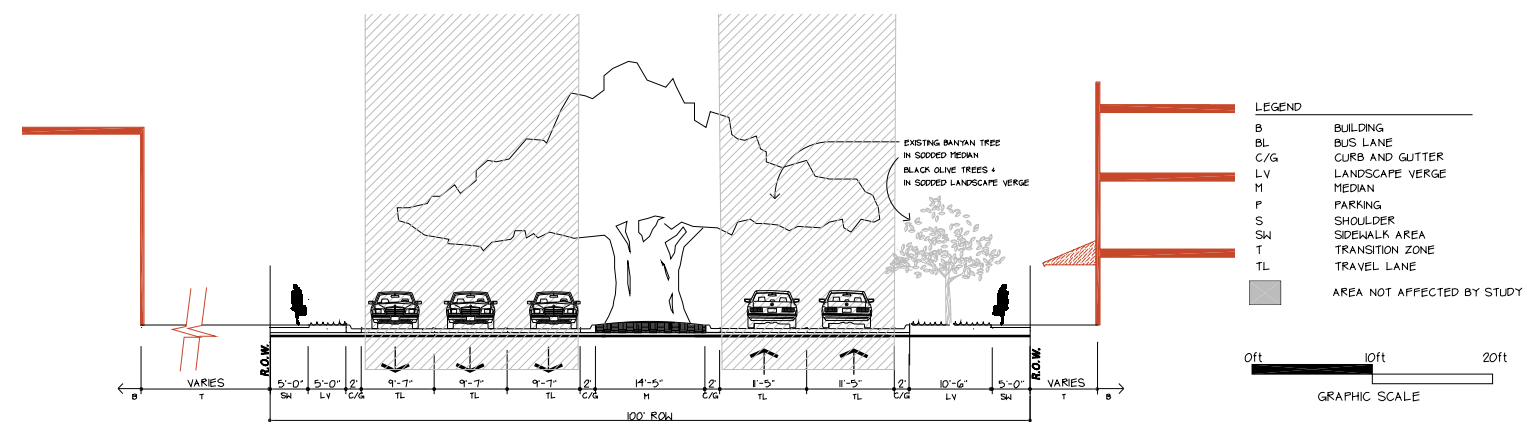
- A. This Zone is the entryway to the City of Miami from Coral Gables and West Dade. Intersection with NW 37th Avenue offers good opportunities for a celebrated gateway into the City.
- B. The Banyan trees along this Zone offer splendid shade along the corridor.
- D. The mix of uses, density and scale of the buildings along this Zone enhance the urban character along this corridor.



Along the north side of the corridor, the existing canopy trees (Live Oaks) offer some shade to pedestrians along that edge. This can be enhanced by planting another row of Live Oaks on the south side of the sidewalk, creating a grove of trees along that side.

Characteristics & Qualities

- A. Three traffic lanes west bound, two east bound – as opposed to the rest of the corridor that has two west bound and two east bound with on street parking on both sides.
- B. No on-street parking
- C. Larger buildings-set back further from ROW
- D. Poor pedestrian movement
- E. Bus stops are in-line
- F. Some smaller commercial on south side
- G. 37th Ave – major commercial bisector and gateway



Existing Cross Section

The typical cross section for this Zone is comprised of a 5ft sidewalk and 5ft landscape verge on the north side of the corridor. Followed by three west bound travel lanes, each 9ft 7in in width. The median is 14ft 5in at this location. The east bound travel lanes are 11ft 6in wide. The landscape verge on the south side of the corridor is 10ft 6in wide, while the sidewalk on this side is only 5ft wide.



Site Specific Existing Conditions

The following pages illustrate specific case studies along the corridor. These case studies are categorized by use: commercial, residential, commercial pads, and office.



Continuous Frontages

The deliberate continuity of a street facade becoming a background for the definition of the public realm is a way in which order and continuity can be captured in a street providing a calm urban fabric. The buildings become the background of the great street of Coral Way.



Mixed Use Building Commercial-Residential

This is an excellent example of a commercial building with residential units to the back. The passage (paseo) leading to the rear of the property is a good precedent to follow. The pedestrian realm is not interrupted by the vehicular entry to the rear parking.



Simple Design Elements

The symmetrical well proportioned street facade of this storefront contributes to a sober and harmonious street elevation for the Coral Way corridor.



Pedestrian Protection from the Elements

An awning as a part of the frontage of a commercial building provides enough shelter to the passerby acting as a friendly gesture to cover the pedestrian from rain and sun. This encourages the visitability of a thriving commercial center.



Modern Vernacular

The character of this building with its original stone unpainted through the years shall be encouraged to remain. These architectural elements of the past are important to maintain the original built environment of Coral Way as a point of reference and as historical continuity for future development.



Boarding Up of Buildings

The use of security overhead metal doors in the storefront discourages pedestrian activity during after hours. This building needs to respond to the pedestrian at all hours of the day so that a sense of security is fostered in the neighborhood.



Mixed Use Buildings Commercial-Office

The harmonious yet distinct entrance and storefront of these two different stores are well coordinated within the street elevation of this building. There is a clear definition of the commercial and office components of the building. The small scale continuous band of commercial signs add to a harmonious uniform appearance.



More Street Fenestration Needed

Although this building is simple and of the same kind of character found in neighboring buildings, it needs to have more participation with the public realm in its fenestrations.



Coral Way Building Character

Most of the commercial buildings on Coral Way are one-story and of masonry construction. The continuous storefront windows are of clear glass. The use of metal security bars discourage the appearance of a perceived secure neighborhood and therefore shall be discouraged.



Existing Conditions of Buildings

The development of businesses along the Coral Way corridor has evolved through the years within the framework of the existing buildings. When new businesses open and restore the vacant buildings they shall maintain their original character for the sake of continuity of a harmonious streetscape.





Awnings as a Design Element

The fact that businesses are next to each other does not mean that they have to compete visually to get the most attention. When a continuous awning is used for utilitarian purposes and designed in a continuous manner, albeit the differences of commercial spaces, the pedestrian environment can be enhanced.



Live/ Work

The commercial use in the ground floor and the living or office use above provides a mixed-use building type that reinforces human activity after hours. This encourages a sense of security for the neighborhood that fosters a lively interactive neighborhood.



Good Continuity, but Busy

Although not an overly beautiful building, the simplification of the materials, signage and color could make a contribution to this building for it to become a contributing street frontage defining the public realm in a calm and serene way.



Corner Conditions

At the ends of the blocks where it is appropriate for buildings to be designed in such a way that they re-inforce the corner. The simple gesture of this building curving to accommodate to the sidewalk accomplishes this successfully.



Appropriate Entry to Building

This building appropriately deals with the ground floor garage by articulating the frontage as if it was an arcade. This gesture in the building's design give a more human scale that is compatible with a street beautification intent.



Simple Design but Too Many Images

The clean and sober lines of this simple commercial building are worth being noted. The problem arises in the disorganized manner in which the awnings, signs, bars in the windows and all sorts of attachments have been incorporated through time without cohesiveness.



Residential Image for Commercial Business

The character of a commercial building shall reflect the function of the building. If offices are the function of the building, not residential, this is what the building should reflect to the public realm.



Deco Modern Frontages

The simple lines of this building shall be considered an organizational basis for the continuous and cohesive street frontage.



Urban Frontage

Commercial buildings that are set back from the street create a residual space in the front yard that is not of an urban nature.



Good Continuity, but Busy

The overall structure of the building encompasses the different commercial spaces in a unified way. The disarray of canopies, signage and window treatments defy a sense of order.





Art Deco Apartment Building

The original design intent of these buildings reflects the South Florida vernacular architecture of the times when these buildings were built. This character further enhances the authenticity and historical significance of preserving them to their original condition. Special care shall be given to these contributing buildings to preserve for future generations the character of Miami as it was in the times these buildings were constructed.



Simple Masonry Building

These kinds of buildings are characteristic of South Florida vernacular architecture. Most of these apartment buildings serve the public of diverse economic levels to mix in a common neighborhood. The simple lines, high wall to window ratio respond to climatic characteristics without the need of mechanical systems for air circulation.



Steady Rhythm of Solids and Voids

The continuous urban structure that these apartments present to the public realm is an excellent example of a well defined public space. Urban centers that consist of residential buildings, such as these should respond urbanistically to their appropriate location within the Zone they belong to.



Authentic Materials

This building consists of its original building materials for its decoration and style. The use of these materials shall be encouraged to be maintained in their original state. This only serves to preserve the character of these neighborhoods giving them a sense of place recognizable of its place of origin, Miami.



Large Setback with Parking Garage

The building's disposition within the site destroys a walkable environment. The setback of the building, and the residual bermed greenspace contribute to the disconnection between the living units and the street. This provides a very poor neighborly frontage.



"A" Streets are the Most Pedestrian Friendly

In the case where a building such as this one is located along an 'A' street, the frontage of the building shall directly engage the pedestrian. In this example, the car park under the building totally destroys this very important design criteria.



Parking Buildings Fronting the Street

The character of buildings that unfortunately have dedicated the ground floor to parking is a non contributing characteristic that shall be totally avoided. In such cases where these situations exist, landscaping may be the only treatment to block out the location of unpleasant views.



Inappropriate Frontages with Gardens

The character of a building's placement and treatment of addressing the public realm shall be compatible with the urban Zone in which the building is located. The excessive suburban-like front garden setting is not appropriate in this Zone.





Commercial Pads

The pedestrian connectivity, in a commercial pad, as these stores are typically referred to, shall be of the utmost importance since the car is more prominently addressed in these commercial locations. A remedial street frontage suggestion would be to have a low wall with appropriate planting and potential seating. This would direct the pedestrian environment back to the continuation along the thoroughfare of Coral Way.



Commercial Pads

The overemphasized parking and vehicular circulation dominates the pedestrians activity. Careful design standards shall be implemented in such places so that a renewed sense of pedestrian connectivity is encouraged throughout the Coral Way thoroughfare.



Fast Food Places can Conform to Appropriate Standards

Careful consideration to overdone elements of a commercial building such as this shall be addressed in a set standard. Curb appeal in favor of the public realm shall be of primary concern and not to the individual buildings calling too much attention to themselves.



Appropriate Planting and Signage

In favor of the comfort of walking along this building, care shall be taken to increase the canopy of trees protecting the pedestrian from the sun. Signage, only meant to direct the attention of the vehicular traffic and not the pedestrian, shall be reduced in size following a standard to further re-inforce the public realm.





Parking at Ground Floor

Car storage fronting a main street creates uninhabitable space that is not conducive to a pedestrian friendly environment. The lack of a sidewalk for pedestrian use further discourages a connectivity between blocks.



Parking Structures in "A" Streets

'A' streets, or main thoroughfares are the most important to have as a pedestrian friendly environment. It is highly discouraged to have parking structures next to these streets because of the detrimental effect to the urban fabric they produce.



High Planters Providing Separation

The isolation of the sidewalk created by the barrier of the planter destroys the potential interaction of the building with the public realm. Terraced planters incorporating seating walls should be encouraged for areas in grade separation.



Car Park Backing to Right of Way

The characteristics of this parking lay-out are not conducive to a lively and safe space. If an elderly person or a child is walking down the sidewalk, the potential of an accident is imminent.



Non Conforming Architectural Attachments

The simple original architectural character of this building has been lost with newer additions that are not compatible with the original design. Visually responding to the adjacent buildings shall be encouraged so that there is a seamless link to the surrounding neighboring structure.



Inappropriate Parking Lining the Public Realm

This exposed parking lot does not contribute to a safe pedestrian environment. Too much emphasis is given to easy access for the car at the expense of the pedestrian.



Detach Buildings from the Public Realm

This building demonstrates an ineffective way to deal with residual spaces that are not clearly demarcated as private or public. The high obtrusive metal fence makes a hostile gesture towards the public realm.



Building Frontages

The inappropriate suburban condition of the front yard of this building is not conducive to the urban setting in which the building is located. Use of appropriate urban characteristics of paving and planting shall be encouraged.



Poor Frontage

The lack of a pedestrian friendly connection between this building and the public realm is an example what needs to be improved in the master plan of Coral Way. The elements that discourage connection are

1. Fencing between storefront and sidewalk.
2. The lower level of the storefront below the sidewalk.
3. Utilitarian screens facing the frontage.



Poor Frontage

The curb cut, narrow sidewalk, projecting signs and non functional canopies make this pedestrian trajectory unfriendly and unsafe.



Public Involvement

A critical element of this master plan is the public involvement. The intent for the public involvement segment of this project is designed to obtain public input prior to the initial planning effort to identify opportunities and constraints. Later the public was invited to a design workshop to participate in the design process. Public input was gathered both during the analysis phase of the project through a public meeting held April 3, 2002, and in the initial design phase of the project during a design workshop held June 22, 2002. Stakeholder issues and visions were incorporated in the plan to insure that the design is inclusive of the needs and desires of the people who will be using the corridor the most.

CORAL WAY BEAUTIFICATION PROJECT
Public Design Workshop

DATE: SATURDAY, JUNE 22, 2002
LOCATION: CORAL WAY NET OFFICE
1300 SW 12 Avenue

PURPOSE: To plan and design beautification improvements to Coral Way between SW 1st and 37th Avenues.

8:30am - 9:00am Welcome, Coffee
9:00am - 10:00am Introduction and Summary of Issues
10:00am - 12:00am Small Group Charettes
12:00am - 1:00pm Lunch Break
1:00pm - 3:30pm Continue with Small Group Charettes
3:30pm - 4:30pm Group Discussion

***FRIDAY, JUNE 21 - 8:30pm - Banyan Tree up-lighting demonstration along the median of Coral way - meet in front of Our Lady of Lebanon Church (between 19th Ave and 21st Ave)**

You are invited to join with Coral Way's District Commissioner Joe Sanchez and Commissioner Tomas Regalado for a discussion regarding the beautification of Coral Way. Representatives of the City of Miami Planning & Zoning Department and Coral Way Neighborhood Enhancement Team (NET) Office, as well as the Urban Resource Group, design consultant for the project, will also be present to listen to your ideas and concerns.

If you have any questions, please do not hesitate to contact Tony Wagner of Coral Way NET at (305) 859-2701, or Jose Casanova of the Planning and Zoning Department at (305) 416-1445.

THIS MEETING IS A PUBLIC HEARING

CORAL WAY BEAUTIFICATION PROJECT
Neighborhood Meeting

DATE: WEDNESDAY, APRIL 3, 2002
TIME: 5:30 P.M.
LOCATION: OUR LADY OF LEBANON CHURCH / BANQUET HALL 2055 Coral Way

PURPOSE: To identify assests, opportunities and problems along Coral Way between SW 1st and 37th Avenues.

You are invited to join with Coral Way's District Commissioner Joe Sanchez and Commissioner Tomas Regalado for a discussion regarding the beautification of Coral Way. Also present to listen to your ideas and concerns will be representatives of the City of Miami Planning & Zoning Department and Coral Way Neighborhood Enhancement Team (NET) Office, as well as the Urban Resources Group, design consultant for the project.

If you have any questions, please do not hesitate to contact Tony Wagner of Coral Way NET at (305) 859-2701, or Jose Casanova of the Planning and Zoning Department at (305) 416-1445.

NEED MORE PARKING!

FLOWERING TREES WOULD ADD CHARACTER.

CORAL WAY PUBLIC WORKSHOP
JUNE 22, 2002

NAME	ADDRESS/BUSINESS	PHONE #
Luic Palomo	242 SW 21 Road	856-0990
Steve Wright	2330 SW 13th	285-7713
STEVE LEFTA	420 LINCOLN RD #353	305 673-2524
JOSE ENRIQUE	1815 SW 16 ST	11 285 1243
Josie Echegarria	1815 SW 16th St Shurandoan	" MIAMI NA
JOE SANCHEZ	CITY OF MIAMI	305-250-5380
Maria Roig	1170 SW 23 AVE	(305) 674-0032
ROBERT PATENTE	3500 PAN AM. DR. 35133	305 250 5312
Comm. Joe Sanchez	"	"
Sharon Rosalis	2495 SW 19th Ave	(305) 858-2133
MIKE BRUNO	420 LINCOLN RD. SUITE 353 33137	(305) 673-2524
JORGE VEITIA	3119 CORLW. MIAMI BEACH	305-302-4870
TONY WAGNER	1300 SW. 12 AVE	305-859-2707
BRUNO CARVALHO	420 LINCOLN RD (URG)	305 673-2025
ENRIQUE NUNEZ	444 SW 2 AVE. 3rd FL. (PLANNING)	305 416-1419
JOSE CASANOVA	444 SW 2 AVE. 3rd FL. (PLANNING)	(305) 416-1445








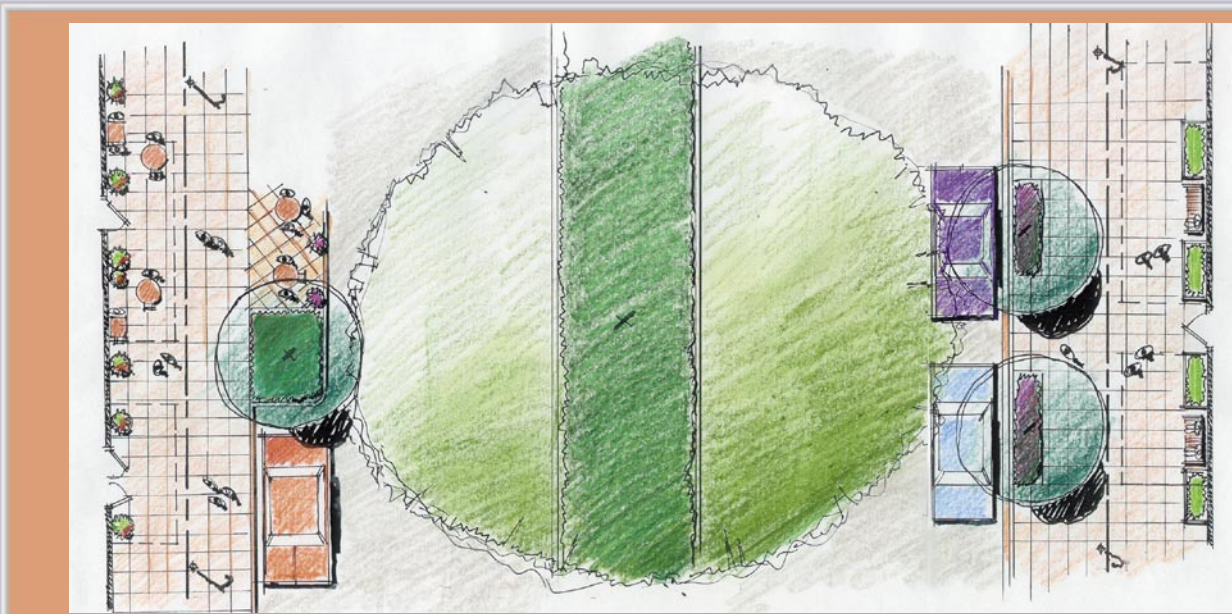
Coral Way Beautification Master Plan & Design Standards

City of Miami

The Master Plan

The illustrative master plan, shown here, establishes standards for the following streetscape and architectural elements: landscape enhancements, landscape lighting, sidewalk and crosswalk enhancements, street furniture, irrigation, gateway designs, Art in Public Places locations, awnings, signage, building colors, lighting, storefront transparency, arcades, mixed commercial-residential development opportunities, parking structures and parking lots. A detailed drawing of this plan at 50 scale can be found in Appendix 'A' of this document. The concepts laid out in this master plan are enforced by the design standards, which establish detailed guidelines based on these concepts.

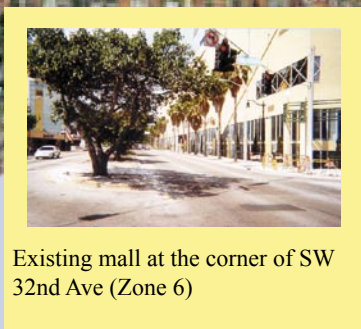
-  GATE WAY
-  MAJOR INTERSECTION
-  FLOWERING TREES
-  CANOPY TREES
-  EXISTING BANYAN TREES



Typical plan view of Zones 3 to 5. A diversity in the layout of the corridor can create various opportunities for restaurant/ cafe seating, landscape areas, congregating areas, and parking.



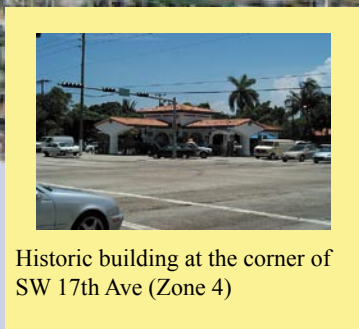
The public space in front of this restaurant can be turned into an attractive seating area.



Existing mall at the corner of SW 32nd Ave (Zone 6)



Sidewalk vendor at the corner of SW 27th Ave (Zone 5)



Historic building at the corner of SW 17th Ave (Zone 4)

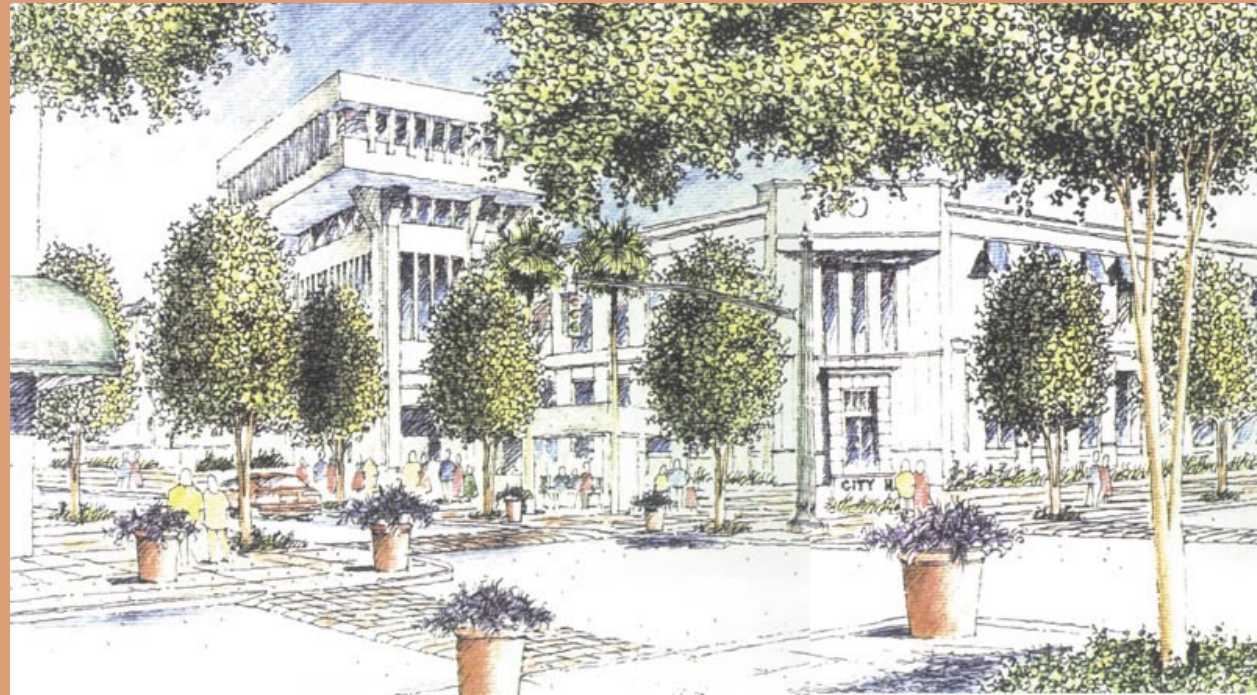
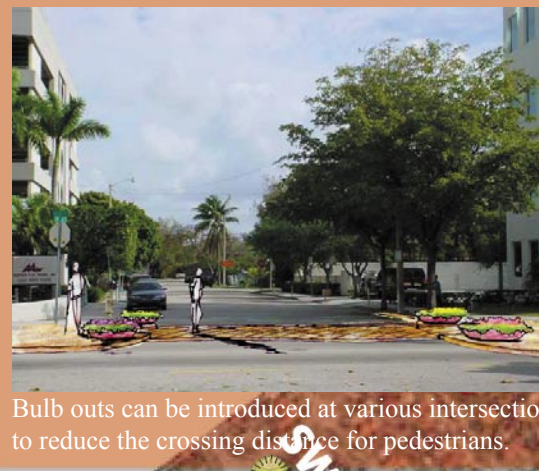


Illustration showing typical enhancement to the corridor: enlarged sidewalk area, landscape verge planting, outdoor seating, decorated crosswalks, unified building facades, signage, etc.



Bulb outs can be introduced at various intersections to reduce the crossing distance for pedestrians.



NW corner of SW 2nd Ave and SW13th St (Zone 1)



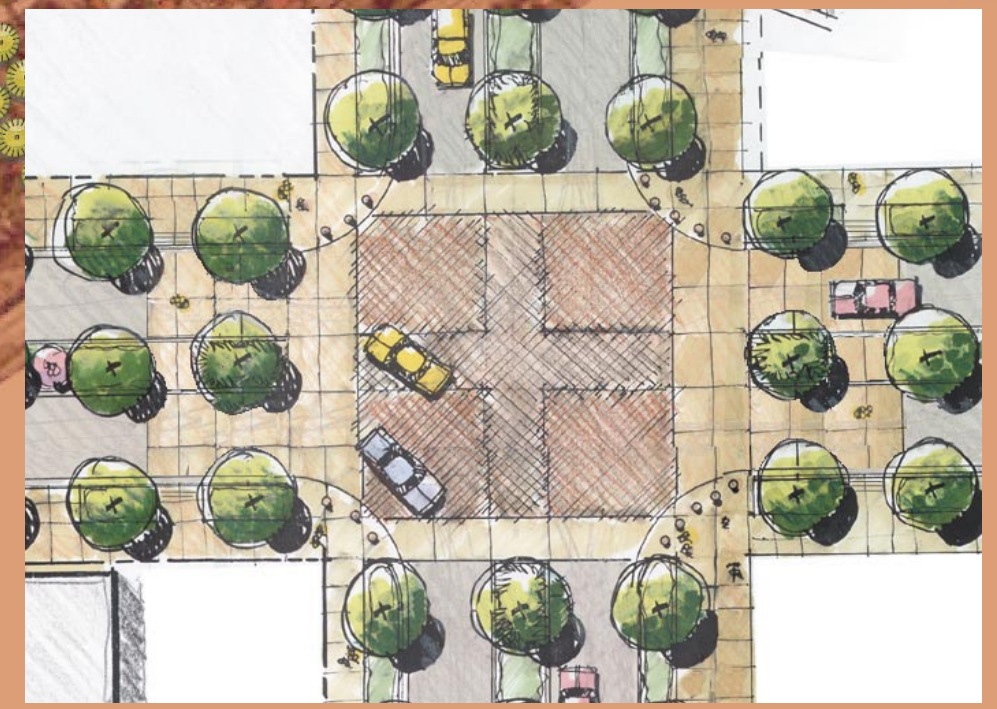
Typical residential building (Zone 2)



Banyan trees along median (Zone 3)



Decorative paving linking the medians at the intersections.



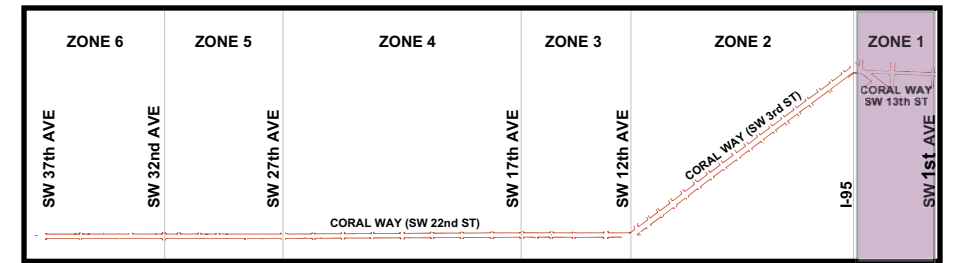
Schematic layout of a major intersection. Primary focus is in enhancing elements such as: shade, pedestrian connections, and pedestrian spaces at the corners.

Design Concepts
 Primary design concepts for this Zone include:

- A. Increase sidewalk area to a minimum of 7ft. Curb line modifications are suggested in order to maximize pedestrian areas.
- B. Provide shade trees along both sides of the roadway within the landscape verge.
- C. Reduce the crossing widths along SW 2nd Ave and SW 15th Rd by establishing “bulb-outs” at these intersections.
- D. Provide an alternative cross section which incorporates a landscaped median. The primary design intent is to increase pedestrian space, the addition of the median limits this to a certain degree.

Zone 1 (SW 13th Street)

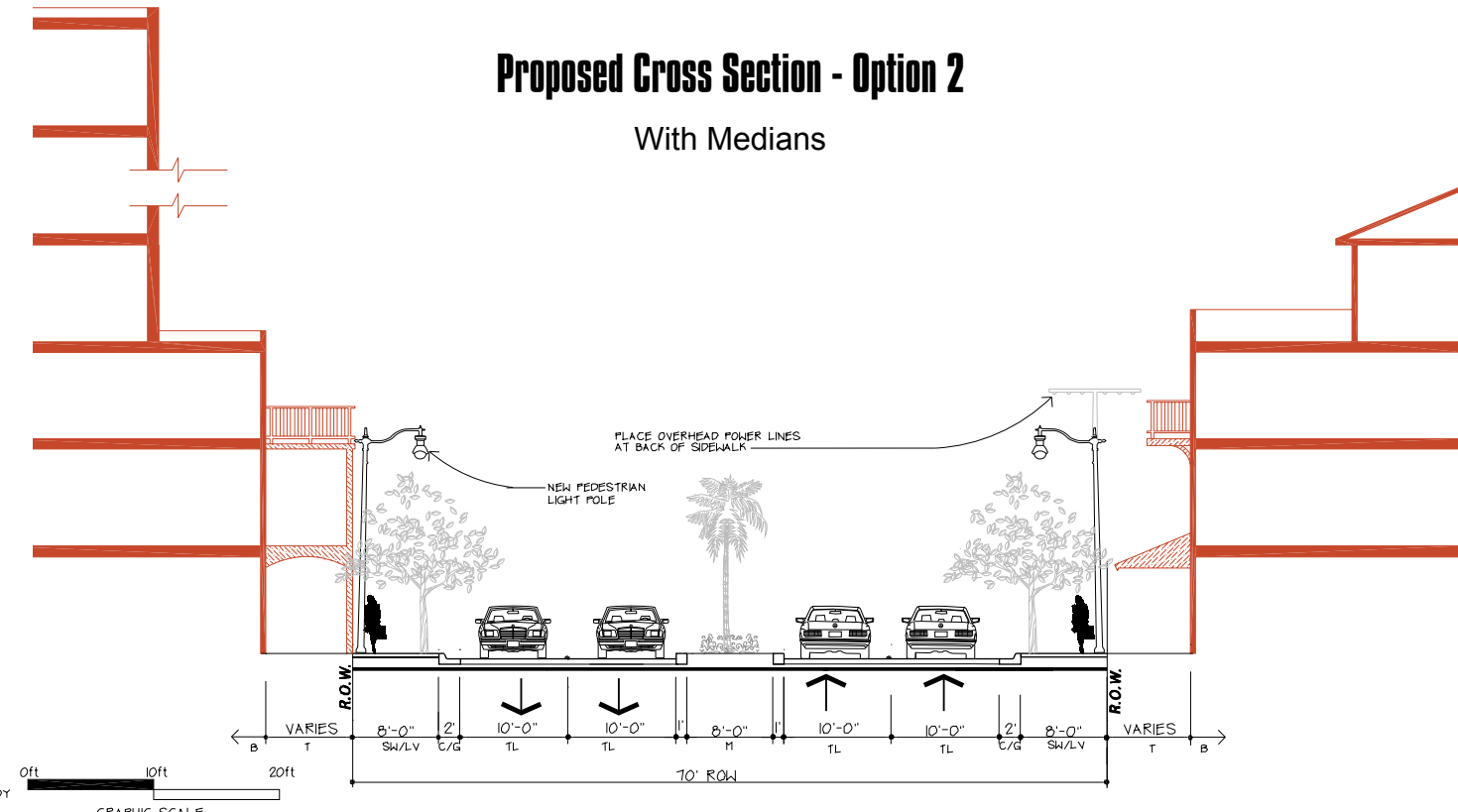
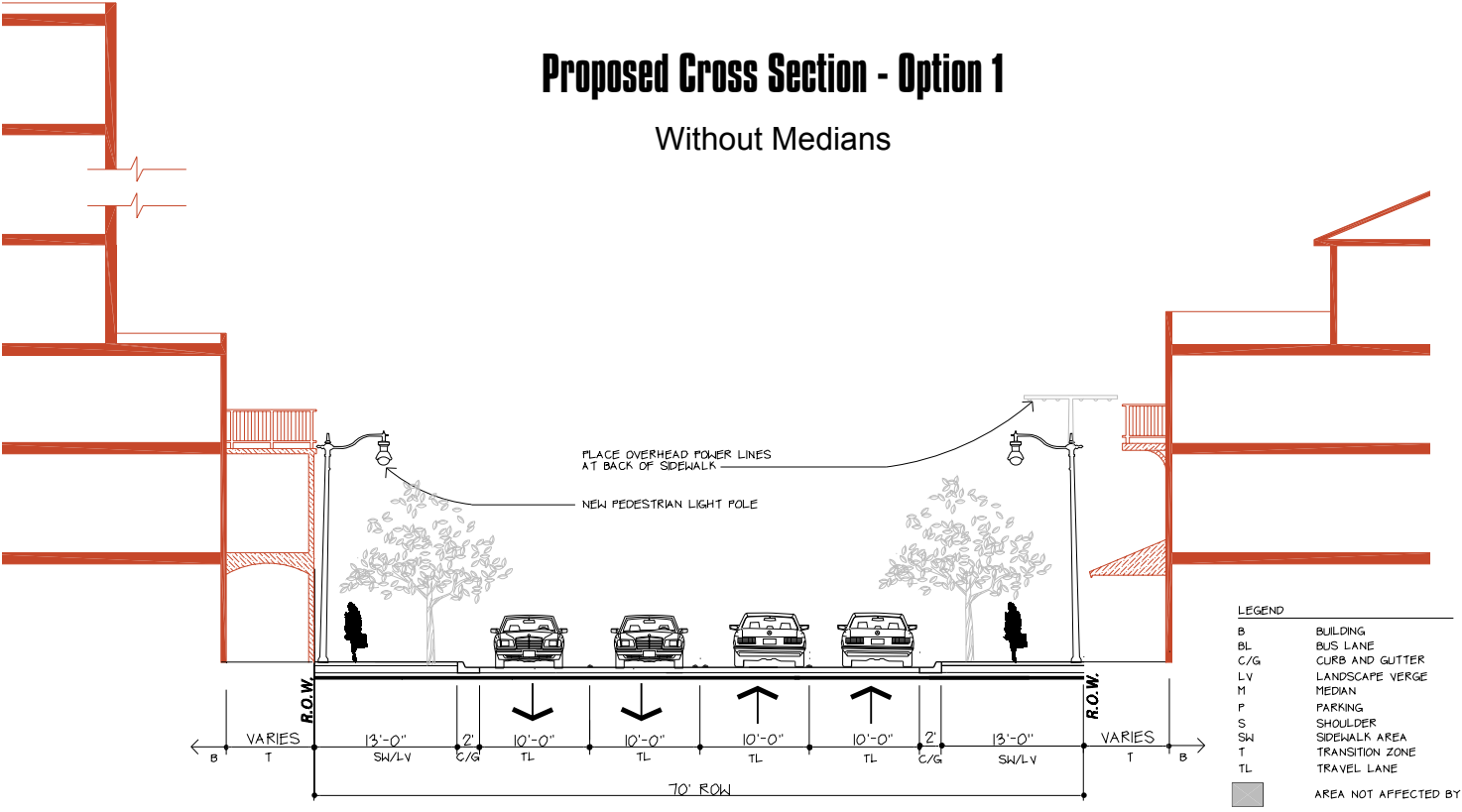
SW 1st Avenue to I-95



Conclusions

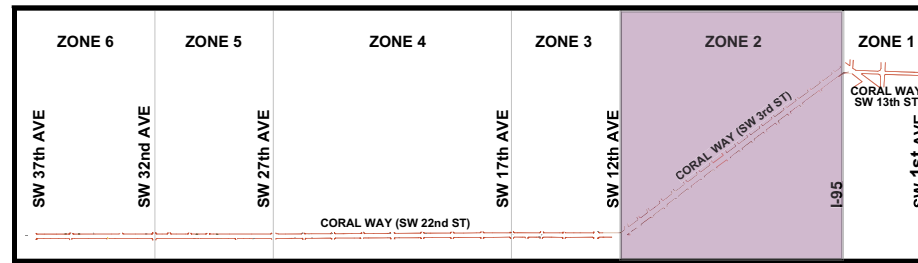
The intent for this Zone is to create a more pedestrian friendly corridor which will serve as connector piece to Brickell Avenue and eventually downtown Miami. In order to do this, the following elements should be implemented:

- A. Sidewalks should be widened to a minimum of 7ft.
- B. Shade trees should be planted on both sides of the street
- C. The major intersections should support safer pedestrian crossing and mobility.



Zone 2 (SW 3rd Ave)

I-95 to SW 12th Ave



Conclusions

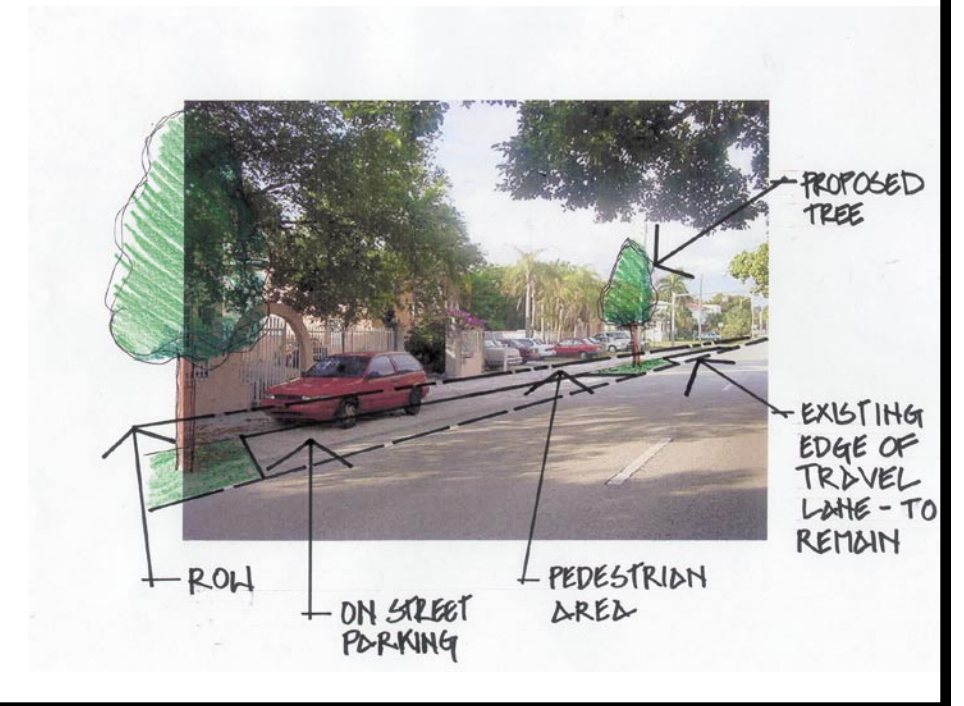
The intent for this Zone is to enhance the “neighborhood” feel already demonstrated in this area by establishing the following elements:

- A. Enhance the landscape along the sidewalk areas.
- B. Provide a better defined layout for the corridor while preserving on-street parking and on-site parking.
- C. Providing safe crosswalks and sidewalk widths at a minimum of 7ft.

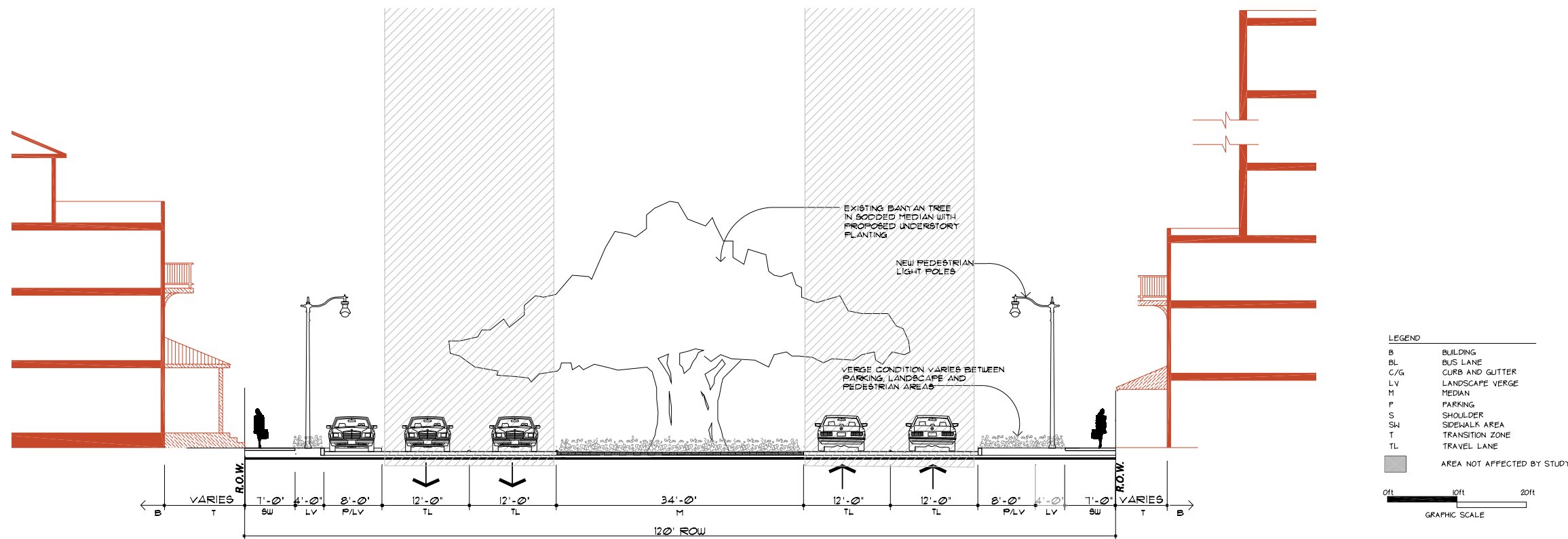
Design Concepts

Primary design concepts for this Zone include:

- A. Enhance the neighborhood characteristic of this Zone by providing a landscape verge in which flowering trees and understory plant material can be located.
- B. Increase on-street parking where possible.
- C. Strengthen the continuity of the corridor. Primarily, this is achieved by emphasizing on-street parking along the corridor, and avoiding private parking directly abutting the right-of-way.
- D. Provide safe, pedestrian friendly crosswalks where possible.
- E. Increase sidewalk widths to a minimum of 7ft.

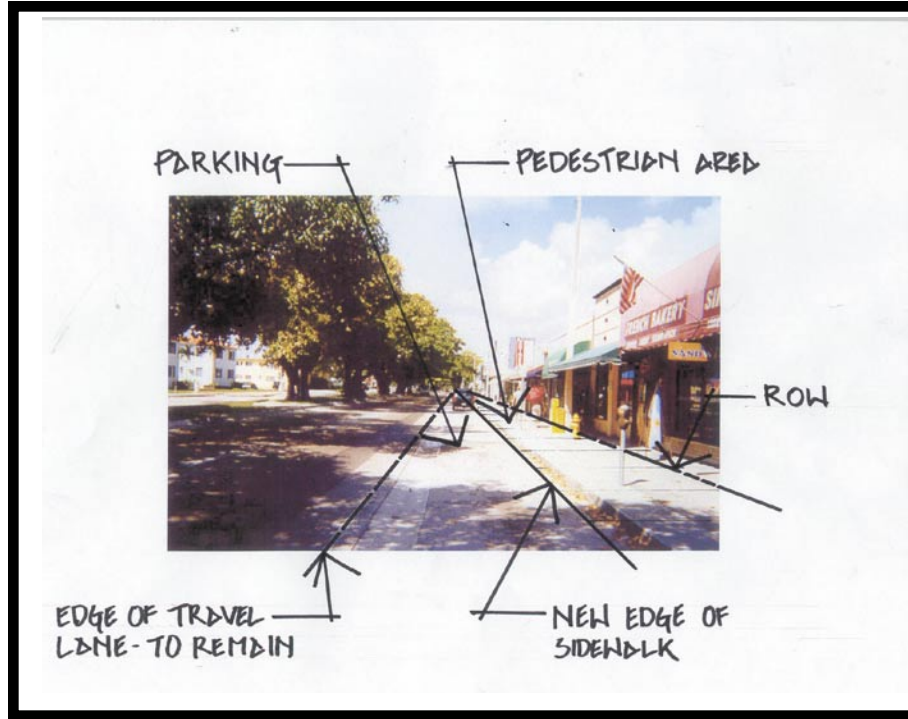


Proposed Cross Section



Coral Way Beautification Master Plan & Design Standards

City of Miami

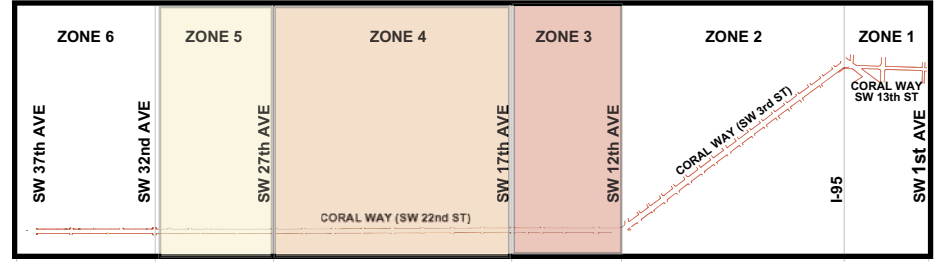


Design Concepts

- Primary design concepts for these Zones include:
- A. Enhance the varying aspects of these Zones which range from commercial, office to residential by applying streetscape elements which enforce this character.
 - B. Increase sidewalk widths to a minimum of 8’.
 - C. Where appropriate, add landscaping to enhance the corridor’s appearance.
 - D. Provide for outdoor seating opportunities within the landscape verge and bulb outs.
 - E. Provide up-lighting and understory planting in the medians to enhance the impact of the landscape both during the day and night.
 - F. Increase on street parking where possible, while maintaining an ample amount of street trees and pedestrian spaces along the sides of the corridor.

Zone 3, 4, 5 (SW 22nd St)

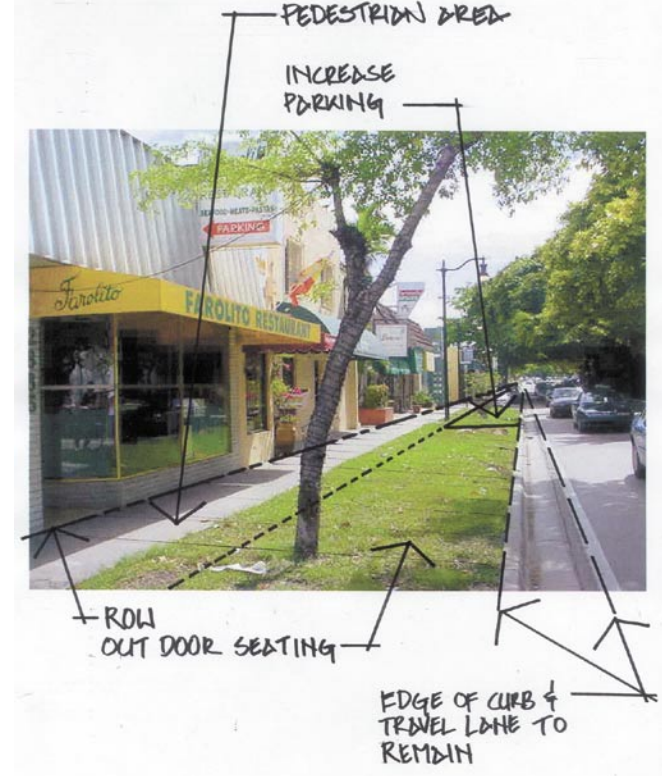
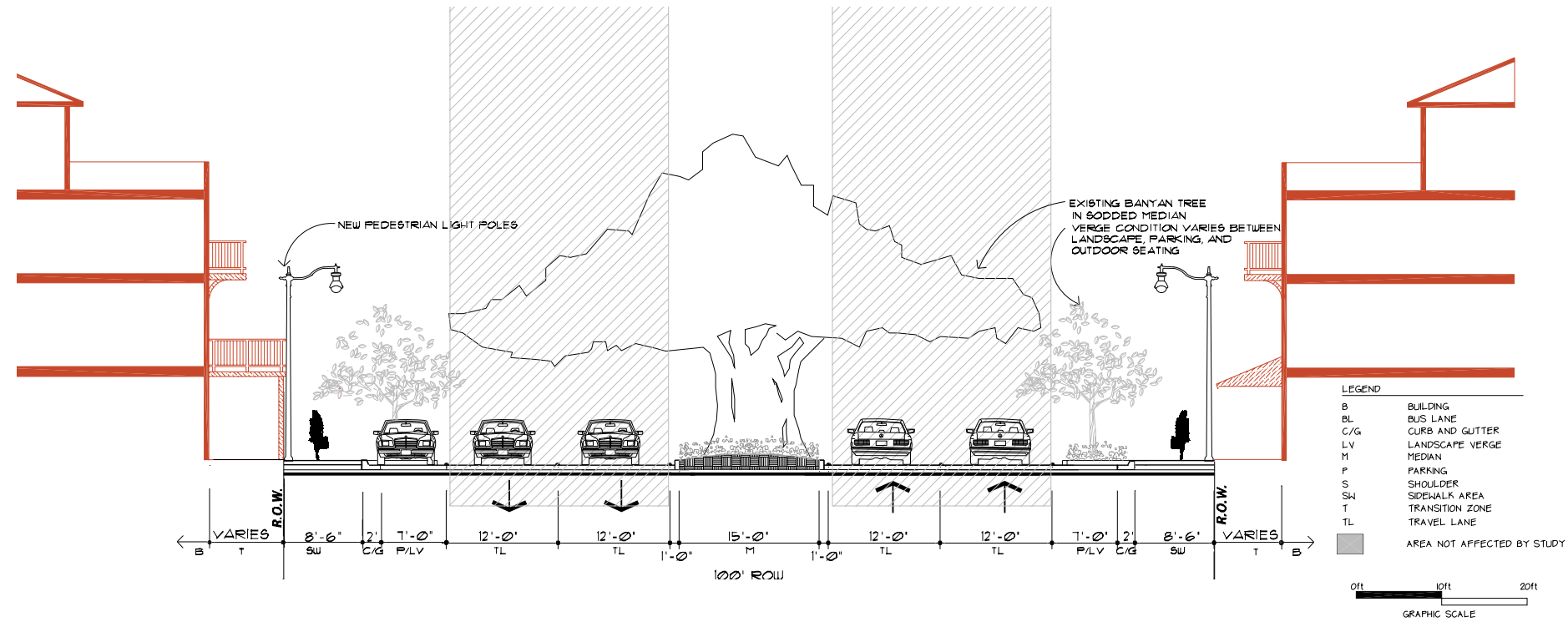
SW 17th Ave to SW 32nd Ave



Conclusions

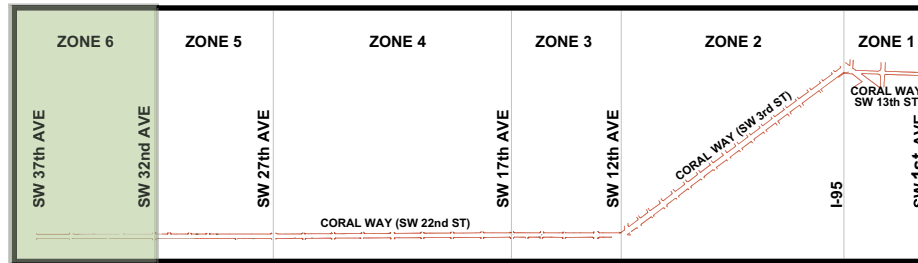
- The intent for these three Zones is to enhance the quality of the built environment and spur additional commercial, residential and recreational use. To accomplish this:
- A. Sidewalks should be widened to a minimum of 8 ft.
 - B. Enhance the overall appearance of the corridor by adding landscape and utilize up-lights along the medians to emphasize the Banyan trees.
 - C. Provide opportunities for sidewalk use by the strategic placement of benches, and common areas that allow for everyday conversational use.

Proposed Cross Section



Zone 6 (SW 22nd St)

SW 32nd Ave to SW 37th Ave



Conclusions

The intent for this Zone is to enhance the appearance of the Zone to an area that will effectively serve as a western gateway into the city.

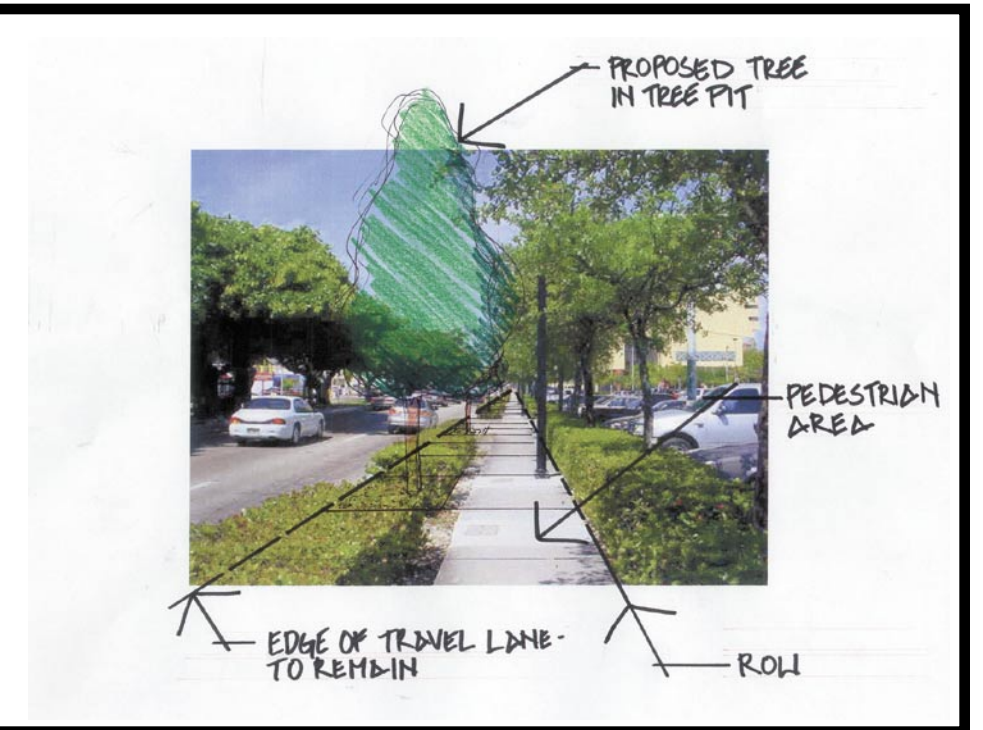
In order to do this:

- The gateway design element should be implemented to physically denote the entryway into the city.
- Sidewalks should be enhanced by street trees and site furnishings to provide greater use.
- Highlight the existing Banyan trees with uplighting.

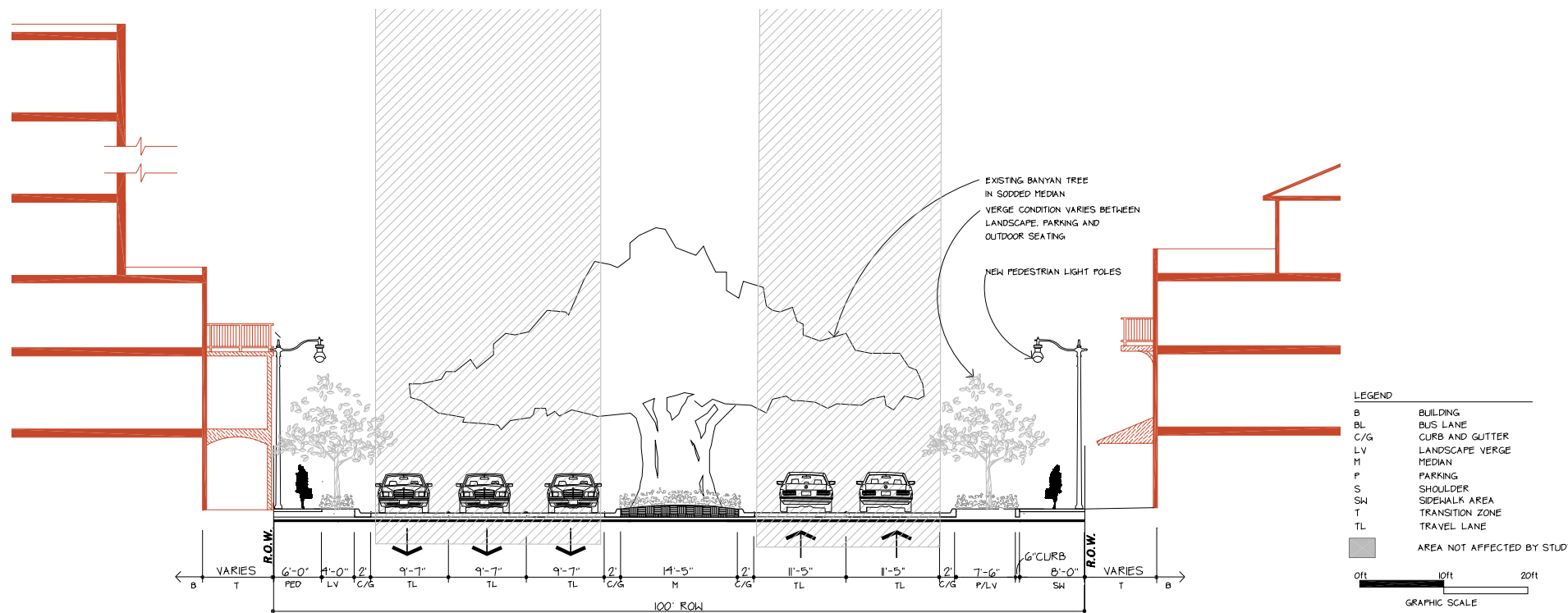
Design Concepts

The primary design concepts for this Zone include:

- Enhance the varying aspects of this Zone which range from commercial and office to residential by applying streetscape elements which enforce this character.
- Increase sidewalk widths to a minimum of 8 feet on the south side.
- Provide canopy trees along the north side of the corridor between the travel lane and the pedestrian area to serve as a buffer. Street trees are placed in tree pits to allow the landscape verge to serve as an extension of the sidewalk. Combined, the landscape verge and the actual sidewalk will provide a total of 8ft of pedestrian space.
- Where appropriate, add landscaping to enhance the corridor's appearance. This may range from street trees in tree pits with understory planting, to decorative pots at major intersections and places of interest.
- Provide up-lighting and understory planting in the medians to enhance the impact of the landscape during both the day and night.



Proposed Cross Section



Coral Way Beautification Master Plan & Design Standards

City of Miami

Crosswalk Design

There are two main elements for crosswalk design:

- 1) Material - the crosswalk should be physically distinguishable from the rest of the intersection and clearly define the pedestrian Zone.
- 2) Crossing distance - minimize the distance from road across the roadway by using bulb-outs and pedestrian refuges.



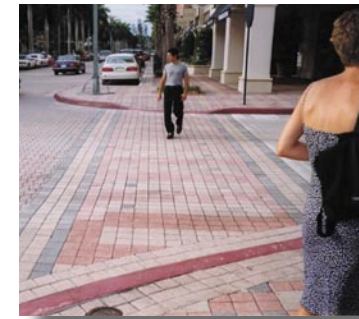
Option 1 - Thermoplastic Striping

Thermoplastic striping is the least expensive way to delineate a crosswalk. Although this material is generally used for simple crosswalk striping, more decorative designs such as the one shown here are possible.



Option 2 - Colored Concrete

Colored concrete is an excellent material for urban crosswalks. Rich colors and textures add a decorative character to the crosswalk while being durable, low maintenance and capable of supporting high traffic volumes.



Option 3 - Pavers

Pavers are the most decorative of the three options and are also the most expensive. Drawbacks to paver crosswalks include high installation cost and ongoing maintenance as a result of heavy traffic.



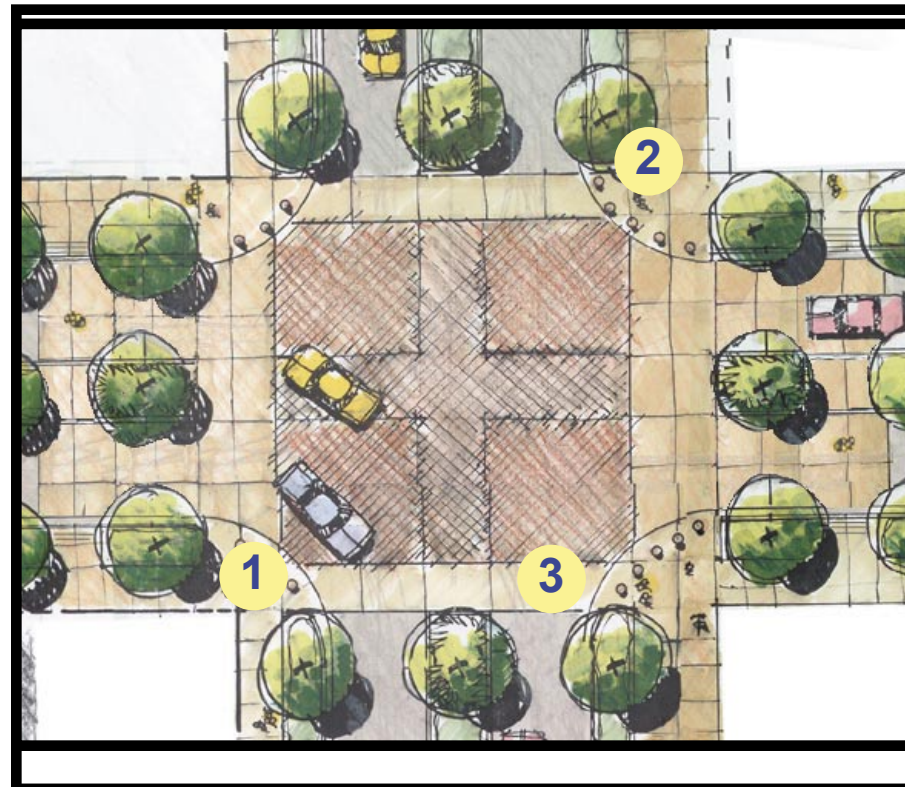
Pedestrian Refuge

For wide crossings, such as the one shown in this image, it is desirable to have an area between vehicular lanes for pedestrian to safely stay and wait to cross. This 'pedestrian refuge' can be beneficial in the design of the major intersections along Coral Way.

Major Intersection Layout

The following concepts should be applied in the design of the major intersections along Coral Way (refer to master plan on page for intersection locations):

- 1) When possible, increase pedestrian space in the corners by widening the sidewalk area.
- 2) Remove unnecessary "sidewalk clutter" by undergrounding or relocating power poles, and other vertical elements which can be placed elsewhere less obtrusively. Combine newsracks as shown to the right, move benches, trash receptacles, bike racks and transit shelters to the landscape verge.
- 3) Provide for safer pedestrian crossings by using different materials for the crosswalks and by shortening pedestrian crossing distances where possible.



Typical Corner Treatments

Corners present many opportunities to create meaningful pedestrian spaces. While dimensions and adjacent uses of these corners will vary, both play a role in defining what the corner layout should be. The following three (3) typical corner layouts are intended to show basic layout suggestions for the different urban conditions of the corridor. Beginning with the most urbanized option 'A' to the more residential character option 'C'. These three options address the range of conditions along Coral Way.

Urban Corner - Zones 1, 3-6

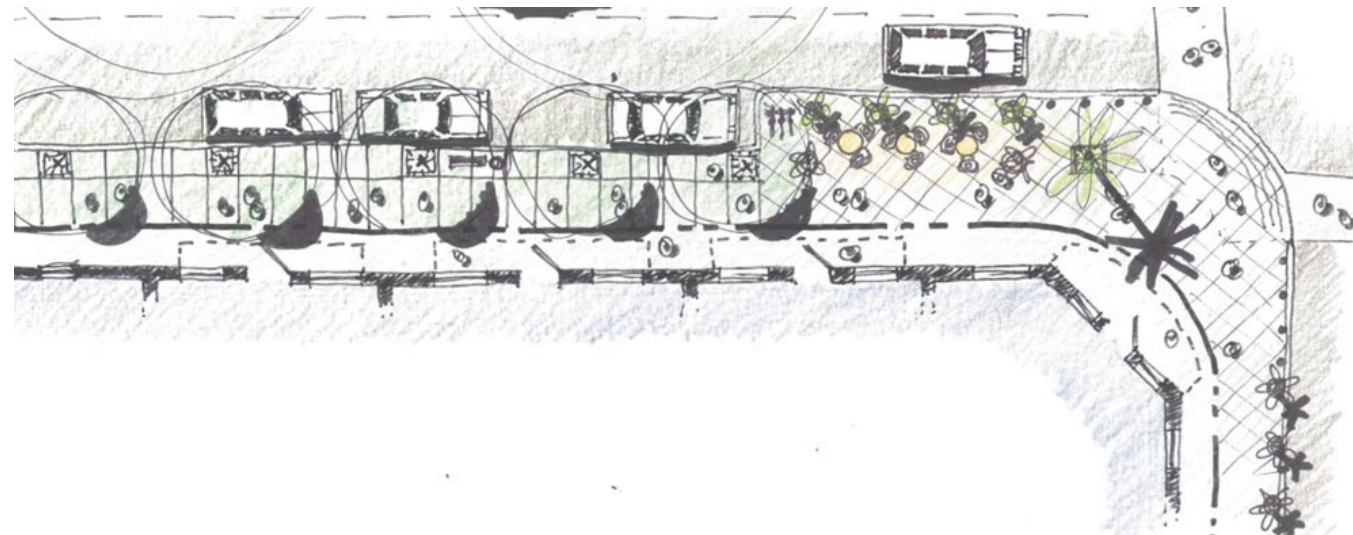
This option can be associated most with higher density urban uses. The intent of this layout is to maximize congregation space. Landscape materials are placed in planter pots to both soften the space and help subdivide the space to allow for various users. This type of layout is preferable in front of a restaurant, cafe, school, and office building with ground floor activity. Bicycle racks, benches, trash receptacles, and newsracks can all be placed up against planters to emphasize an edge and give further definition and dimension to the space. Corner ramps should be wide, gradually sloping down to meet the street elevation to allow for a heavy volume of foot traffic to pass.

Transition Corner - Zones 1-6

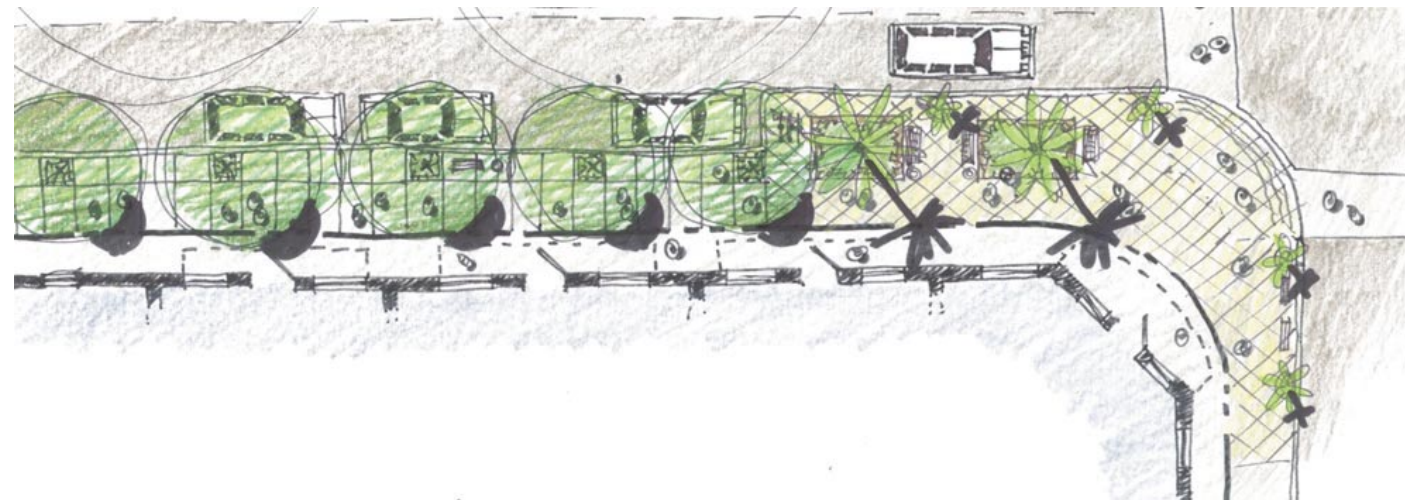
This option represents a more balanced approach for laying out a sidewalk. Larger planter areas are encouraged to soften the hardscape material. Benches, trash receptacles, bicycle racks, and newspaper racks can be placed adjacent to landscape areas as shown to both create semi-private gathering spaces while not impeding the pedestrian flow. In this option, the type of corner ramp utilized can vary depending on where along the corridor this corner is located, from the wide, flush type recommended for option 'A' or the curb return type which is generally used for more residential areas.

Residential Corner - Zone 2

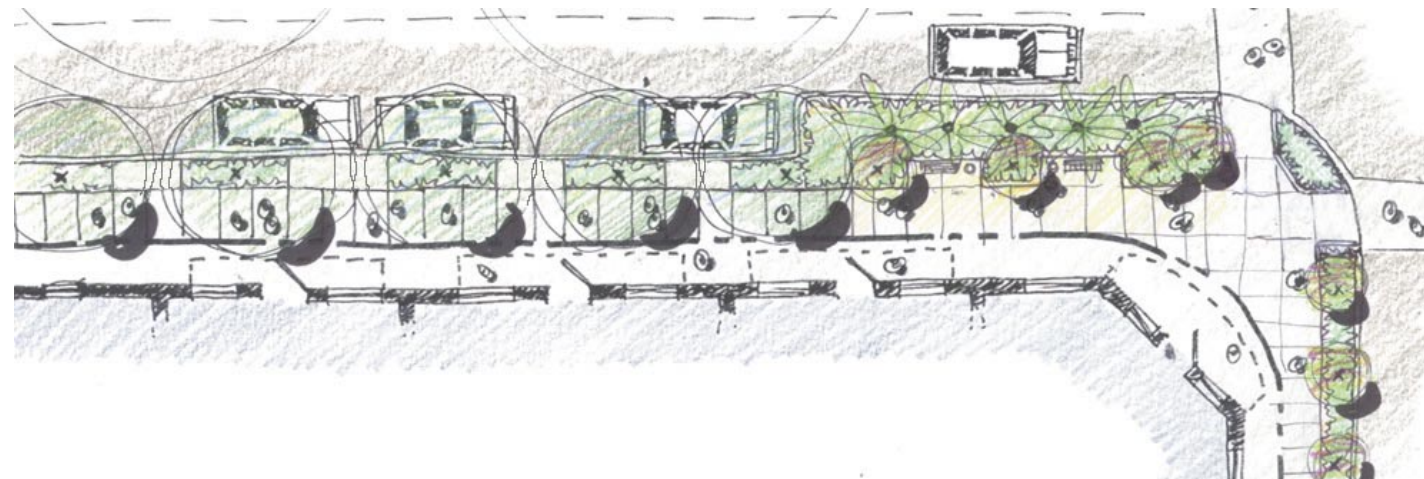
This option is more appropriate for the residential neighborhoods including the Roads area. Landscape beds are the dominating feature of this layout type. Beds should include pockets where street furniture can be placed to create more intimate spaces. The corner ramp should reflect this idea by utilizing a curb return type of ramp which allows for landscape areas to flank either side of the ramps, thus providing more greenspace.



Urban Corner



Transition Corner



Residential Corner



Gateway Design

During the initial community workshop a consensus was reached by the group in favor of a “call to artists”, for the purpose of a design competition for the gateway element of the corridor at the intersection of Coral Way and NW 37th Ave. The participants of the workshop, which included the public, city representatives, design professionals, and local artists discussed the importance of this gateway and the connection to public art.

It is the intent of this document to present some viable examples from other places that may relate to the future gateway along Coral Way. The images to the right represent such gateway examples. These gateway elements vary greatly in type, size, and form, but they all share some very important elements which make them successful entry features. These elements are:

- 1) Relates to the unique character of the space.
- 2) Relates to the specific scale of the area.
- 3) Serves as a beacon for attraction.
- 4) Gives the space an identifiable symbol or icon.



The image above shows a panoramic view of the existing conditions at the intersection of Coral Way and NW 37th Ave looking north. Miracle Mile is on the left in the image. Coral Way (SW 22nd St) is on the right in the image.



The illuminated entry way feature for the Los Angeles International Airport is grand in scale and directed for not only those arriving at the airport by car, but also for those flying over by plane.



Public art is a very important element in the streetscape. Art work can serve as excellent entry way elements by giving the space a distinct symbol for the space.



Although at a much larger scale, the iconic purpose that the St. Louis Gateway Arch serves can be emulated at the street level in Coral Way.



This entry feature in San Diego’s historic gas lamp district is an excellent example of how the gate way element can relate to the area’s character and scale.



Public & Private Space Relationship

Great urban places share many similar characteristics. The manner in which the public and private realm interact with one another is an extremely important dictator of the quality of an urban corridor. Great pocket parks like Paley Square in New York City or London's private "Mews" or small residential courts, exemplify this important relationship which is formed when the private sector recognizes the importance and necessity of public plazas and court yards that offer the pedestrian a change of pace from the bustle of the street. More than rest and repose, these places add to the richness of the urban design context by increasing the variety of experiences encountered while being part of everyday urban life.

In order to function properly the design of vest pocket parks and courtyards should include the following elements:

Connection to Street:

The space must connect to the street. A space can be inviting while maintaining security and protection. Maintaining the space on or near street level encourages a passerby to visit the space. Benches and other amenities at the entrance also add to the "inviting" qualities of a space.

Natural Surveillance and Lighting:

A space should be well lit, and preferably should have windows from adjacent buildings looking into the space. Emphasized by Jane Jacobs, this concept of "natural surveillance" is key to providing a sense of safety to a public space. Not only does it help the public area, but users of the adjoining buildings also benefit by having the public space become a visual part of their indoor environment.

Seating and Shade:

Seating and shade are a must. Many urban plazas of the 70s and 80s such as the Christian Science Center in Boston or Harlequin Square in Denver focused too much on the overall form but little on the practical use (and user) of the space. Great public spaces need plenty of seating choices like moveable seats (as in Paley Park) and plenty of shade, especially in the South Florida climate.

Edge Definition:

Edge treatment defines the boundaries of the space. Without proper definition, a space becomes a void, and loses its inviting qualities. A user must feel some sense of spacial definition and form in order to feel comfortable using the space. Buffering harsh wall with landscape and/ or seating, providing ground floor activity along some edges of the space can insure that the space maintains a strong sense of definition while adding to the diversity of the design.

Additional Elements:

Additional elements are always a plus. Water features, public art, domino tables, and street vendors add to the diversity of a space, thus attracting a greater variety of users and use.

GOOD EXAMPLES...



Paley Park, NY - A "classic." This little vest pocket park has all the key ingredients: natural surveillance, lighting, seating, shade, and even a waterfall. Paley Park is located in the heart of busy Manhattan, but it feels and sounds like a separate room where one can read, eat, or just relax.



Greenacre Park, NY - Much like Paley Park, Greenacre Park is another one of New York City's great vest pocket parks. Privately owned, this park is gated and closed at nights (another important consideration based on security reasons). Greenacre Park offers plenty of seating, shade, serenity and escape from busy New York transit, and like Paley Park, the cascading water drowns the sounds of buses and horns, adding to the tranquility of the space.

Bad Examples

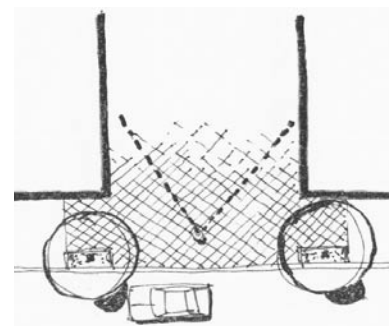


Harlequin Plaza, Colorado - Too much emphasis on form and little on practical use, this infamous space, although at a larger scale than Coral Way, provides a classic example of a lack of the key elements. No seating, no shade, no privacy and an overall poorly defined area make the user feel lost and uneasy walking through the space, much less staying in it. This plaza has since been demolished and replaced with a much "greener" design.

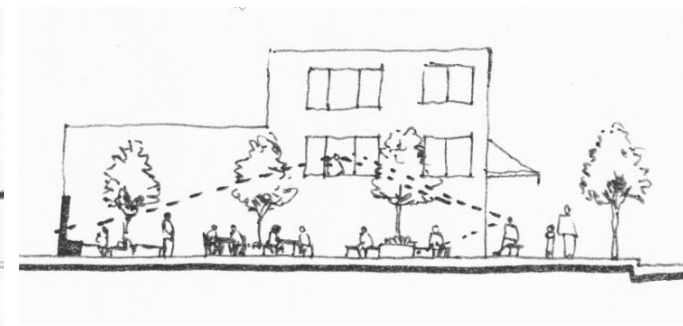


Bank Atlantic Plaza, Miami - Located at the intersection of Coral Way and NW 32nd Ave. This private plaza has potential to become a great amenity to the Coral Way Corridor. The plaza is currently a few steps below the street level, and offers very poor seating opportunities. The edges of the space are harsh and the small Tabebuia trees offer little shade. Yet, the space is at a very busy intersection, and could provide a great pedestrian amenity adding to the revitalization of the corridor.

Design Elements



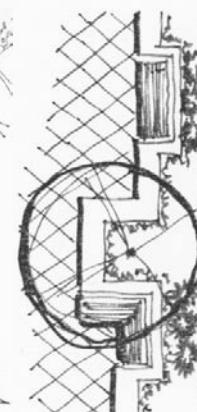
Connection to Street



Natural Surveillance/ Lighting



Seating & Shade



Edge Definition



Additional Elements



Public & Private Space Relationship

Throughout the study area, there are several opportunities to create meaningful pocket parks and plazas. These opportunities have been listed in the technical layout section of this study (Appendix 'A'). It is the intent of this study to incorporate these spaces when possible into the overall design of the corridor. An existing lot or yard can be transformed into a meaningful urban space by incorporating the elements presented in this report. This study identifies several areas which have the physical potential to make such a transformation. Obviously, financial, ownership and parking considerations will play a large role in determining which areas can and will be utilized for public use.

The illustration to the right is of an "ideal" plaza or pocket park situation. The elements have been numbered to correspond to the description below. These spaces throughout the corridor ought to include most if not all of these elements in order to provide a quality urban space that will add to the diversity and vitality of the Coral Way corridor.

1 - Controlled entry and exit points

2 - Edge definition by landscaping and seating opportunities

3 - Different bench options

4 - Moveable table and chairs

5 - Shade trees

6 - Match paving to street or vice versa

7 - Adjacent sidewalk cafe or restaurant

8 - On-street parking

9 - Rear yard parking

10 - Adjacent buildings providing "natural surveillance"

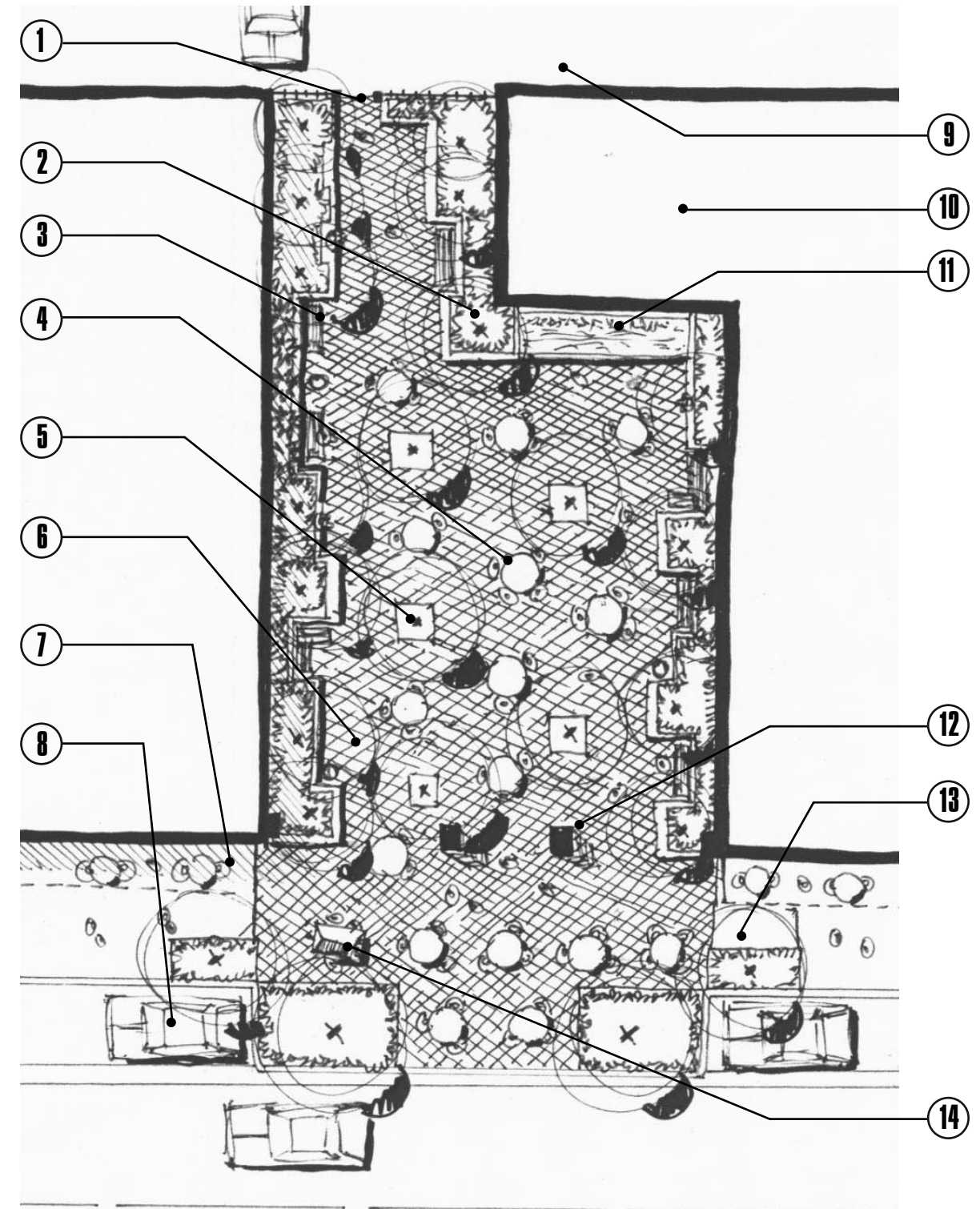
11 - Water feature

12 - Gate with public art (gate may not be necessary depending on layout)

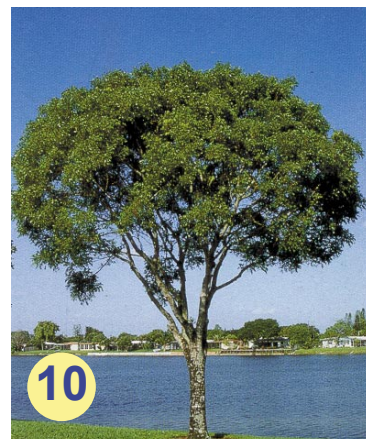
13 - Sidewalk connected to plaza by paving, seating and additional uses

14 - Vendor(s)

In order to encourage the private sector to develop such amenities along the corridor, the public sector can initiate several types of incentive mechanisms for private sector developers and property owners to allocate a portion of the property to public use. Such mechanisms can include: density bonuses, FAR increases, tax incentives, impact fee abatement, certain variances, and a streamlined approval process. Another possibility is for the city to purchase or lease/purchase some of these lots which are now underutilized and develop them into public places. Most likely, a combination of these mechanisms and strategies will work to insure that the public has an adequate amount of public open space along the Coral Way corridor.



Plant Palette

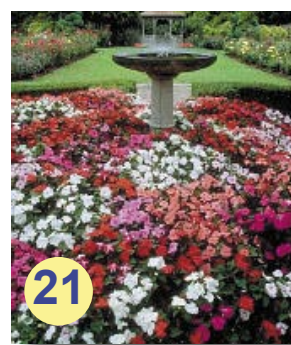
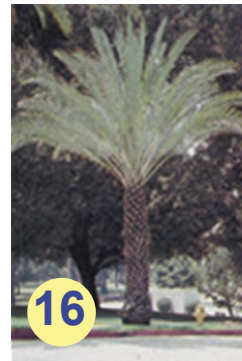


No.	Scientific Name	Common Name	Flower Color	Blooming	Overall	Use/Form	Location
1	<i>Cordia sebestena</i>	Geiger Tree	orange	most of year	15 - 25'	Flowering tree irregular trunk and spread	Along major intersecting streets with Coral Way
2	<i>Tabebuia heterophylla</i>	Pink Tabebuia	pink	early spring	15' - 35'	Flowering tree slender pyramid canopy	Verge along Zone 2
3	<i>Tabebuia impetiginosa</i>	Tabebuia	purple, rose purple	fall to spring	20 - 45'	Flowering tree open, spreading canopy	Verge along Zone 2
4	<i>Simarouba glauca</i>	Paradise Tree	yellow	spring	20 - 45'	Flowering tree wide spreading canopy	Along major intersecting streets with Coral Way
5	<i>Cassia fistula</i>	Cassia	yellow	late summer & early fall	15 - 30'	Flowering tree broad canopy, low branching	Verge along Zone 2
6	<i>Lagerstroemia indica</i>	Crepe Myrtle	white, red, purple	spring, late fall	15 - 25'	Flowering tree multi-trunk, upright and open canopy	Verge along Zone 2
7	<i>Delonix regia</i>	Royal Poinciana	red	June and July	30 - 50'	Flowering tree wide spreading canopy	Along 27th Ave near intersection with Coral Way
8	<i>Jacaranda acutifolia</i>	Jacaranda	purple	early spring	25 - 55'	Flowering tree irregular and loose canopy.	Along major intersecting streets with Coral Way
9	<i>Plumeria acuminata</i>	Frangipani	white, yellow, pink	spring and summer	15 - 20'	Flowering tree broad crowned, low canopy	Verge along Zone 2
10	<i>Swietenia mahagoni</i>	Mahogany	N/A	N/A	30 - 65'	Shade tree broad cylinder to oval canopy	Option 'A' verge along Zones 1, 3 - 6
11	<i>Quercus virginiana</i>	Live Oak	N/A	N/A	30 - 50'	Shade tree wide spread w/ horizontal branches	Option 'B' verge along Zones 1, 3 - 6
12	<i>Calophyllum antillanum</i>	Beauty Leaf	N/A	N/A	25 - 60'	Shade tree semi-pyramidal to wide columnar	Option 'C' verge along Zones 1, 3 - 6



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City of Miami



No.	Scientific Name	Common Name	Flower Color	Blooming	Overall	Use/Form	Location
13	Archontophoenix alexander	King Alexander Palm	N/A	N/A	15 - 25'	single, upright, gray trunk, 6-10' leaves stately accent	all Zones at major intersections
14	Chrysalidocarpus cabadae	Cabada Palm	N/A	N/A	15 - 30'	clustering palm, ringed green trunk 8-10' leaves	all Zones at major intersections
15	Thrinax radiata	Florida Thatch Palm	N/A	N/A	15 - 20'	single, upright trunk, 4-5' wide palmate leaves	all Zones at major intersections
16	Phoenix dactylifera	Medjool Date Palm	N/A	N/A	25 - 35'	stately, single, upright, coarse trunk, 12-15' leaves	all Zones at major intersections
17	Roystonea elata	Florida Royal Palm	N/A	N/A	up to 80'	tall, single, upright, gray trunk 10' leaves	all Zones at major intersections
18	Veitchia montgomeryana	Montgomery Palm	N/A	N/A	15 - 35'	slender gray trunk 10' leaves	all Zones at major intersections
19	Veitchia winin	Winin Palm	N/A	N/A	up to 40'	single, upright gray trunk, 10' leaves	all Zones at major intersections
20	Hibiscus sta.	Hibiscus	purple, pink, orange	all year	8 - 15'	small flowering tree	planting pots at intersections - verges along Zone 2
21	Plumbago 'Imperial blue'	Plumbago	velvet	all year	up to 5'	massing, accent/shrub	planting pots along verges and median noses
22	Codiaeum variegatum	Croton	N/A	N/A	4 - 6'	accent - variable in color and shape	understory along verges - all Zones
23	Tradescantia pallida 'purpurea'	Purple Queen	N/A	N/A	up to 1.5'	groundcover - low, spreading	understory along verges - all Zones
24	Alpinia zerumbet variegata	Shell Ginger	N/A	N/A	up to 6'	accent loose, irregular	understory planting along verges - all Zones





No.	Scientific Name	Common Name	Flower Color	Blooming	Overall	Use/Form	Location
25	Philodendron 'xanadu'	Xanadu	N/A	N/A	up to 3'	massing/ compact, dark green	understory along verge - all Zones
26	Euphorbia milii	Crown of Thorns	red	all year	up to 3'	massing, accent/ shrub	understory along verge - all Zones
27	Pentas	Egyptian Star	lavender, pink, red, white,	all year	up to 4'	perennial, accent/ shrub	planting pots/ median noses
28	Bougainvillea 'Helen Johnson'	Dwarf	pinkish red	fall to summer	up to 3'	massing, accent	planting pots/ understory along verges
29	Jasminum multiflorum	Downy Jasmine	N/A	N/A	up to 3'	hedge, massing	understory along verge - all Zones
30	Bromiliad	Bromiliad	varies	varies	1.5 - 4'	accent - clusters or stand alone	understory along verges/ median noses
31	Nephrolepis exaltata	Boston Fern	N/A	N/A	2 - 4'	massing fern	medians
32	Polypodium phyllitidis	Strap Fern	N/A	N/A	2 - 4'	massing fern	medians
33	Nephrolepis biserrata	Sword Fern	N/A	N/A	1 - 1.5'	massing fern	medians
34	Polystichum polybleperum	Taeel Fern	N/A	N/A	1 - 1.5'	massing fern	medians
35	Microsorium scolopendria	Wart Fern	N/A	N/A	1 - 2'	massing fern	medians
36	Nephrolepis biserrata 'Mahco'	Macho Fern	N/A	N/A	up to 4'	massing fern	medians



Furniture Palette



No.	Model	Manufacturer	Color	Material	Dimensions	Location
1	City approved newsrack	City approved manufacturer	per City standards	per City specifications		along verge areas - near major intersections
2	City approved bench with back	City approved manufacturer	per City standards	per City specifications		along verge areas
3	City approved bench without back	City approved manufacturer	per City standards	per City specifications		back of sidewalk
4	City approved bench with advertisement	City approved manufacturer	per City standards	per City specifications		along verge areas - near major intersections
5	PI bicycle rack	Landscape Forms	polyurethane finish - match FPL light poles	aluminum	116" L x 87" W x 123" H	along verge areas
6	Kelidoscope Transit Shelter	Landscape Forms	metal powdercoat	aluminum		along verge areas
7	FPL decorative light pole	approved FPL manufacturer	emerald green	cast iron	25' overall height	corners of major intersections, b/w seating areas and travel lanes
8	Bollard	Ironsmith	polyurethane finish - match FPL light poles	cast iron	3' height 15" dia. base	along verge areas
9	City approved trash receptacle		per City standards	per City specifications		at current bus stop locations



Street Furniture Layout

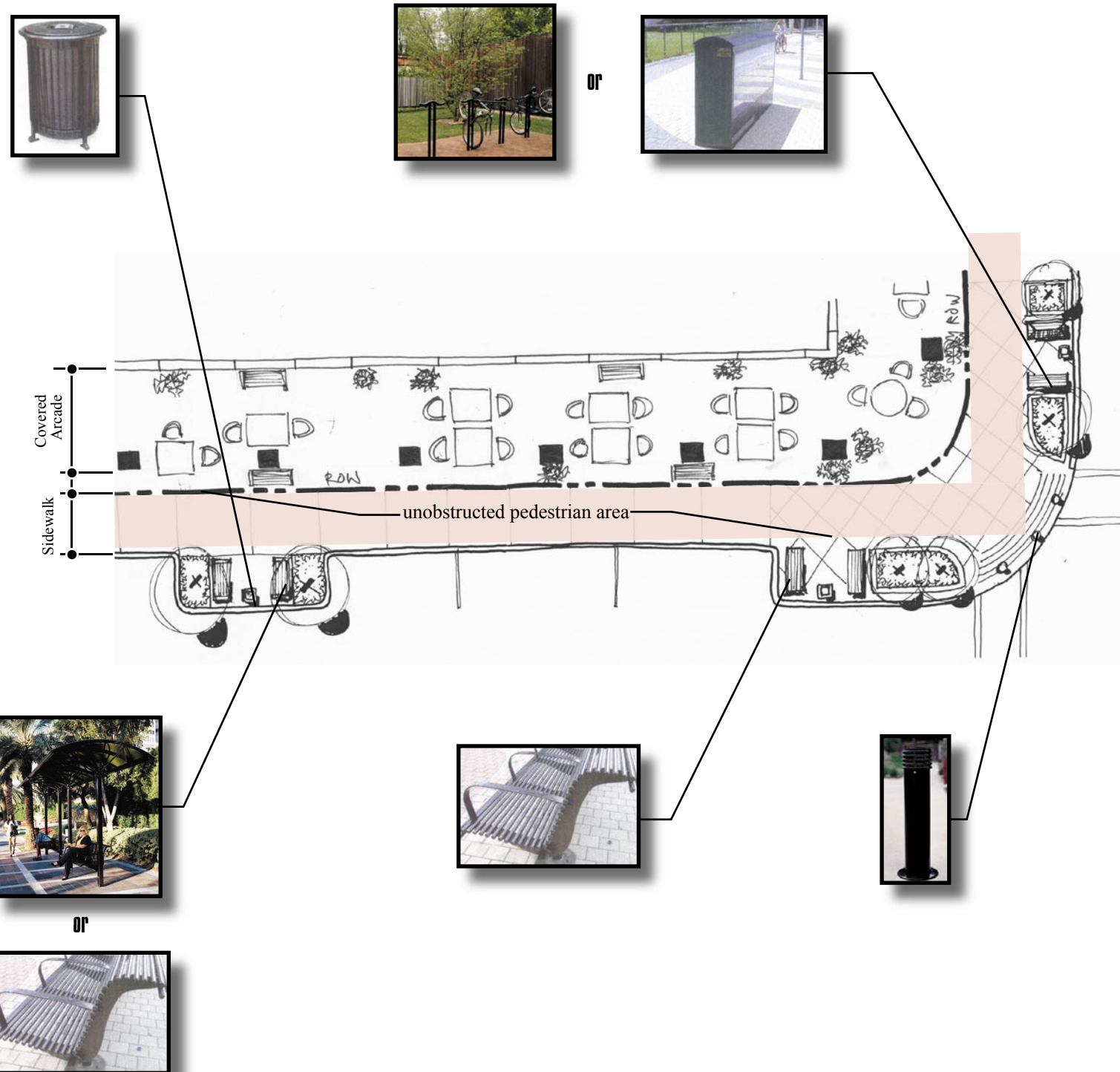
The images presented here illustrate typical furniture layout combinations for both mid block and corner areas along the corridor. Although only two different scenarios are shown for each, there are many more opportunities to arrange the street furniture according to the specific needs of a certain area of the corridor. For example, in front of a residential building, a bike rack would be very desirable, or in front of a busy commercial corner office building, a news rack would be more appropriate. Regardless of the furniture combination, the following guidelines should be implemented in the layout of the street furniture along the corridor:

- A. Face benches either away or perpendicular from the parking and traffic lanes. If possible, separate benches from the travel lanes with landscaping.
- B. Include a trash receptacle adjacent to benches.
- C. Provide benches underneath shaded areas (i.e. a tree canopy, awning, etc.)
- D. Place all street furniture in an area which does not impede the flow of pedestrians. (refer to the design guidelines portion of this document for further input in this topic).
- E. Utilize bollards at busy intersections along the ADA ramp to add a measure of security for pedestrians waiting to cross. Additionally, add bollards to pedestrian refuge areas along the medians.
- F. Place at least two benches and two trash receptacles on both sides of a block through the corridor, except for blocks.

Relationship to Abutting Private Sector Uses

In addition to these criteria, it is necessary to also include uses and respective elements that are occurring in the private realm abutting the street. The examples on the right illustrate some possible scenarios for a sidewalk cafe. The top example looks at placing the street furniture in an area where the cafe tables are kept within the arcade. The scenario at the bottom looks at the possibility of having the tables encroach into the public sidewalk, while providing for a clear path for pedestrians within the arcade.

Typical Layout





The lighting demonstration was done on site. This image shows the selected Banyan tree at dusk before any lights were mounted.



This image shows two trees selected for the demonstration near SW 27th Ave. Notice the yellow ambient light produced by the newly installed light poles that use mercury vapor lamps.



This image shows the same two trees with metal halide up-lights. A total of three fixtures were used for this particular set of trees. Notice how the white light balances the ambient yellow light of the corridor.

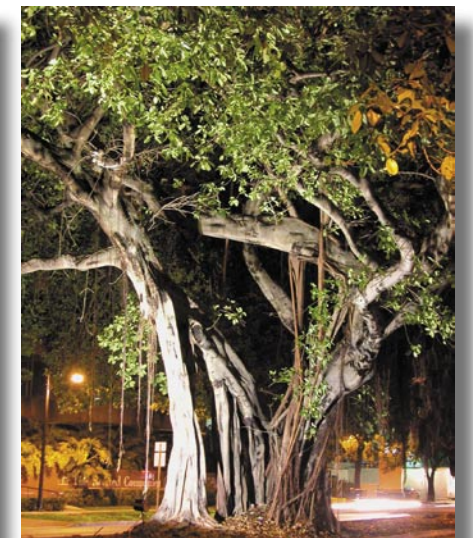
Lighting

As part of the master planning process, a lighting demonstration was held on site to illustrate how the Banyan trees would appear at night. Two types of lamps were used in the demonstration. The first lamp, metal halide, gives off a white light. The second lamp, high pressure sodium, gives off a yellow light. High pressure sodium lamps are used in the newly installed light poles along the corridor. This causes the corridor to have a yellow ambient light, therefore it proved more effective to have the white light of the metal halide uplighting in the median to balance the yellow hue of the corridor light poles. The metal halide makes both the trunk and the foliage of the Banyan Trees stand out tremendously against the yellow backdrop. Both the structure of the trunk and the detail of the foliage are brought to life by the white light.

Several different lighting schemes including projection angles, number of fixtures, height of fixtures, and lamp types were tested. It was concluded that the most effective lighting scheme varies per tree because the size of trees vary greatly. Therefore the design of the lighting should be done on a tree to tree basis in order to maximize the efficiency, the visual effect of the lights, and cost savings.



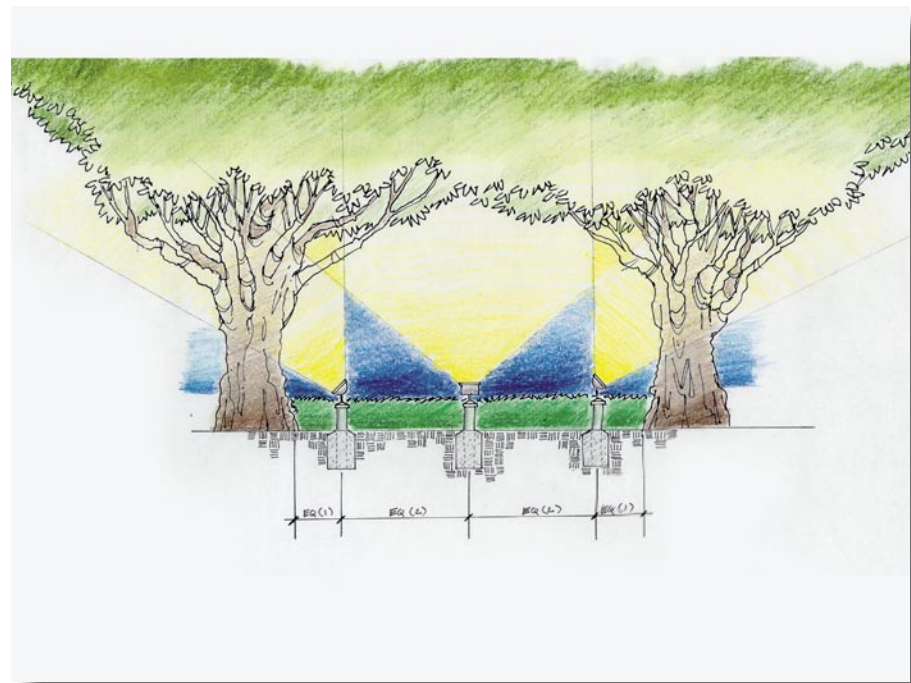
Same trunk with high pressure sodium lamp. This lamp brings out the true color of the trunk but is drowned out by the existing high pressure sodium ambient light.



Trunk with metal halide light. The metal halide brings out the structure of the trunk.




The drawing at the bottom illustrates a typical fixture distribution. The number of light fixtures will vary based on the size of a tree and distance between trees. To the immediate right, a similar fixture is used in a median to up light a Royal palm. The fixture is placed on a metal stanchion which is secured with a concrete footer to limit vandalism opportunities. The height of the fixture itself is approximately 3ft. This allows for the surrounding plant material to hide the fixture almost completely. In addition, special louvers are placed on the fixtures to avoid glare on vehicles along the adjacent travel lanes.



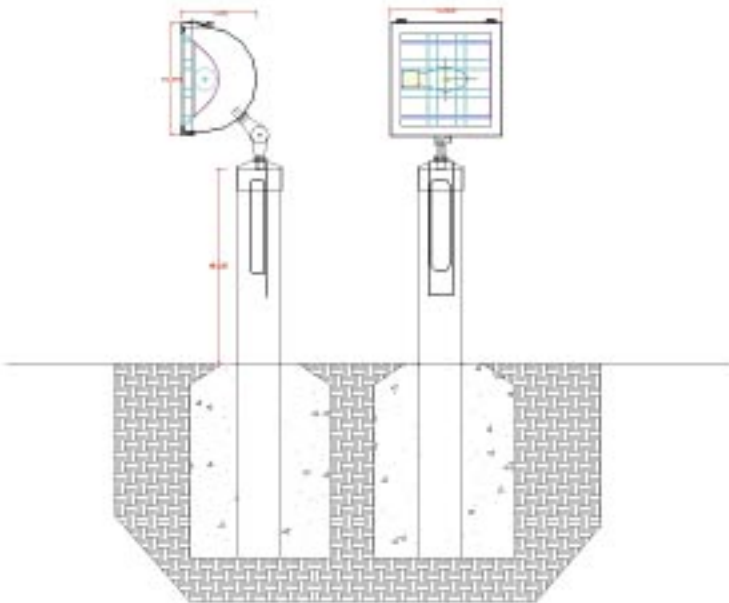
This sketch illustrates the general placement of the fixtures along the median between two trees. Because the height, canopy spread and size of the trees vary significantly, the number of fixtures, angle of fixture, and spread in between fixtures will vary accordingly.



Similar fixture placed on metal stanchion in a planted median.



INTEGRA-POST



Housing: Constructed of heavy gauge, die formed, 5052 aluminum, with less than 1% copper content. Seams are continuously welded and unitized.

Lens/Door Assembly: Constructed of heavy gauge, die formed, 5052 aluminum, with less than 1% copper content. Mitered and welded frame secures the tempered thermal and shock resistant borosilicate glass, sealed to the housing with high temperature, medium density, closed cell silicone gasket. Door frame attached and secured by stainless steel cam fasteners, which operate without the use of tools, for ease of relamping.

Reflector/Internal Louvers: Electropolished and anodized high purity aluminum, coilzak or equivalent. Internally mounted aluminum louvers for precise cutoff to reduce glare.

Remote Mounted Ballast: Constant wattage autotransformer encapsulated ballast. 120/277 dual voltage only. Available in metal halide, high pressure sodium and mercury vapor. Ballast mounts inside stanchion on removable plate.

Note: Dimensions subject to change

2302 Parkside Avenue - Irving, Texas 75061 Phone: (214) 986-5606 Fax: (214) 790-3665

Mounting: Heavy die cast aluminum knuckle with less than 1% copper content. Knuckle attached to cast brass stanchion cap.

Hardware: All external hardware is stainless steel.

Finish: Polyester powder coated finish, fired at high temperatures to produce a durable weatherproof coating.

Color: Bronze is standard; silver, black and custom color matching is also available. Please consult factory for availability.

Stanchion: 4" X 4" square poltruded composite post. Extremely durable and resistant to chemicals and weathering. Finished to match fixture.

The cut sheet shown here is of the proposed fixture type to be used for uplighting the Banyan trees. The metal stanchion is encased in a concrete footer to limit vandalism.



Preliminary Opinion of Probable Construction Cost

BASE OPTION

Lighting: Landscape uplighting

Street Furniture: Bicycle racks, trash receptacle

Hardscape: Standard gray concrete sidewalk, concrete slab for artwork in media

Softscape: Canopy trees, flowering trees, cluster of small palms, understory planting, precast concrete planting pots, planting soil, rootbarrier, tree pits, structural

Crosswalk: Thermoplastic striping (FDOT base improvements)

Irrigation: Bubblers, spray heads, laterals, sleeving, main line, controllers, valves, and miscellaneous ite

ZONES	ENHANCEMENT CATEGORIES						Contingency (10%)	Total By Zone
	Lighting	Street Furniture	Hardscape	Softscape	Crosswalks	Irrigation		
Zone 1 (SW 1st Ave to I-95)	\$0	\$15,000	\$159,000	\$298,000	\$0	\$12,000	\$48,400	\$532,400
Zone 2 (I-95 to SW 12th Ave)	\$260,000	\$56,000	\$749,000	\$881,000	\$0	\$64,000	\$201,000.00	\$2,211,000
Zone 3 (SW 12th Ave to SW 17th Ave)	\$126,000	\$19,000	\$152,000	\$236,000	\$0	\$31,000	\$56,400	\$620,400
Zone 4 (SW 17th Ave to SW 27th Ave)	\$195,000	\$41,000	\$316,000	\$462,000	\$0	\$52,000	\$106,600	\$1,172,600
Zone 5 (SW 27th Ave to SW 32nd Ave)	\$104,000	\$23,000	\$152,000	\$246,000	\$0	\$31,000	\$55,600	\$611,600
Zone 6 (SW 32nd Ave to SW 37th Ave)	\$123,000	\$27,000	\$157,000	\$401,000	\$0	\$36,000	\$74,400	\$818,400
Subtotal	\$808,000	\$181,000	\$1,685,000	\$2,524,000	\$0	\$226,000		\$5,424,000
Contingency (10%)	\$80,800	\$18,100	\$168,500	\$252,400	\$0	\$22,600		\$542,400.00
Total By Category	\$889,000	\$200,000	\$1,854,000	\$2,777,000	\$0	\$249,000		\$5,967,000

ALTERNATIVES

Lighting: Same as above

Street Furniture: Same as above

Hardscape: Upgrade sidewalk from standard gray concrete to colored concrete

Softscape: Upgrade cluster of small palms at intersections to large decorative palms

Crosswalk: Upgrade thermoplastic striping to colored concrete (Opt.1), Pavers (Opt.2)

Irrigation: Same as Above

ZONES	ENHANCEMENT CATEGORIES						Contingency (10%)	Total By Zone - Opt 1	Contingency (10%)	Total By Zone - Opt 2		
	Lighting	Street Furniture	Hardscape	Softscape	Crosswalks						Irrigation	
					Option 1	Option 2						
Zone 1 (SW 1st Ave to I-95)	Same as Base Option		\$202,000	\$319,000	\$23,000	\$37,000	Same as Base Option	\$6,000	\$6,600	\$591,600		
Zone 2 (I-95 to SW 12th Ave)			\$975,000	\$912,000	\$123,000	\$178,000		\$218,800.00		\$2,609,000	\$501,580.00	\$2,946,580
Zone 3 (SW 12th Ave to SW 17th Ave)			\$212,000	\$246,000	\$36,000	\$58,000		\$55,200		\$726,000	\$133,320	\$825,320
Zone 4 (SW 17th Ave to SW 27th Ave)			\$441,000	\$483,000	\$57,000	\$93,000		\$107,400		\$1,377,000	\$255,840	\$1,560,840
Zone 5 (SW 27th Ave to SW 32nd Ave)			\$212,000	\$257,000	\$18,000	\$29,000		\$51,600		\$697,000	\$126,460	\$782,460
Zone 6 (SW 32nd Ave to SW 37th Ave)			\$219,000	\$422,000	\$12,000	\$20,000		\$67,300		\$907,000	\$164,730	\$1,011,730
Subtotal	\$808,000	\$181,000	\$2,261,000	\$2,639,000	\$269,000	\$415,000	\$226,000		\$6,893,000	\$7,718,530		
Contingency (10%)	\$80,800	\$18,100	\$226,100	\$263,900	\$26,900	\$41,500	\$22,600					
Total By Category	\$889,000	\$200,000	\$2,488,000	\$2,903,000	\$296,000	\$457,000	\$249,000		\$6,893,000	\$7,719,000		

*Cost estimates DO NOT include the following items: Proposed gateway features, roadway paving, curb and gutter, drainage, milling and resurfacing, utilities, mobilization, design fees and permitting c



Part Two:

Design Standards

- + INTENT
- + URBAN COMPONENTS
- + REGULATING PLAN
- + CENTER Zone STANDARDS
- + GENERAL Zone STANDARDS
- + ARCHITECTURAL STANDARDS

Intent

The Standards for the Coral Way Beautification Master Plan are intended to provide a simple unifying codification system for the public spaces along the corridor. This is achieved through careful description of the three elements that give Coral Way its distinct identity and character - Urbanism, Streetscape and Architecture. These three elements are organized according to a single Regulating Plan. The Regulating Plan establishes standards for the various components of the urban context such as building facades, setbacks, sidewalk widths, landscape materials and street furniture, etc.

In some instances, these elements overlap within the urban context. This overlap creates opportunities for great urban design to flourish. It is the intent of this document to encourage such connections between urbanism/ streetscape and architecture, to insure that no one element completely dominates the urban context. This “balance” creates an environment that equally takes into account building placement, building design, pedestrian mobility, and project aesthetics. This critical “balancing act” forms the basis of the design standards.

These guidelines do not dictate style, but rather establish an envelope that encourages good design, representing a variety of architectural styles.

Urbanism

Urbanism refers to the design elements that create the character of the built environment, most notably the buildings. The Urban Standards for Coral Way describe simply all the elements having to do with site disposition of buildings on their respective lots. Building lots are categorized by width at the frontage (along the street, or in the case of corner lots, two streets). Individually, buildings will meet specific criteria

of setbacks, heights, and parking allowances. By ensuring that buildings meet the requirements of the Urban Standards, Coral Way will be left with an urbanism that permits continued development while ensuring long-term growth.

Streetscape

Streetscape refers to all of the design elements that exist from private property line to private property line, across any type of thoroughfare or right-of-way Zone. The streetscape standards codify all of the elements that form the character of a thoroughfare – furnishings such as benches and trash receptacles; fixtures such as bicycle racks, light poles and tree pits, finishes such as sidewalk paving and curb and gutter; and plantings, such as hedges, street trees and parks or gardens.

Coral Way is a complex urban corridor, rich in urban diversity and character. The Streetscape Standards for Coral Way serve to honor some of this complexity, while delivering simple consistency. Where complexity provides the unique character and style of the corridor, it is the consistency that provides comfort at the human scale. This balance is achieved through the careful selection and arrangement of all the elements that make up the streetscape.

Architecture

Architecture refers to the elements that are arranged to create the character of individual, private buildings. The Architectural Standards for Coral Way are intended to be a descriptive set of elements that work together to give a consistent character to the entire corridor. It is not important that all the buildings look the same, but it is important that not every building be so different that there is no consistency. Too much similarity belies Coral Way’s complexity and character, while too much variance dismisses human authenticity. The Architectural Standards for Coral Way, therefore, are intended to provide a short list of suitable materials and arrangements of elements that will promote a consistent architectural vocabulary. These elements and materials have been selected according to their consideration of the climate of the region, response to current architectural practice and the history of Brickell Village

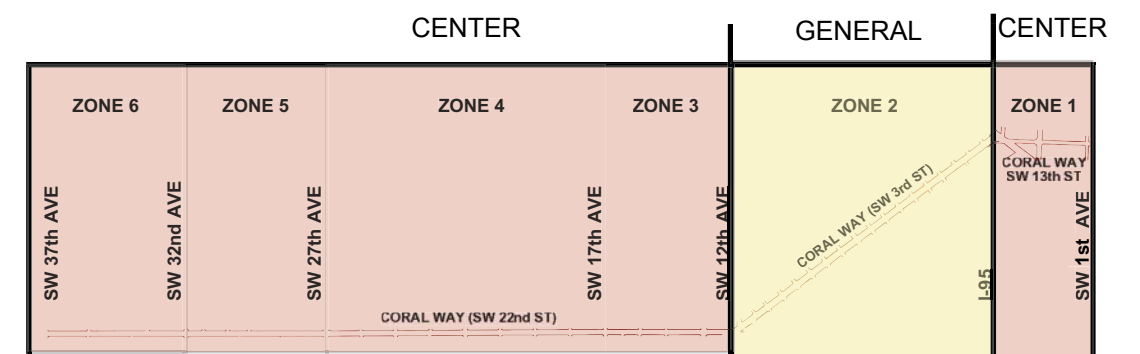
Zones

The Standards are intended to offer an easy-to-use, concise and effective set of standards that protect the public realm as a safe and comfortable human environment within Coral Way. To that end, the design standards portion of this document is divided into two distinct Zones that are controlled by a single Regulating Plan. Each Zone possesses a slightly different character and level of intensity. These Zones are known as the Coral Way **CENTER**, and the Coral Way **GENERAL**. Within these Zones, all of the elements of Streetscape, Urbanism and Architecture are organized using the same parameters, thus facilitating the proper placement of all the elements that build the character.

The Coral Way Streetscape, Urban and Architectural Standards make use of the Zones to determine the appropriate degrees of development and the appropriate collection and distribution of all urban elements. The Zones are essentially a varying scale of urban intensity. At one end of the transect is the Rural Preserve, which consists of natural areas that ideally should never be developed. The Everglades, a federally-protected park, would be an example of Rural Preserve. At the other end of the Zone is the Core, which consists of the highest intensity of development and also includes the widest range of possible uses in the closest proximity. Downtown Miami’s Central Business District is a local example of Core.

Between the two ends of the transect are four additional Zones (from less intense to more): the Rural Preserve, the Edge, the General, and the Center.

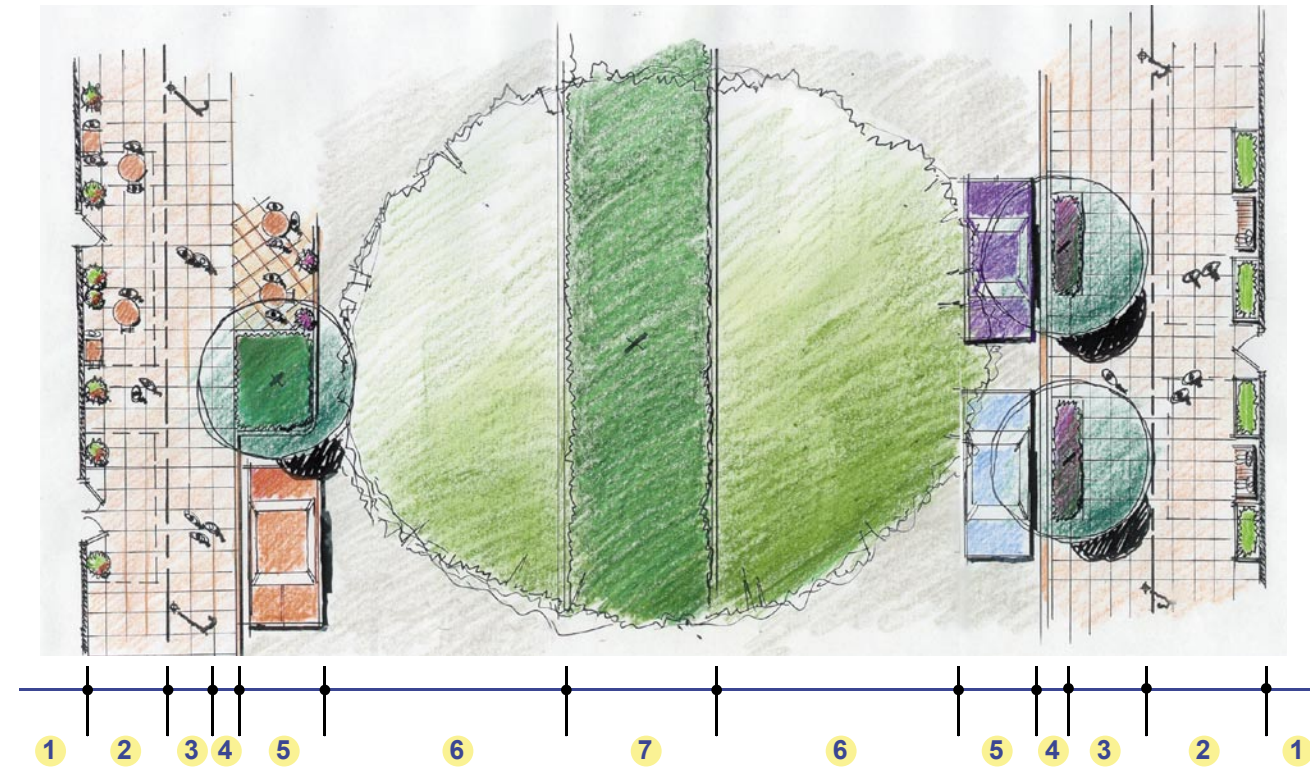
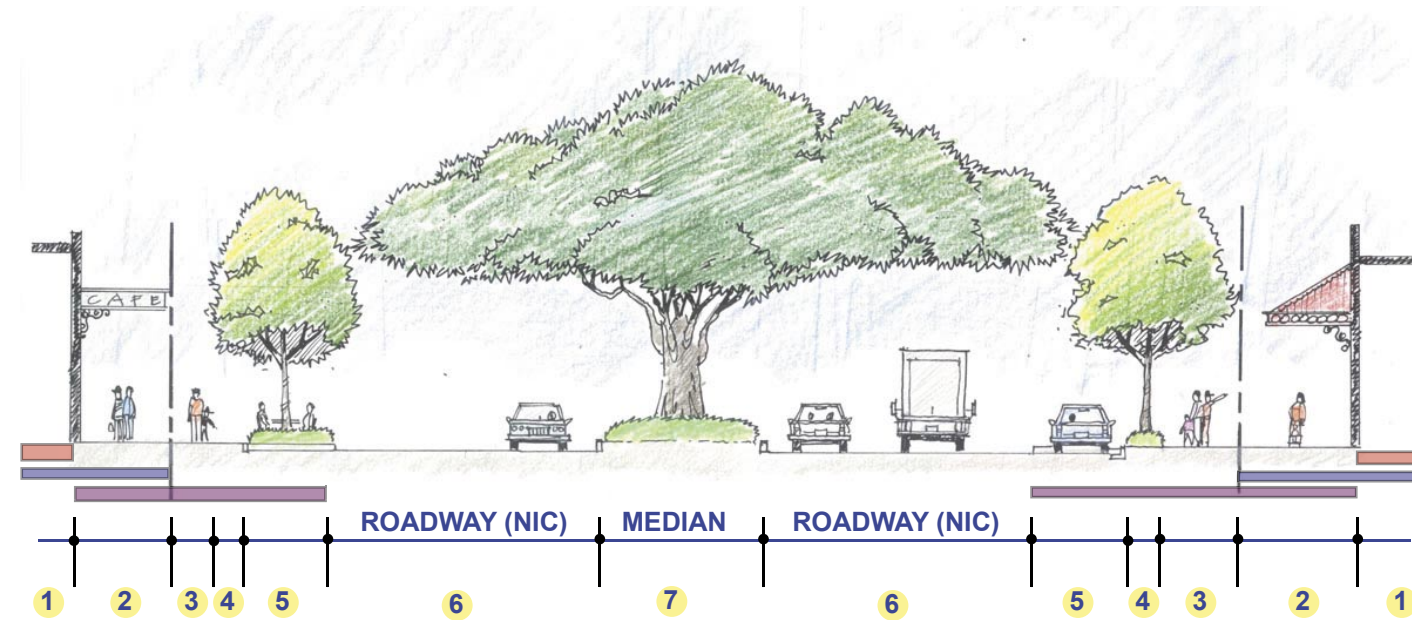
The Zones help to define the proper standards for each component of the urban elements (street furnishings, landscape material, widths, setbacks, etc.). By defining areas according to the Zones, it is easier to distribute these elements in their proper context. Coral Way represents two of the six Transect Zones: CENTER, and GENERAL.



Urban Components

The following components are subject to the design standards set forth in this document. The components that include the abutting private buildings and lots, the transition area between the building and the sidewalk, the sidewalk, the landscape verge, the buffer area where parallel parking occurs, the roadway and the median form the corridor. Each component must be analyzed separately, yet must relate to one another to insure a cohesive design throughout the corridor.

For the roadway segment, refer to FDOT standards. The extent of median related improvements include groundcover landscape, up-lighting, and the preservation of the existing Banyan trees. Median widths are not being modified as part of this document.



ELEMENTS OF THE DESIGN STANDARDS

- ARCHITECTURAL STANDARDS
- URBANISM STANDARDS
- STREETScape STANDARDS

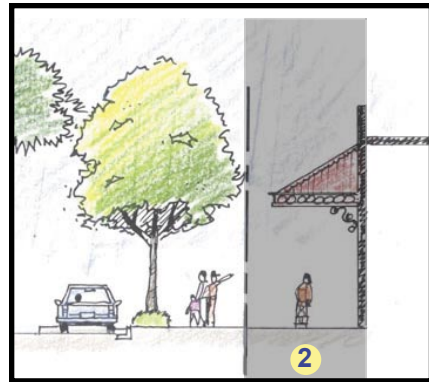
URBAN COMPONENTS

- 1 BUILDING
- 2 TRANSITION AREA
- 3 SIDEWALK
- 4 LANDSCAPE VERGE
- 5 BUFFER AREA
- 6 ROADWAY
- 7 MEDIAN



Transition Area

This area is properly named “transition area” because it is the area where the public realm or streetscape, interacts with and transitions into the private realm. These transitions vary depending on various elements such as sidewalk width and use, abutting use and setback distance. Along the Coral Way corridor, there exists many opportunities to utilize this Zone as an enhancement to both the public and private realms.



TRANSITION AREA



Existing Conditions



Proposed Conditions

Before/ after image of Coral Way illustrating the possible uses of the transition area.



West Palm Beach, FL



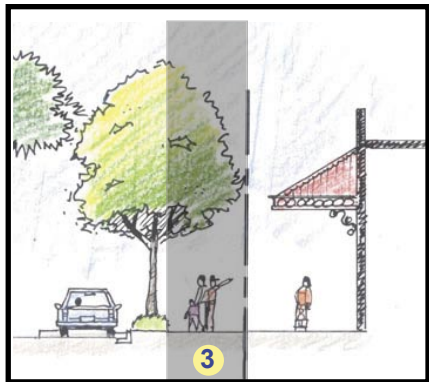
West Palm Beach, FL

As illustrated in the images, the transition Zone can range greatly in width and use. The image on the upper left shows how a one foot transition area was treated with simple landscaping to fill the gap between the sidewalk and the building facade. On the lower left, a restaurant has utilized the transition area by turning it into a seating area. The definition of the space was further enforced by the addition of a colonnade. A small, unobtrusive landscape buffer gives the restaurant user some separation from the sidewalk. If overdone, this can become a detracting condition because it divides the spaces too much, ruining the connectivity of the corridor.

Sidewalk

The sidewalk includes the space which is intended for pedestrian and/ or recreational through movement. Streetscape elements such as trash receptacles, benches, light poles, seating and landscape should be kept clear of this space.

Along Coral Way, the intent for the sidewalk area is to widen this space to a minimum of 7 ft to encourage more pedestrian use of the corridor. 7 ft is the minimum width two couples need to pass each other on the sidewalk.



SIDEWALK



Existing Conditions



Proposed Conditions

Before/after image of Coral Way illustrating the increased width of the sidewalk along the center Zone



Clematis Street West Palm Beach, FL



Ocean Drive, Miami Beach, FL

Although it is recommended that the sidewalk be kept free of obstructions, in some instances such activities such as outdoor seating may be a welcoming feature. The images above illustrate how seating along the sidewalk, if limited to a section of the space can both provided the desired congregation while maintaining some area for through movement.

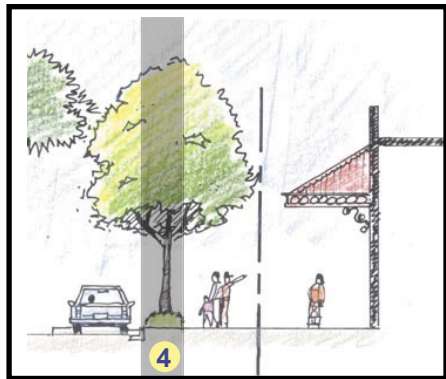


Coral Way Beautification Master Plan & Design Standards

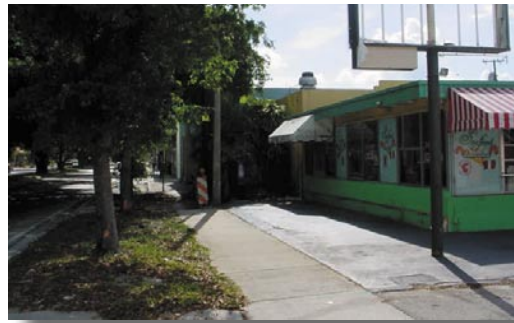
City of Miami

Landscape Verge

The intended use for this area is to house the many street elements found along the corridor. These elements include trees and understory planting, street furniture such as trash receptacles, benches, and light poles. This area can also serve as an extension of the sidewalk Zone as shown on the right. Here the landscape verge is utilized as not only for landscape, but also as outdoor seating for the restaurant. Notice that in this scenario, the sidewalk is able to be kept clear while the transition Zone and the landscape verge house the restaurant seating.



LANDSCAPE VERGE

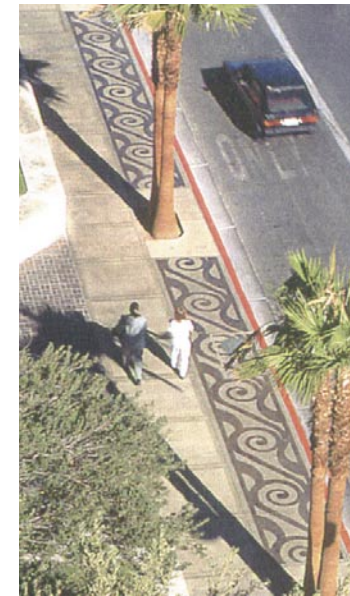


Existing Conditions



Proposed Conditions

Before/ After image illustrating the potential of reutilizing the landscape verge as outdoor seating area for this restaurant.



Las Vegas, NV



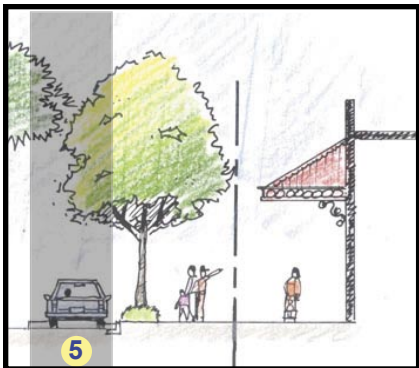
Neighborhood Street, West Palm Beach, FL

The image to the left, illustrates how a landscape verge can be treated in an urban condition. The decorative paving not only improves the aesthetic quality of the horizontal plane, but it also helps define the space as being separate from the sidewalk area.

The image above illustrates a condition more commonly associated with residential areas. The landscape verge is kept as greenspace to enhance the softer, residential nature of the area.

Buffer Area

The buffer area represents a "buffer" between the streetscape area and the roadway. This space, like the other streetscape elements, is versatile in its use. As illustrated to below, the buffer area can serve as either parallel parking, or in the case of mid-block and street end knuckles, can be an extension of the landscape verge.



BUFFER AREA



Existing Conditions



Proposed Conditions

Before/ after image illustrating some different uses for the buffer area. Here a landscape island is situated between parallel parking to soften the design.



Palmetto Park Rd, Boca Raton, FL

The image to the left shows how an edge Zone can be used to enhance the pedestrian space. Here, at a pedestrian crossing, the edge Zone is used as a "bulb out" which both increases the pedestrian space, and shortens the crossing distance.



The Regulating Plan

Coral Way is a widely varied and active thoroughfare within close proximity to Downtown Miami. Along Coral Way, are opportunities to live, work, shop and worship. The mix of uses is no accident. The existing zoning categories legally control the land-use, development types and activities on Coral Way.

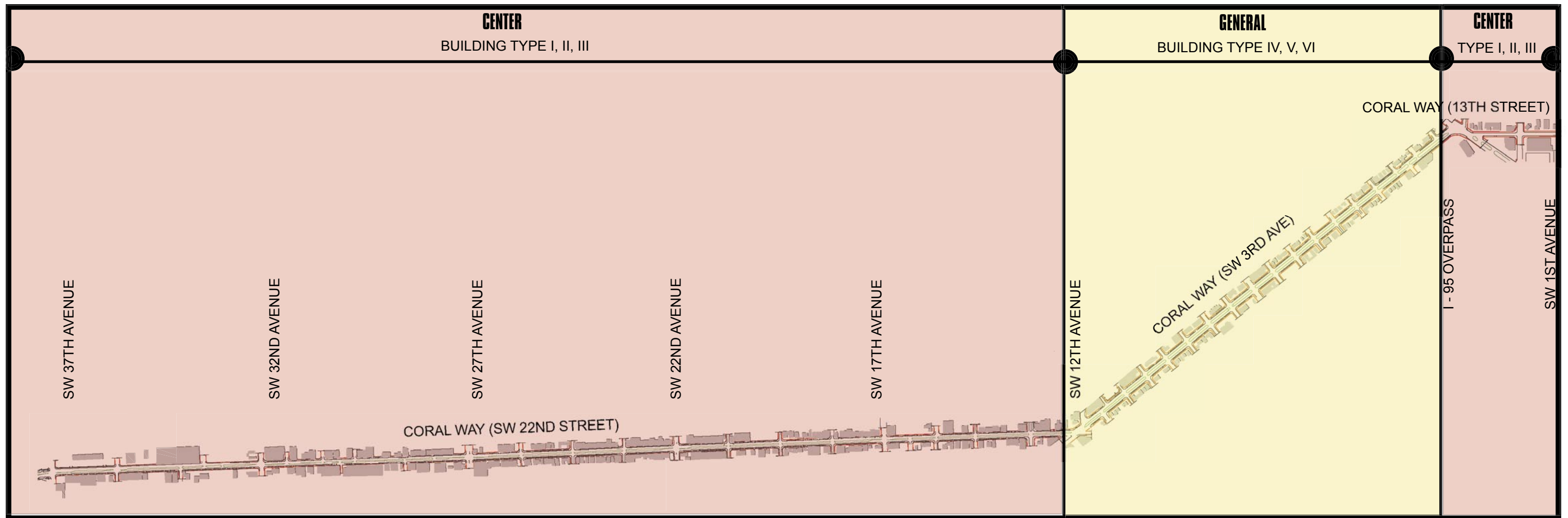
The Coral Way streetscape, Urban, and Architectural Standards are intended to deliver aesthetic standards for future development on Coral Way. These standards are related not to land use, but to degrees of urbanism - the scale of buildings, amount of pedestrian activity and the character of the public realm. Current zoning categories do not typically deal with qualitative issues such as building materials or the proper selection of urban furniture like light fixtures and benches. These standards attempt to work within the current zoning categories and deliver the proper elements of urbanism.

The Coral Way Regulating Plan divides the entire area of the thoroughfare into two Zones: The CENTER, and the GENERAL. The CENTER Zone is the area containing the most intense level of activity, determined by the larger buildings, the most opportunity for pedestrian activity and interaction, and the widest range of uses. The CENTER Zone of Coral Way contains many new high-rise buildings with ground floor commercial/ retail space as well as others under construction. The CENTER Zone offers a wide array of uses, and almost every building has a commercial space on the ground floor. Buildings are taller in the CENTER Zone, and with the wide range of uses available, pedestrian interaction is at its peak.

The GENERAL Zone is marked by a mix of uses with a slightly more narrow range than the CENTER Zone. Buildings are typically lower, and consist mostly of mid-

rise buildings with residential and/ or office space on the upper floors. Some buildings offer ground floor retail or commercial space. In the GENERAL Zone, these uses are typically oriented to the local consumer rather than toward the region. Pedestrian activity is evident but to a lesser degree than in the CENTER Zone.

Each subsequent section of these Standards (Urban, Architectural and Streetscape) is arranged according to the Zones illustrated and defined in the Regulating Plan. The use of this Regulating Plan makes it possible to accommodate all the elements of urbanism, from streetscape furnishings to building elements, in a manner that ensures the highest quality urban environment.



Center Zone

BUILDINGS

1. Refer to images to the right for suggested building use, building placement, encroachment and on-site parking.

TRANSITION AREA

1. Sidewalk material to be either of the following: integral colored concrete mix, standard City of Miami gray concrete, tile or brick pavers.
2. Landscape in this area should not obstruct the pedestrian mobility, nor should it encroach into the sidewalk area. Refer to the plant palette on pages 35 and 36 for suggested plant material.

SIDEWALK AREA

1. Refer to page 30 for suggested corner treatments.
2. Refer to pages 37 and 38 for suggested street furniture palette and layout for both corners and mid blocks.
3. All sidewalks should be of a uniform material. Preferred material includes integral colored concrete, City of Miami standard gray concrete, tile or brick pavers. City shall select one option which shall become the approved standard through the corridor.

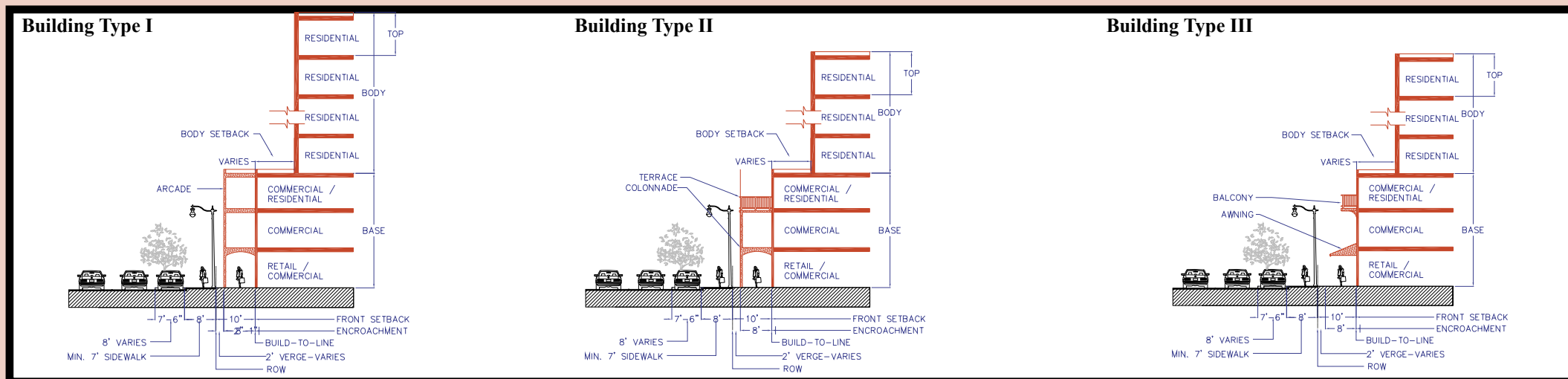
LANDSCAPE VERGE

1. Hardscape material for this area should match or be complementary to the material for the sidewalk area. Either concrete or pavers would be suitable for this verge.
2. Refer to the landscape palette on pages 35 and 36 for the recommended street tree and understory planting.
3. All street tree sizes and forms shall be per current City of Miami code.
4. Tree pit minimum dimensions should have a minimum opening of 30 sf with a minimum edge being 4 ft. Refer to appendix 'C' for added volume by use of structural soil.

BUFFER AREA

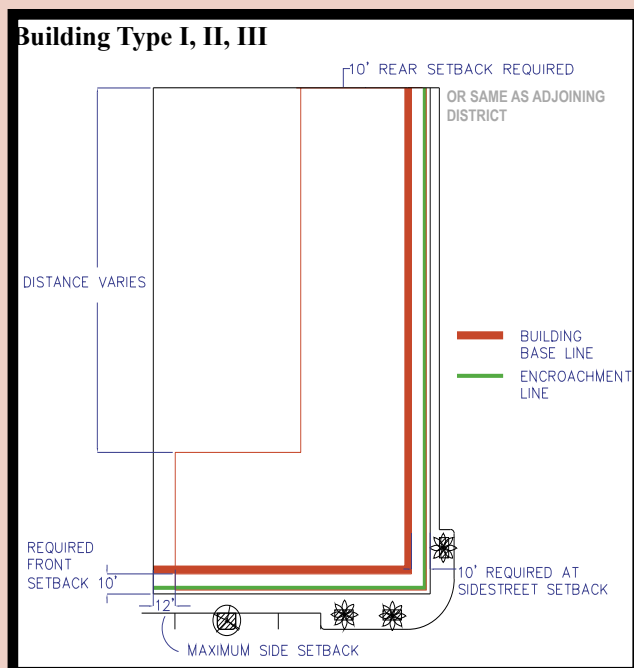
1. ADA spaces per current City of Miami requirements.
2. Refer to appendix 'A' for suggested parking configuration.
3. A landscape island measuring a minimum of 10ft x 8ft should be placed after a run of no more than 10 consecutive on-street parking spaces.
4. Refer to suggested street furniture layout on sheets 37 and 38 for typical placement in this area. Minimum setback distance for street furniture from travel lanes should be 2.5 ft from face of curb.

Building Use



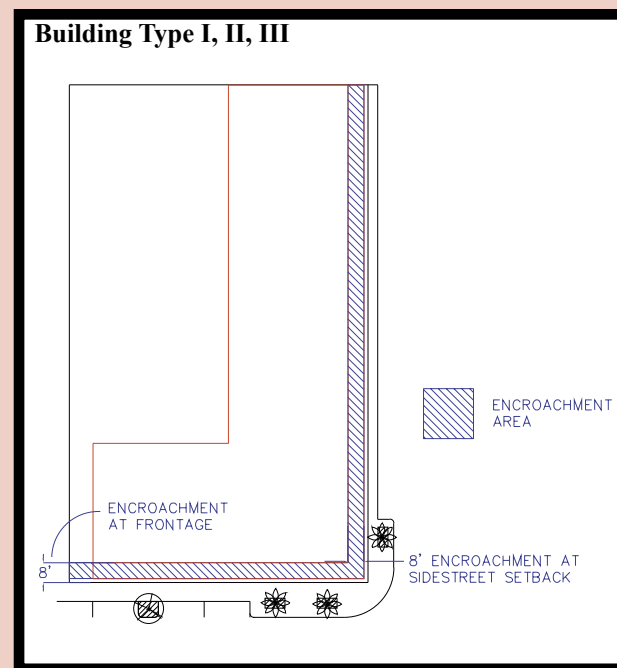
1. Building uses shall be as shown above.
2. Conditional uses shall be per City of Miami SD-23 Special Overlay District Ordinance.
3. The building's base height is recommended to be approximately 16 ft at the ground floor for commercial spaces, and approximately 12 ft for mezzanine/ second/ third floor levels.
4. Width of streetscape elements shall be as shown above.

Building Placement



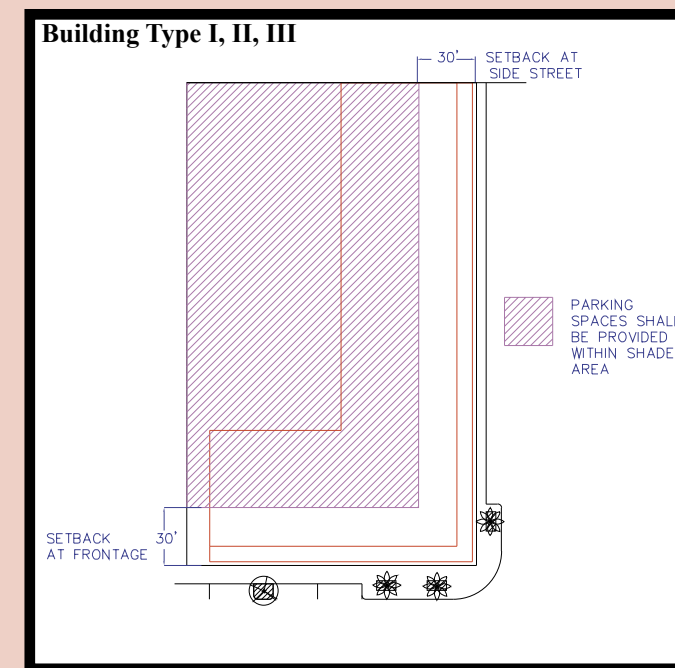
1. Buildings shall be set on lots relative to the property lines as shown here.
2. Building street facades shall extend 90% along the lot frontage.
3. Building rear setback shall be 10 ft or shall be the same as the setback requirement for the adjoining district, whichever is greater.

Encroachment



1. Balconies, awnings and colonnades shall be allowed to encroach in the 8 ft area shown above.
2. Pedestrian-friendly uses such as outdoor seating, landscaping and an extension of the sidewalk are encouraged for this space.

Parking



1. On-site parking spaces shall be provided within the area shown above.
2. Private parking space dimensions and required numbers shall be per City of Miami standards.
3. Public on-street parking spaces shall be 8 ft x 23 ft per City of Miami standards.

Definitions

Build-to-line: the line in which a facade of the main building or structure must be placed.

Encroachment: A building element that is attached to a building volume and is permitted to exist within a yard, front setback or side street setback. Typical building elements for encroachment include balconies, porches, arcades and other architectural elements that are intended to bring the public realm closer to the building.

Side Street Setback: the distance between the side lot line and the elevation of the building, on corner lots only.

Building Frontage: the minimum distance that a building must cover in relationship with the width of the lot.

Building Lot Coverage: the maximum area of a lot that may be occupied by a structure.

Permitted Encroachments: arcades, colonnades, open porches, canopies, awnings, balconies, bay windows and stoops.

Encroachment Frontage: is the width of the permitted encroachment in relationship with the overall facade width.

Encroachment Setback: the encroachment setback is measured from the build-to-line towards the ROW (right-of-way) or property line.

Building Base: The base of the building clearly defines the realm of the Public Space, provided with the necessary spatial enclosure. The base of the building is also the device that effectively engages the pedestrian defining the character and quality of a street or public space. It also houses the uses with the most intensity and varies depending on the overall building height.

Building Body: the building body is the majority of the building, mainly defined by its structural composition. It houses the main use and engages all fronts.

Body Setback: is a mandatory setback for the full width of the facade, clearly dividing the base from the rest of the building. The distance of the setback varies, but should be noticeable, in order to perceive the change between the two parts. For more, refer to the Architectural Regulations.

Building Top: the building top, could either encompass the last floor of a building and roof, or be the area above the eave or before the parapet line. The building top is determined by the height of the building and is not subject to elements of style.

Note: For setbacks, refer to City of Miami zoning district requirements for details.

General Zone

Buildings

1. Refer to images to the right for suggested building use, building placement, encroachment and on-site parking.

Transition Area

1. Sidewalk material to be either of the following: integral colored concrete mix, standard City of Miami gray concrete, tile or brick pavers.
2. Landscape in this area should not obstruct the pedestrian mobility, nor should it encroach into the sidewalk area. Refer to the plant palette on pages 35 and 36 for suggested plant material.

Sidewalk Area

1. Refer to page 30 for suggested corner treatments.
2. Refer to pages 37 and 38 for suggested street furniture palette and layout for both corners and mid blocks.
3. All sidewalks should be of a uniform material. Preferred material includes integral colored concrete, City of Miami standard gray concrete, tile or brick pavers. The City shall select one of the options which shall become the approved standard throughout the corridor.

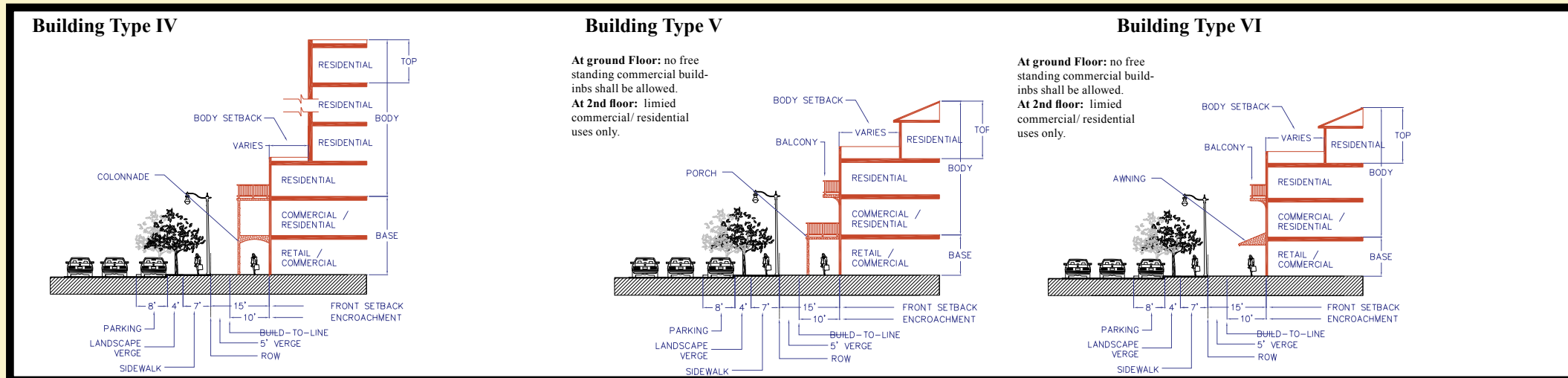
Landscape Verge

1. Hardscape material for this area should match or be complementary to the material for the sidewalk area. Either concrete or pavers would be suitable for this verge.
2. Refer to the landscape palette on pages 35 and 36 for the recommended street trees and understory planting.
3. All street tree sizes and forms shall be per current City of Miami code.
4. Tree pit minimum dimensions should have a minimum opening of 30 sf with a minimum edge being 4 ft. Refer to appendix 'C' for added volume by use of structural soil.

Buffer Area

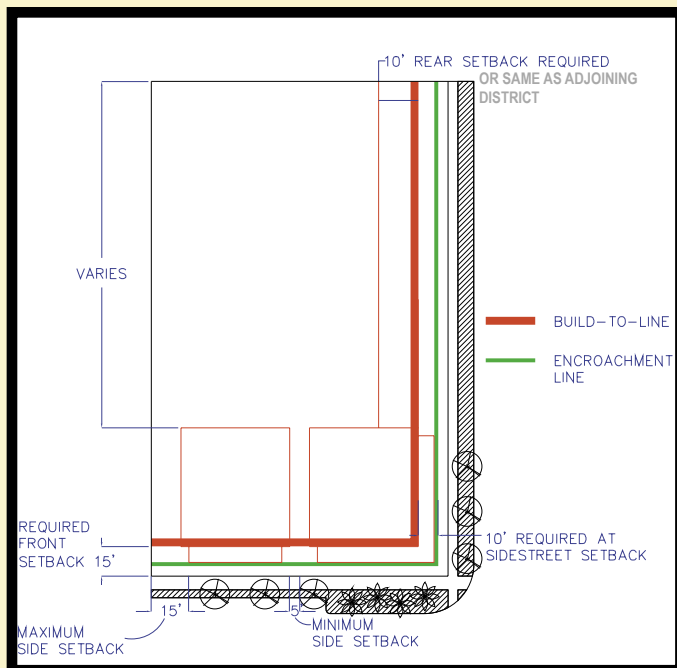
1. ADA spaces per current City of Miami requirements.
2. Refer to appendix 'A' for suggested parking configuration.
3. A landscape island measuring a minimum of 10ft x 8ft should be placed after a run of no more than 10 consecutive on-street parking spaces.
4. Refer to suggested street furniture layout on pages 37 and 38 for typical placement in this area. Minimum setback distance for street furniture from travel lanes should be 2.5 ft from face of curb.

Building Use



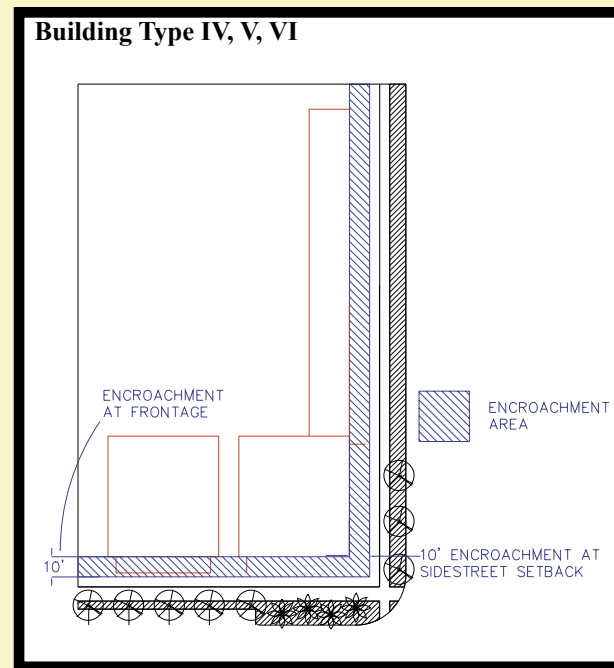
1. Building uses shall be as shown above.
2. Conditional uses shall be per City of Miami SD-23 Special Overlay District Ordinance.
3. The building's base height is recommended to be approximately 16 ft at the ground floor for commercial spaces, and approximately 12 ft for mezzanine/ second/ third floor levels.
4. Width of streetscape elements shall be as shown above.

Building Placement



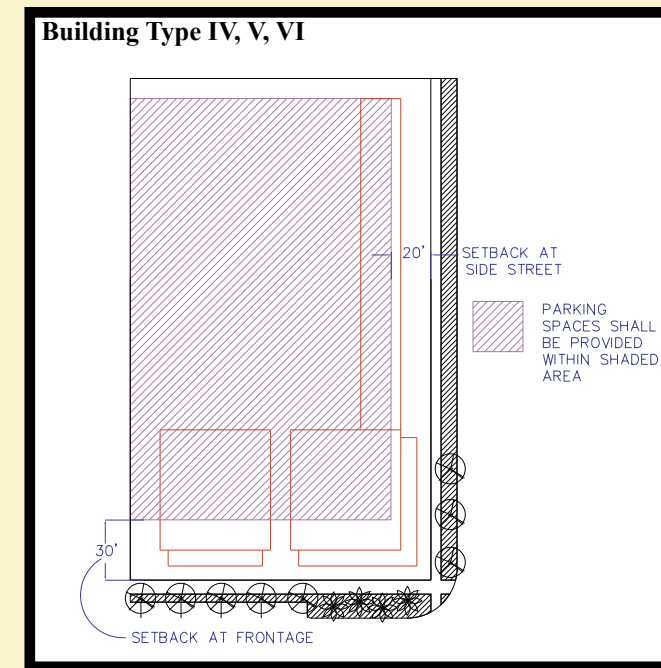
1. Buildings shall be set on lots relative to the property lines as shown here.
2. Building street facades shall extend 75% along the lot frontage.
3. Building rear setback shall be 10 ft or shall be the same as the setback requirement for the adjoining district, whichever is greater.

Encroachment



1. Balconies, awnings and colonnades shall be allowed to encroach in the 10 ft area shown above.
2. Pedestrian-friendly uses such as outdoor seating, landscaping and an extension of the sidewalk are encouraged for this space.

Parking



1. On-site parking spaces shall be provided within the area shown above.
2. Private parking space dimensions and required numbers shall be per City of Miami standards.
3. Public on-street parking spaces shall be 8 ft x 23 ft per City of Miami standards.

Note: For setbacks, refer to City of Miami zoning district requirements for details.

Definitions

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Building Lot Coverage: the maximum area of a lot that may be occupied by a structure.

Permitted Encroachments: arcades, colonnades, open porches, canopies, awnings, balconies, bay windows and stoops.

Encroachment Frontage: is the width of the permitted encroachment in relationship with the overall facade width.

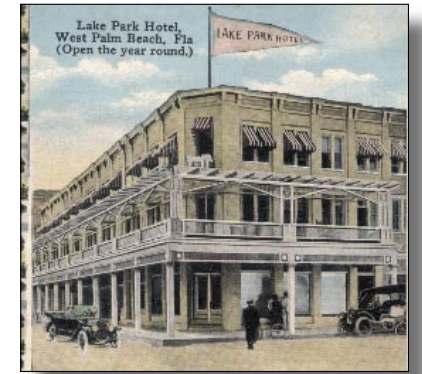
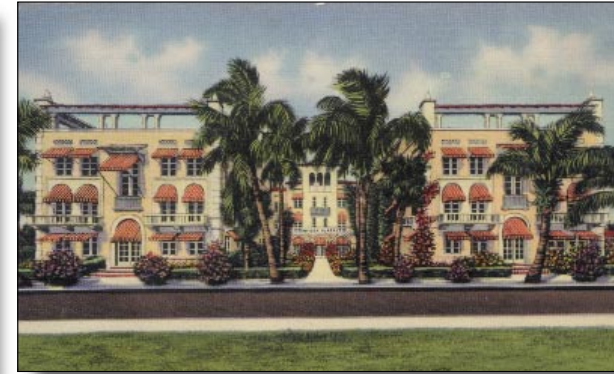
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Architectural Standards

The design and physical definition of the public realm is of vital importance for the urbanism and architectural character of a place. Coral Way's existing contributions to the definition of an authentic urban structure are crucial for the neighborhood and the city. The historical architectural precedents of the city have had an indisputable rich heritage brought from different places, north and south but transformed into a unique South Florida vernacular architecture, that we still see today. Although many Miami neighborhood buildings have been demolished and lost over time, we shall always make references to them because of the importance of their historical and cultural continuity to the built environment.

Existing contributing buildings within Coral Way shall carry forth the legacy of previous buildings and become seamlessly linked to form a cohesive urban fabric.

The importance of the pedestrian should always be primary in the renovation or new construction of any building within Coral Way. Safety is of primary importance to the pedestrian and therefore adequate protection shall be required to accomplish this goal. Close proximity to the sidewalk of buildings with windows on the street can accomplish this perceived sense of security. Accessibility, visibility and openness with sidewalk ramps and clear pathways are essential.

In order to respect the pedestrian, the automobile shall be subservient to the enforcement of pedestrian security. This is not to say that the automobile will not be accommodated, but it should be done, with respect to the urban environment.

A unique expression of the architecture of Coral Way can emanate from the building heritage of South Florida. The use of natural ventilation, which was such an important factor in the formation of earlier Miami buildings, can be efficiently reinforced for modern day conveniences and the efficient use of energy.

Historically buildings in Miami have had the following characteristics:

- Differentiation between public and private buildings.
- Masonry with stucco as a dominant building material.
- Vertical window and door proportioning systems.
- Steady volumetric, without excessive articulation, reinforcing the definition of the public realm.
- The expression of a solid base, a body and a top for the design of facades.
- Protection from the elements at the sidewalks by means of devices such as awnings, canopies or arcades.
- Special corner design conditions as a means of expression to the streets termination.
- High percentage of a frontage wall towards the public realm to clearly define areas of public and private use.
- Courtyards are prevalent for the private use of the building and to help bring light to interior spaces while providing a visual relief to the streetscape.
- The use of balconies to enhance and emphasize special features of the building.



Architectural Standards (Continued)

The Architectural Standards for Coral Way are intended to direct new construction and building remodelings towards the highest quality pedestrian experience. The Architectural Standards are not intended to dictate architectural style, nor are they intended to restrict expression or variety in architecture. Rather these guidelines describe those elements that have the greatest impact on the Public Realm in such a way as to ensure that the impact is positive. The Architectural Standards are concerned only with those elements that directly affect the Public Realm, by being directly adjacent to it (as at the lower floors of buildings) or that can be viewed from within it (as roofs or upper story walls). Most of the effort in writing these standards has been spent on the areas commonly referred to as the ground floor or “Base” of buildings. In multi-story or in the case of existing one-story buildings - these are the pieces that most directly affect the public experience. When designing new buildings, particular attention should be displayed towards recognizing the existing architectural language and emphasizing a relationship with that language. This notion should be applied to all facade designs and building masses.

The Architectural Standards are organized in two parts, relating directly to the Regulating Plan. There are the GENERAL and CENTER Zones respectively. A building in the GENERAL Zone will be expected to meet the conditions of the GENERAL Zone Architectural Standards, the same for buildings in the CENTER Zone. Within each set of standards are descriptions of the most important elements that make up the building aesthetic. Roofs, openings (windows and doors), walls and other building elements are briefly and simply described. As long as new building designs meet the descriptions contained in the standards, they shall be considered to contribute to the character of the Public Realm. Through the consistent administration of the standards and adherence to them, Coral Way will achieve a comfortable, human-scaled environment.

As the standards are concise, it is important to note that the intent of the standards should be held in the highest regard. Variances can be granted (at the discretion of the reviewing body) for architectural merit.

Disclaimer: *These Architectural Standards are aesthetic in nature. There shall be no conflict with the Florida Building Code, City of Miami Zoning ordinance and other applicable codes and regulations. These Guidelines shall not supersede the South Florida Building Code, City of Miami Zoning ordinance and other applicable building codes and regulations.*

Roofs

A. Shapes of Roofs

1. Roofs shall be flat or sloped. If sloped, it shall be steep enough to be visible from the street.
2. Other roof shapes may be considered for Podium Buildings.

B. Flat Roofs

1. Flat roofs shall be required to have a parapet above the roof facing any frontage. The parapet wall shall be a minimum of 12 inches tall (measured above the roof).
2. Any equipment placed on a flat roof is required to be screened by parapet walls or other devices, rendering the equipment invisible from street level.
3. Flat roofs on top of arcades could be used as terraces where outdoor activities could take place.

C. Other Roof Elements

1. Roofs extending beyond building walls must have a minimum 12 inch overhang, but a 24 inch overhang is preferred.
2. Roof penetrations of a mechanical nature (vents, pipes, ducts, etc.) shall not be visible from the street.



Spanish style pitched roof

Facades and Walls

A. Openings

1. Openings on the ground floor shall be encouraged and maximized for store fronts. Along the ground floor, windows, doors, and other openings should cover no less than 75% of the facade to allow a visual connection to the interior of the building.
2. Windows and doors may meet at building corners, or shall be a minimum of 24 inches from the building corner.
3. Shading devices over doors and windows are permitted to be cantilevered and made of any architectural grade material, but shall be fully functional rather than simply decorative.
4. All arcade openings (or “voids”) shall be vertical in proportion.
5. All window and door openings shall be square or vertical in proportion, and any other divisions of openings shall happen as a system of squares or vertically proportioned rectangles. Grouped or “ganged” windows shall be treated as a single opening, unless they are separated by a minimum 4 inch divider.



Use of cornice to divide building facade.



Balconies used to project the facade outwards

B. Elevations

1. All elevations of buildings that can be seen from public spaces shall be designed as “fronts.”
2. Buildings occupying lots with two frontages (corner lots) shall treat both building walls as “fronts.”
3. Buildings identified on the Regulating Plan as terminated vistas shall treat the vista termination with exceptional design attention appropriate to its contribution to the Public Space.
4. Blank walls and blind facades are prohibited.
5. Balconies shall be permitted to assist in projecting the facade. Balconies shall not encroach into the ROW at any time. Balcony design should be in proportion and decorative style with the rest of the facade.
6. Every building shall be designed with a clearly expressed “Base”, “Body” and “Top” in terms of materials, colors and details.

I. “Base”

- a. The “Base” shall consist of the area of wall from ground level to the second floor level. This is the portion of the building with the strongest relationship to the street environment, and pedestrian activity. The base should be emphasized in terms of materials, color, signage and architectural details. The height of the base should range between 16 to 20 feet.
- b. The transition from “Base” to “Body” may be expressed either:
 - i. Horizontally, through a shift in the vertical plane toward the interior; or,
 - ii. Vertically, through a change in building materials along a level line.

II. “Body”

- a. The “Body” shall consist of the area of wall from the “Base” to the “Top”.
- b. The transition from “Body” to “Top” may be expressed either
 - * Horizontally, through a shift in the vertical plane toward the exterior; or,
 - * Vertically, through a change in building materials along a level line.

III. “Top”

- a. The “Top” shall consist of the area of wall from the top floor level to the parapet, or the area of wall from the roof line to the top of the parapet wall.



Monumental facade treatment



Building with an arcade



Plain facade with small awnings



Material change to divide facade



C. Wall Materials

Commercial buildings should reflect their permanence and context with walls of masonry construction and a special emphasis on stucco veneer. Buildings whose walls are made of stone, brick or EIFS will be referred to as “masonry buildings.” Buildings with wall material that is wood or fiber-cement siding will be referred to as “wood buildings.”

Building walls shall be made of stone, concrete (finished with stucco), brick, or EIFS (detailed like stucco).

Stone walls shall be left natural.

Brick walls may be painted or left natural.

EIFS walls shall be “color-through.”

Stucco finishes shall be painted.



Brick walled building



Stucco detailing



Windows with brick trim



Window with concrete trim

D. Wall Configurations

It is the local tradition to house commercial establishments in simple buildings. The following guidelines are intended to allow for variety, while ensuring a homogeneous streetscape. All of the walls of a single building should be made of a single material (even if the building houses more than one business).

Walls may be made of two materials, but the change in material must occur at the first floor line (top of the foundation) or at the second floor line of buildings that have more than two stories, and must occur around the entire building in a horizontal line. Additionally, the visually “heavier” material shall be below the visually “lighter” material (e.g., exposed stone shall go below a stucco finish facade). Where wall materials change, trim is required (e.g., a decorative brick course, a stone cap, or a decorative stucco treatment).



Variety in store fronts



Colorful facade with planting



Marble trim



Wood trim



French doors that are more than 50% glass



Spandrel glass or black glass in prohibited

E. Trim Materials Around Windows

- Trim around windows and doors shall follow the basic construction techniques for the materials used in the building being served.
- Window heads and lintels of brick buildings shall be in the form of brick flat arches, brick jack arches, brick soldier courses, precast concrete lintels or cut and dressed stone lintels.
- The window sills of brick buildings shall have a stucco finish, or be of exposed brick, precast concrete, or cut and dressed stone.
- The window heads and lintels of stucco finish buildings shall be made of precast concrete, have a similar stucco finish, or be of cut and dressed stone.
- The window sills of stucco finish buildings shall be made of precast concrete, have a similar stucco finish, or be of cut and dressed stone.

F. Trim Materials Around Doors

Trim around windows and doors shall be simple and appropriate to the construction techniques of the building. Masonry buildings require masonry arches or lintels at all doorways, and masonry arches or lintels and sills at all openings. On masonry buildings, the lintels shall always be flush with the wall, while the sills shall project from the face of the building a minimum of one-half inch from the wall.

EIFS-clad buildings may omit an expressed lintel, but must include an expressed sill at all windows, following the techniques of traditional stucco detailing.

G. Storefront Materials and Finishes

- Storefront finishes are limited to paint or may be left unpainted if the principal wall material is exposed.
- Storefronts should be finished with appropriate materials that reflect the context and permanence of the building. Suggested finishes include stucco, exposed stone, brick, and precast concrete.
- Masonry commercial buildings may be finished in stucco and painted subject to approval by the design review committee.



Stucco finished storefronts

H. Storefront Configuration

- Storefront materials should, in addition to relating to the historical examples, be low maintenance and allow unobstructed views into the space inside- to promote window shopping. The use of glass should therefore be encouraged.
- Windows and door frames of retail establishments shall be made of wood or ESP (Electrostatic Paint) aluminum.
- Doors (excluding service or garage doors) shall be more than 50 % clear glass.
- All glass used in storefronts shall be clear (not frosted, textured or otherwise affected) and provide an unobstructed view of a minimum of 6ft into the establishment.
- Black glass or “spandrel glass” (glass that is painted black and/ or otherwise made to be opaque) is prohibited.
- Art glass may be approved by special permit.



H. Storefront Configurations (continued)

- Storefronts are the most important element of a commercial building, and should reflect that importance with careful design. Storefronts must be designed as a unified combination of windows and doors, signage, color and awning or canopy.
- Windows and doors of retail establishments should occupy no less than 60 % of the total storefront.
- When a storefront occupies a corner property, the principal entrance to the building shall be at the corner, or appropriately reflect direct access from the corner.
- Garage and service doors shall not be placed near the storefront, and should be placed on the rear elevation.
- Windows should be set a minimum of 18 inches above the ground and within 12 inches of the ceiling, reflecting the floor heights of commercial spaces.
- Operable transom windows are encouraged above doors and storefront windows.



Distinct storefront configurations

I. Storefront Colors

- Historically, colors of buildings were left to individual discretion and helped create a vibrant streetscape. In this tradition, the following shall apply:
- The principal color of commercial establishments shall be selected from a limited palette of pastel colors for storefronts.
 - One trim or accent color may be used in addition to the principal color and shall be complementary to the principal color.
 - All storefronts of commercial establishments or residential structures shall be painted with a high-gloss for metal or wood storefronts, with the exception of stone or brick storefronts.
 - Stone storefronts shall be left unpainted.
 - Stucco finishes may vary in style. All stucco finished storefronts shall be painted.

J. Awning and Canopy Material

- Materials of awnings and canopies shall be limited to the traditional materials of those elements.
- Awnings of all buildings shall be made of canvas or solution-dyed acrylic fabric.
- Internal structure of awnings shall be metal.
- Canopies of all buildings shall be made of wood, metal or glass.
- Canopy support shall be provided by metal rods, metal wire, cables, or metal brackets.



Canvas awning supported by metal internal structure



Wood and glass canopy supported by metal hangers

K. Awning and Canopy Configuration

- Awnings and canopies may be used for commercial storefronts. However, their use must be principally functional – to afford protection from the elements, and their design must reflect their utility- and are not to be used as a substitute for signage.
- Awnings and canopies of commercial establishments and residential structures shall be permitted to encroach over the sidewalk at least 6 ft or as the sidewalk permits.
- Awnings shall be triangular or curved in section. Awnings may have side panels, but shall not have a panel enclosing the underside of the awning.
- Awnings should be within reach from the sidewalk at the vertical flap.
- Awnings may have lettering on the vertical flap only. Lettering on the vertical flap should not cover more than 50% of the flap.
- Awnings shall not be internally illuminated.
- Canopies shall extend horizontally from the building and shall be supported by wires, cables or brackets.
- Awnings and canopies shall not be used above the base of a building.



Awning with lettering on vertical flap



Awnings shall not be internally illuminated

L. Arcades

- An arcade is a roof or building structure extending over the sidewalk, open to the street and sidewalk except for columns or piers.
- Arcades should be a minimum height of 10 ft (excluding signage or lighting) and a minimum clear width of 8 ft inside column face.
- The width of the arcade columns should not exceed 36 inches in diameter. In any case, positioning of such columns should attempt to minimize the obstruction of views into the store fronts.
- Arcades should not cause roof drainage into the public right-of-way.
- Along the building side of the arcade, large windows should be utilized to increase light and safety within the arcade.
- Lighting levels in an arcade should be sufficient to permit easy surveillance from the street, while recognizing the need to prevent glare in the stores.
- Seating, decorative planting and other elements which stimulate pedestrian interest should be encouraged along colonnades.
- Paving materials inside the arcade should, if possible, match the material of the adjacent sidewalk (if the sidewalk has decorative paving materials). If the sidewalk does not have paving materials, then the arcade pavement should be of a decorative material.
- Signs on the exterior wall of the arcade should not be permitted.



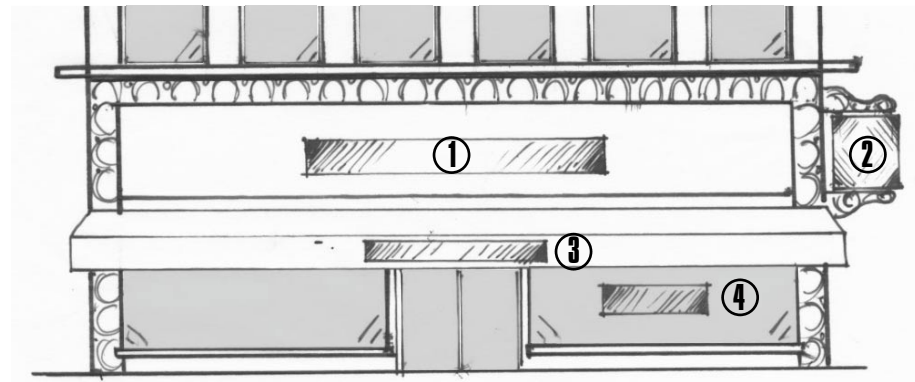
Arcades should include ample lighting and visibility to the store fronts. Arcades should be wide enough to allow for continuous pedestrian movement as well as provide for seating and displays.



M. Paint

- The color chosen to paint a particular structure is crucial to the exterior appearance it also affects the character and established relationships to adjacent structures in terms of contrast or combination. The color chosen for structures along the Coral Way Corridor should be connected to and influenced by a coherent color scheme that addresses the larger community’s desired character.
- All exterior colors should be selected from a pre-approved color chart (suggest utilizing Central Business District Community Appearance Code as a go-by).

Signage



- 1 - Wall Sign** - Total area = For signs 15 ft or less above grade, length of facade frontage x 1 sf. For signs 15 ft to 50 ft above grade, maximum of 50 sf in area for every 100 ft of length of building oriented toward Coral Way.
- 2 - Projecting Sign** - 120 sf (if it protrudes less than 3 ft from wall, and 80 sf (if it protrudes 3 ft to 4 ft from wall)
- 3 - Awning Sign** - Four (4) sf per establishment
- 4 - Window Sign** - Window area x 20%

N. Signage Configurations

- Signage of commercial establishments should be in keeping with the local tradition of simplicity, unassuming lettering and iconography-refer to City of Miami Sign ordinance and SD-23 Coral Way Special Overlay District ordinance.
- Signage of commercial establishments should be no larger than 2 ft in height (for horizontal signs) and 2 ft in width (for vertical signs).
- Signs shall be illuminated externally, internally or back lit. “Projecting” signs may be attached perpendicular to a building wall, but shall extend no further than 4 ft from the building wall, whether horizontally or vertically oriented.
- Lettering may be applied or painted directly onto storefront glass, by special permit.
- No building may use more than one type of sign at a time.



Vertical projecting (max. extension 4 ft)

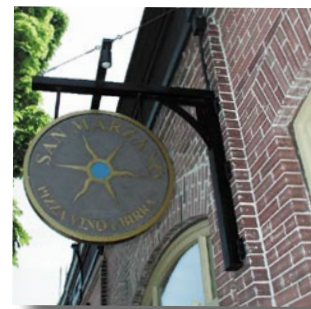


Horizontal projecting (max. extension 4 ft)

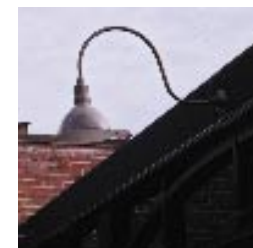
O. Signage Lighting

Signs may be illuminated in one of the three following ways:

- Externally, with fixtures affixed to the building or the sign, and shall wash the sign in color-corrected light;
- Internally, within individual characters or icons that shall have a colored, translucent lens; or,
- Back-lit, with the light fixtures hidden completely behind individual characters and/ or icons.



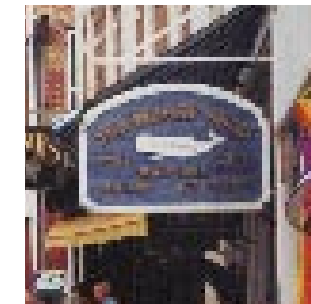
Signage lighting attached directly to sign



Wall lighting

P. Signage Materials and Layout

- Signage is to be constructed of local traditional materials. Signs of commercial establishments shall be made of durable materials such as metal, wood, or synthetic material and shall meet local building codes.
- Lettering and iconography may be made of wood, synthetic wood, metal or plastic.
- Signs may be painted directly on the wall, by special permit.
- Signage lighting shall be affixed to the building or to the sign and shall wash the sign in color-corrected light.
- All signage lighting shall be shrouded and render the light source invisible from public view whenever possible.
- Neon signs should not be allowed.
- Refer to City of Miami sign ordinance and SD-23 Coral Way Special Overlay District ordinance for: location of signs on the facade, size of signs, and number of signs per establishment and independently mounted channel letter signs.
- Signs should not exceed 50 sf in area for every 100 ft of length of a building wall oriented toward Coral Way.
- A Class II Special Permit plus review by the Urban Development Review Board is mandatory for signs 15 ft above grade that exceed the allowable 50 sf of sign area.
- Area of signs should not exceed 1.5 sf for each linear foot of building wall frontage on Coral Way.
- For signs 15 ft or less above grade, should be limited to 1sf of sign area for each linear foot of wall frontage on Coral Way.



Wood sign



Synthetic wood sign

Q. Shutters

- The total width of shutters should not be less than the width of the opening they adjoin.
- Shutters should be architecturally designed to enhance the structure. No shutter should be placed on a structure so that it will alter or conceal architectural features or details of a structure.
- All shutters, bars, grilles and similar security devices should be installed so as to have their rails, tracks, housing and permanent components concealed or disguised from plain view.
- These devices, when possible, should be installed in the interior of a building, and should be concealed completely during business hours.
- Track-guided rolling grille curtains, which when open are fully contained within a housing and when closed can be seen through, are encouraged.
- Solid, industrial type roll-up shutters shall not be permitted.



Parking

A. Screenwall Configuration for Parking

- Screenwall configurations are selected for effectiveness in impeding the view into parking lots and are to be built in accordance with local building tradition, to preserve the continuity of the streetscape.
- Screenwalls shall be located at all parking lots in view of a public street, and must screen the length of the parking lot from view, except from access drives.
- Screenwalls shall be 36 inches in height, measured from the grade on the public side of the wall within the parameters of the local building code and appropriate visibility triangles.
- Masonry screenwalls shall be encouraged whenever possible.
- Hedges, which shall be planted at a minimum of 36 inches at installation and shall have no spaces between plantings, may be used in addition to screenwalls.
- Metal fences, in combination with masonry wall, shall be permitted.
- Masonry and metal screen walls, shall be permitted.



Trellis, low wall and benches shielding parking



Low wall shielding parking



Exposed parking areas fronting Coral Way shall be prohibited

B. Parallel Parking

- These standards recommend on-street parking along the perimeter of the blocks.
- Parallel parking, in a busy street such as Coral Way, provides a sense of security for the pedestrian walking by the busy thoroughfare. The parked cars provide a barrier that protects and divides the pedestrians from traffic.



Cars next to a sidewalk provide protection to pedestrians.

C. Front Yard Setback - Not for Parking

- Buildings that are existing with a setback, used primarily for parking, shall be encouraged to make use of this front space for the use of the public with outdoor seating such as a cafe or restaurant.
- These areas, fronting the public right of way, shall be treated with compatibility, in materials and designs, with the sidewalk as prescribed in these standards. There shall not be drastic changes in materials that are not compatible with the adjacent right of way street standards.



The front yards of existing buildings with a setback shall be dedicated to the public



Front loaded parking - backing into the street shall be prohibited

D. Parking Structures

- No parking should be allowed on the ground floor of buildings fronting Coral Way.
- Upper floor elevation design should be integrated into the architecture of the lower floors.
- Prefer commercial or residential uses at lower floor facing street with parking situated behind.



This building offers public parking on top of ground floor retail and office space. The parking deck facade has been designed to blend into the design for the other half of the building which is a six story office tower.

Mechanical and Electrical Equipment

- Rooftop or groundfloor mechanical and electrical equipment such as that used in air conditioning fans, water cooling towers, electrical transformers and any other type of mechanical, electrical or service equipment should be screened from view by a parapet, some other type wall or screening that conforms to the rest of the building.



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Additional Thoughts...

Whether it is private or public, in order for the corridor to succeed as a center for activity, it must have a strong sense of cohesiveness in its design. These guidelines and standards establish a common language for both private and public sector improvements to Coral Way with the intent of a unified building style which is rich in variety and respectful to the heritage and significance of the built and natural environment of Coral Way.



Making use of frontages:

In the case where buildings have a setback from the property line the opportunity of making better use of the frontage shall be encouraged. Unfortunately, to the demise of the pedestrian, most of these frontages are used for head-on parking. If the space is used for outdoor dining, such as this illustration, the place can become alive with pedestrian activity,



Mid block connections:

In places where there is an opportunity of a mid-block connection, or rear access to a parking area, a creative treatment of the frontage shall be encouraged. This illustration shows the use of a low wall with metal fence, special paving patterns, and landscape to mark the special character of this place.



The street as an open public room:

Only by a seamless connectivity of buildings can the walls of the public room of the street be defined. Buildings that call too much attention to themselves do not contribute to a calm and steady street frontage, thereby destroying the sense of place. A cohesive architectural language of masonry, common attachments and fenestration treatments can accomplish these standards as illustrated here with the Santa Barbara, CA standards.



Buildings next to open parking spaces:

The use of low walls and building attachments, such as stairs and trellises, can provide a continuous frontage where there are no buildings to the rear. As in the place of the urban gap, left by an open parking area, is important to be treated in a special way so as to encourage a well defined urban structure for the street.



Buildings seamlessly linked;

The continuity of a street frontage is achieved by simple well related buildings that are seamlessly connected to their neighbors. Even in the case of an open space, the use of walls, landscaping and paving provides a cohesive environment that makes a place beautiful.



Wall configurations for parking frontages:

The use of a low wall, trellises, benches and planting, as illustrated in this photograph, is a positive gesture towards the public realm that contributes to a pedestrian friendly environment.



Parking shielding:

The use of a low wall can be a very effective way of shielding the pedestrian from a parking lot. Additional landscaping, in conjunction with the low wall, can add interest and continuity to the gap in the urban structure.



Arcades:

Arcades are effective only when a pedestrian is able to continue walking under them and through to the other side of the building in his trajectory towards his destination point. No arcades that are truncated shall be permitted.



Street terminations:

Side streets ending on the main thoroughfare of Coral Way can be terminated by a prominently placed architectural element in the street frontage, to help establish a sense of place.



Corner building termination:

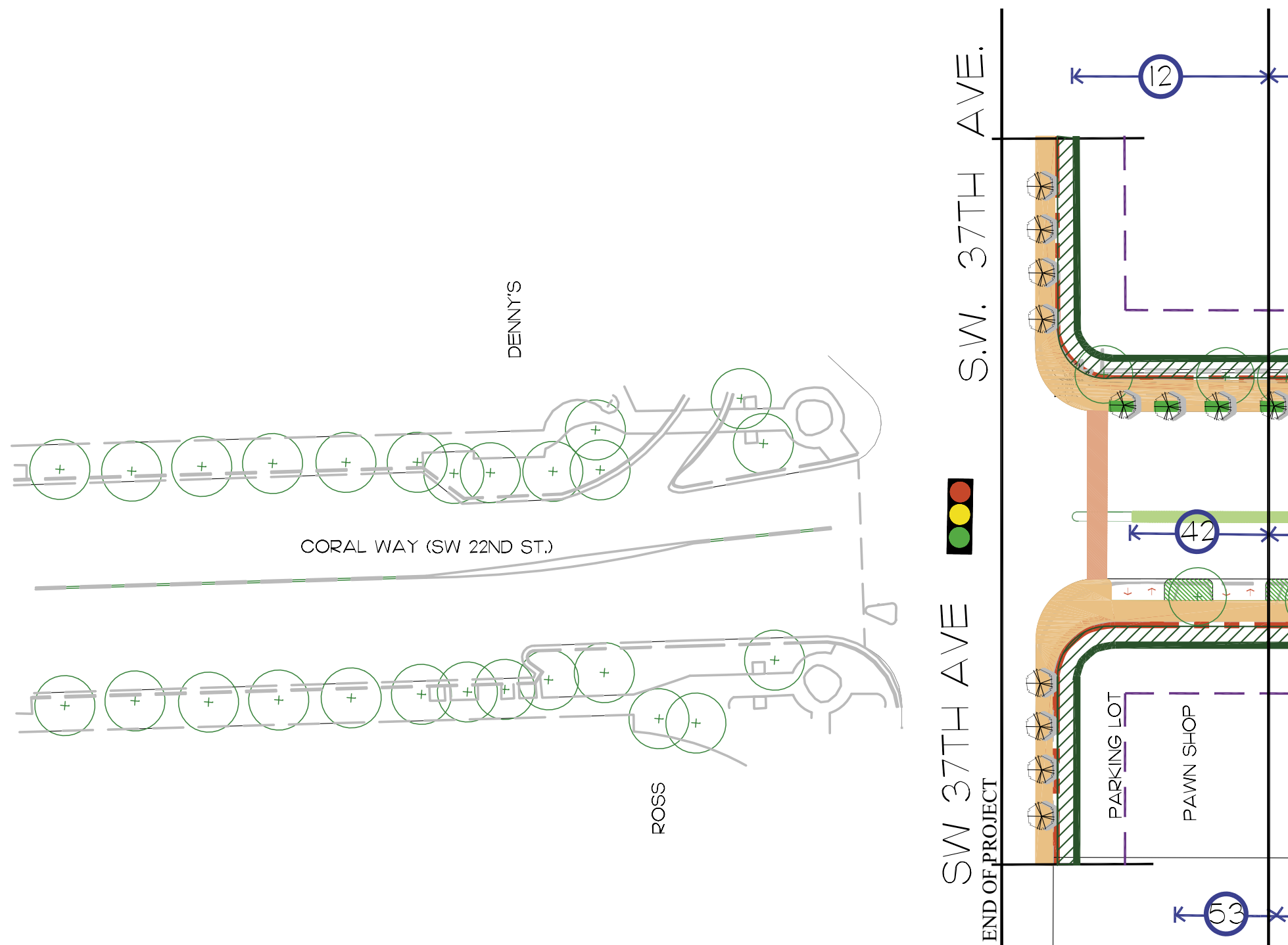
In order to define the urban structure with buildings, special corner conditions shall be required to help define the end of the block. Volumetric massing of buildings, as the one shown above, illustrate a tower like element reinforcing the corner.



Appendix:

Appendix

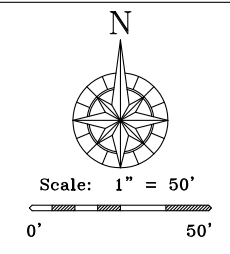
- + APPENDIX 'A' - TECHNICAL LAYOUT SHEETS
- + APPENDIX 'B' - STREET PLANTING DIAGRAMS
- + APPENDIX 'C' - TYPICAL URBAN DETAILS
- + APPENDIX 'D' - ANALYSIS BOARDS
- + APPENDIX 'E' - SIGNAGE AND SPECIAL FEATURES
- + APPENDIX 'F' - COMMUNITY INPUT
- + APPENDIX 'G' - ALTERNATIVE INTERSECTION DESIGNS



GENERAL NOTES:
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2. INFORMATION FOR THIS DOCUMENT IS BASED ON AVAILABLE DATA, WHICH INCLUDES FDOT ROADWAY PLANS, AERIALS, AND FIELD OBSERVATION. FUTURE PLANS WILL REQUIRE AN UPDATED, SIGNED AND SEALED TOPOGRAPHICAL/ BOUNDARY SURVEY.

3. EXACT LOCATIONS OF DRIVEWAYS ARE SUBJECT TO CHANGE BASED ON THE UPDATED SURVEY.

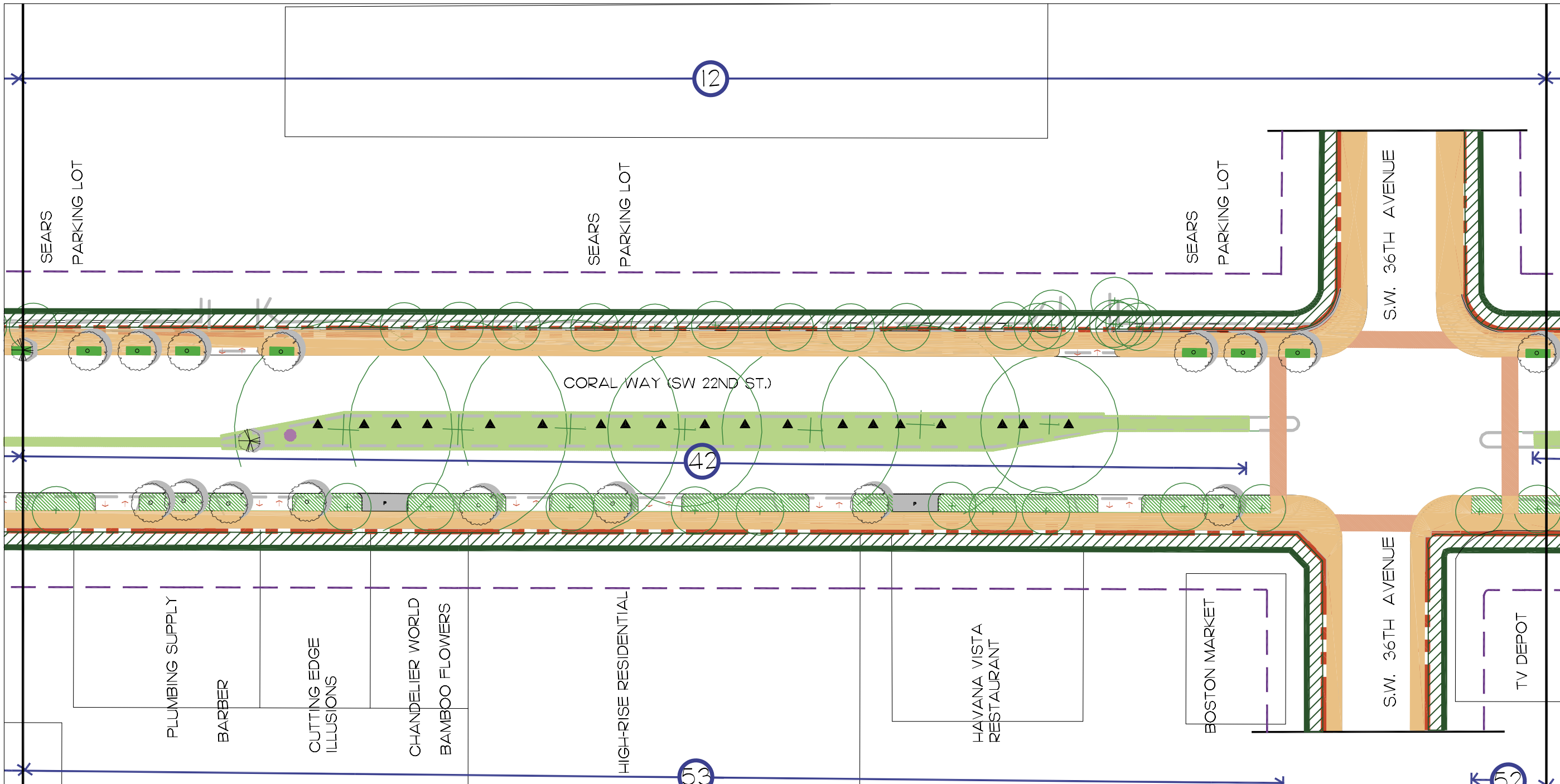


LEGEND:	
	RIGHT OF WAY
	EXISTING EDGE OF PAVEMENT
	PROPOSED BUILDING SETBACK
	PROPOSED VEHICULAR AREA SETBACK
	SIDEWALK ZONE
	LANDSCAPE AREA
	EDGE ZONE (PARALLEL PARKING/BULBOUTS)
	MEDIAN PLANTING
	ALLOWABLE ENCROACHMENT ZONE FOR AWNINGS, ARCADES, COLONNADES, & BALCONIES
	EXISTING BANYAN TREE
	EXISTING CANOPY TREE
	PROPOSED CANOPY TREES
	PROPOSED FLOWERING TREES
	EXISTING PALMS
	PROPOSED PALMS
	PROPOSED LANDSCAPE UPLIGHTING
	PROPOSED ART IN PUBLIC PLACES
	PROPOSED IRRIGATION ZONE
	EXISTING AND PROPOSED DRIVEWAYS



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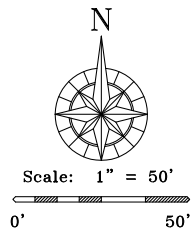
MATCH TO SHEET 60

MATCH TO SHEET 62

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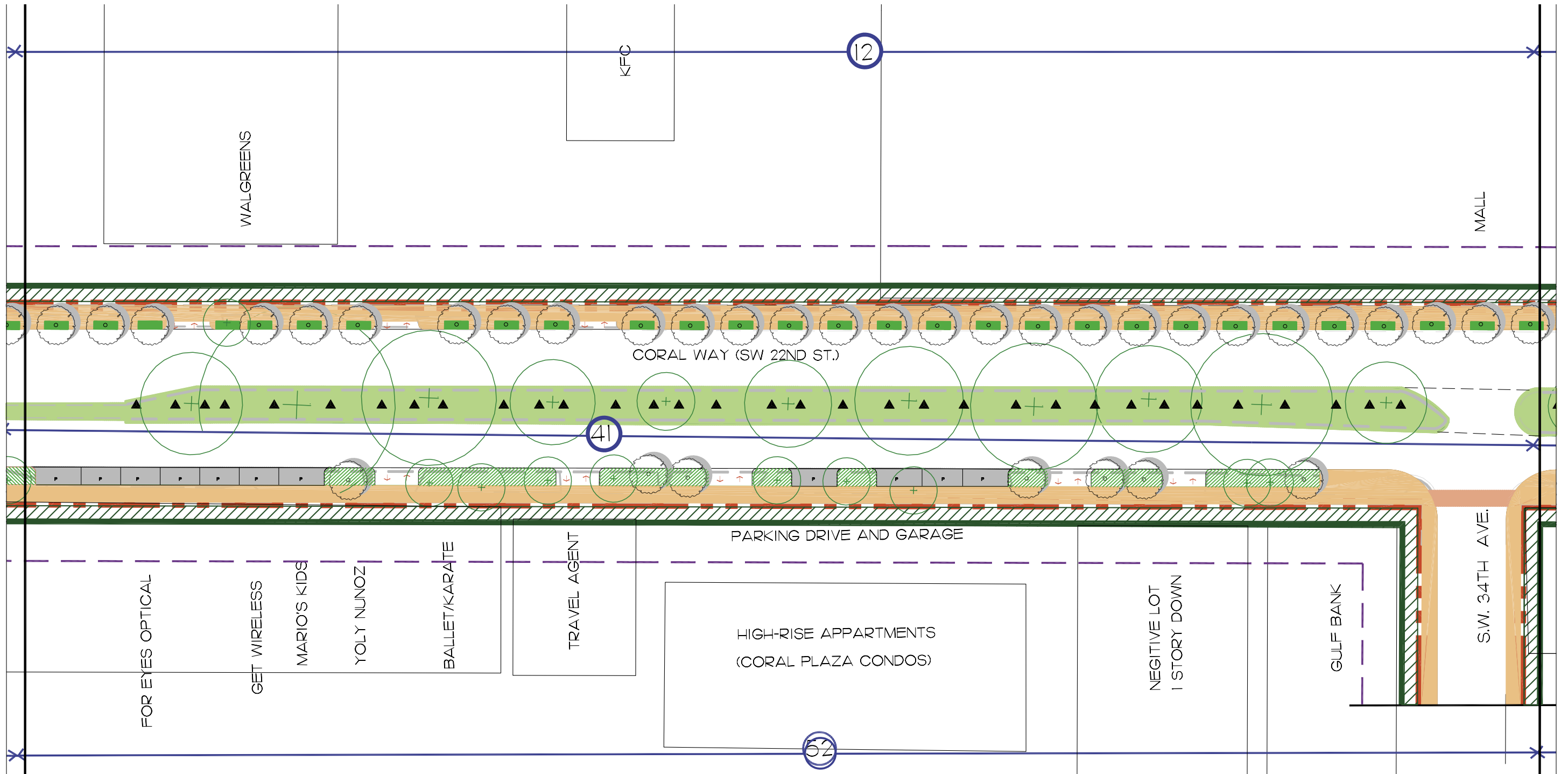
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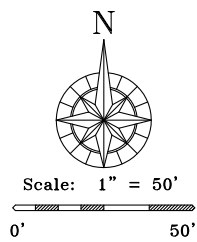




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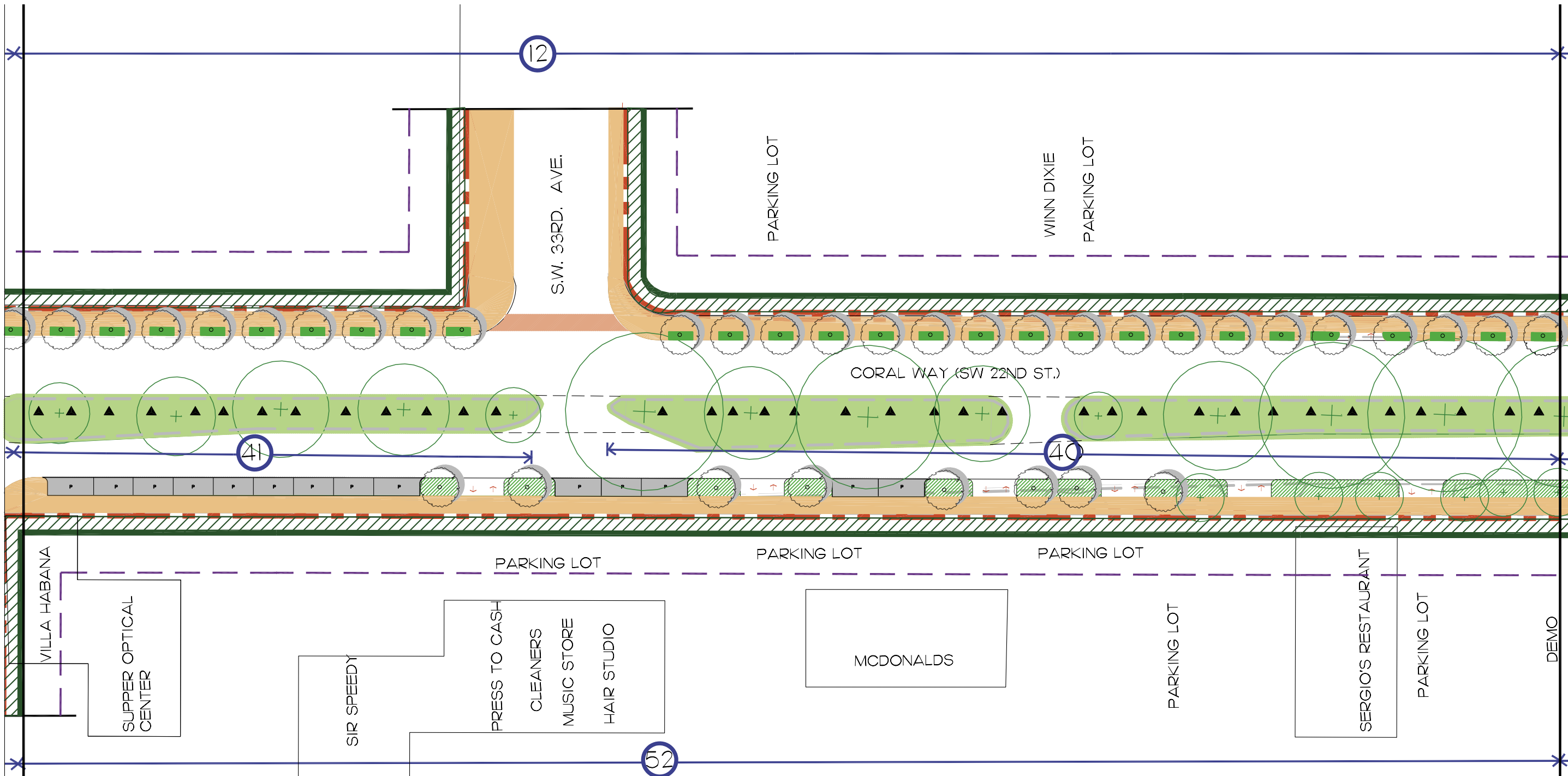
MATCH TO SHEET 61

MATCH TO SHEET 63



Coral Way Beautification Master Plan & Design Standards

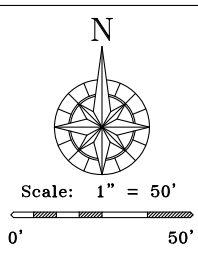
City of Miami



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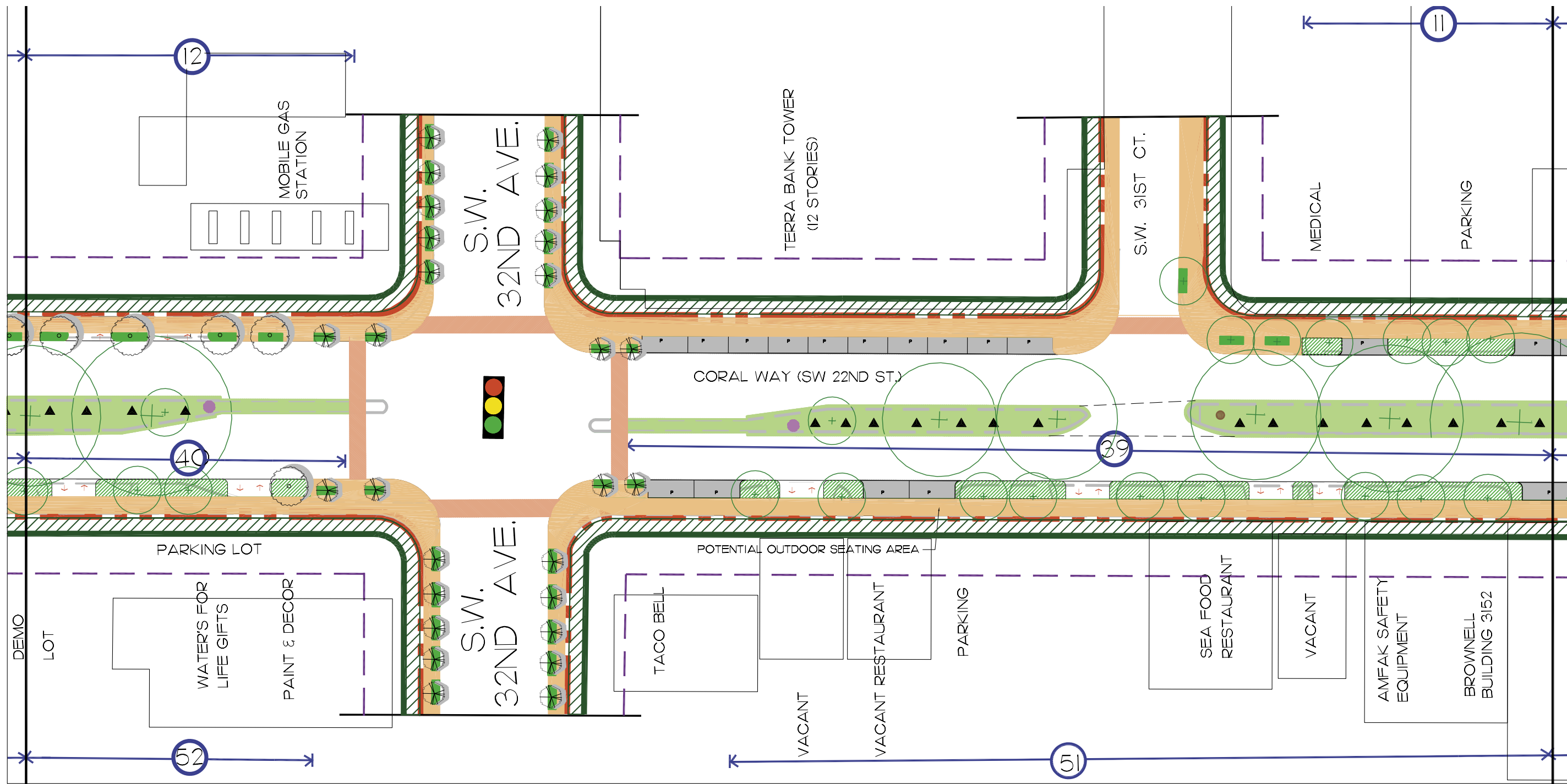
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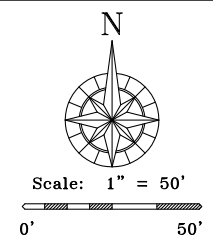




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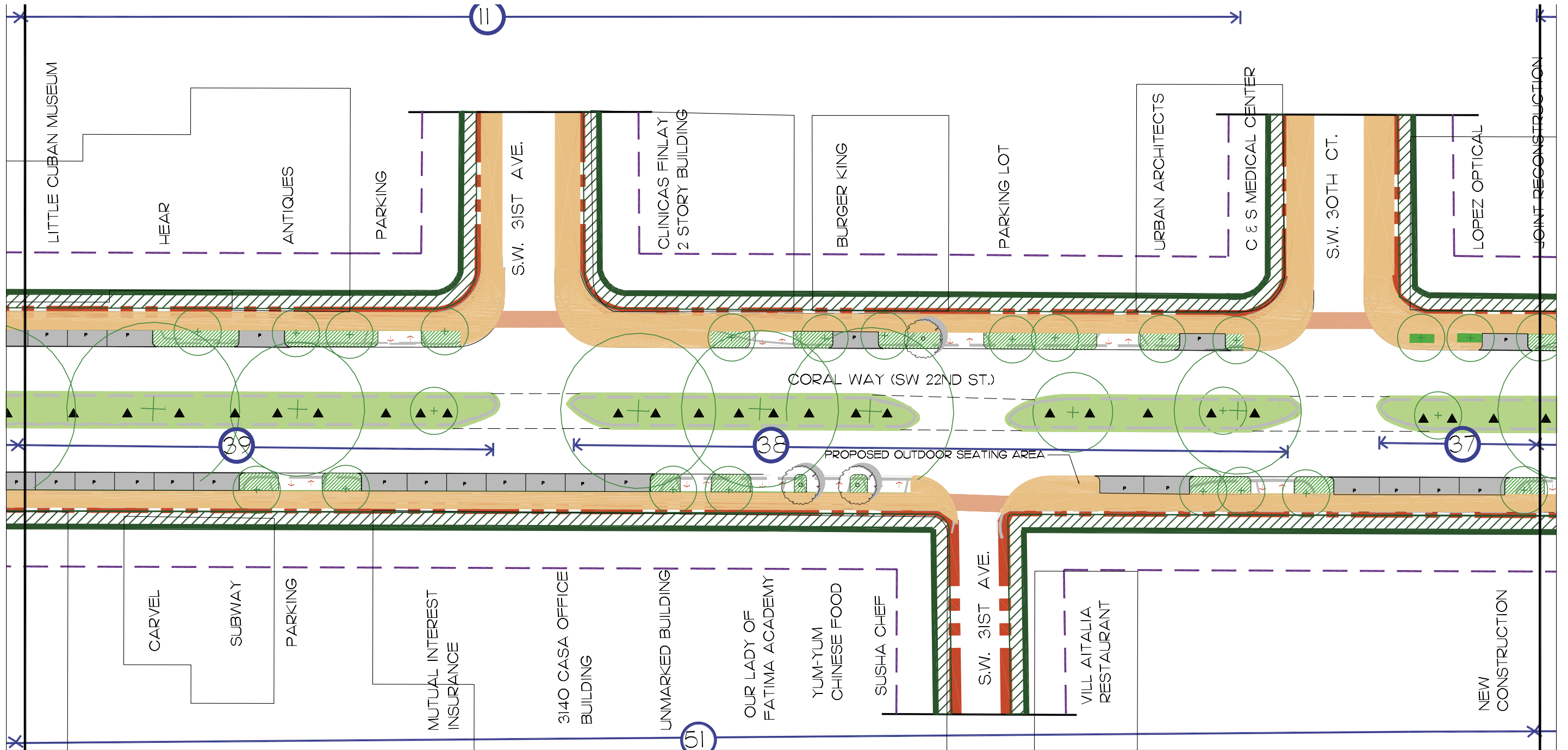


LEGEND	
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	PROPOSED VEHICULAR AREA SETBACK
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Coral Way Beautification Master Plan & Design Standards

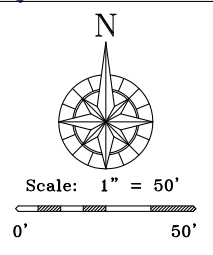
City of Miami



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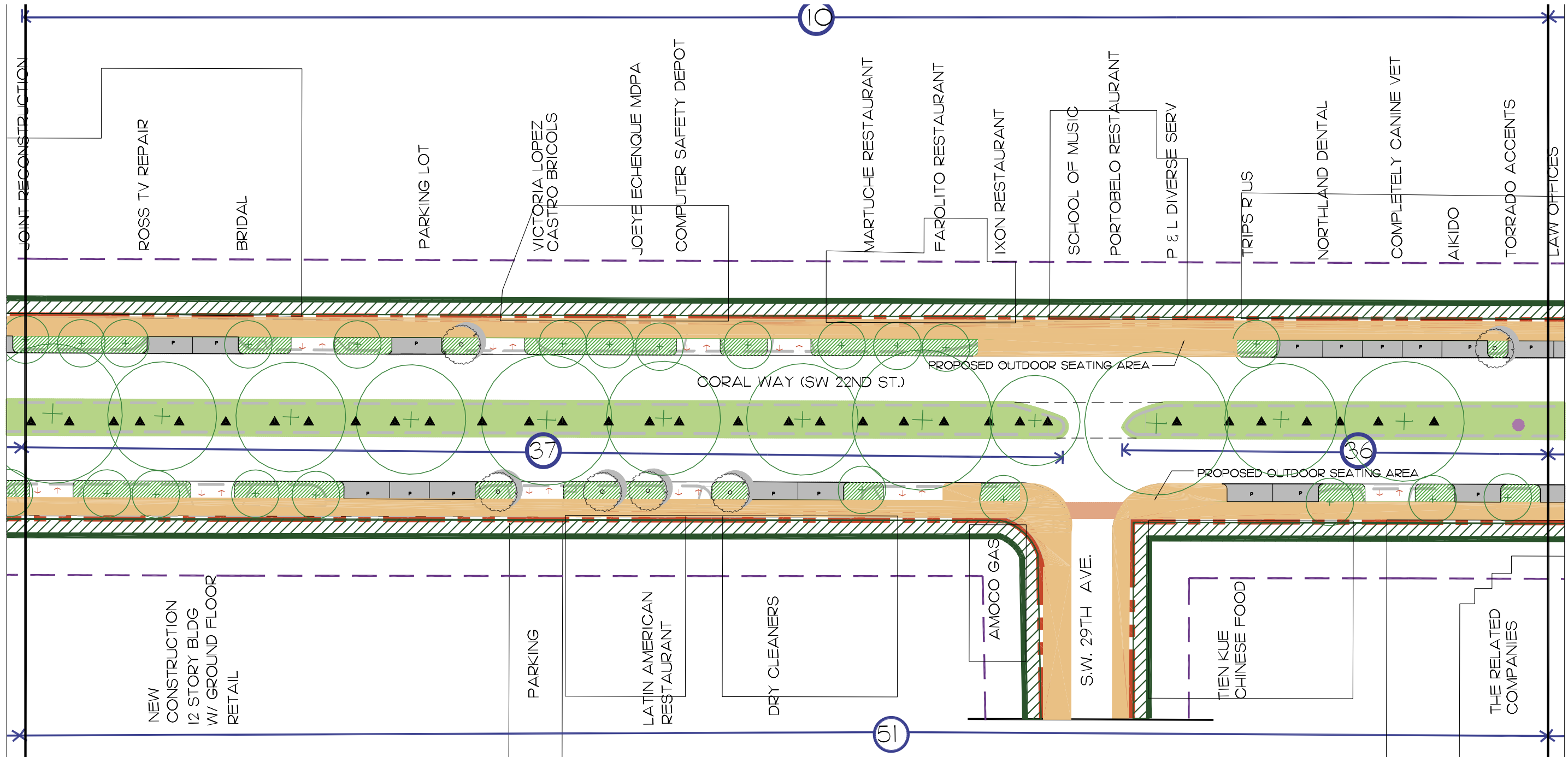


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MATCH TO SHEET 64

MATCH TO SHEET 66





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LEGEND:

	RIGHT OF WAY		MEDIAN PLANTING		PROPOSED CANOPY TREES
	EXISTING EDGE OF PAVEMENT		ALLOWABLE ENCROACHMENT ZONE FOR AWNINGS, ARCADES, COLONNADES, & BALCONIES		PROPOSED FLOWERING TREES
	PROPOSED BUILDING SETBACK		EXISTING BANYAN TREE		EXISTING PALMS
	PROPOSED VEHICULAR AREA SETBACK		EXISTING CANOPY TREE		PROPOSED PALMS
	SIDEWALK ZONE				PROPOSED LANDSCAPE UPLIGHTING
	LANDSCAPE AREA				PROPOSED ART IN PUBLIC PLACES
	EDGE ZONE (PARALLEL PARKING/BULBOUTS)				PROPOSED IRRIGATION ZONE
					EXISTING AND PROPOSED DRIVEWAYS

Scale: 1" = 50'

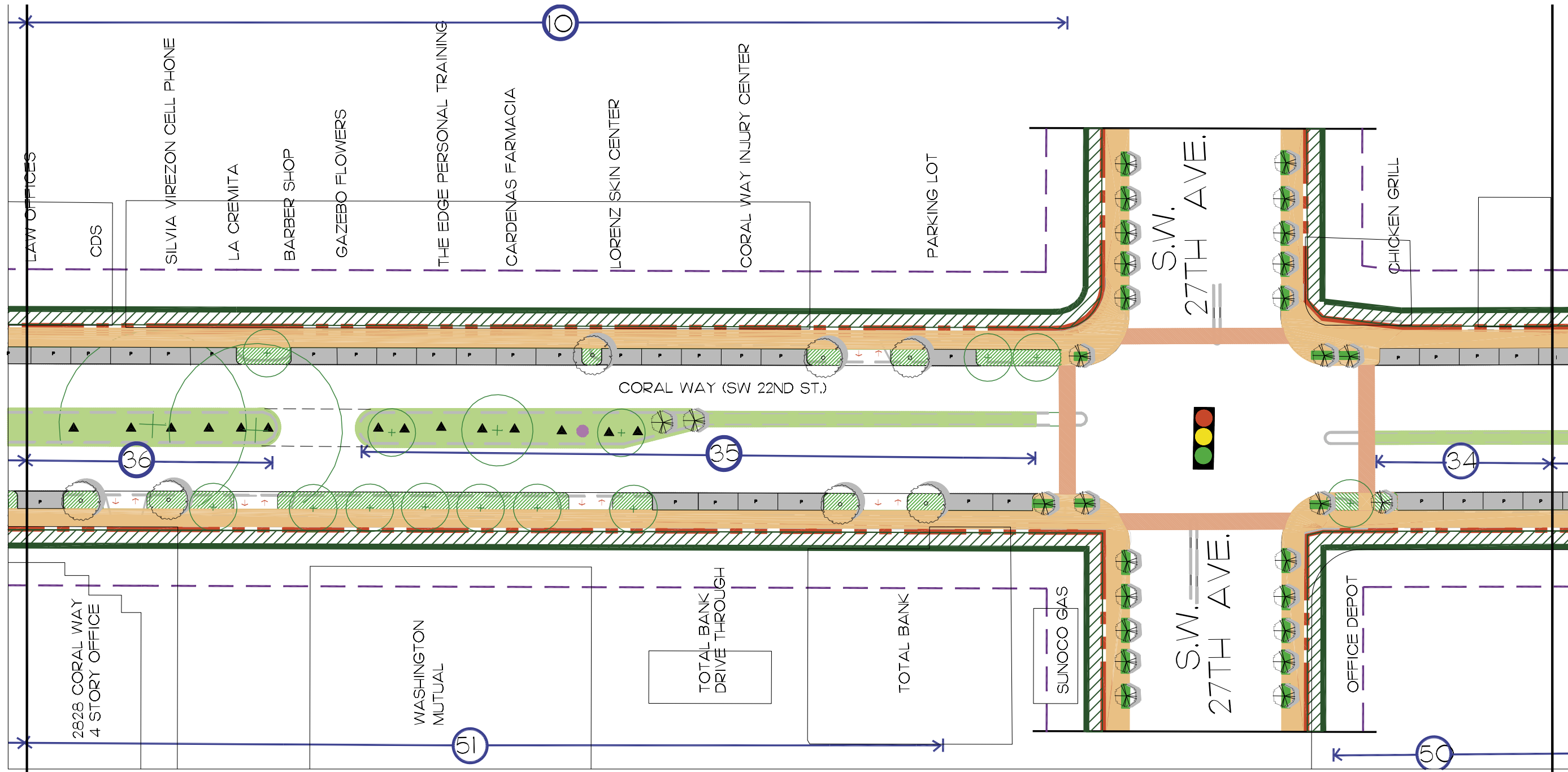
Scale: 0' 50'

Scale: 0' 50'



Coral Way Beautification Master Plan & Design Standards

City of Miami



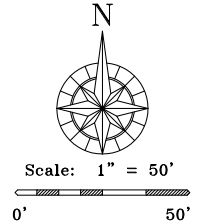
MATCH TO SHEET 66

MATCH TO SHEET 68

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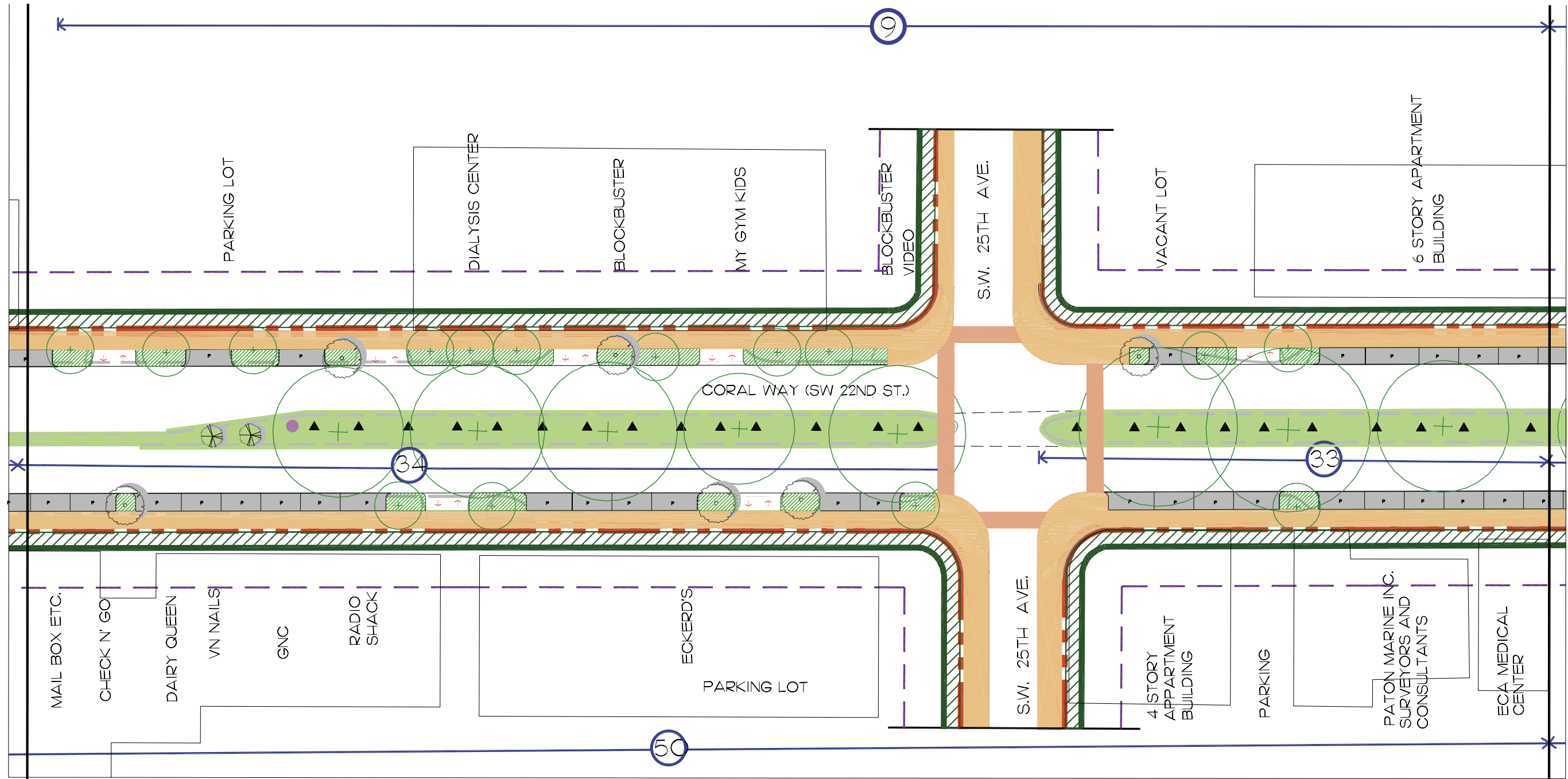
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- LEGEND:**
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 - PROPOSED BUILDING SETBACK
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Coral Way Beautification Master Plan & Design Standards



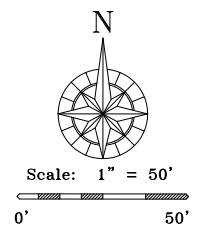


MATCH TO SHEET 67

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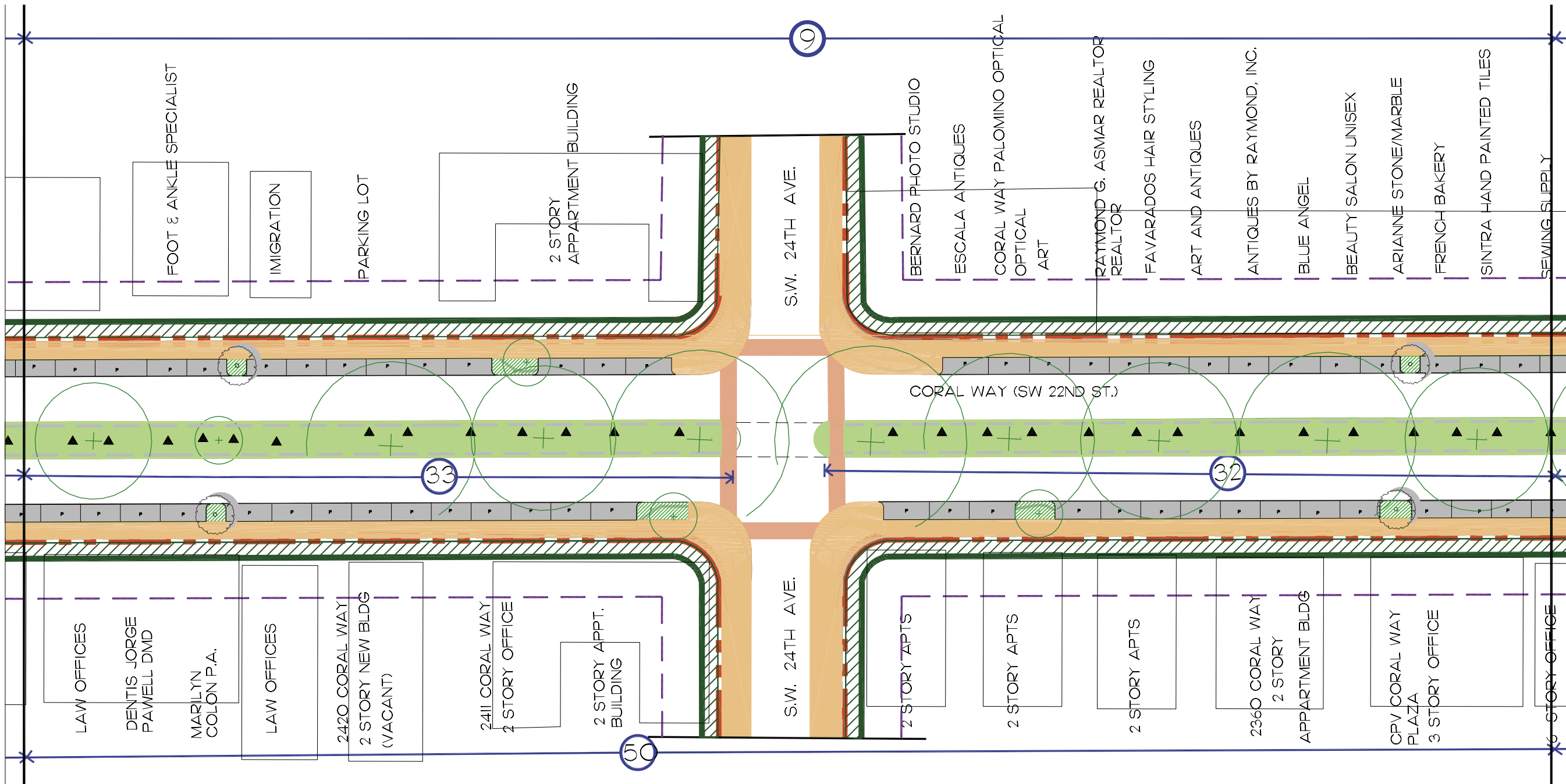
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	EXISTING EDGE OF PAVEMENT		EXISTING BANYAN TREE		EXISTING PALMS
	PROPOSED BUILDING SETBACK		EXISTING CANOPY TREE		PROPOSED PALMS
	PROPOSED VEHICULAR AREA SETBACK				PROPOSED LANDSCAPE UPLIGHTING
	SIDEWALK ZONE				PROPOSED ART IN PUBLIC PLACES
	LANDSCAPE AREA				PROPOSED IRRIGATION ZONE
	EDGE ZONE (PARALLEL PARKING/BULBOUTS)				EXISTING AND PROPOSED DRIVEWAYS

MATCH TO SHEET 69



Coral Way Beautification Master Plan & Design Standards

City of Miami



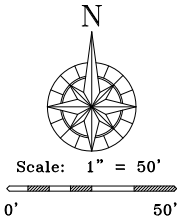
MATCH TO SHEET 68

MATCH TO SHEET 70

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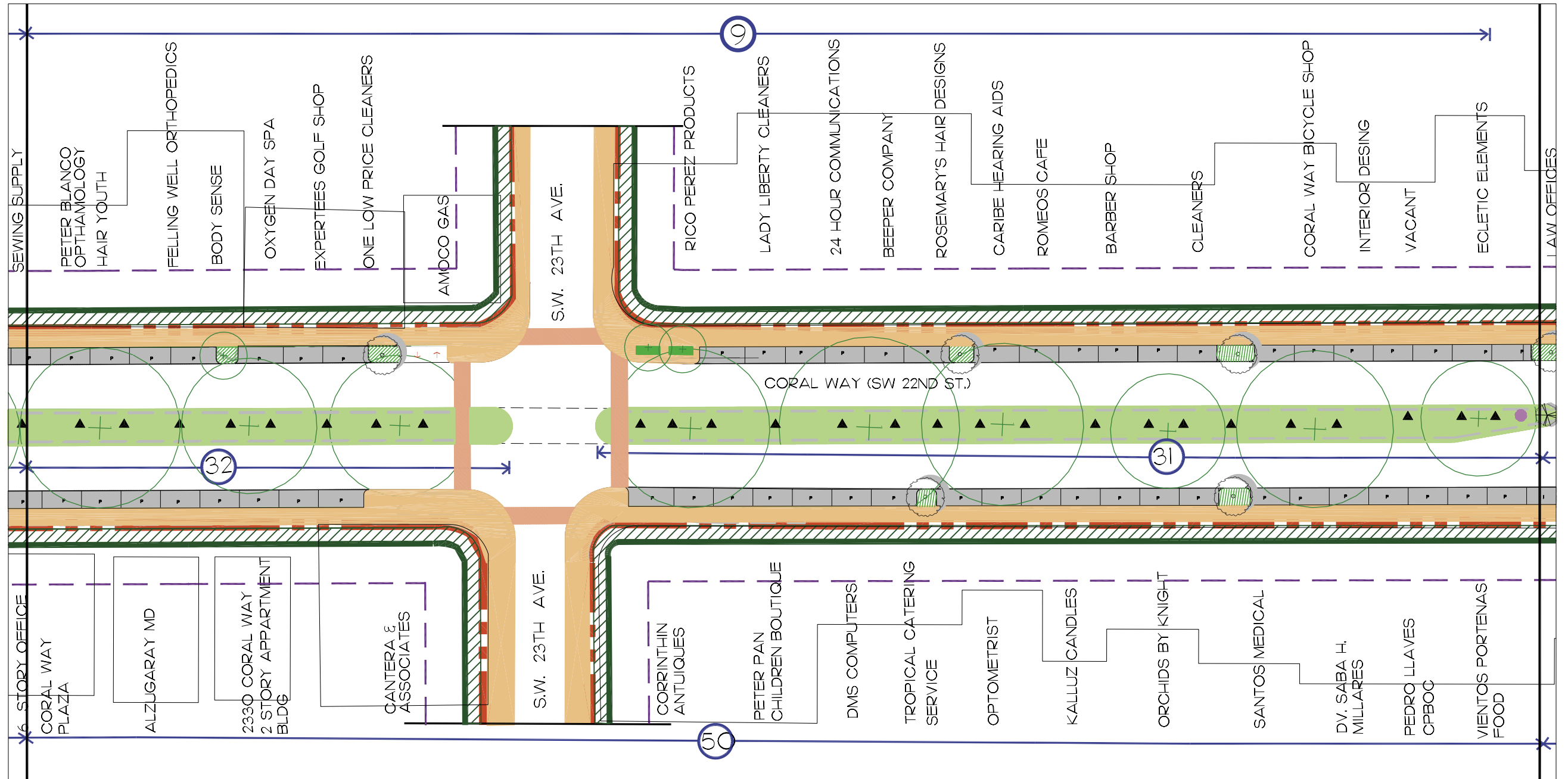
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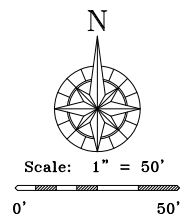


MATCH TO SHEET 69

GENERAL NOTES:
 THOUGH CURB AND GUTTER WAS CONSIDERED ALONG THE MEDIANS FOR THE ROADS AREA, THE SUBSTANTIAL COST DEEMED THIS OPTION NOT FEASIBLE AS PART OF THIS PROJECT. A POSSIBLE ALTERNATIVE COULD BE A COMBINATION OF CURB AND GUTTER ALONG WITH FLUMES PLACED EVERY 15 FT TO 30 FT. THIS ALTERNATIVE WOULD REQUIRE THAT GRADING OF THE ROADWAY BE DONE AS PART OF THE DRAINAGE IMPROVEMENTS.

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THE EXACT LOCATIONS OF DRIVEWAYS ARE SUBJECT TO CHANGE BASED ON THE UPDATED SURVEY.



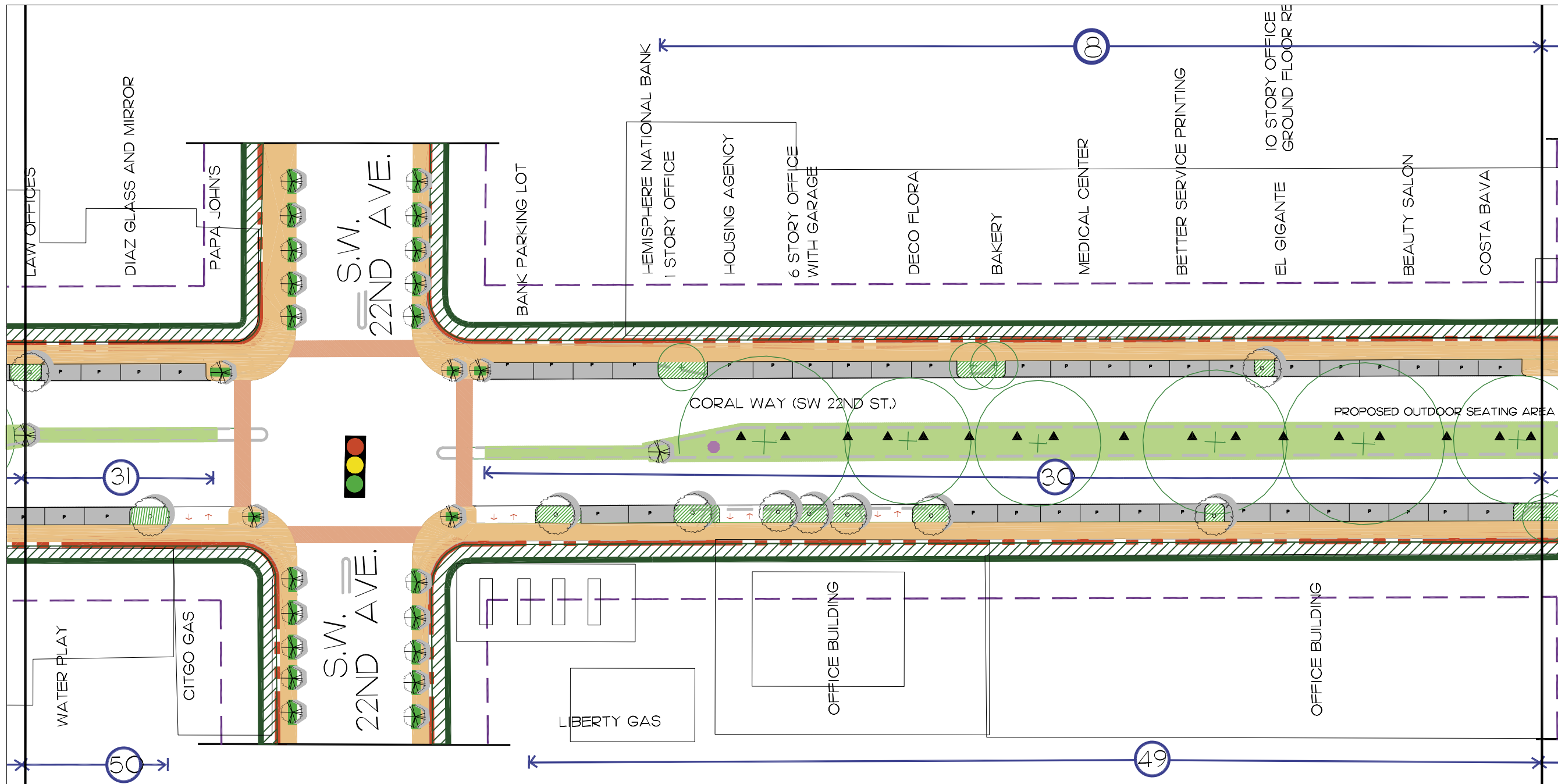
LEGEND:	
	RIGHT OF WAY
	EXISTING EDGE OF PAVEMENT
	PROPOSED BUILDING SETBACK
	PROPOSED VEHICULAR AREA SETBACK
	SIDEWALK ZONE
	LANDSCAPE AREA
	EDGE ZONE (PARALLEL PARKING/BULBOUTS)
	MEDIAN PLANTING
	ALLOWABLE ENCROACHMENT ZONE FOR AWNINGS, ARCADES, COLONNADES, & BALCONIES
	EXISTING BANYAN TREE
	EXISTING CANOPY TREE
	PROPOSED CANOPY TREES
	PROPOSED FLOWERING TREES
	EXISTING PALMS
	PROPOSED PALMS
	PROPOSED LANDSCAPE UPLIGHTING
	PROPOSED ART IN PUBLIC PLACES
	PROPOSED IRRIGATION ZONE

MATCH TO SHEET 71



Coral Way Beautification Master Plan & Design Standards

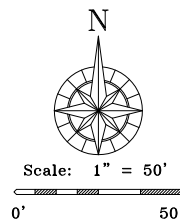
City of Miami



GENERAL NOTES:
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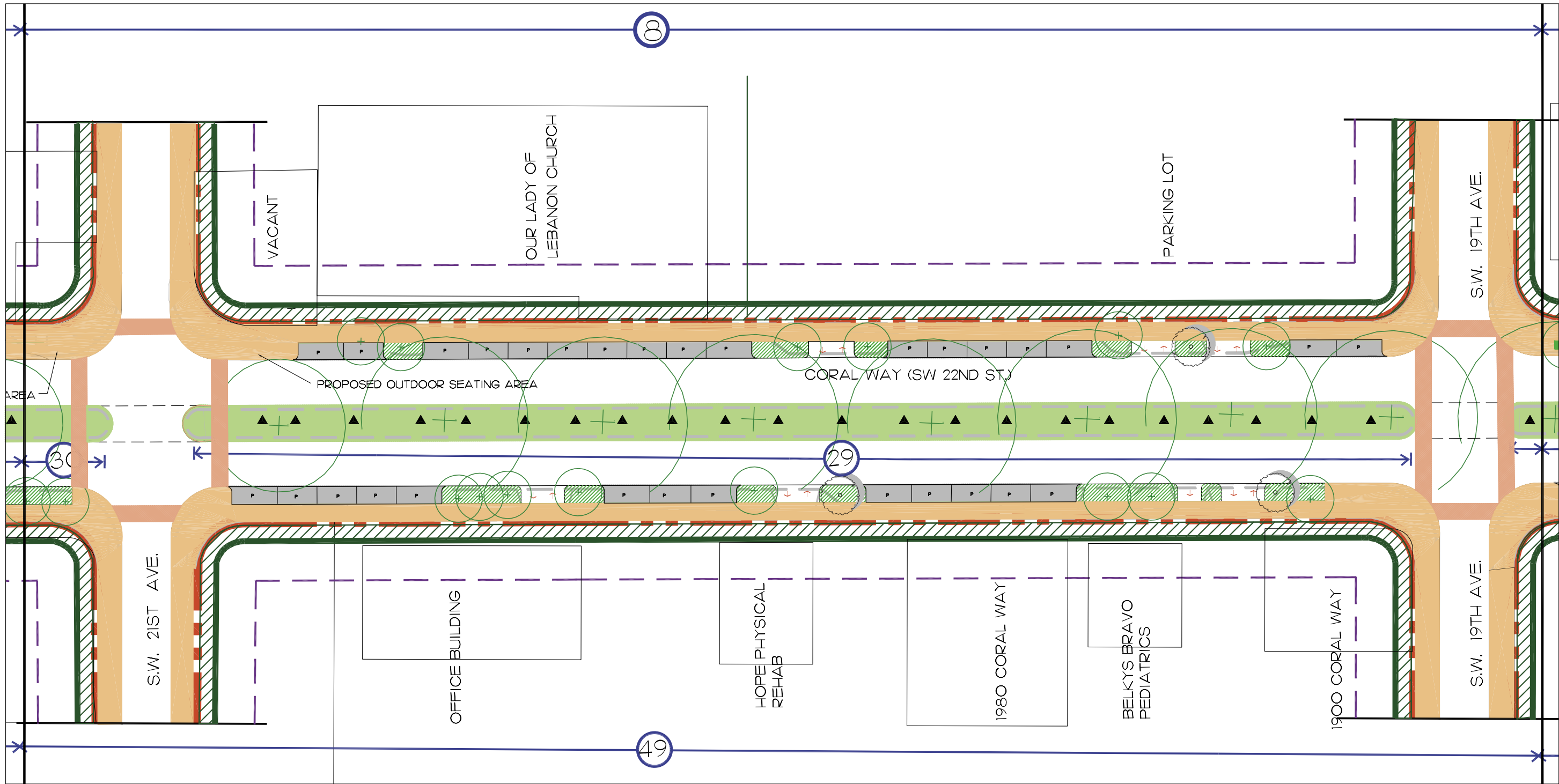


LEGEND:	
	RIGHT OF WAY
	EXISTING EDGE OF PAVEMENT
	PROPOSED BUILDING SETBACK
	PROPOSED VEHICULAR AREA SETBACK
	SIDEWALK ZONE
	LANDSCAPE AREA
	EDGE ZONE (PARALLEL PARKING/BULBOUTS)
	MEDIAN PLANTING
	ALLOWABLE ENCROACHMENT ZONE FOR AWNINGS, ARCADES, COLONNADES, & BALCONIES
	EXISTING BANYAN TREE
	EXISTING CANOPY TREE
	PROPOSED CANOPY TREES
	PROPOSED FLOWERING TREES
	EXISTING PALMS
	PROPOSED PALMS
	PROPOSED LANDSCAPE UPLIGHTING
	PROPOSED ART IN PUBLIC PLACES
	PROPOSED IRRIGATION ZONE
	EXISTING AND PROPOSED DRIVEWAYS

MATCH TO SHEET 70

MATCH TO SHEET 72





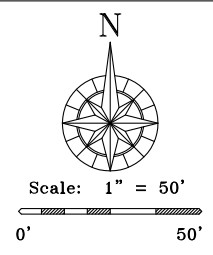
MATCH TO SHEET 71

MATCH TO SHEET 73

GENERAL NOTES:
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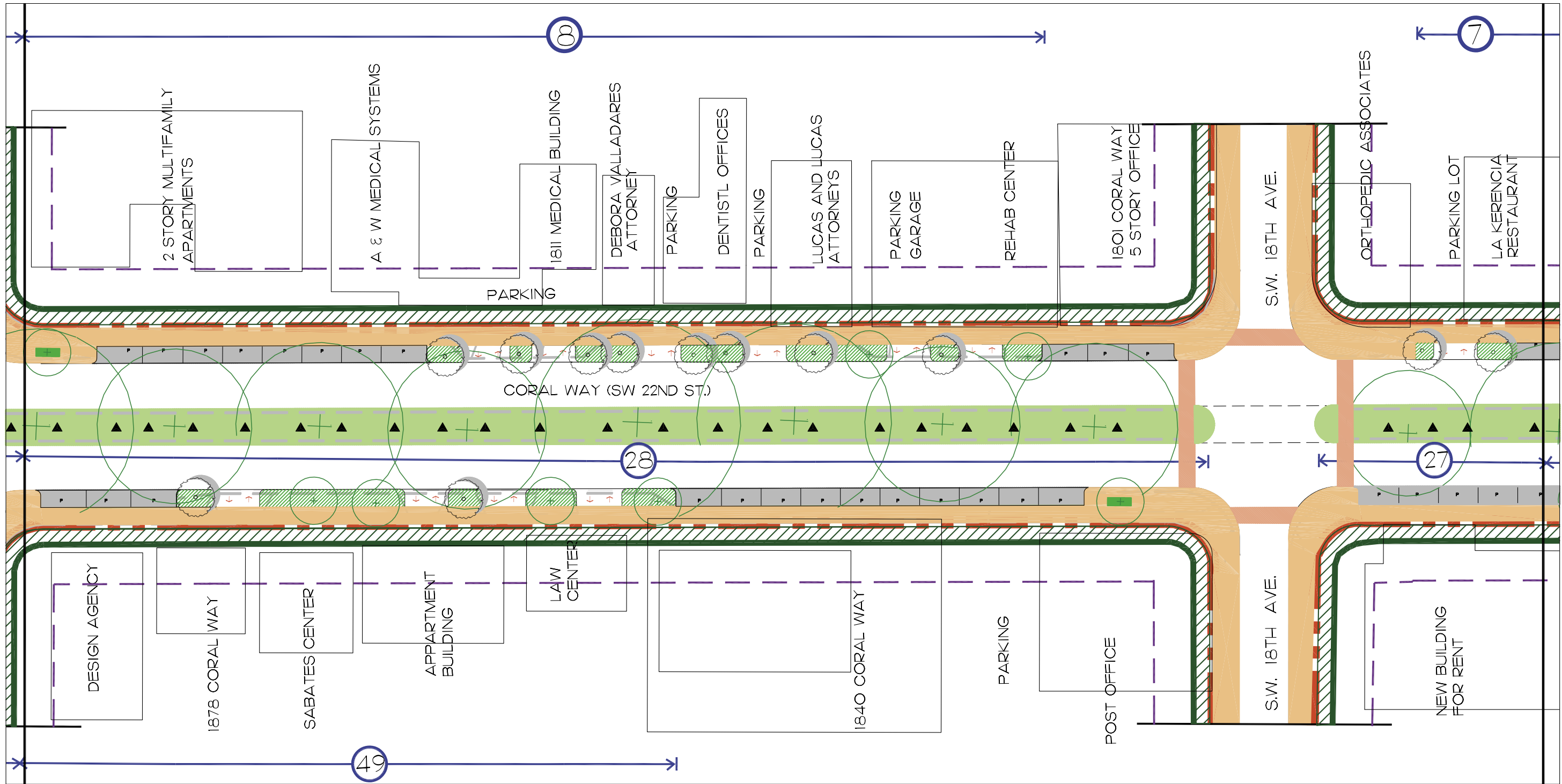


LEGEND:	
	RIGHT OF WAY
	EXISTING EDGE OF PAVEMENT
	PROPOSED BUILDING SETBACK
	PROPOSED VEHICULAR AREA SETBACK
	SIDEWALK ZONE
	LANDSCAPE AREA
	EDGE ZONE (PARALLEL PARKING/BULBOUTS)
	MEDIAN PLANTING
	ALLOWABLE ENCROACHMENT ZONE FOR AWNINGS, ARCADES, COLONNADES, & BALCONIES
	EXISTING BANYAN TREE
	EXISTING CANOPY TREE
	PROPOSED CANOPY TREES
	PROPOSED FLOWERING TREES
	EXISTING PALMS
	PROPOSED PALMS
	PROPOSED LANDSCAPE UPLIGHTING
	PROPOSED ART IN PUBLIC PLACES
	PROPOSED IRRIGATION ZONE
	EXISTING AND PROPOSED DRIVEWAYS



Coral Way Beautification Master Plan & Design Standards

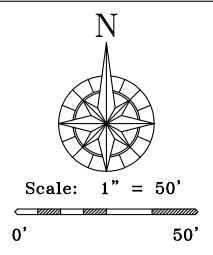
City of Miami



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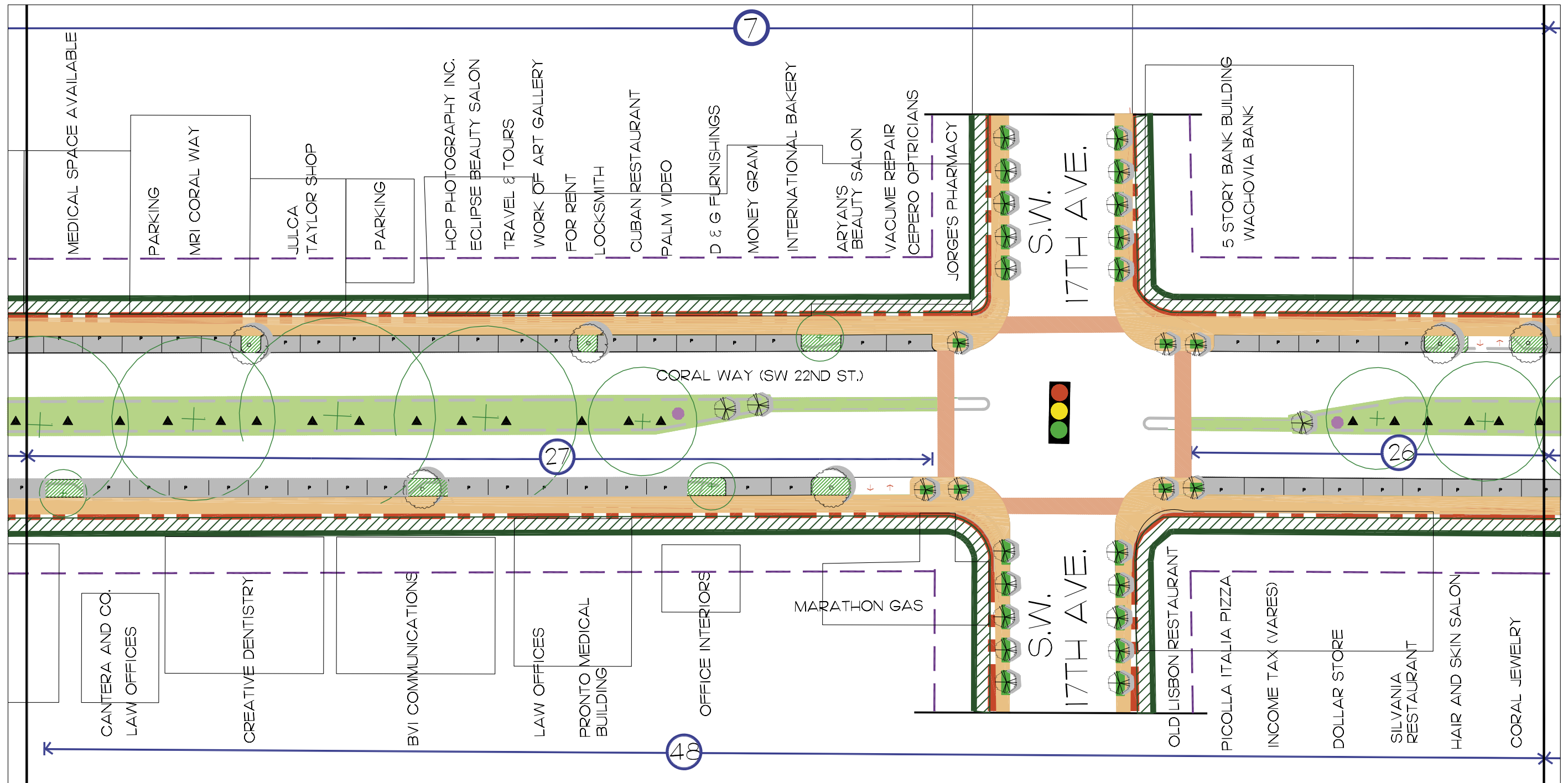


- LEGEND:**
- RIGHT OF WAY
 - EXISTING EDGE OF PAVEMENT
 - PROPOSED BUILDING SETBACK
 - PROPOSED VEHICULAR AREA SETBACK
 - SIDEWALK ZONE
 - LANDSCAPE AREA
 - EDGE ZONE (PARALLEL PARKING/BULBOUTS)
 - MEDIAN PLANTING
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 - EXISTING CANOPY TREE
 - PROPOSED CANOPY TREES
 - PROPOSED FLOWERING TREES
 - EXISTING PALMS
 - PROPOSED PALMS
 - PROPOSED LANDSCAPE LIGHTING
 - PROPOSED ART IN PUBLIC PLACES
 - PROPOSED IRRIGATION ZONE
 - EXISTING AND PROPOSED DRIVEWAYS

MATCH TO SHEET 72

MATCH TO SHEET 74





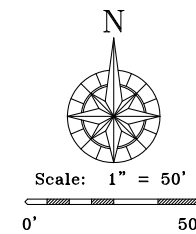
MATCH TO SHEET 73

MATCH TO SHEET 75

GENERAL NOTES:
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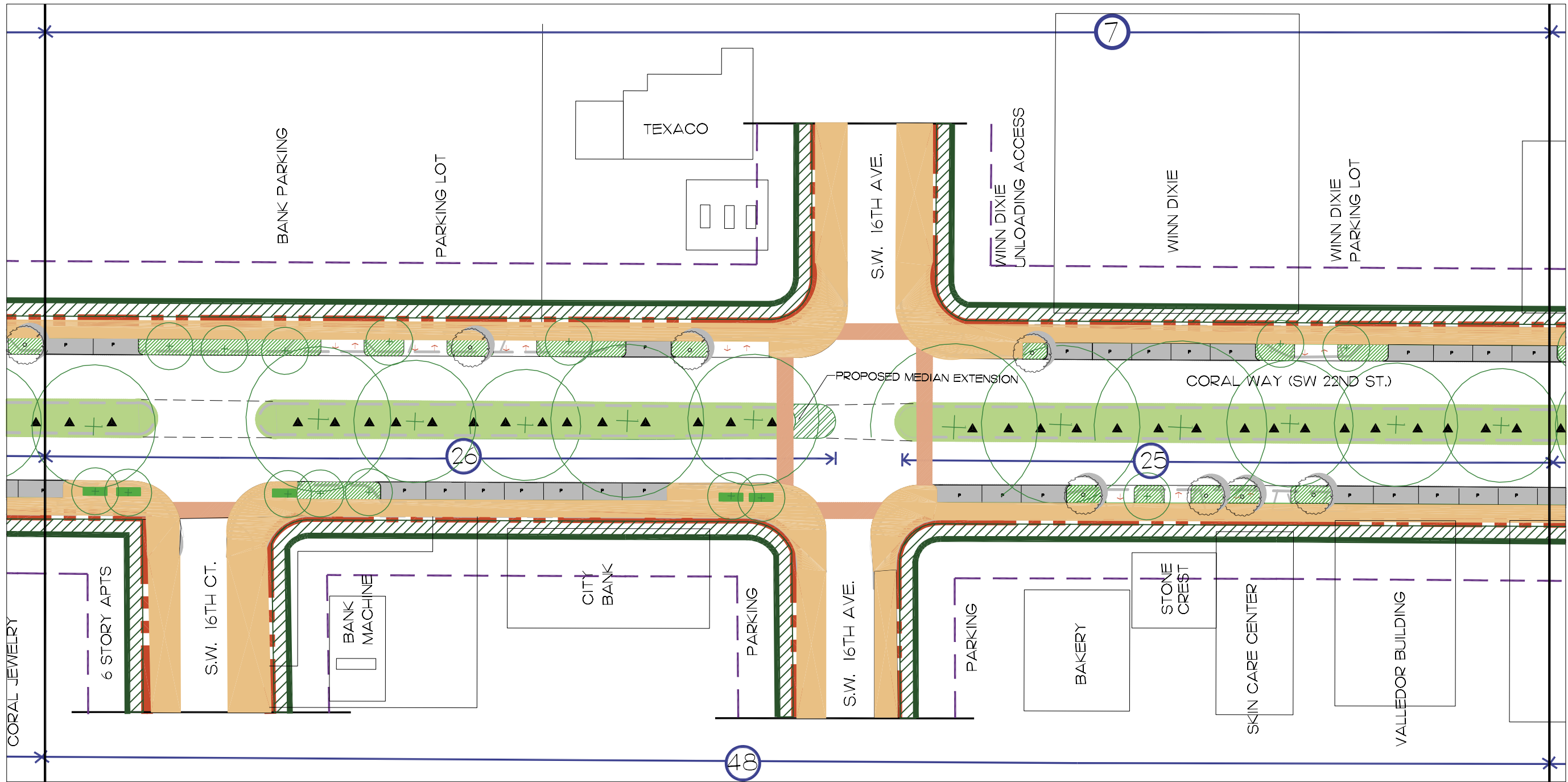


- LEGEND:**
- RIGHT OF WAY
 - EXISTING EDGE OF PAVEMENT
 - PROPOSED BUILDING SETBACK
 - PROPOSED VEHICULAR AREA SETBACK
 - SIDEWALK ZONE
 - LANDSCAPE AREA
 - EDGE ZONE (PARALLEL PARKING/BULBOUTS)
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 - EXISTING BANYAN TREE
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 - PROPOSED CANOPY TREES
 - PROPOSED FLOWERING TREES
 - EXISTING PALMS
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 - PROPOSED LANDSCAPE LIGHTING
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 - PROPOSED IRRIGATION ZONE
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Coral Way Beautification Master Plan & Design Standards

City of Miami



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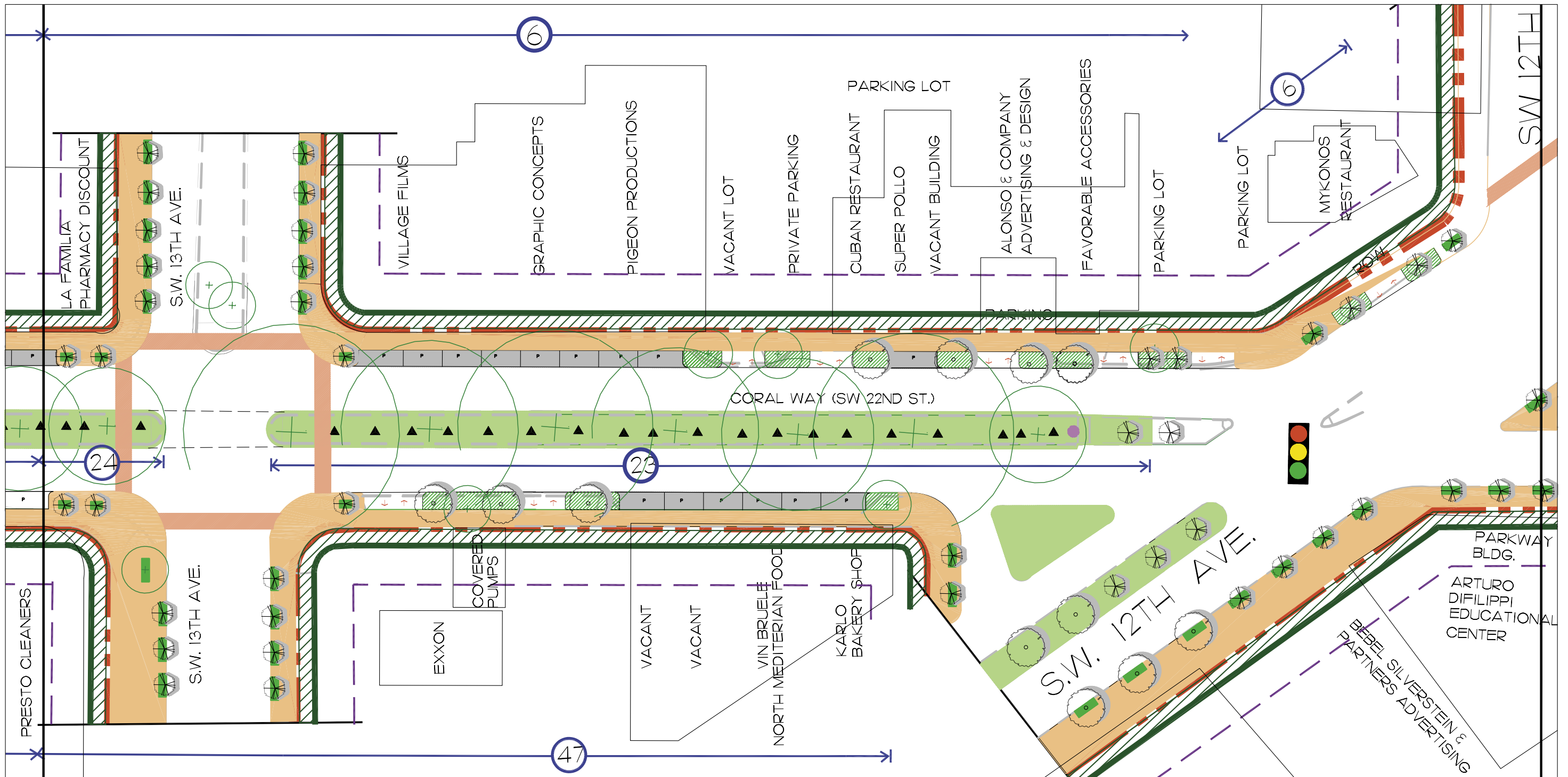
THE EXACT LOCATIONS OF DRIVEWAYS ARE SUBJECT TO CHANGE BASED ON THE UPDATED SURVEY.

LEGEND:

	RIGHT OF WAY		MEDIAN PLANTING		PROPOSED CANOPY TREES
	EXISTING EDGE OF PAVEMENT		ALLOWABLE ENCROACHMENT ZONE FOR AWNINGS, ARCADES, COLONNADES, & BALCONIES		PROPOSED FLOWERING TREES
	PROPOSED BUILDING SETBACK		EXISTING BANYAN TREE		EXISTING PALMS
	PROPOSED VEHICULAR AREA SETBACK		EXISTING CANOPY TREE		PROPOSED PALMS
	SIDEWALK ZONE				PROPOSED LANDSCAPE UPLIGHTING
	LANDSCAPE AREA				PROPOSED ART IN PUBLIC PLACES
	EDGE ZONE (PARALLEL PARKING/BULBOUS)				PROPOSED IRRIGATION ZONE
					EXISTING AND PROPOSED DRIVEWAYS

Scale: 1" = 50'
 0' 50'

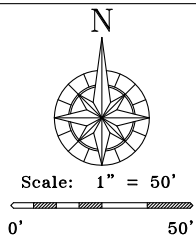




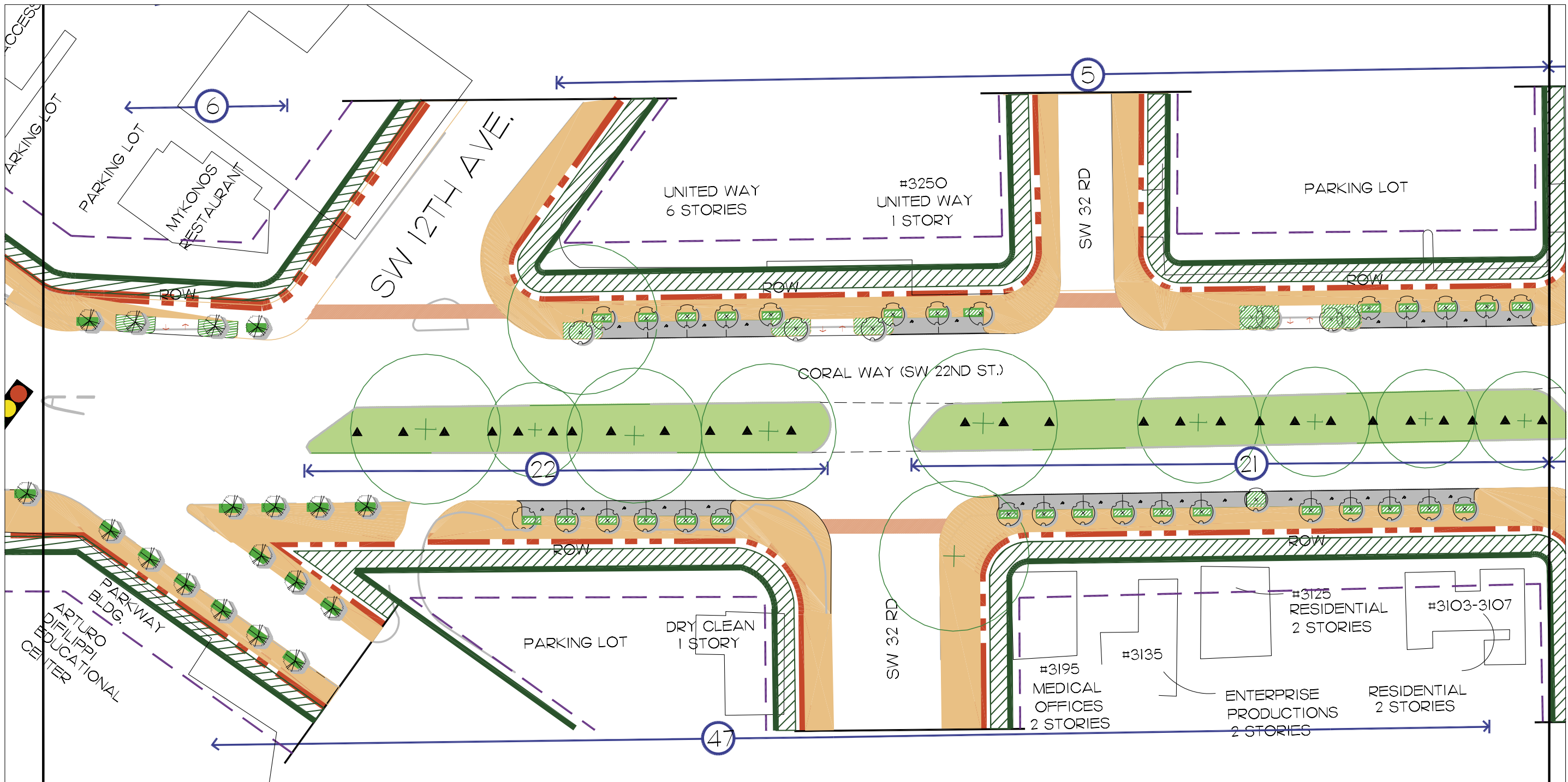
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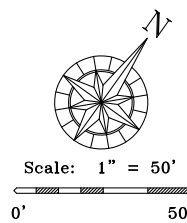
LEGEND:	
	RIGHT OF WAY
	EXISTING EDGE OF PAVEMENT
	PROPOSED BUILDING SETBACK
	PROPOSED VEHICULAR AREA SETBACK
	SIDEWALK ZONE
	LANDSCAPE AREA
	EDGE ZONE (PARALLEL PARKING/BULBOUTS)
	MEDIAN PLANTING
	ALLOWABLE ENCROACHMENT ZONE FOR AWNINGS, ARCADES, COLONNADES, & BALCONIES
	EXISTING BANYAN TREE
	EXISTING CANOPY TREE
	PROPOSED CANOPY TREES
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	PROPOSED IRRIGATION ZONE
	EXISTING AND PROPOSED DRIVEWAYS



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	RIGHT OF WAY		MEDIAN PLANTING		PROPOSED CANOPY TREES
	EXISTING EDGE OF PAVEMENT		ALLOWABLE ENCROACHMENT ZONE FOR AWNINGS, ARCADES, COLONNADES, & BALCONIES		PROPOSED FLOWERING TREES
	PROPOSED BUILDING SETBACK		EXISTING BANYAN TREE		EXISTING PALMS
	PROPOSED VEHICULAR AREA SETBACK		EXISTING CANOPY TREE		PROPOSED PALMS
	SIDEWALK ZONE				PROPOSED LANDSCAPE UPLIGHTING
	LANDSCAPE AREA				PROPOSED ART IN PUBLIC PLACES
	EDGE ZONE (PARALLEL PARKING/BULBOUTS)				PROPOSED IRRIGATION ZONE
					EXISTING AND PROPOSED DRIVEWAYS

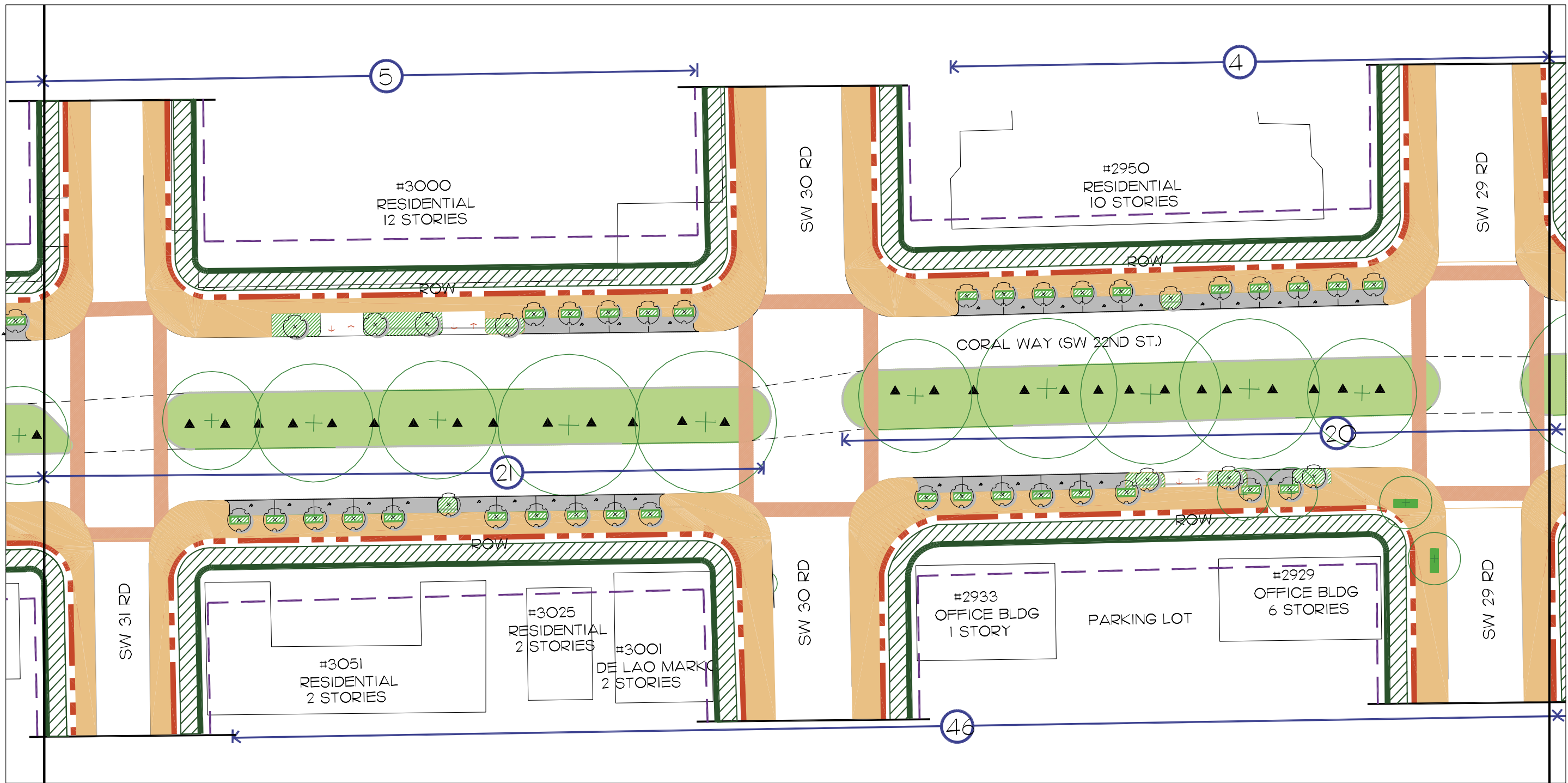
MATCH TO SHEET 77

MATCH TO SHEET 79



Coral Way Beautification Master Plan & Design Standards

City of Miami

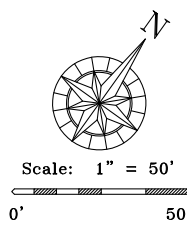


MATCH TO SHEET 78

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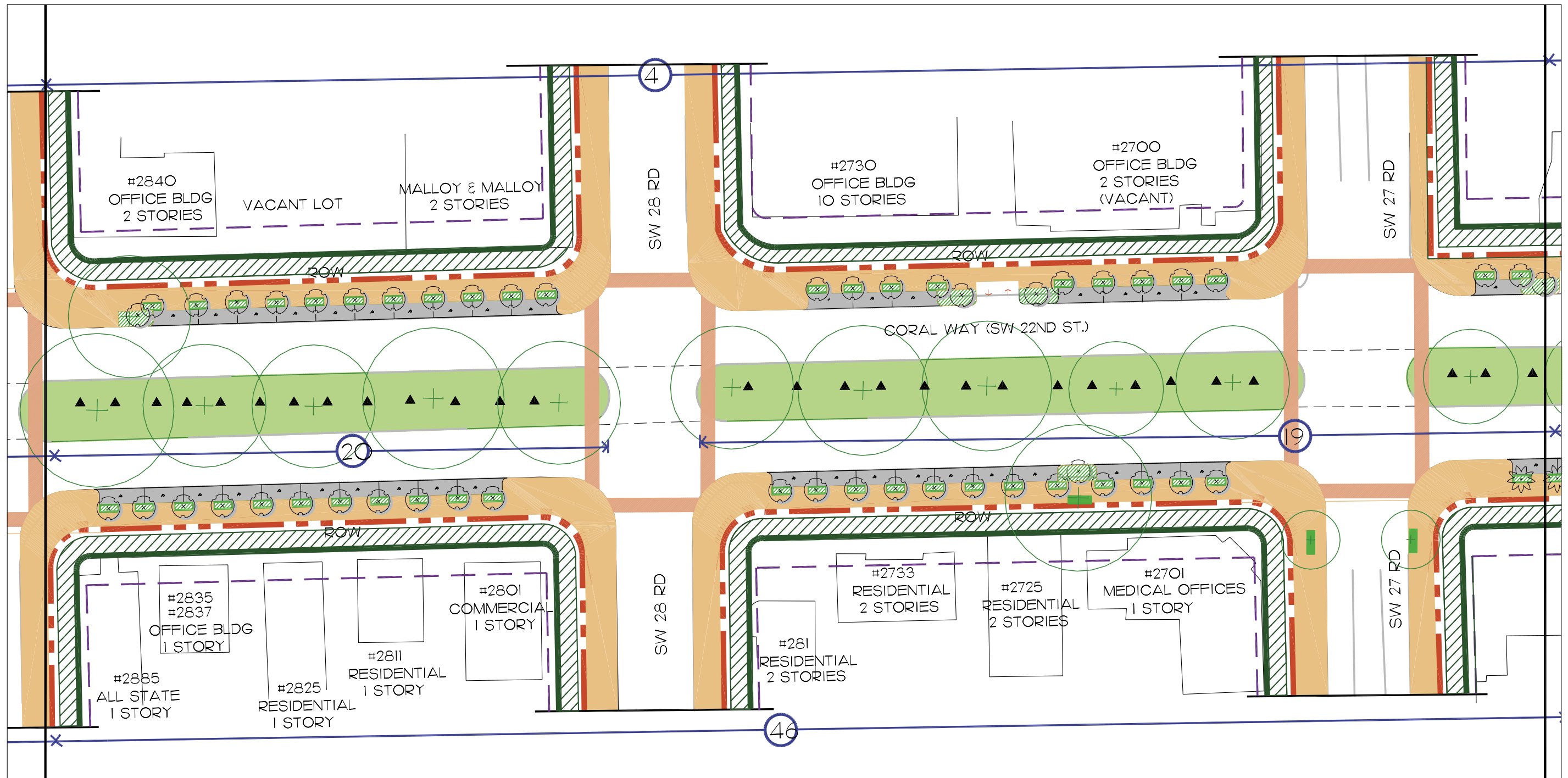


LEGEND:

- RIGHT OF WAY
- EXISTING EDGE OF PAVEMENT
- PROPOSED BUILDING SETBACK
- PROPOSED VEHICULAR AREA SETBACK
- SIDEWALK ZONE
- LANDSCAPE AREA
- EDGE ZONE (PARALLEL PARKING/BULBOUTS)
- MEDIAN PLANTING
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- EXISTING BANYAN TREE
- EXISTING CANOPY TREE
- PROPOSED CANOPY TREES
- PROPOSED FLOWERING TREES
- EXISTING PALMS
- PROPOSED PALMS
- PROPOSED LANDSCAPE UPLIGHTING
- PROPOSED ART IN PUBLIC PLACES
- PROPOSED IRRIGATION ZONE
- EXISTING AND PROPOSED DRIVEWAYS

MATCH TO SHEET 80





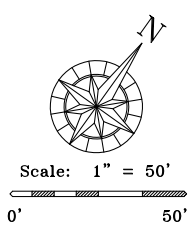
MATCH TO SHEET 79

MATCH TO SHEET 81

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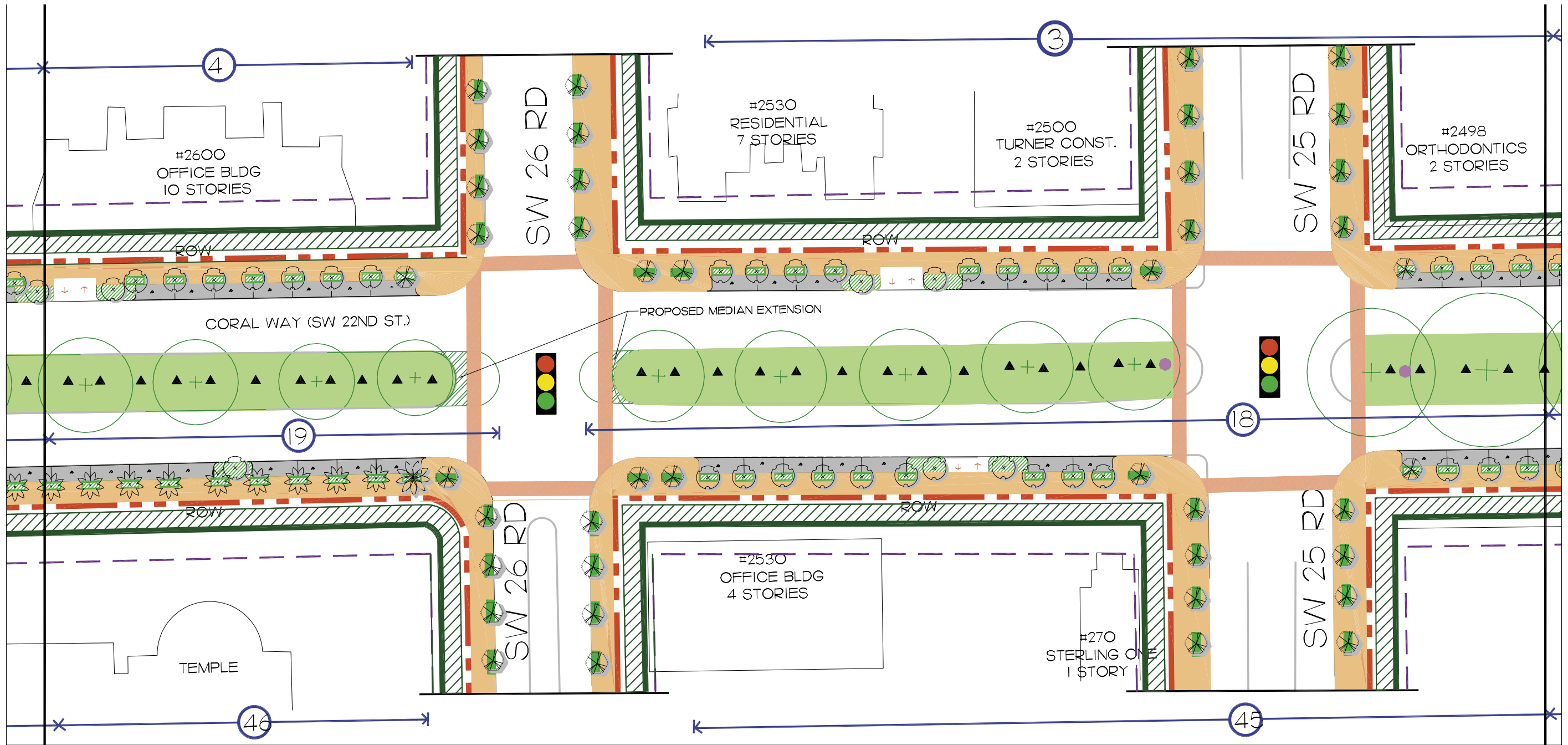


- LEGEND:**
- RIGHT OF WAY
 - EXISTING EDGE OF PAVEMENT
 - PROPOSED BUILDING SETBACK
 - PROPOSED VEHICULAR AREA SETBACK
 - SIDEWALK ZONE
 - LANDSCAPE AREA
 - EDGE ZONE (PARALLEL PARKING/BULBOUTS)
 - MEDIAN PLANTING
 - ALLOWABLE ENCROACHMENT ZONE FOR AWNINGS, ARCADES, COLONNADES, & BALCONIES
 - + EXISTING BANYAN TREE
 - EXISTING CANOPY TREE
 - ⊙ PROPOSED CANOPY TREES
 - ⊙ PROPOSED FLOWERING TREES
 - ⊙ EXISTING PALMS
 - ⊙ PROPOSED PALMS
 - ⊙ PROPOSED LANDSCAPE UPLIGHTING
 - ⊙ PROPOSED ART IN PUBLIC PLACES
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 - ⊙ EXISTING AND PROPOSED DRIVEWAYS



Coral Way Beautification Master Plan & Design Standards

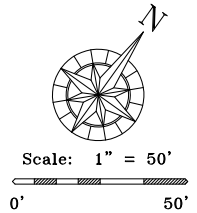
City of Miami



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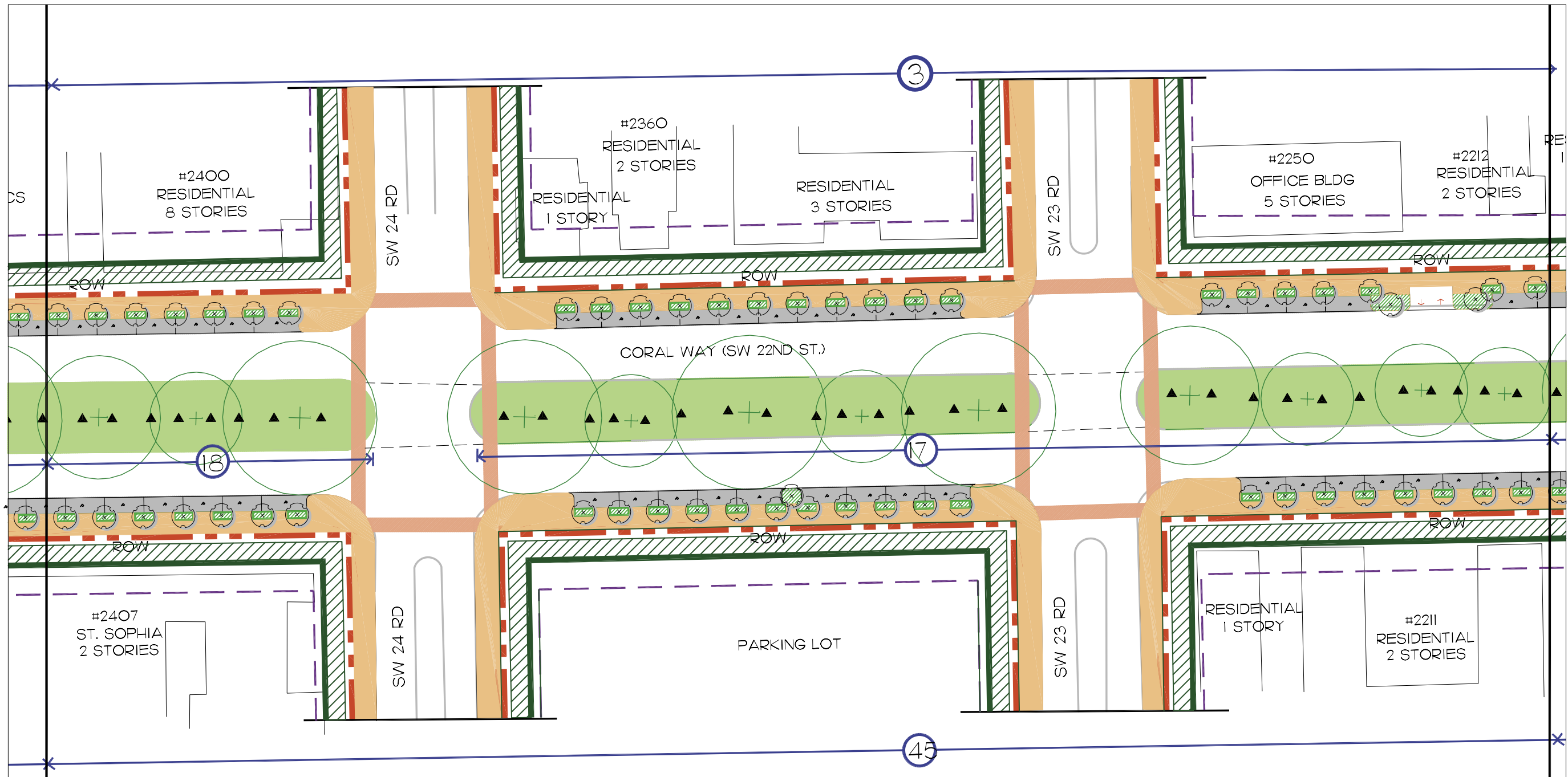
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	RIGHT OF WAY		MEDIAN PLANTING		PROPOSED CANOPY TREES
	EXISTING EDGE OF PAVEMENT		ALLOWABLE ENCROACHMENT ZONE FOR AWNINGS, ARCADES, COLONNADES, & BALCONIES		PROPOSED FLOWERING TREES
	PROPOSED BUILDING SETBACK		EXISTING BANYAN TREE		EXISTING PALMS
	PROPOSED VEHICULAR AREA SETBACK		EXISTING CANOPY TREE		PROPOSED PALMS
	SIDEWALK ZONE				PROPOSED LANDSCAPE UPLIGHTING
	LANDSCAPE AREA				PROPOSED ART IN PUBLIC PLACES
	EDGE ZONE (PARALLEL PARKING/BULBOUS)				PROPOSED IRRIGATION ZONE
					EXISTING AND PROPOSED DRIVEWAYS

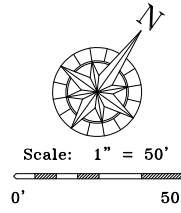




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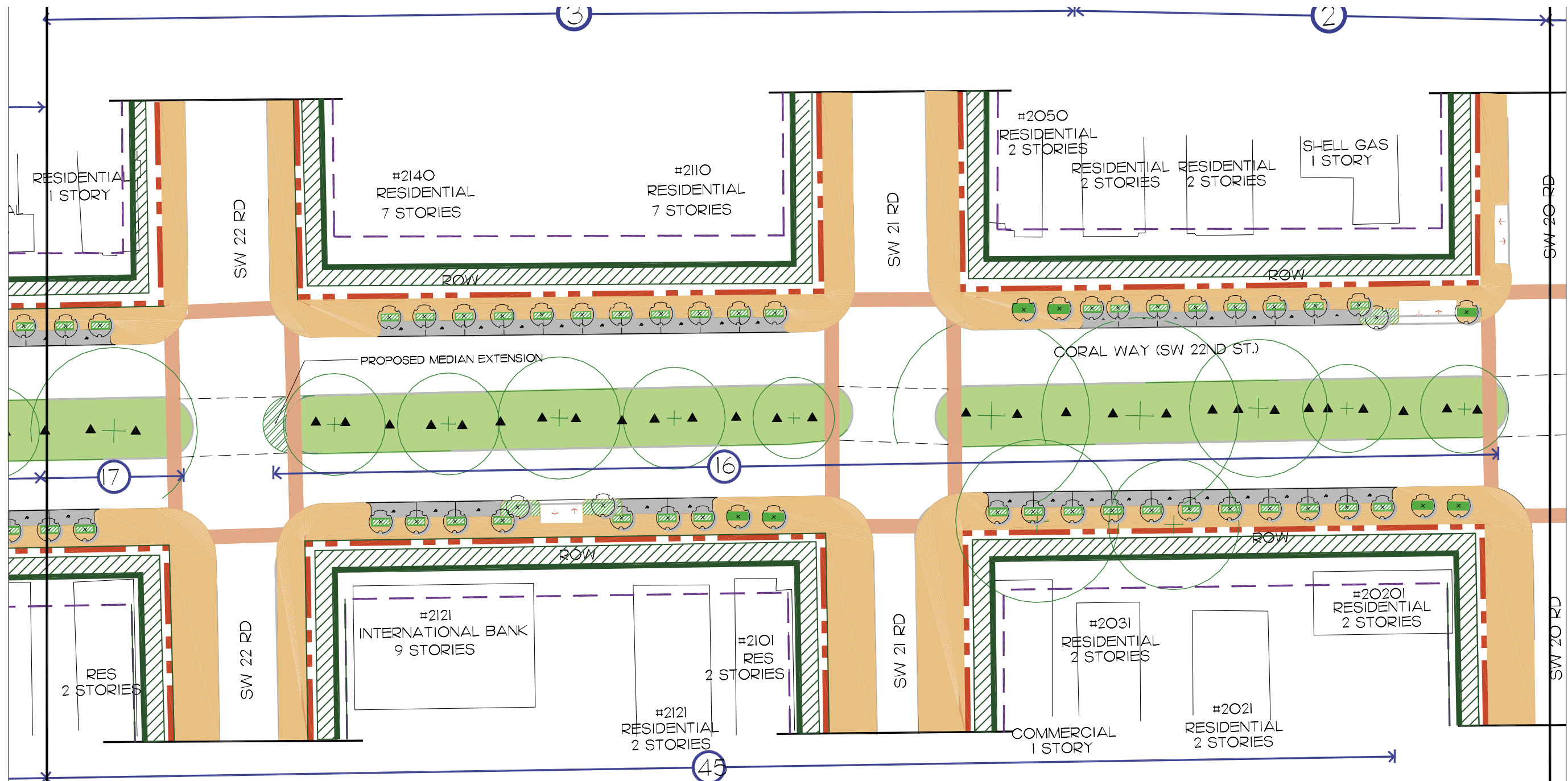


LEGEND:	
	RIGHT OF WAY
	EXISTING EDGE OF PAVEMENT
	PROPOSED BUILDING SETBACK
	PROPOSED VEHICULAR AREA SETBACK
	SIDEWALK ZONE
	LANDSCAPE AREA
	EDGE ZONE (PARALLEL PARKING/BULBOUS)
	MEDIAN PLANTING
	ALLOWABLE ENCROACHMENT ZONE FOR AWNINGS, ARCADES, COLONNADES, & BALCONIES
	EXISTING BANYAN TREE
	EXISTING CANOPY TREE
	PROPOSED CANOPY TREES
	PROPOSED FLOWERING TREES
	EXISTING PALMS
	PROPOSED PALMS
	PROPOSED LANDSCAPE LIGHTING
	PROPOSED ART IN PUBLIC PLACES
	PROPOSED IRRIGATION ZONE
	EXISTING AND PROPOSED DRIVEWAYS



Coral Way Beautification Master Plan & Design Standards

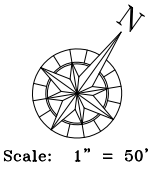
City of Miami



MATCH TO SHEET 82

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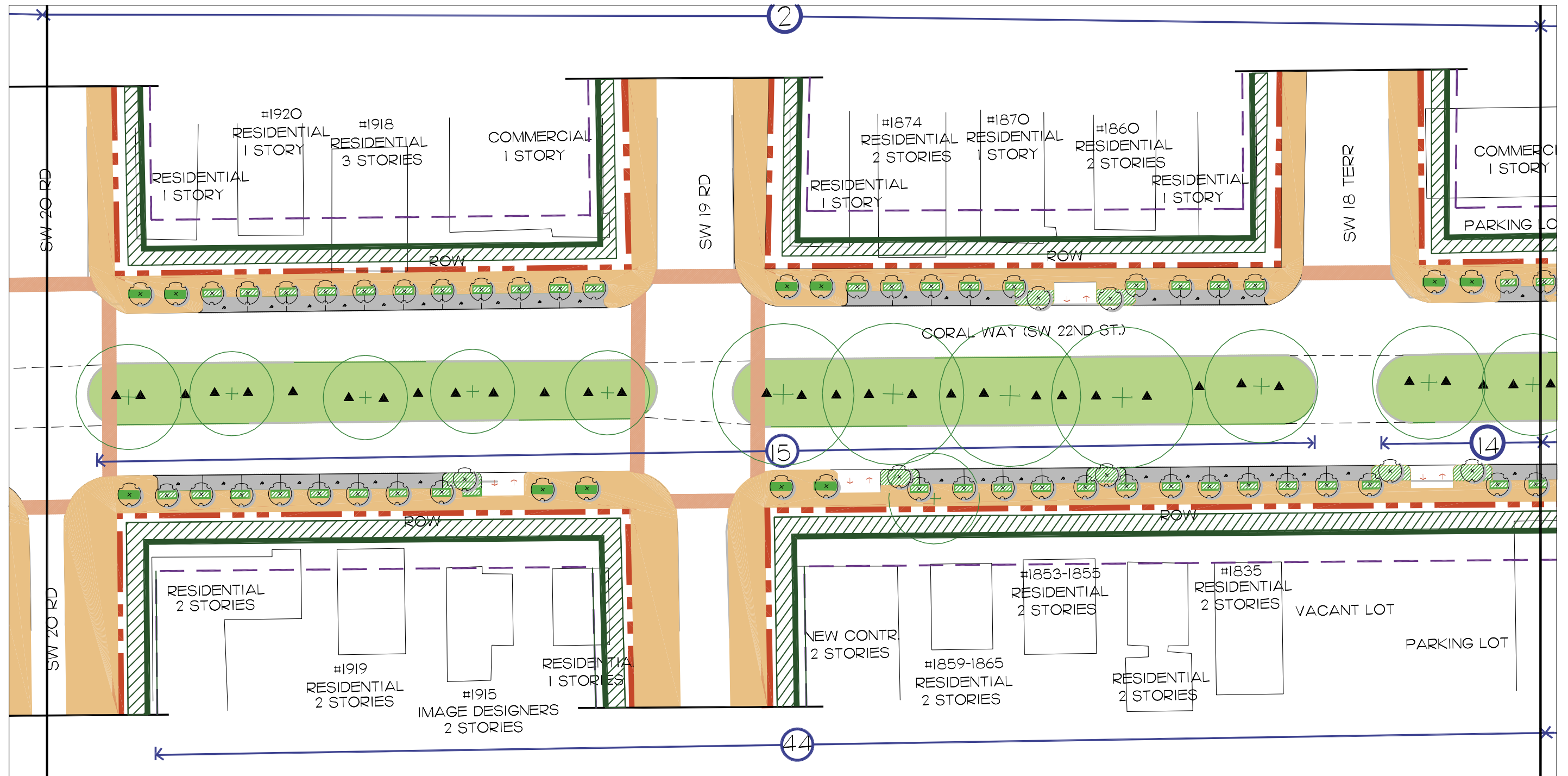
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	RIGHT OF WAY		MEDIAN PLANTING		PROPOSED CANOPY TREES
	EXISTING EDGE OF PAVEMENT		ALLOWABLE ENCROACHMENT ZONE FOR AWNINGS, ARCADES, COLONNADES, & BALCONIES		PROPOSED FLOWERING TREES
	PROPOSED BUILDING SETBACK		EXISTING BANYAN TREE		EXISTING PALMS
	PROPOSED VEHICULAR AREA SETBACK				PROPOSED PALMS
	SIDEWALK ZONE				PROPOSED LANDSCAPE UPLIGHTING

MATCH TO SHEET 84





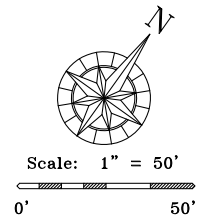
MATCH TO SHEET 83

MATCH TO SHEET 85

GENERAL NOTES:
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THE EXACT LOCATIONS OF DRIVEWAYS ARE SUBJECT TO CHANGE BASED ON THE UPDATED SURVEY.

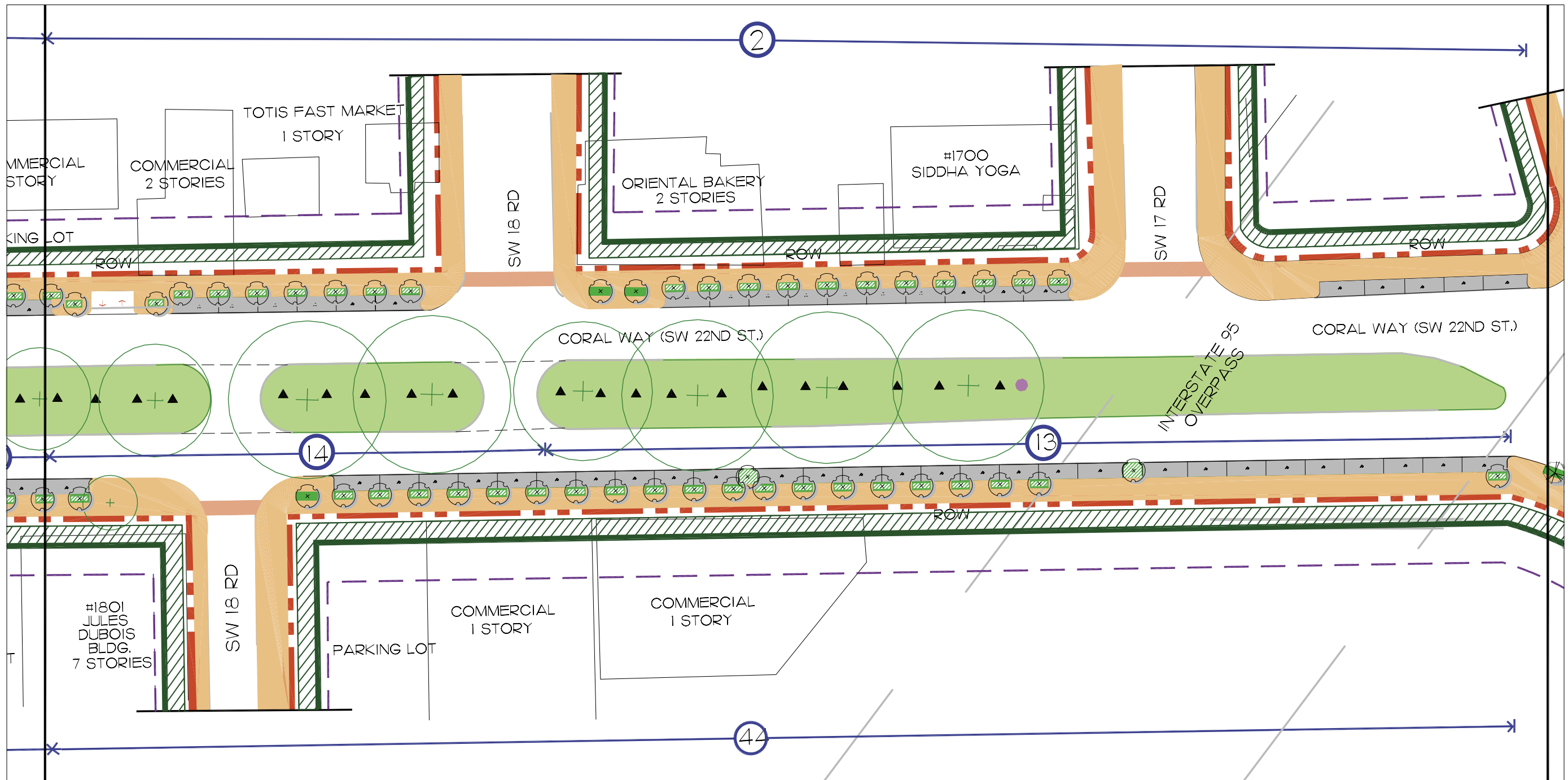


- LEGEND:**
- RIGHT OF WAY
 - EXISTING EDGE OF PAVEMENT
 - PROPOSED BUILDING SETBACK
 - PROPOSED VEHICULAR AREA SETBACK
 - SIDEWALK ZONE
 - LANDSCAPE AREA
 - EDGE ZONE (PARALLEL PARKING/BULBOUTS)
 - MEDIAN PLANTING
 - ALLOWABLE ENCROACHMENT ZONE FOR AWNINGS, ARCADES, COLONNADES, & BALCONIES
 - EXISTING BANYAN TREE
 - EXISTING CANOPY TREE
 - PROPOSED CANOPY TREES
 - PROPOSED FLOWERING TREES
 - EXISTING PALMS
 - PROPOSED PALMS
 - PROPOSED LANDSCAPE UPLIGHTING
 - PROPOSED ART IN PUBLIC PLACES
 - PROPOSED IRRIGATION ZONE
 - EXISTING AND PROPOSED DRIVEWAYS



Coral Way Beautification Master Plan & Design Standards

City of Miami



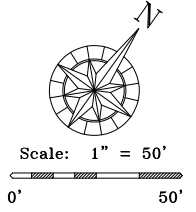
MATCH TO SHEET 84

MATCH TO SHEET 86

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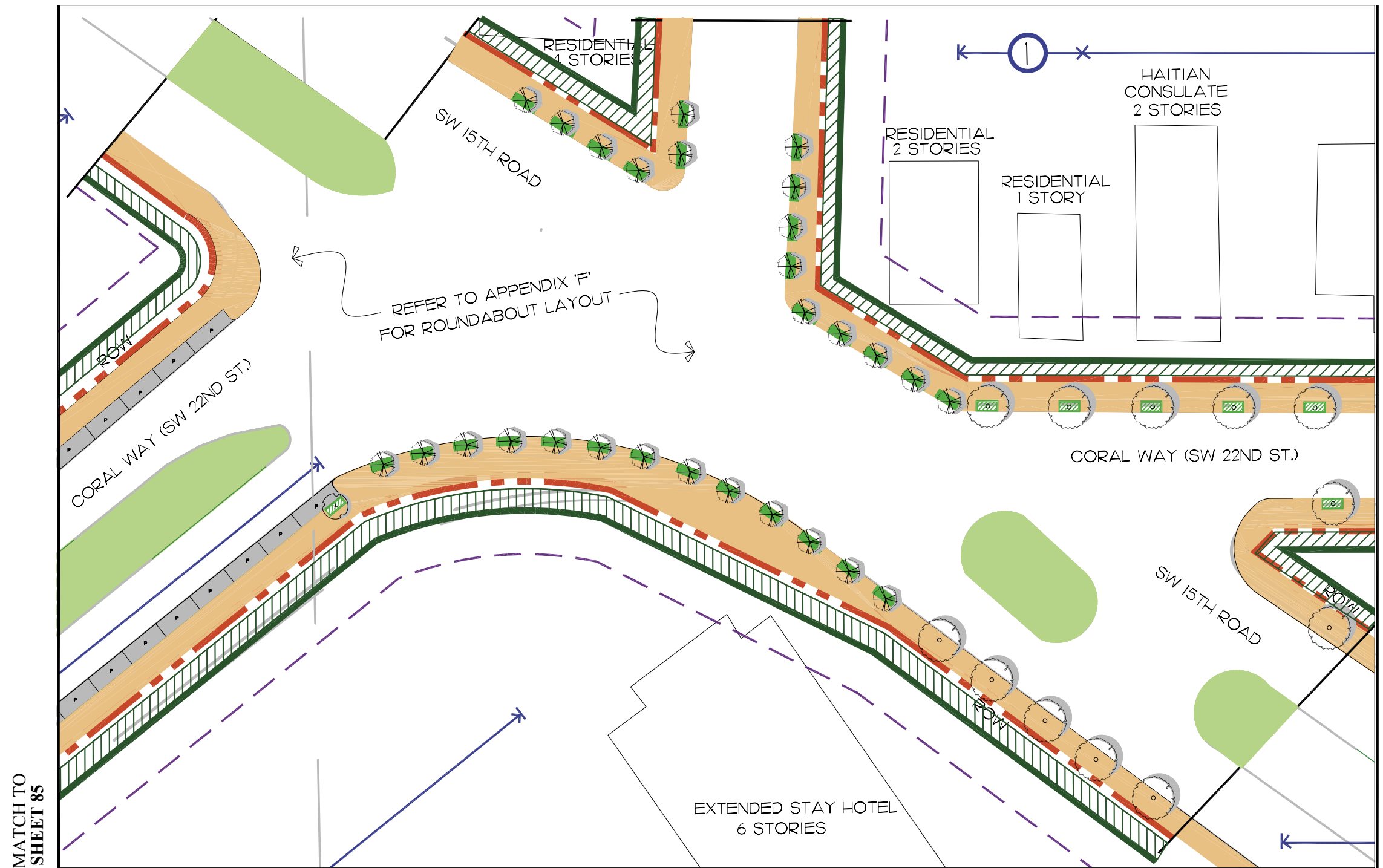
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THE EXACT LOCATIONS OF DRIVEWAYS ARE SUBJECT TO CHANGE BASED ON THE UPDATED SURVEY.



	RIGHT OF WAY		MEDIAN PLANTING		PROPOSED CANOPY TREES
	EXISTING EDGE OF PAVEMENT		ALLOWABLE ENCROACHMENT ZONE FOR AWNINGS, ARCADES, COLONNADES, & BALCONIES		PROPOSED FLOWERING TREES
	PROPOSED BUILDING SETBACK				EXISTING PALMS
	PROPOSED VEHICULAR AREA SETBACK				PROPOSED PALMS
	SIDEWALK ZONE				PROPOSED LANDSCAPE UPLIGHTING
	LANDSCAPE AREA				PROPOSED ART IN PUBLIC PLACES
	EDGE ZONE (PARALLEL PARKING/BULBOUTS)				PROPOSED IRRIGATION ZONE
					EXISTING AND PROPOSED DRIVEWAYS

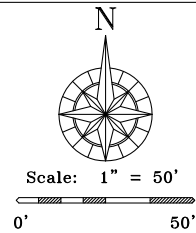




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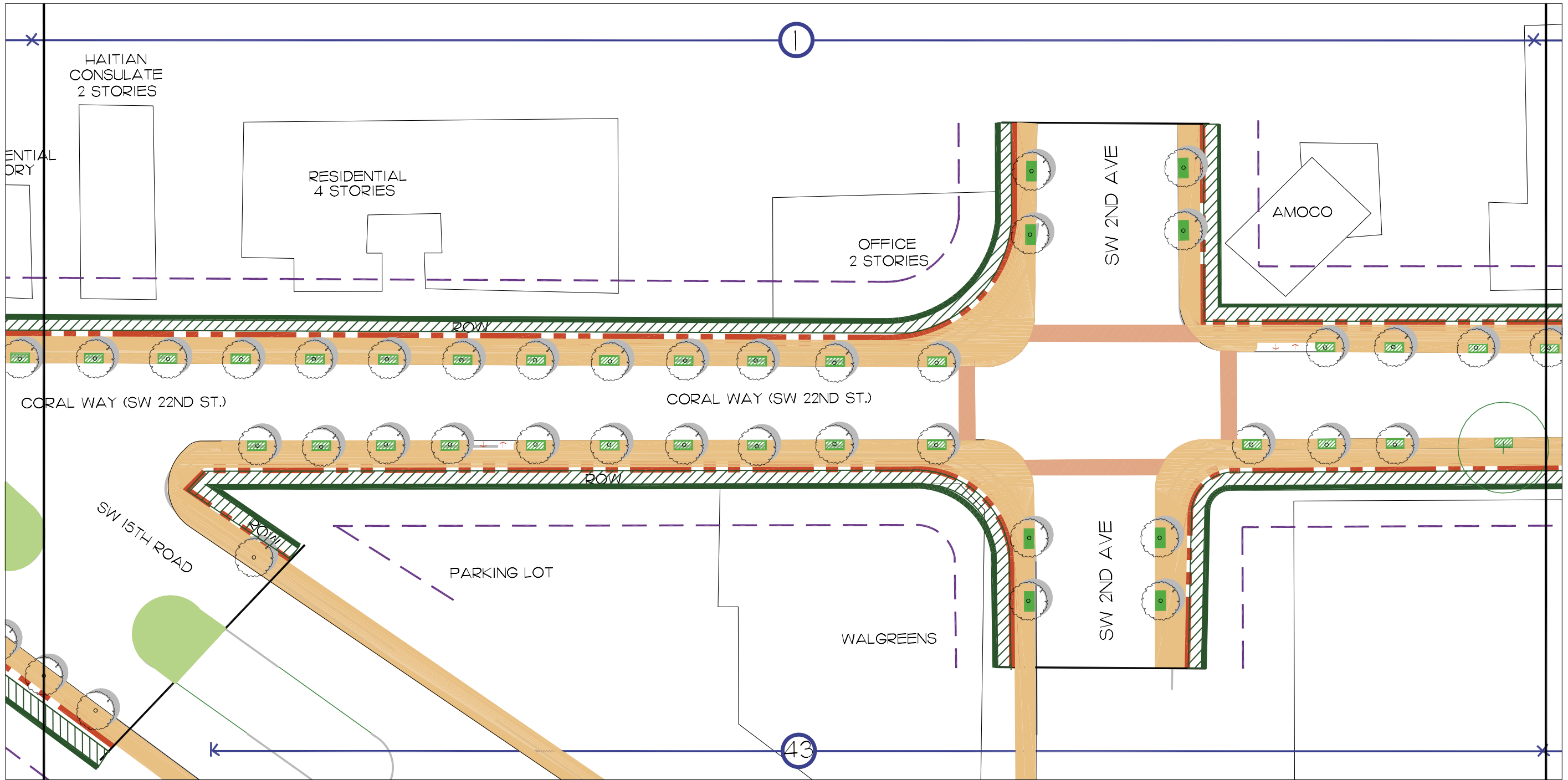


LEGEND:			
	RIGHT OF WAY		MEDIAN PLANTING
	EXISTING EDGE OF PAVEMENT		ALLOWABLE ENCROACHMENT ZONE FOR AWNINGS, ARCADES, COLONNADES, & BALCONIES
	PROPOSED BUILDING SETBACK		EXISTING BANYAN TREE
	PROPOSED VEHICULAR AREA SETBACK		EXISTING CANOPY TREE
	SIDEWALK ZONE		PROPOSED CANOPY TREES
	LANDSCAPE AREA		PROPOSED FLOWERING TREES
	EDGE ZONE (PARALLEL PARKING/BULLBOOTS)		EXISTING PALMS
			PROPOSED PALMS
			PROPOSED LANDSCAPE UPLIGHTING
			PROPOSED ART IN PUBLIC PLACES
			PROPOSED IRRIGATION ZONE
			EXISTING AND PROPOSED DRIVEWAYS



Coral Way Beautification Master Plan & Design Standards

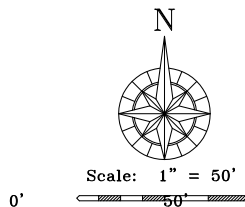
City of Miami



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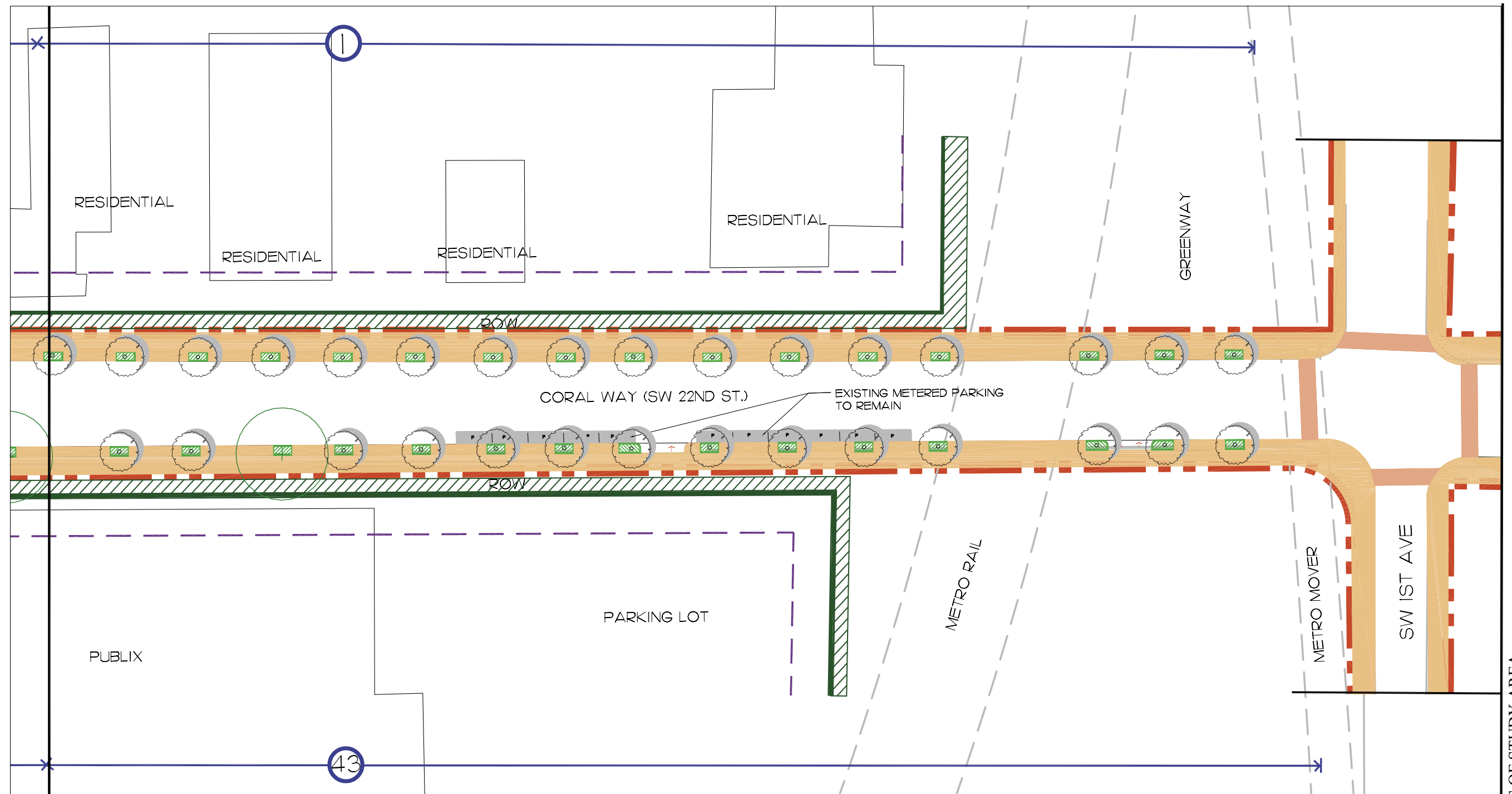
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- LEGEND:**
- RIGHT OF WAY
 - EXISTING EDGE OF PAVEMENT
 - PROPOSED BUILDING SETBACK
 - PROPOSED VEHICULAR AREA SETBACK
 - SIDEWALK ZONE
 - LANDSCAPE AREA
 - EDGE ZONE (PARALLEL PARKING/BULLBOUTS)
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 - PROPOSED CANOPY TREES
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 - PROPOSED LANDSCAPE UPLIGHTING
 - PROPOSED ART IN PUBLIC PLACES
 - PROPOSED IRRIGATION ZONE
 - EXISTING AND PROPOSED DRIVEWAYS



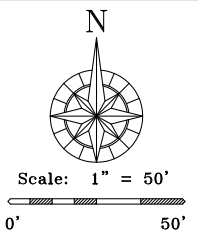


MATCH TO SHEET 87

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LEGEND:	
	RIGHT OF WAY
	EXISTING EDGE OF PAVEMENT
	PROPOSED BUILDING SETBACK
	PROPOSED VEHICULAR AREA SETBACK
	SIDEWALK ZONE
	LANDSCAPE AREA
	EDGE ZONE (PARALLEL PARKING/BULBOUTS)
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	PROPOSED CANOPY TREES
	PROPOSED FLOWERING TREES
	EXISTING PALMS
	PROPOSED PALMS
	PROPOSED LANDSCAPE LIGHTING
	PROPOSED ART IN PUBLIC PLACES
	PROPOSED IRRIGATION ZONE
	EXISTING AND PROPOSED DRIVEWAYS

BEGINNING OF STUDY AREA



Coral Way Beautification Master Plan & Design Standards

City of Miami

1



Low Planter Pot

- Locations:
 - Center Zone along median noses and major corners
- Dimensions
 - 3ft to 6ft diameter x 2ft max. height
- Material
 - Precast concrete
 - Terracota
- Installation
 - Internal (LAG bolt to sidewalk)
- Other
 - Refer to plant palette for selection

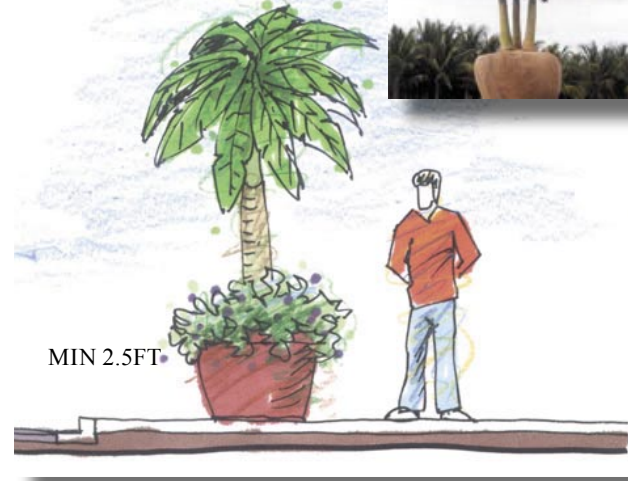


2

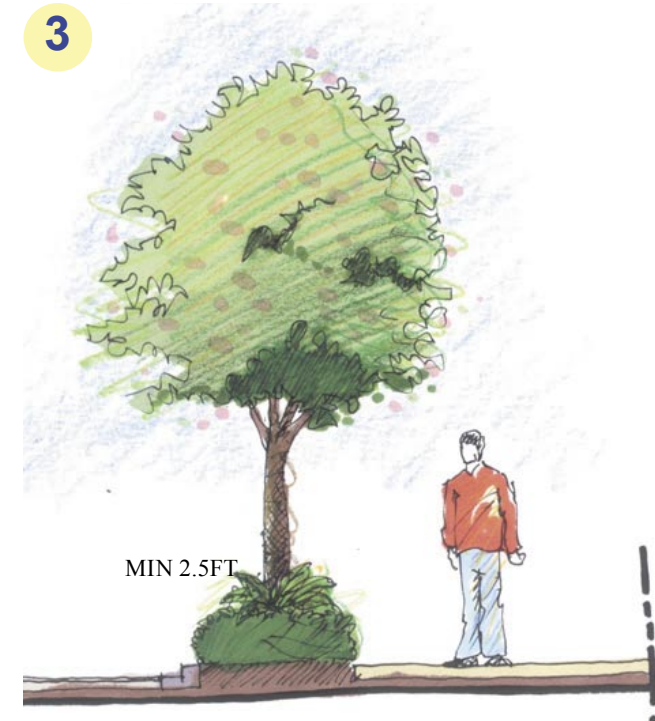


Planter Pot

- Locations:
 - Center Zone along median noses (behind site triangle), and major corners.
- Dimensions
 - 3ft to 5ft diameter x 3.5ft max. height
- Material
 - Precast concrete
 - Terracota
- Installation
 - Internal (LAG bolt to sidewalk)
- Other
 - Refer to plant palette for selection



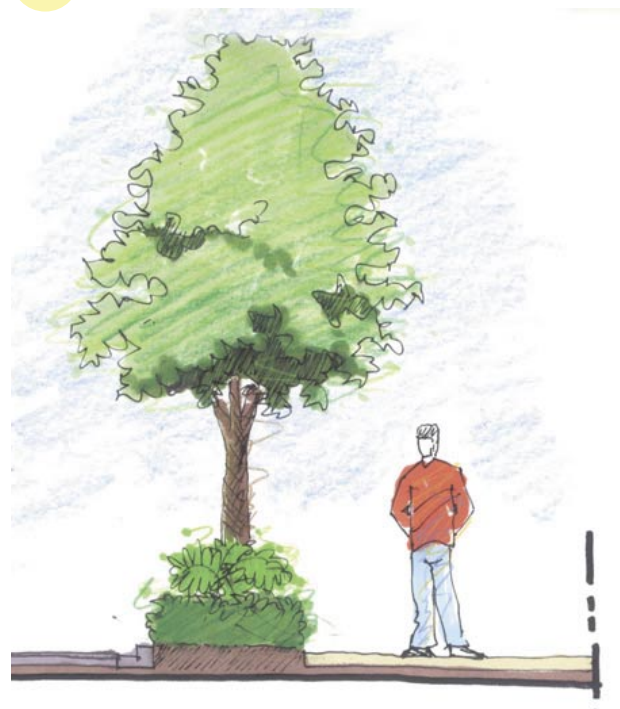
3



In-Ground Planter

- Locations:
 - Center Zone along major intersecting avenues
 - GENERAL Zone along landscape verge
- Dimensions
 - minimum 4 ft x 4 ft planter opening
 - 10 ft to 14 ft overall height at time of planting
 - minimum 6 ft spread
 - minimum 6 ft clear trunk
- Other
 - Recommended understory planting along landscape verge at base of trees.
 - Accent planting is optional
- Refer to plant palette for selection

4



In-Ground Planter

- Locations:
 - Center Zone along landscape verge
- Dimensions
 - minimum 4 ft x 4 ft planter opening
 - 12 ft to 16 ft overall height at time of planting
 - minimum 6 ft spread
 - minimum 8 ft clear trunk
- Other
 - Recommended understory planting along landscape verge at base of trees.
 - Accent planting is optional
- Refer to plant palette for selection

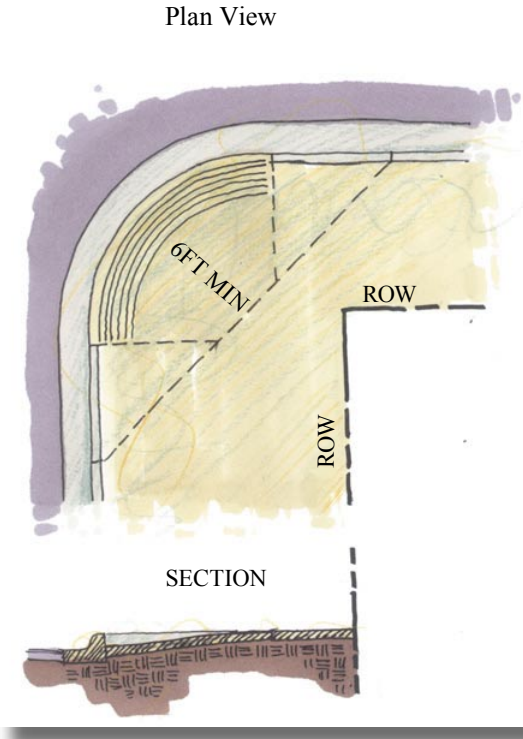
5



In-Ground Planter

- Locations:
 - Throughout at corners of major intersections.
- Dimensions
 - minimum 4 ft x 4 ft planter opening
 - 16 ft to 20 ft overall height at time of planting
 - minimum 8 ft "Wood"
- Other
 - Recommended understory planting along landscape verge at base of trees.
 - Accent planting is optional
- Refer to plant palette for selection

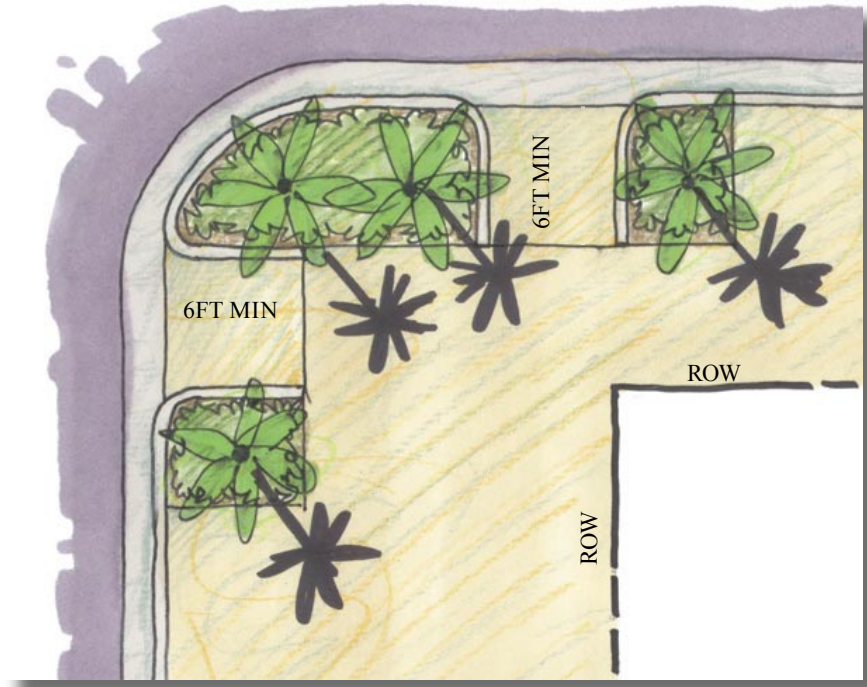




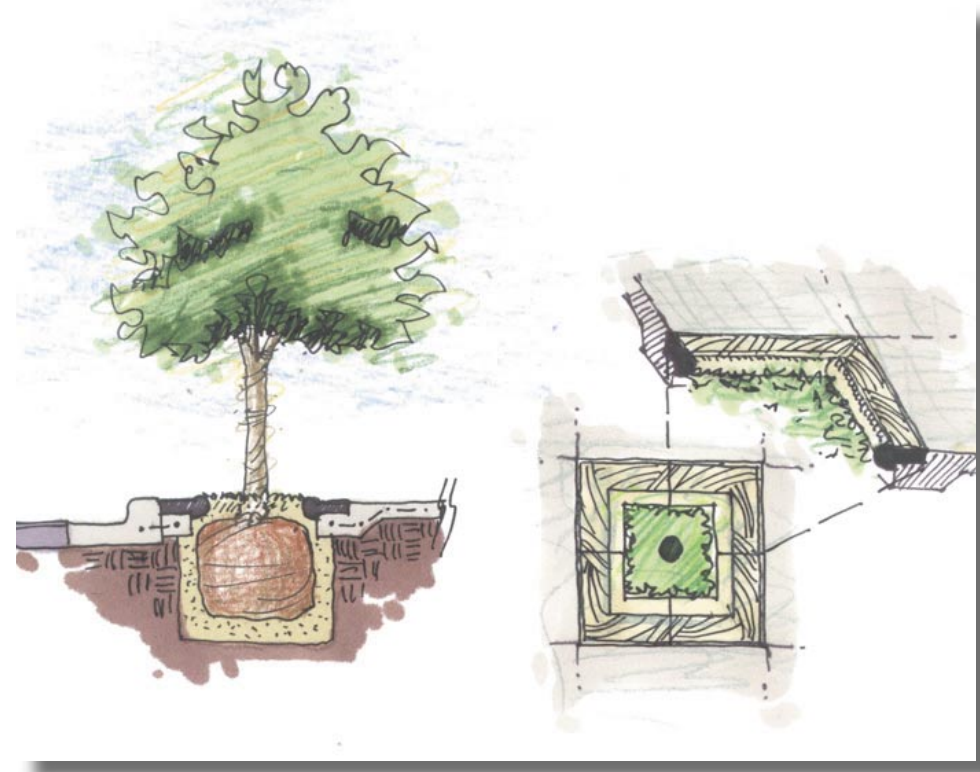
Corner Ramp "A"
 This type of corner ramp offers a greater area of accessibility for high volumes of pedestrians to cross simultaneously. This type of ramp is recommended for the CENTER Zone.



Tight Radial Flare
 Currently, large radii exist along Coral Way. It is recommended that the radius for bulb-out corners be reduced to 2.5ft throughout the study area. This detail strengthens both the edge of the pedestrian area and the vehicular area.

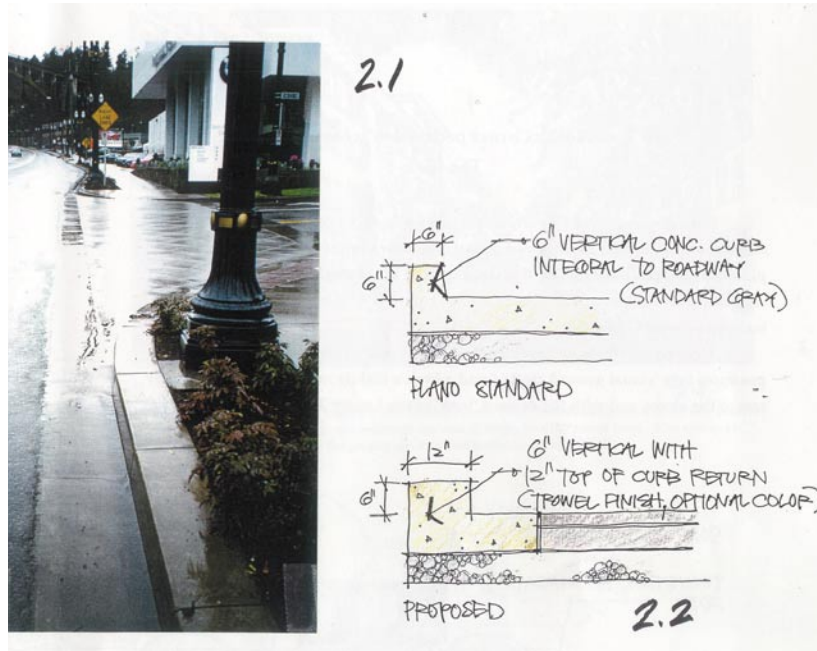


Corner Ramp "B"
 This corner ramp works with the curb returning to meet the sidewalk elevation. ADA standards mandate that the areas adjacent to the ramps must be landscaped so as to not allow any wheel chairs to potentially drop down. This creates opportunities to add green to the corners, a characteristic desirable in the GENERAL Zone of the corridor.



Coping Stone Tree Pit Liner
 This urban detail serves the urban context of the corridor in several manners. First, it allows for an open tree pit so the tree can take in more air and water. Second, the coping stone adds 8 inches of flush, walkable space to the sidewalk area, while maintaining an appropriate opening for the tree. Finally, the concrete coping stone can be customized to fit the appropriate motif of any urban corridor and maintain its cost effectiveness.





Urban Curb

One Foot Wide Urban Curb

In contrast to the standard FDOT “Type-F” curb and gutter which measures 1.5 ft in width for the gutter pan and .5 ft for the curb for a total of 2 ft, this detail places greater emphasis on the curb, making it 1 ft wide. This detail like the one to the left, defines the urban edge.



Step 1 - Laying the structural soil underneath the sidewalk and compacting it.



Step 2 - Pouring sidewalk directly over the compacted structural soil. The tree pits is then dug-out for the root ball.

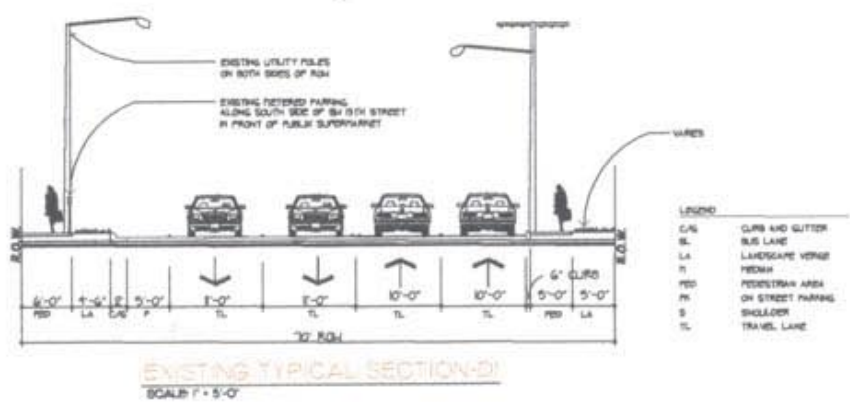
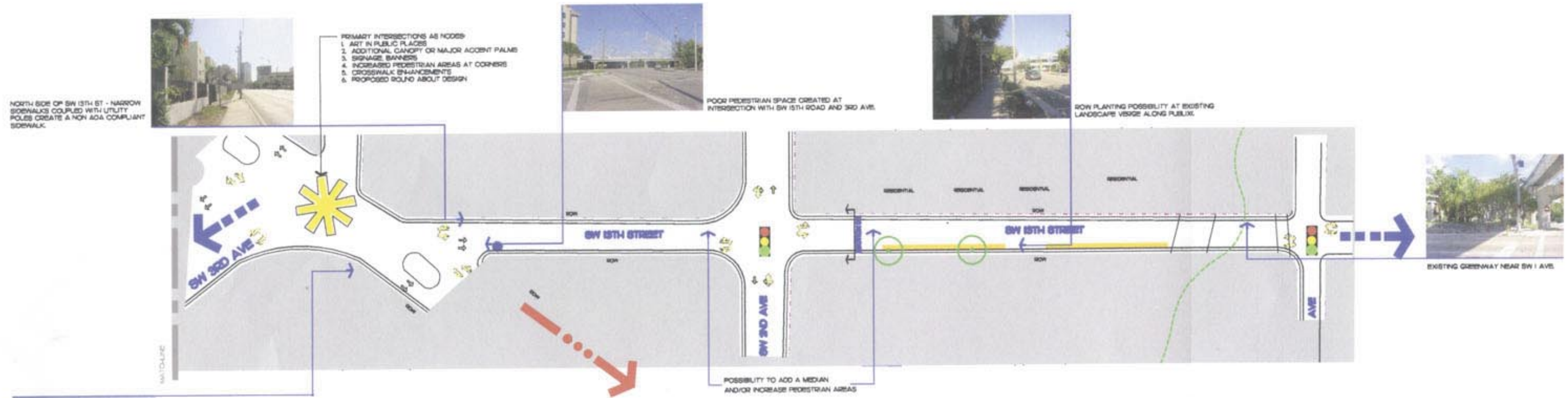
Structural Soil

Structural soil technology is being utilized in urban streetscapes like Coral Way to enhance the survivability and fertility of urban street trees. In an urban environment where volume for root growth is scarce due to dense compacted soils, the structural soil alternative offers some benefits. The composition of structural soil provides both the air and space that roots need to grow while being sturdy enough to be compacted and used directly under the sidewalk.



DISTRICT 1

SW 1st Ave to I-95 OVERPASS



- DISTRICT CHARACTERISTICS**
- PREDOMINANTLY SMALL COMMERCIAL AND RESIDENTIAL BUILDINGS ON NORTH SIDE AND LARGER RETAIL BUILDINGS ON SOUTH SIDE
 - LITTLE PEDESTRIAN MOVEMENT
 - INTERSECTION WITH SW 3RD AVE - VERY OPEN AND UNINVITING
 - LITTLE TO NO CANOPY FROM I-95 UNDERPASS TO THE PUBLIC
 - EXTREMELY NARROW ON-STREET PARKING ON SOUTH SIDE IN FRONT OF PUBLIC SUPER MARKET - NON ADA CODE COMPLIANT
 - NO CENTER MEDIAN
 - UTILITY POLES ON BOTH SIDES OF STREET
 - UTILITY POLES IN SIDEWALK ON NORTH SIDE OF 15 ST. BENSER SIDEWALK NON ADA COMPLIANT

LEGEND

- PROPOSED GATEWAY FEATURE
- MAJOR INTERSECTION - CROSSWALK ENHANCEMENT AREA
- RESIDENTIAL SECTOR
- COMMERCIAL SECTOR
- PICTURE DIRECTION
- BUS STOP COVERED
- BUS STOP NON COVERED
- UNMARKED ON-STREET PARKING
- EXISTING CANOPY TREE
- EXISTING PALM
- EXISTING TRAFFIC LIGHT
- PARKING SPACE AREAS
- HANDICAP PARKING SPACE
- R.O.W LINE
- VI-SHOLLAR ORILLATION
- PROPOSED ART IN PUBLIC PLACES

Coral Way - SW 15th Street (1st Ave to I-95)
Inventory & Analysis
City of Miami, Florida



DISTRICT 2

I-95 OVERPASS to SW 12th Ave.



RENOVATED TWO STORY RESIDENTIAL BUILDING - MANY OPPORTUNITIES FOR SIMILAR PROJECTS EXIST ALONG THE CORRIDOR.

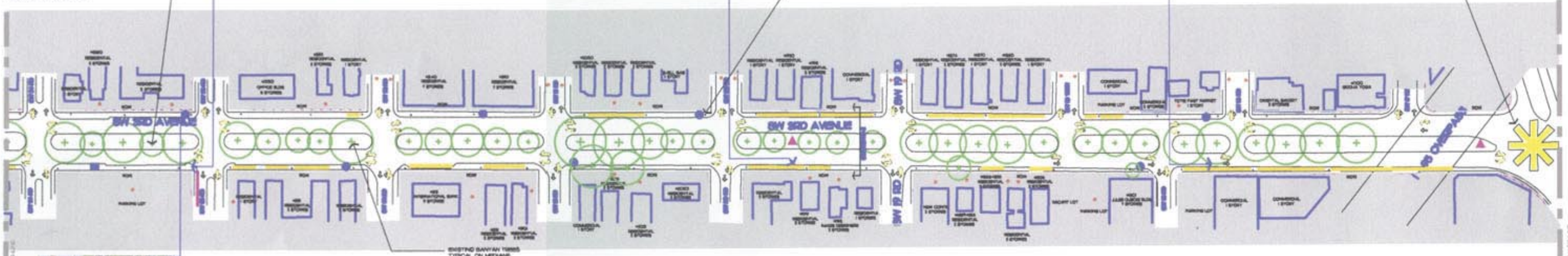
STREET CAFE STYLE RETAIL - STIMULATES PEDESTRIAN ACTIVITY AND CREATES A DESIRABLE AESTHETIC LOOK.

MEDIAN CHARACTERISTICS SEMAN CONTINUOUS THROUGHOUT ENTIRE CORRIDOR. OPPORTUNITY TO ENHANCE EXISTING CHARACTER BY ADDITIONAL LANDSCAPE AND LIGHTING.

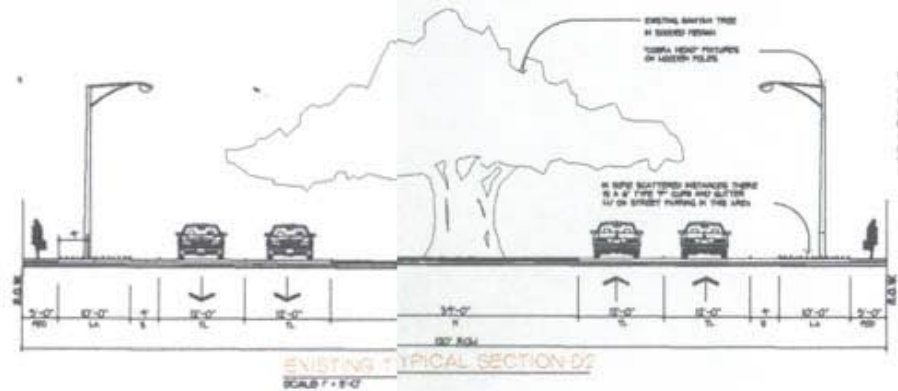
EXISTING PARKING LOT - BORDERS CORRIDOR WITH A CHAIN-LINK FENCE. NO EDGE CANOPY ALONG 1/4-2/3 AREA. ST. SOPHIA BEYOND 100% ARCHITECTURAL PRIZE FOR THE AREA.

EXISTING UTILITY POLES (TYPICAL)

PRIMARY INTERSECTIONS AS NOTED:
1. ART IN PUBLIC PLACES
2. ADDITIONAL CANOPY OR MAJOR ACCENT PALMS
3. BOUTIQUE BARRIERS
4. INCREASED PEDESTRIAN AREAS AT CORNERS
5. CROSSWALK ENHANCEMENTS



EXISTING BUS STOP - IMPROVE PEDESTRIAN MOVEMENT, DANGEROUS PROXIMITY TO TRAILS, LANES, NO CORNER



DISTRICT CHARACTERISTICS

1. 2 TRAFFIC LANES WEST BOUND; 2 EAST BOUND
2. VARIOUS UNMARKED ON-STREET PARKING
3. MIXED DENSITY - RANGING FROM SINGLE FAMILY HOMES TO 10 STORY TOWERS
4. MIXED USES - OFFICE, RESIDENTIAL, COMMERCIAL
5. BUS STOPS ARE IN LINE
6. COMMERCIAL AREA POOLED TOWARDS I-95 AREA
7. SINGLE FAMILY RESIDENTIAL SURROUNDINGS
8. 3RD AVE AND BAYVIEW - CONNECTORS TO I-95 AND I-195
9. VERY LIGHT PEDESTRIAN MOVEMENT
10. OVERALL RESIDENTIAL CHARACTER
11. SEVERAL INTERSECTIONS DO NOT HAVE ADA COMPLIANT RAMP, AND DO NOT HAVE STURDIED-OUT CROSSWALKS

LEGEND

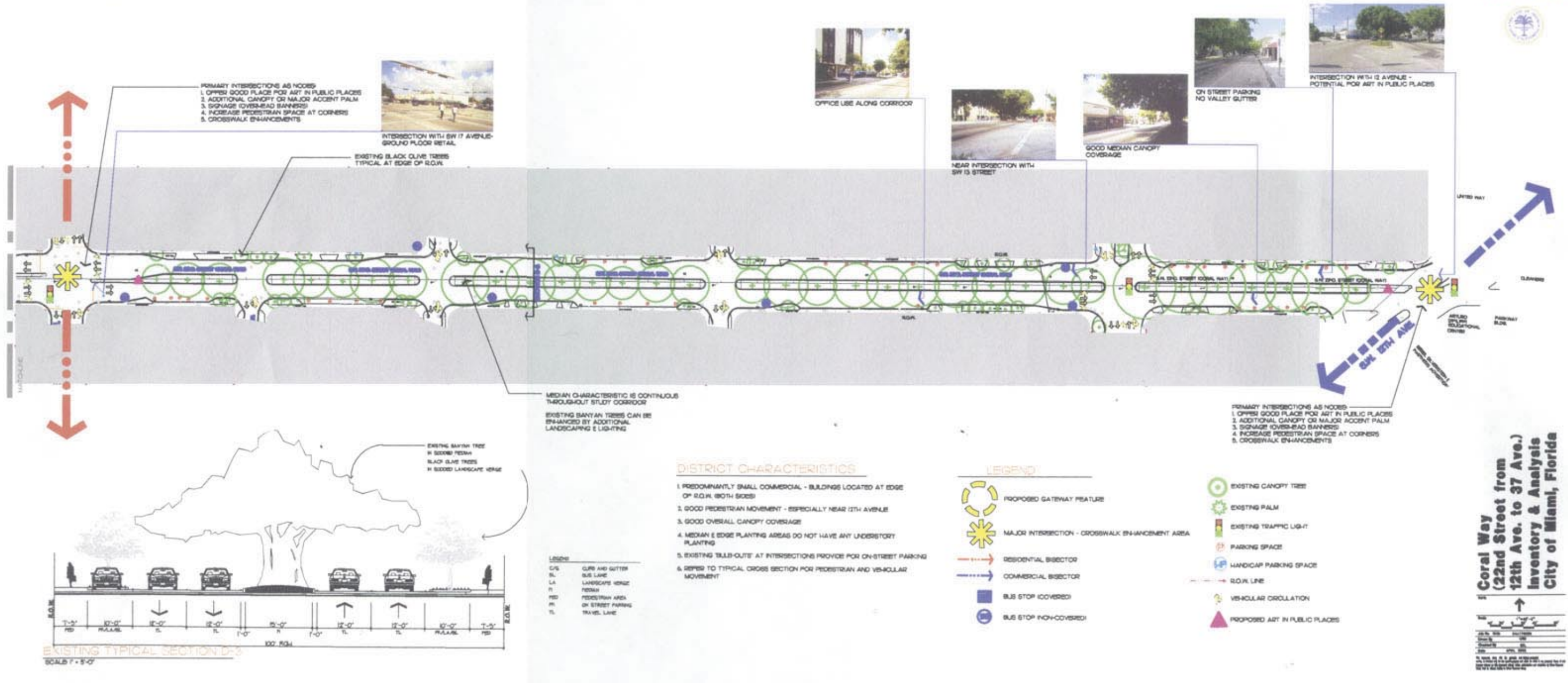
- PROPOSED GATEWAY FEATURE (SW 37th AVENUE)
- MAJOR INTERSECTION - CROSSWALK ENHANCEMENT AREA
- RESIDENTIAL DISTRICT
- COMMERCIAL DISTRICT
- BUS STOP COVERED
- BUS STOP SIGN COVERED
- UNMARKED ON-STREET PARKING
- EXISTING CANOPY TREE
- EXISTING PALM
- EXISTING TRAFFIC LIGHT
- PARKING SPACE/ AREA
- HANDICAP PARKING SPACE
- EDGE LINE
- VEHICULAR CIRCULATION
- PROPOSED ART IN PUBLIC PLACES



Coral Way - SW 3rd Avenue (I-95 to SW 12th Avenue)
Inventory & Analysis
City of Miami, Florida

DISTRICT 3

CORAL WAY - SW 12 AVE to SW 37 AVE

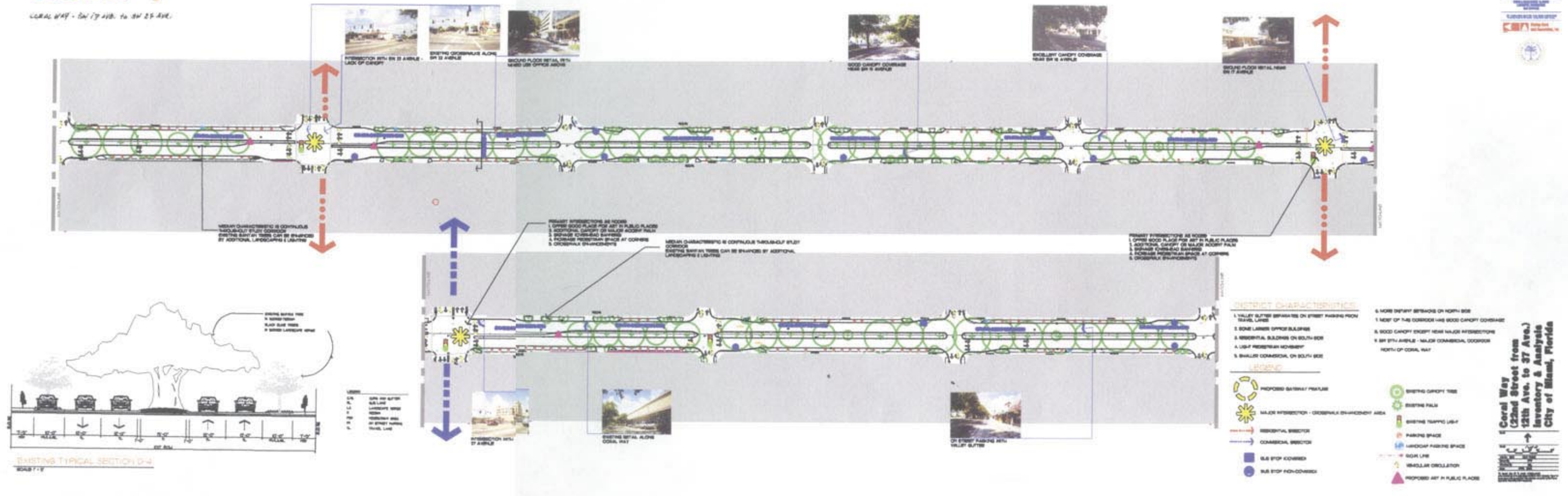


Coral Way Beautification Master Plan & Design Standards

City of Miami

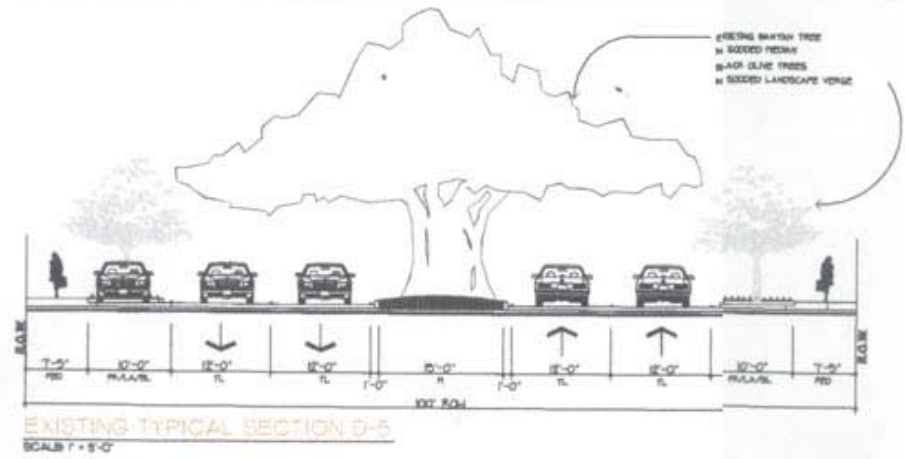
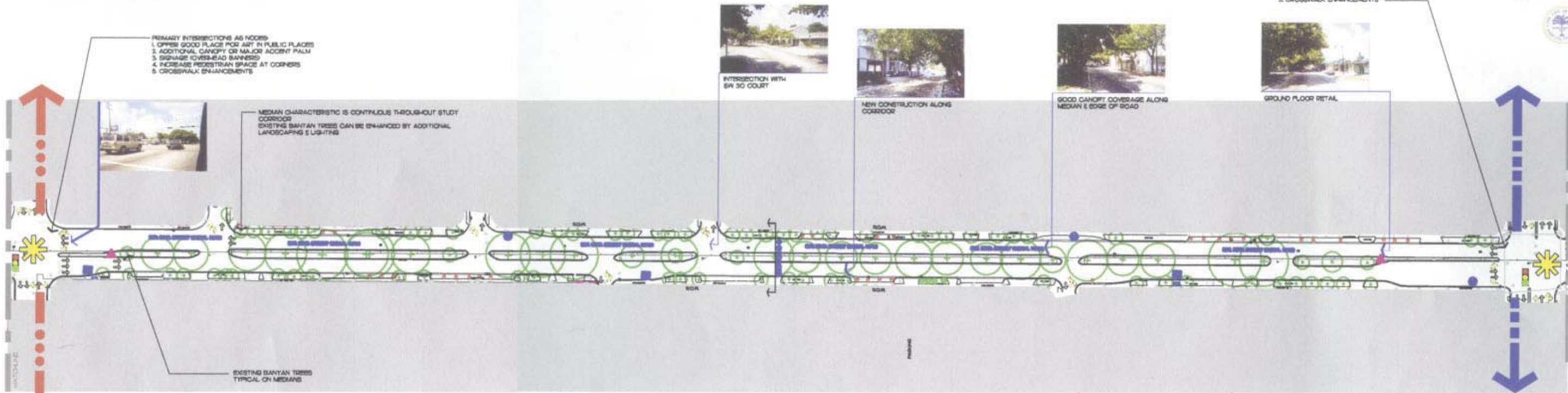
DISTRICT 4

CORAL WAY - SW 17 AVE. TO SW 25 AVE.



DISTRICT 5

CORAL WAY • SW 27 AVE. to SW 37 AVE.



DISTRICT CHARACTERISTICS

- MIXED USE - OFFICE/ CONDOS/ COMMERCIAL UP TO 6 STORIES
- DISTRICT IS ANCHORED BY TWO BANK TOWERS - AT 27TH AVE - TOTAL BANK AND AT 32ND AVE - TERRA BANK
- 1 STORY COMMERCIAL BUILDINGS PRIMARILY ALONG NORTH SIDE
- VALLEY GLITTER SEPARATES ON-STREET PARKING FROM TRAVEL LANES
- SOME IN LINE BUS STOPS / OTHERS HAVE FULL OFF LANE

LEGEND

- PROPOSED GATEWAY FEATURE
- MAJOR INTERSECTION - CROSSWALK ENHANCEMENT AREA
- RESIDENTIAL SECTOR
- COMMERCIAL SECTOR
- BUS STOP (COVERED)
- BUS STOP (NON-COVERED)
- EXISTING CANOPY TREE
- EXISTING PALM
- EXISTING TRAFFIC LIGHT
- PARKING SPACE
- HANDICAP PARKING SPACE
- ROW LINE
- VEHICULAR COLLATION
- PROPOSED ART IN PUBLIC PLACES

Coral Way from (22nd Street from 12th Ave. to 37 Ave.) Inventory & Analysis
 City of Miami, Florida

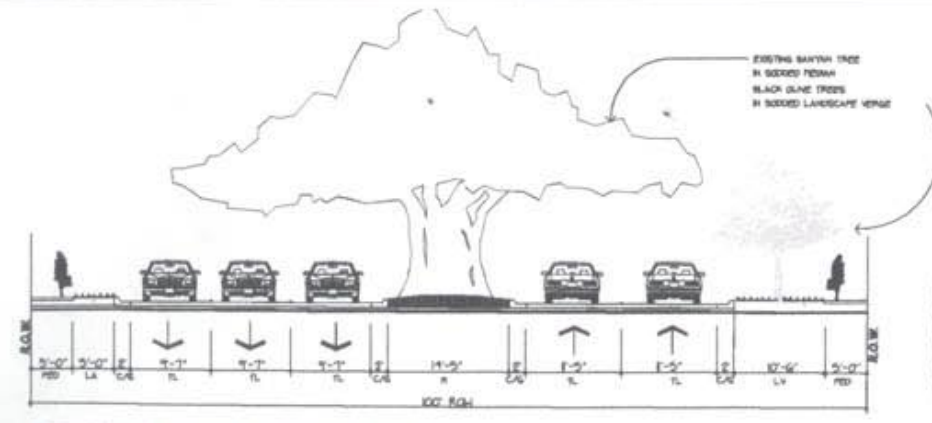
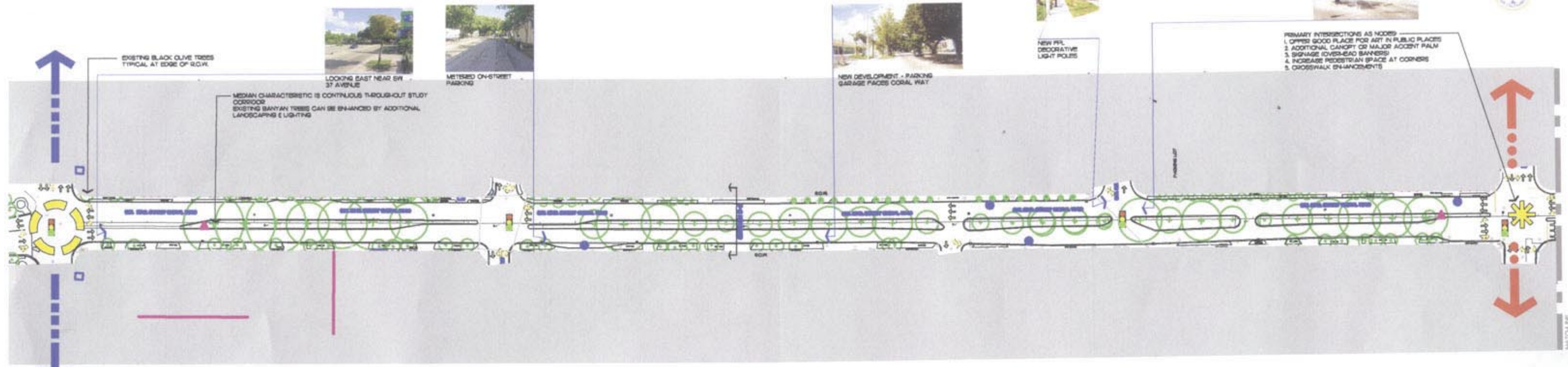


Coral Way Beautification Master Plan & Design Standards

City of Miami

DISTRICT 6

CORAL WAY + SW 32ND AVE. TO SW 37TH AVE.



EXISTING TYPICAL SECTION D-E
SCALE 1" = 8'-0"

DISTRICT CHARACTERISTICS

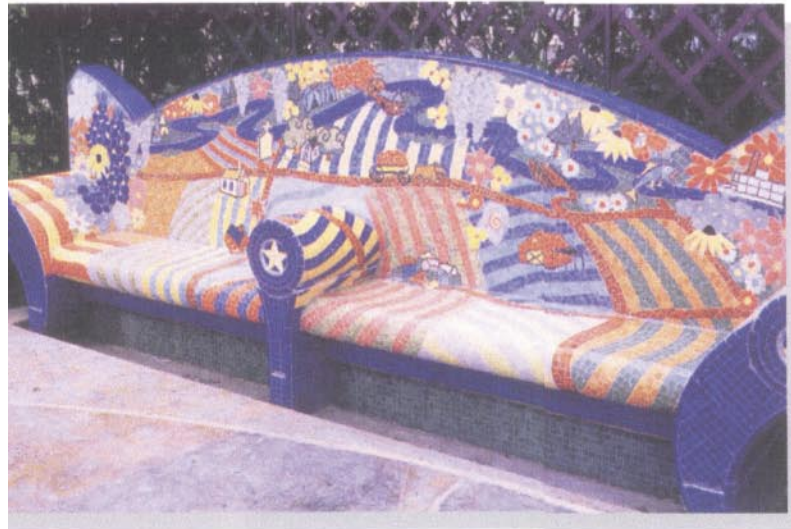
1. 3 TRAFFIC LANES WEST BOUND
2. NO ON-STREET PARKING
3. LARGE BUILDINGS SETBACK FURTHER FROM R.O.W. THAN IN OTHER DISTRICTS
4. POOR PEDESTRIAN MOVEMENT
5. BUS STOPS ARE IN LINE
6. SMALL COMMERCIAL BUILDINGS ON SOUTH SIDE
7. SINGLE FAMILY RESIDENTIAL SURROUNDINGS
8. 37TH AVENUE-MAJOR N/S COMMERCIAL CORRIDOR

LEGEND

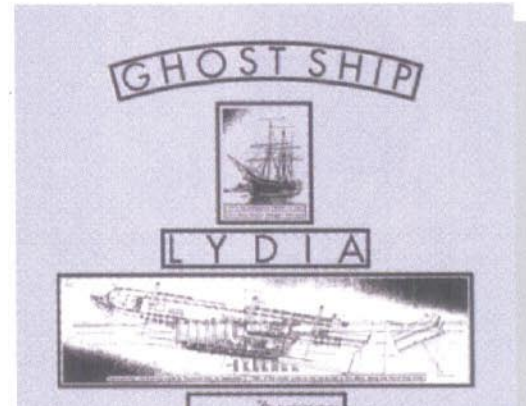
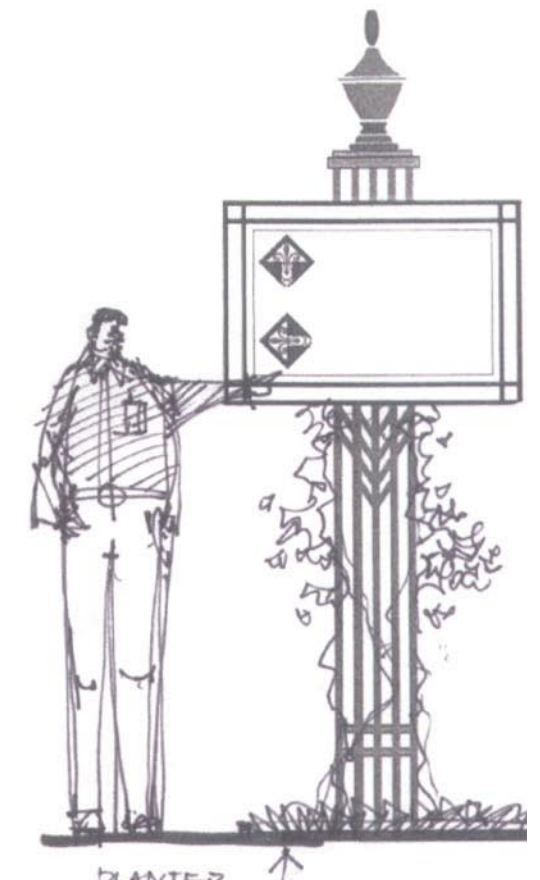
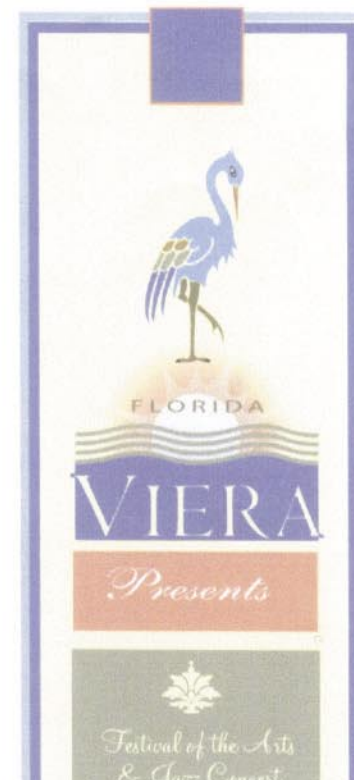
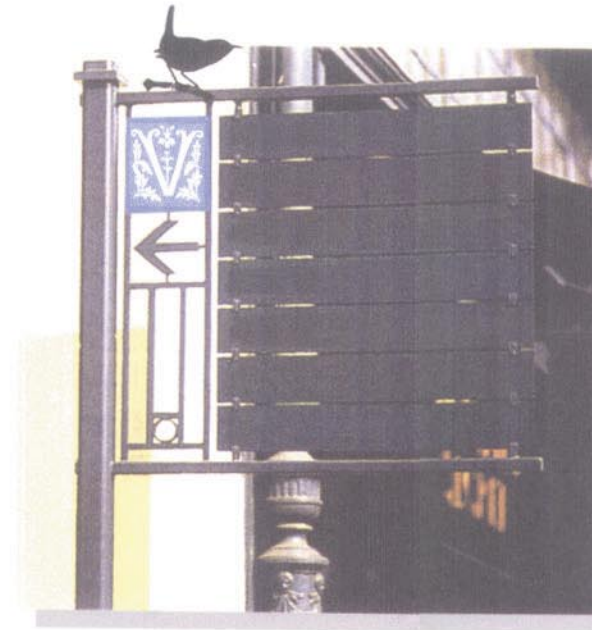
- PROPOSED GATEWAY FEATURE
- MAJOR INTERSECTION - CROSSWALK ENHANCEMENT AREA
- RESIDENTIAL SECTOR
- COMMERCIAL SECTOR
- BUS STOP (COVERED)
- BUS STOP (NON-COVERED)
- EXISTING CANOPY TREE
- EXISTING PALM
- EXISTING TRAFFIC LIGHT
- PARKING SPACE
- HANDICAP PARKING SPACE
- R.O.W. LINE
- VISUAL CIRCULATION
- PROPOSED ART IN PUBLIC PLACES

Coral Way from (22nd Street from 12th Ave. to 37 Ave.) Inventory & Analysis
City of Miami, Florida





Furniture as Art/Theme Reinforcement



Coral Way Beautification Master Plan & Design Standards

City of Miami

Community meeting Input - Public Meeting April 4, 2002

Current Issues

- 1) SW 13th St promenade improvements (Cuban Memorial Road)
- 2) Pre-existing contract for new bus benches (City can reject design however in special districts)
- 3) Conduits for lights already incorporated – From SW 37th to SW 12th on Coral Way

General Comments

- 1) Class II permit required in special overlay districts such as the Latin Quarter
- 2) When multi-family and/ or buildings are built, adequate parking is not enough
- 3) Add more than just one parking space per condo unit. Must be a requirement for permit
- 4) It is unrealistic to expect one car per condo unit or residential
- 5) Height requirement for Coral Way – legislate a maximum height requirement (perhaps using the tallest existing building as a maximum limit)
- 6) Keep Coral Way maintenance simple
- 7) Coral Way and SW 17th Ave and SW 18th Ave are eyesores
- 8) Use pink sidewalks or other decorative sidewalk treatment to enhance pedestrian space
- 9) Have a continuous character throughout corridor. This applies to street furniture, sidewalk treatment, building facades, landscape, etc.

District 1

- 1) ADA problems occurring on SW 13th St
- 2) Increase Handicap parking
- 3) Add canopy to District 1. Currently there is no canopy
- 4) Extended stay apartment building is eyesore
- 5) SW 3 Ave and SW 18th Terrace – Residential Unit (apt. building) – insufficient parking, vandalism due to next door liquor store

District 2

- 1) SW 20 Rd - Additional Driveway requested at Shell Gas station
- 2) SW 19 Rd and SW 3rd Ave – Obstruction of traffic flow due to cars waiting to turn on intersection
- 3) SW 18 Terrace and SW 3rd Ave – Cars cross over grass to leave from liquor store
 - New SW 18th Terrace layout took away parking
 - Too much swale
- 4) SW 3rd Ave, between 19 Rd and 18 Terrace-North side – propose angle parking- resulting gain of more parking
- 5) SW 18 Terrace – Needs major parking increase
- 6) SW 17 Rd and SW 3 Ave - this area is used as U-turn - No U-turn desired
- 7) Wider sidewalks and add a bike lane
- 8) SW 3 Ave – Non-ADA compliant crosswalks at several intersections
- 9) Typical unmarked parking with gravel - recommend to pave driveways
- 10) Trash is a problem- people throw trash on streets
- 11) SW 3 Ave, between SW 28 and SW 27 North side - parking garages at office buildings not being used instead people park on streets
- 12) SW 3 Ave and SW 31 Rd (North side) – Existing ground floor retail needs on-street parking
- 13) Raise parking requirement for new development
- 14) Place development height limitations on new construction
- 15) Cars being washed on streets – No designated are for car washing of condo tenants
- 16) SW 3 Ave (South of SW 32 Rd) – Poor bus circulation. Buses forced to U-turn at 31 Rd in order to get on North side of SW 3 Ave
- 17) SW 3 Ave – between 32 and 31 Rd on North side - proposed school by United Way Residents against development

District 3

- 18) SW 3 Ave and 34th Rd – Do not eliminate parking in this area
- 19) Coral Way needs to complement the design of SW 13th Rd Promenade
- 20) People cross through median in between Banyan trees and are not visible. Add landscaping that obstructs pedestrian crossing in these areas
- 21) New construction at SW 16Ct does not provide enough parking

District 4

- 22) Use St. Charles St (New Orleans) as guide – Bring down the unsightly and hidden streetlights to pedestrian scale
- 23) Use artist not just for the art pieces on the intersections but as designers of furniture as well. This will result in a continuous character that relates to the Coral Gables effort
- 24) SW 17 Ave and Coral Way – Major need for parking – Add parking instead of trees. Existing trees are sufficient enough
- 25) What is the budget for sculptures? Is it independent of the general design budget? Can artists donate pieces to beautify the streetscape and market their work.
- 26) Crosswalks – use high quality bricks (WOA Gallery)
- 27) Angle parking spaces will provide more parking
- 28) Design well decorated meters with a charming style and color
- 29) Keep news stands in a consistent format and color
- 30) Coral Way between 17 Ave and 18 Ave (HCP Photography Inc.) – Suggested area parking space has been lost due to parking lot viewing next door
- 31) Add artistic Sculpture between Banyan trees
- 32) Coral Way and SW 18 Ave (South side) – Solve Post Office parking problem.
- 33) Coral Way and SW 24th St SW 24 Terrace, SW 23rd St and SW 23rd Terrace – Conduct Comprehensive Traffic study and limit traffic and parking through neighborhoods.
- 34) General – Consider barrier designs if Comprehensive Traffic Study results show the necessity. Do not use Miami Shores barrier design solutions
- 35) General – Employees park in front of residences for their shifts instead of public parking. Enforcement of residential parking permits so community gains and illegal parking is restricted
- 36) Add bicycle route parallel to Coral Way using a less congested road
- 37) Not enough parking
- 38) Create pedestrian friendly promenade
- 39) Bus bench to match new FPL light poles
- 40) Use deciduous flowering plants along Coral Way
- 41) Furniture design to match – Think Paris design
- 42) Problem: The company providing the new bus benches with illumination at night and advertisements should adhere their design to the overriding master plan furniture design
- 43) Keep in mind the maintenance effort for the new master plan
- 44) Decorative traffic signals
- 45) Coral Way and 22 Ave (South side) – The southeast corner is residential zoning but is illegally used commercial
- 46) Lack of canopy throughout
- 47) Can intersection corners have public art as well?
- 48) Enforcement of residential parking permits so community gains and illegal parking is restricted

District 5

- 49) Incorporate landscape into parking garages
- 50) 2759 and Coral Way – sidewalk in bad conditions
- 51) Improve bus way
- 52) SW 31 Ave and Coral Way – Owner interested in Public/ Private parking garage

District 6

- 53) Keep Black Olive trees to maintain shade for parking
- 54) Also add Art in Public Places to existing blank walls on streets
- 55) Define districts by flowering trees
- 56) Use flowering trees as accents
- 57) Increase canopy options on edges
- 58) Coral Way and SW 36 Ave – Problem: West bound traffic turning left on 36th and quick left into Sears – Talk to Commissioner Morales for sketches
- 59) Coral Way and SW 36 Ave – Add bus stop just west of corner



Alternative Intersection Designs

The following alternative intersection designs were done by other consultants and are not part of this study. However, these designs need to be taken into consideration when performing a comprehensive plan for the corridor.

1) Existing intersection condition at SW 12th Ave, SW 3rd Ave, and SW 22nd St

2 & 3) Intersection of SW 12th Ave, SW 3rd Ave, and SW 22nd St ("5 points Intersection")

Design done by others

4) Proposed Intersection Layout of SW 13th St and SW 3rd Ave

Design done by others

