

DWNTWN MIAMI STREETSCAPE MANUAL -

DECEMBER 2013

SIDEWALK FURNISHINGS

SIDEWALK FURNISHING CATALOGUE:

1.0	BICYCLE RACKS	Page 14	11.0	NEWS STANDS	Page 34	FAMILY OF SIDEWALK FURNISHINGS	
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3.0	BICYCLE RENTAL PROGRAM	Page 18	13.0	DRINKING FOUNTAINS	Page 38	DWNTWN	Page 57
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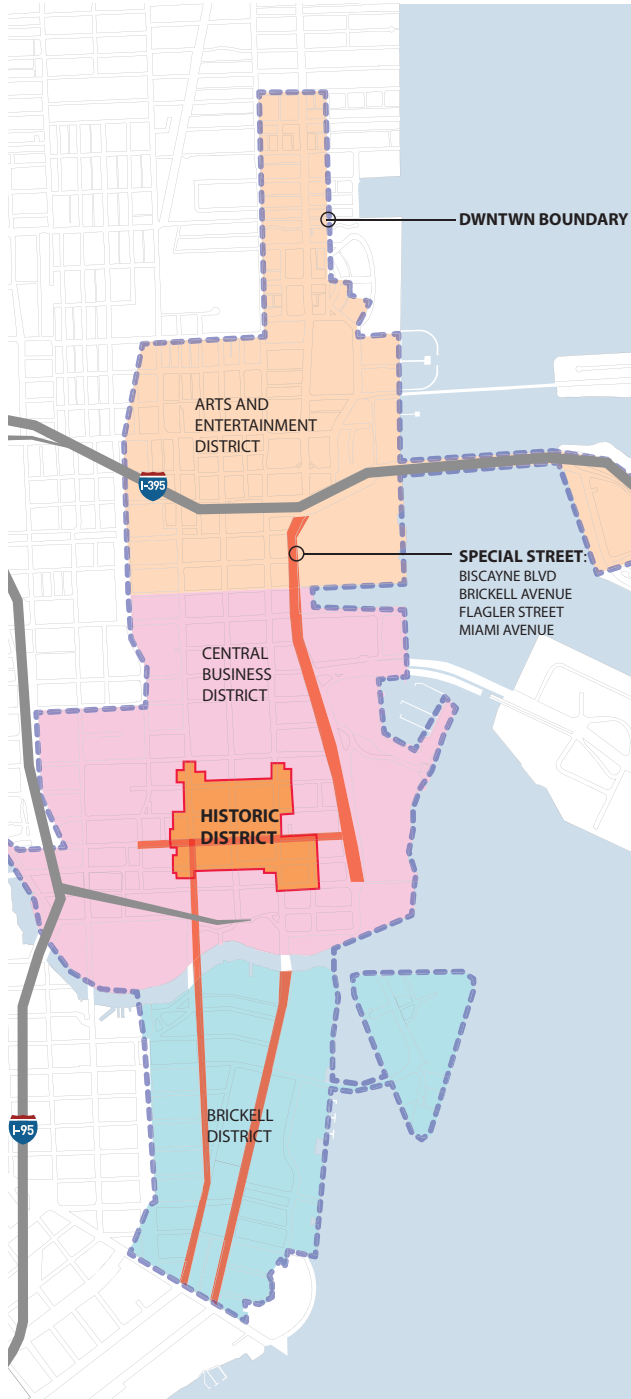


Diagram 1.1: DDA Boundary: Furnishing Organization

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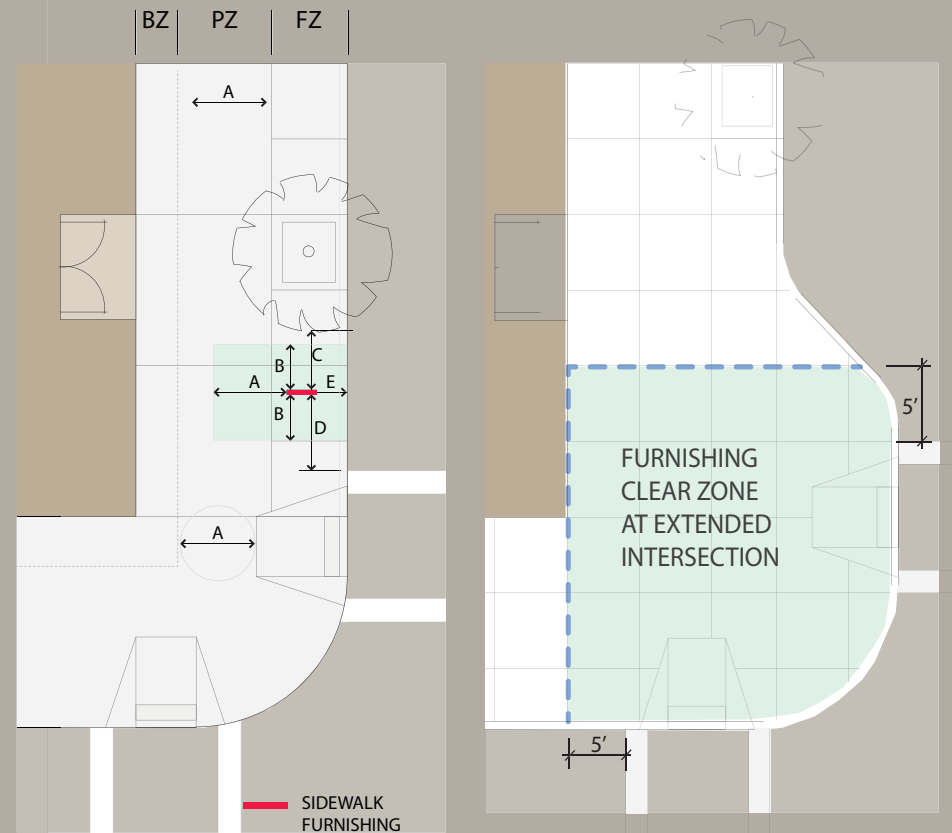
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COMMENTS:

- A: Building Zone (BZ):** is the area within the sidewalk directly adjacent to the building that can be used for outdoor cafe furnishings and valet kiosks.
- B: Pedestrian Zone (PZ):** is the area within the sidewalk designated for pedestrian throughway. This zone must have a minimum clear width of 6'-0" and should be compliant with all applicable ADA guidelines. No elements from either the BZ or FZ should impede within this zone.
- C: Furnishing Zone (FZ):** is the area within the sidewalk, between the PZ and the travel lane or parallel parking. This area contains streetscape elements that provide a service or use to pedestrians, such as, but not limited to: street trees, landscaping, cafe seating benches, bicycle racks, parking meters, and street lighting.
- D: Public Right-Of-Way Sidewalk Area:** includes the BZ, PZ and FZ. Sidewalk width varies.
- E: Private Property | Building Setback Area:** per applicable zoning code. Setback area could include cafe seating and accessible pedestrian plaza areas.



COMMENTS:

- A:** 6'-0" minimum clear pedestrian path
- B:** 3'-0" clear between other sidewalk furnishing, traffic control devices and obstructions
- C:** 5'-0" clear between the sidewalk furnishing and striped loading and valet zones
- D:** 5'-0" clear between the sidewalk furnishing and the street intersection stop bar
- E:** 2'-0" clear between the sidewalk furnishing and (back of) street curb.

OTHER SETBACKS:

- 18" clear to back of curb for waste receptacles and streetlights
- 5'-0" clear from fire hydrants
- 2'-0" clear from any driveway or wheelchair ramp
- 4'-0" clear from pedestrian ramp landings
- 8'-0" clear from ADA accessible parking areas

Diagram 1.2: Typical Street Section - Terminologies

Diagram 1.3: Minimum Setback Requirements

Introduction

1.0 Purpose

The intent of the DWNTWN Miami Streetscape Manual (“Manual”) is to provide direction to municipal departments, local public agencies, property owners, businesses, developers and design professionals who plan to make investments in the public right-of-way within the Downtown Development Authority (DDA) boundary (Diagram 1.1). The Manual is intended to serve as the primary source and framework for promoting higher quality and consistent streetscape designs within the DDA Boundary.

The Manual organizes sidewalk furnishings into: (1) pre-approved (by-right) furnishing “standards”, with placement guidelines and specifications, (2) options to the standard, by DDA administrative approval, and (3) a pilot project process which allows the applicant to propose innovative solutions to a sidewalk furnishing concepts.

1.1 Sidewalk Furnishings Description

Sidewalk Furnishings (“furnishings”) can be embedded or bolted to the sidewalk infrastructure and can even be movable. Furnishings should be considered as pedestrian amenities that adds functionality and vitality to the public realm, announcing that pedestrians are welcome, with visual detail and interest. Improved street vitality has marked impacts on public safety, comfort, health of local businesses and local real estate value. Furnishings include, for example, seating, bicycle racks, bollards, planters, news-racks, public-art and trash receptacles. Such furnishings are not considered permanent to the sidewalk infrastructure and can be removed at a later date.

1.2 Non-Standard Improvement Covenant with the City of Miami

Property owners and businesses wishing to install furnishings within the sidewalk right-of-way will need to enter into a Non-Standard Improvement Covenant (“Covenant”) with the City of Miami Public Works Department (“City”) for temporary encroachments adjacent to their property or business. The Covenant grants permission by the City to allow for the installation and maintenance of improvements within the public right-of-way by the property or business owner at no cost to the City. A sample Covenant Agreement can found at the end of this document. All applicants must coordinate the Covenant application process with the City’s PWD.

1.3 General Placement Guidelines

As a general rule, furnishings are secondary to street trees and street light placements. Street tree and lighting placement define the major rhythm of design elements along the street; sidewalk furnishings should be placed in relation to trees and lighting after the best locations for these elements has already been located.

The sidewalk can be conceptualized into three distinct zones: See Diagram 1.2: Typical Street Section

- 1) Building Zone (BZ): is the area within the sidewalk directly adjacent to the building that can be used for outdoor cafe furnishings, chairs, benches and valet kiosks.
- 2) Pedestrian Zone (PZ): is the area within the sidewalk designated for pedestrian throughway. The zone must have a minimum clear width of 6’-0” and shall be compliant with all applicable ADA guidelines. No sidewalk furnishings should impede within this zone.
- 3) Furnishing Zone (FZ): is the area between the PZ and the travel or parallel parking lane. This area typically contains the majority of the sidewalk furnishings.

In addition to these three zones, potential building setbacks within private property, as defined by applicable zoning code, can also provide pedestrian amenities, such as cafe seating and bicycle racks.

All furnishings must comport to the basic clearances for accessibility as prescribed by the American Disabilities Act (ADA). No sidewalk element may interfere with pedestrian access to the entrance of any building, which includes all paths of travel and exit, as well as disabled access requirements of ADA.

Placement of furnishings should also plan for overhangs and door swings. Because of the often limited space in the FZ due to street trees, lights and other furnishings, the Manual provides Diagram 1.3: Minimum Setback Requirements, which highlights general minimum setback requirements for all furnishings as described in the Sidewalk Furnishing Catalogue (“Catalogue”). The diagram identifies setbacks in relation to other sidewalk elements and defines minimum clearances that ensures the paths of travel and access to buildings and parking zones. More specific placement guidelines relative to each particular sidewalk furnishing are located in the Catalogue and are coupled with best placement strategies that minimize visual clutter.

The Manual provides strategies for both limited and expanded sidewalk areas and promotes furnishings within curb extensions (that extend into the parking lane) sometimes referred to as sidewalk bulb-outs.

SUBMITTAL PROCESS:

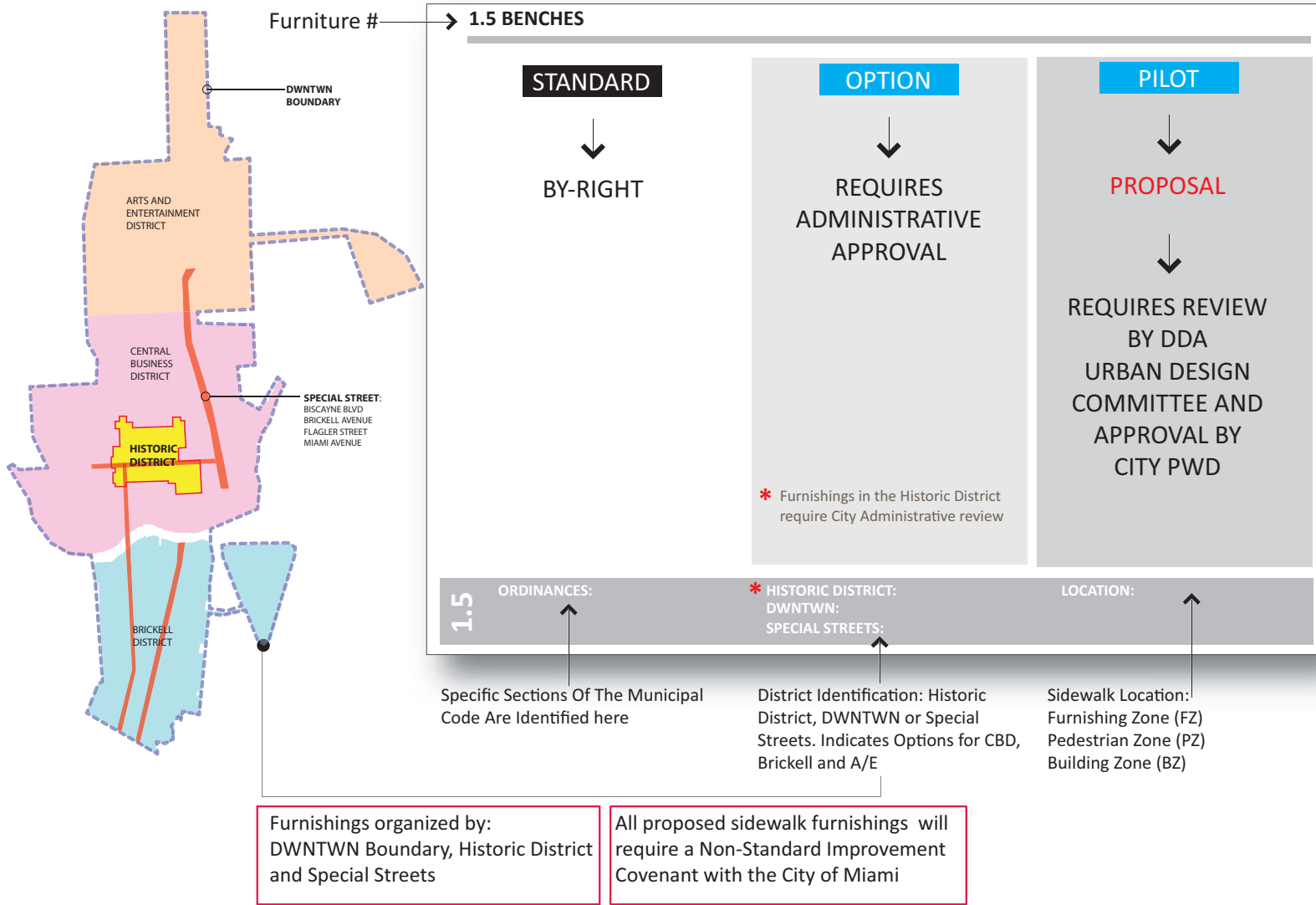


Diagram 1.4: Sidewalk Furnishing Slide Organization

1.4 Document Layout

The Manual is constructed as a “Catalogue” of pre-approved free-standing sidewalk furnishing standards, that may include options to the standard, and possible pilot projects. Each sidewalk furnishing has specific submittal requirements, that may include specifications, “best practice” placement guidelines, and supporting plans and elevations, as needed.

Sidewalk Furnishing Catalogue

The Catalogue provides a photo-inventory of acceptable furnishings for installation in the right-of-way by either public or private entities with furnishings standards that are specific to the DDA boundary: (“DWNTWN”) which includes the Central Business District (CBD), Brickell District and Arts and Entertainment District (A&E), the Historic District (located within the CBD) and “Special Streets,” which are defined in the Manual as Biscayne Boulevard, Brickell Avenue, Miami Avenue and Flagler Street. See Diagram 1.1: Furnishing Organization.

All furnishings were reviewed and organized on the following principles: (1) durability, (2) neighborhood character and (3) sustainability.

(1) Durability

Sidewalk furnishings must be functional to its intended use, easily replaceable and have low maintenance costs. The Manual establishes furnishing standards that utilize durable frames and assemblies and promotes such materials such as stainless steel and galvanized metals with electro-coated finishes; materials that are compatible to the downtown Miami’s urban context and extreme weather conditions that can include corrosion to untreated surfaces by salt-water infiltration, humidity and intensive human contact. The Manual strongly discourages the use of plastic-constructed furniture and other materials that easily stain, collect water and appear less sturdy.

(2) Neighborhood Character

The Manual addresses neighborhood character with a methodology that establishes furnishing “standards” for

DWNTWN, the Historic District and Special Streets:

DWNTWN:

The DWNTWN standard promotes a family of sidewalk furnishings that emphasize durable materials and assemblies that are compatible in an urban environment. All DWNTWN standard furnishings are either stainless steel or hot-dipped galvanized with a powder-coated grey/silver application that minimizes corrosion caused by humidity and water intrusion. The design of the furnishings stresses simplicity with minimal ornamentation.

The Historic District:

The Historic District is located within the CBD’s urban core and currently has furnishing that includes acorn streetlights, waste receptacles and planters that utilize ornate profiles and are galvanized in a powder-coated black finish. The Historic District standard expands this aesthetic approach as the reinforcing characteristic for all other standard furnishings located in the Historic District.

Special Streets:

Special streets are identified in the Manual as streets with significant features, such as right-of-way widths that allow for wide sidewalks, continuous active uses at street level and streets with historical or economic significance. The Manual identifies a family of furnishings for the following special streets:

Biscayne Blvd - large right-of-way width and symbolic front door to Biscayne Bay. Furnishings are based on the DWNTWN standard but with a more distinguished style that is compatible with its highly visible location and transit emphasis.

Brickell Avenue - large right-of-way street width and global financial center. Furnishings are based on the DWNTWN standard but with a more specific style.

Flagler Street - the historic shopping district in the heart of the CBD. Furnishings are based on the Historic District standard since much of Flagler Street is located within its boundary. However, some furnishings are unique and are consistent with the Flagler Street Streetscape Improvements (2013).

Miami Avenue - the City’s original “main street” connects Brickell with the CBD. Furnishings are based on the DWNTWN standard but with styles that accommodates greater pedestrian activity at the street level.

The Manual provides for “Options” to the established standard by allowing for the flexibility of selecting a finish, material or element that accommodates unique or constrained site conditions, particularly addressing the emerging character and neighborhoods of Brickell and A&E. Selecting an Option requires administrative approval by DDA staff to ensure no two furnishings, whether ornate or modern, or with different finish colors will be placed adjacent to one another.

Temporary private uses in the public realm are encouraged as they create a lively and colorful street character, animate public space, and provide “eyes on the street.” These furnishings can be appropriate for a designated Special Street, and/or neighborhood and commercial areas that are managed by adjacent businesses, property owners or a Business Improvement District (BID). The Manual provides for greater flexibility for movable tables, chairs, benches and canopies that are maintained by the adjacent business.

The movable furnishings and/or Sidewalk Cafe elements, should be sturdy, high quality, and be located to ensure safety, accessibility and appropriate maintenance. Sidewalk Cafe elements further defined in the Manual include:

- 1.8 Sidewalk Chairs
- 1.9 Sidewalk Umbrella
- 1.17 Freestanding Planters

The Manual promotes innovation in the public realm through the “Pilot Project” process which allows an applicant the opportunity to propose a creative design solutions to a sidewalk furnishing. The proposal would require review by the DDA Urban Design Committee, approval by the City’s PWD and could be integrated into the Manual at a future date after positive field review. The Manual has identified Pilot opportunities for certain furnishings that have been successfully been implemented in other cities. An applicant can also propose a pilot for a sidewalk furnishing that is not currently listed in the Catalogue.

(3) Sustainability

The Manual promotes sustainability in the public realm by supporting the Leadership in Energy and Environmental Design rating system for New Construction (LEED-NC) and Neighborhood Development (LEED-ND) for new developments in downtown by identifying furnishings that potentially comport to one or more of its criteria.

LEED-ND is a national rating system for neighborhood development, which places emphasis on neighborhoods within a local and regional context. LEED-ND emphasizes the creation of compact, walkable, vibrant, mixed-use neighborhoods with good connections to nearby communities.

In addition to neighborhood morphology, the rating system also emphasizes the performance of sidewalk infrastructure, such as landscaping, renewable materials, and best practices to reduce stormwater runoff and the heat island effect, all of which are essential elements in improving the quality of life. Many of the furnishings identified in the Catalogue have a direct corollary to one of more of credits that are offered by LEED-ND and LEED-NC.

The Manual identifies specific opportunities per furnishing, if relevant, for either partial or full credit, as it relates to the following LEED-ND categories:

Green Infrastructure and Buildings:
Credit 15 – Recycled Content in Infrastructure
Credit 17 – Light Pollution Reduction

Regional Priority Credit:
Credit 1 - Materials or products that have been extracted, harvested or recovered, as well as manufactured, within 500 miles of the project site for a minimum of 20% (based on cost) of the total materials value

For LEED-NC, the Manual identifies the following opportunities:

Sustainable Sites:
Credit 4.2—Alternative Transportation—Bicycle Storage and Changing Rooms. To qualify for this credit, commercial, institutional or residential buildings must provide secure bicycle parking within 200 yards of a building entrance.

Materials and Resource
Products that incorporate recycled content materials, thereby reducing impacts resulting from extraction and processing of virgin materials.

Credit 4.1—Recycled Content—10%
Credit 4.2—Recycled Content—20%
Credit 5.1—Regional Materials—10%
Credit 5.2—Regional Materials—20%
Extracted, Processed & Manufactured Regionally

A specifications compliments each Catalogue slide with: (1) general furnishing specification information, including descriptions of Standard, Options and Pilot Projects, (2) City submittal requirements and permits, (3) best practice guidelines for placement, (4) potential LEED credits, and (5) plan and elevation drawings, as needed, if the furnishing requires more specific placement beyond whats noted in Diagram 1.2 and 1.3.

All dimensions are approximate and where possible, the applicant should refer to manufacturer’s specifications for installation. Requirements for administrative approval for Options and Pilot Projects are identified per specific furnishing. See Diagram 1.4

1.6 Sidewalk Furnishings Not Located in the Manual

While it is the Manual's intent is to capture all streetscape improvements in the right-of-way, there are some furnishings that are located in more relevant documents:

- Pedestrian Wayfinding Signage - all pedestrian and vehicular signs, banners, sidewalk kiosks, district and destination arrival signs installed on new or existing poles located within the right-of-way are identified in the 2012 Wayfinding Signage Project. Note: The City has standards for banner sizes which are different from what is defined in the wayfinding document.
- Historic Signs – determination of a structure or place of historical, archaeological or architectural significance listed on or eligibility for listing is maintained by the U.S. Department of Interior or otherwise designated by the State Historical and Museum Commission (HMC), or City Historical Commission or Agency.
- Public Transit Infrastructure - bus shelter, bench and signage designs and placements are per Miami-Dade Transit standards.
- Parking Meters - installed by the Miami Parking Authority.

The following uses are considered special sidewalk furniture and are not included in the Manual. These uses are permitted through various City departments and require special permits:

1. Outdoor cafe dining (per Sidewalk Cafe Permit)
2. Merchandise displays
3. Commercial A-Frame "sandwich" boards
4. Street food vendors (Pushcarts)
5. Street artists



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Javier Betancourt, Deputy Director
Cesar Garcia-Pons, Team Leader
Sachin Kalbag, Project Manager



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Julie Grimes, Owner, DoubleTree Grand Hotel

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SIDEWALK FURNISHING CATALOGUE

#	FURNITURE ITEM	STANDARD	OPTIONS	PILOT	#	FURNITURE ITEM	STANDARD	OPTIONS	PILOT		
1.0	BICYCLE RACKS <small>Page 10</small>	●		●	20.0	OTHER SIDEWALK ELEMENTS <small>Page 50</small> SIDEWALK FLAG POLES PARKING METERS SIDEWALK DONATIONS BOX					
2.0	BICYCLE CORRALS <small>Page 12</small>	●	●	●					●		
3.0	BICYCLE RENTAL PROGRAM <small>Page 14</small>	●							●		●
4.0	WASTE/RECYCLE RECEPTACLES <small>Page 16</small>	●		●							
5.0	PET WASTE STATIONS <small>Page 18</small>	●									
6.0	DECORATIVE SIGN POLE <small>Page 20</small>	●									
7.0	SIDEWALK BENCHES <small>Page 22</small>	●		●							
8.0	SIDEWALK CHAIRS <small>Page 24</small>	●		●							
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15.0	SIDEWALK TIME CLOCKS <small>Page 38</small>			●							
16.0	PEDESTRIAN TRAFFIC CONTROL <small>Page 40</small>	●									
17.0	FREESTANDING PLANTERS <small>Page 42</small>	●	●								
18.0	HANGING PLANTERS <small>Page 44</small>	●									
19.0	ENHANCED ROW LIGHTING <small>Page 46</small>			●							

STANDARD



PHOTO 1-1

STANDARD #1

HISTORIC DISTRICT BICYCLE RACK
Inverted U-Style, rounded tube, in-ground or surface mount. Stainless steel, galvanized, black finish



PHOTO 1-2

STANDARD #2

DWNTWN BICYCLE RACK
Stylized Inverted U-Style, in-ground mount
Stainless steel finish

PILOT



PHOTO 1-3

PILOT #1:

Decorative Bicycle Rack Concept

SPECIFICATIONS

DESCRIPTION	On-street parking for cyclists
STANDARD #1	Inverted U - Surface or In-Ground Mounted. Height: 32" Width: 30" Flanges: 5" x 6" x 3/8" Mounting Holes: (6) 9/16" dia. Powder-coated black finish. Manufacturer: Victor Stanley Model BK-6 Bike Rack or equivalent
STANDARD #2	Stylized Inverted U - In-Ground Mounted. Stainless steel. Manufacturer: Landscape Form, Inc. Bola Rack or equivalent. Depth: 1-1/2" Height 32", Length: 27-1/2", Dia. 1.5"
PILOT #1	Decorative bicycle rack concept

PLACEMENT GUIDELINES

A-1.a Bicycle racks should be provided near major destinations such as schools, libraries, transit stops, major shopping and service destinations, and other locations with high pedestrian traffic.

A-1.b Bicycle racks should be located in either the furnishing zone, building zone or on curb extensions where possible. Bicycle racks should not be placed at or near accessible parking or passenger/freight loading zones and in front of doorways.

A-1.c At transit stops, bike racks should be placed near the back of the transit stop, further from the shelter (where present), or be placed outside of but adjacent to the transit stop.

A-1.d Bicycle racks placed in the Furnishings Zone should be perpendicular to the curb where sidewalks are wide enough. If this space is not available, bike racks should be placed parallel to the curb.

A-1.e If the Furnishing Zone width permits, perpendicular bicycle racks should be placed at either edge of a tree basin, a minimum of 2-feet from the edge to allow a person to easily pull their bike in and out.

A-1.f New developments should be encouraged to install on-street bicycle racks as part of development approvals where appropriate, especially when there is a retail component at the ground floor.

A-1.f Surface mounted racks should use stainless steel tamper proof bolts.

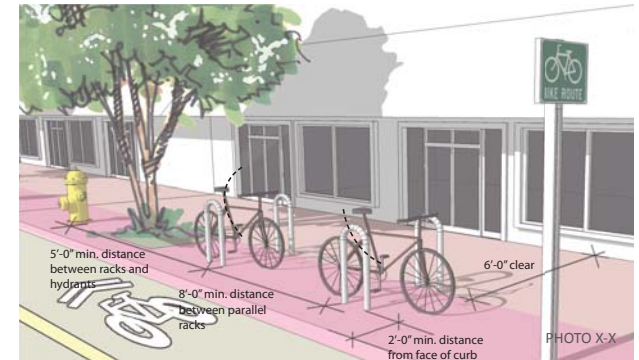
A-1.g Bicycle racks should be located a minimum of:

- 24" from: the face of curb
- 36-48" from: Newspaper Racks, US Mailboxes, Light Poles, Sign Poles, Bus Shelters, Driveways, Surface Utility Hardware, Street Furniture, Standpipes, Benches, Waste Receptacles, Other sidewalk obstructions
- 4' from: Red Zone, Loading Zone, Blue Zone (disabled parking), Curb ramps, Crosswalks
- 10' from: Fire Hydrants

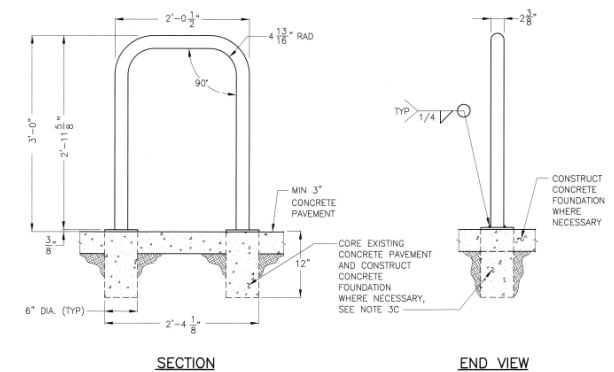
A-1.h Refer to 2010 Miami Bicycle Master Plan for additional guidelines

PILOT PROJECT DESCRIPTION:

- Concept Plan should indicate bicycle rack design, materials and dimensions
- Location Map should indicate the location relative to the adjacent building, face of curb and the nearest street intersection.



1-4 Typical Parallel Spacing Diagram



1-5 Typical Bicycle Rack Installation Detail

LEED-NC: MR CREDIT 4.1 AND 4.2 -RECYCLED CONTENT, MR CREDIT 5.1 AND 5.2- REGIONAL MATERIALS

LEED-ND: CREDIT 15 RECYCLED CONTENT IN INFRASTRUCTURE AND REGIONAL PRIORITY CREDIT

SUBMITTAL REQUIREMENTS:

Product specification sheet. Placement Plan with dimension tied to the center line of the street. Anchoring details per manufacturer's specifications.

PERMIT TYPE:

Non-Standard Improvement Covenant

2.0 BICYCLE CORRALS

STANDARD

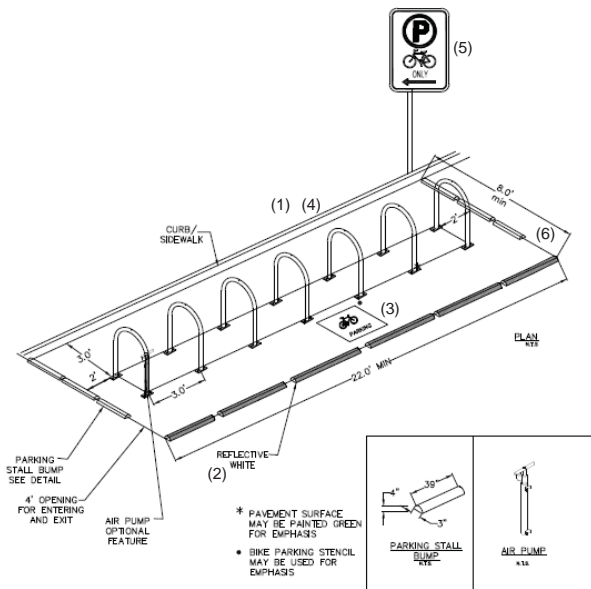


PHOTO 2-1

STANDARD #1:

City of Miami Bicycle Corral components: (1) bicycle racks welded to steel tracks, 3-foot o.c., (2) reflective white curb at drive lane edge and sides, (3) one bicycle marking, (4) reflective tape on racks, and (5) sidewalk bicycle parking sign, and (6) corral access from sides

OPTION



OPTION #1:

Standard #1 with (1) two 4-foot wide front access, with bicycle markings, and (2) striped parking curbs at each end

PILOT



PILOT #1:

Decorative Bicycle Rack Concept

SPECIFICATIONS

DESCRIPTION	On-street bicycle parking facility that consists of 3 or more Inverted U Bike Racks attached to a rail that is secured to the pavement surface
LOCATION	Furnishing Zone or On-Street Parking Area
INSTALLATION	Per City’s Specifications
STANDARD #1	City of Miami Standard with DDA Standard Inverted U-Rack
OPTION #1	Standard #1 with two bicycle markings and two 4-foot openings for front access along the longitudinal side. Bicycles racks set at an angle
PILOT #1	Decorative Bicycle Corral

A-2.e All pavement markings and installations should conform to relevant sections of the Manual of Uniform Traffic Control Devices (MUTCD.)

A-2.f The contractor shall install the Bicycle Corral assembly as per the plan provided by the City of Miami.

PLACEMENT GUIDELINES

A-2.a Bicycle Corrals are recommended to be located directly adjacent to street intersections, near bulb-outs or curb extensions and should avoid being located between parking spaces.

A-2.b The Inverted U-Rack shall be used for the purposes of the bicycle corral. The Stylized Inverted U requires in-ground mounting and can be used with appropriate ground surface.

A-2.c Bicycle Corral assembly should be galvanized

A-2.2.d Option #1: Two Bicycle Rider markings should be installed as per plan – one on each longitudinal side of the corral with front bicycle access.

LEED-NC: SS CREDIT 4.2 - BICYCLE STORAGE. MR CREDIT 4.1 AND 4.2 -RECYCLED CONTENT, MR CREDIT 5.1 AND 5.2- REGIONAL MATERIALS. **LEED-ND:** GIB: CREDIT 15 RECYCLED CONTENT IN INFRASTRUCTURE.REGIONAL PRIORITY CREDIT: CREDIT 1

SUBMITTAL REQUIREMENTS:

Product specification sheet. Placement Plan with center line of the street. Anchoring details per manufacturer’s specifications.

PERMIT TYPE:

Non-Standard Improvement Covenant

STANDARD



PHOTO 3-1



PHOTO 3-2



PHOTO 3-3

STANDARD #1

City of Miami's bicycle rental program with Decobike LLC as its official operating partner. Bicycle stations are to be located in either an expanded sidewalk furnishing zone or in the parking zone, taking approximately one or two parking stalls based on demand. Each station shall accommodate up to 16 bicycles.

Components:

- (1) Bicycle
- (2) Payment kiosk
- (3) On-street station

SPECIFICATIONS

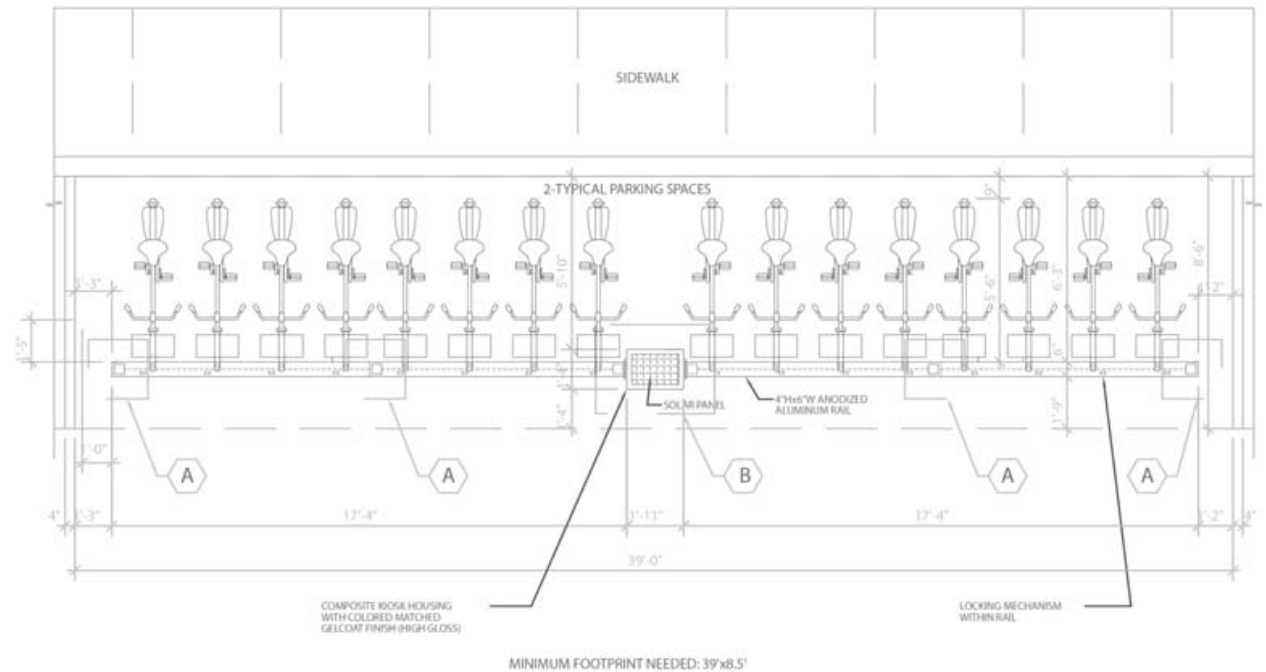
DESCRIPTION	City of Miami Bicycle Rental Program
INSTALLATION	Per City's Specifications
STANDARD #1	City of Miami Standard

PLACEMENT GUIDELINES

A-3.a Bicycle Stations are recommended to be located directly adjacent to street intersections and should avoid being located between parking spaces.

A-3.b Bicycle Stations are recommended to be located adjacent to commercial land uses.

A-3.c The contractor shall install the Bicycle Station assembly as per the plan provided by the City of Miami.



3-4 City of Miami Bicycle Rental Station Typical Layout

LEED-NC: SS CREDIT 4.2 - BICYCLE STORAGE. MR CREDIT 4.1 AND 4.2 - RECYCLED CONTENT, MR CREDIT 5.1 AND 5.2- REGIONAL MATERIALS. **LEED-ND:** GIB: CREDIT 15 RECYCLED CONTENT IN INFRASTRUCTURE. REGIONAL PRIORITY CREDIT: CREDIT 1

SUBMITTAL REQUIREMENTS: Product specification sheet. Placement Plan with center line of the street. Anchoring details per manufacturer's specifications.

PERMIT TYPE: Non-Standard Improvement Covenant

STANDARD



PHOTO 4-1

STANDARD #1:

HISTORIC DISTRICT WASTE RECEPTACLE
30-gallon polyethylene liner, top opening. Vertical metal slats and support legs. Tubular steel collar. Polyester powder-coated black



PHOTO 4-2

STANDARD #2:

DWNTWN WASTE RECEPTACLE
30-gallon polyethylene liner, top opening. Vertical metal slats and support legs. Tubular steel collar. Polyester powder-coated grey



PHOTO 4-3

STANDARD #3:

SPECIAL STREET WASTE RECEPTACLE -
36-gallon solid cast aluminum with powder-coated grey finish with aluminum texture. Vertical slats. Stylized top, powder-coated charcoal. Litter and waste openings. Stainless steel latch and components.

PILOT



PHOTO 4-4

PILOT #1:

Trash Compactor
Mixed waste or single-stream recycling. Galvanized sheet metal steel interior and exterior construction, polyester TGIC powder-coat finish black or grey. 32 gallons bin. Locked front waste removal door. To be located in areas with wide sidewalks and large pedestrian volumes.

SPECIFICATIONS

DESCRIPTION	A container located in the public right-of-way for temporarily storing refuse and waste materials
INSTALLATION	Per Manufacturer’s Specifications
STANDARD #1	Top opening 30-gallon receptacle. Polyester powder-coated black. Height: 33 inches. Diameter: 25 inches. 8-inch opening. Vertical metal side straps are 1-1/2” x 3/16” aluminum. Black polyethylene liners with UL94HB fire rating. Lid hinge and pop-up rod mechanism are stainless steel with steel cord attachment. <u>Manufacturer</u> : Landscape Forms Scarborough Receptacle or equivalent design
STANDARD #2	Top opening 30-gallon receptacle. Polyester powder-coated grey. Height: 33 inches. Diameter: 25 inches. 8-inch opening. Vertical metal side straps are 1-1/2” x 3/16” aluminum. Black polyethylene liners with UL94HB fire rating. Lid hinge and pop-up rod mechanism are stainless steel with steel cord attachment. <u>Manufacturer</u> : Landscape Forms Scarborough Receptacle or equivalent design
STANDARD #3	36-gallon solid cast aluminum with a powder-coated aluminium texture finish. Height: 43 inches. Diameter: 25 inches. Black polyethylene liners with UL94HB fire rating. Side-opening door. All latch and lock components are stainless steel. <u>Manufacturer</u> : Forms and Surfaces Dispatch Receptacle or equivalent design

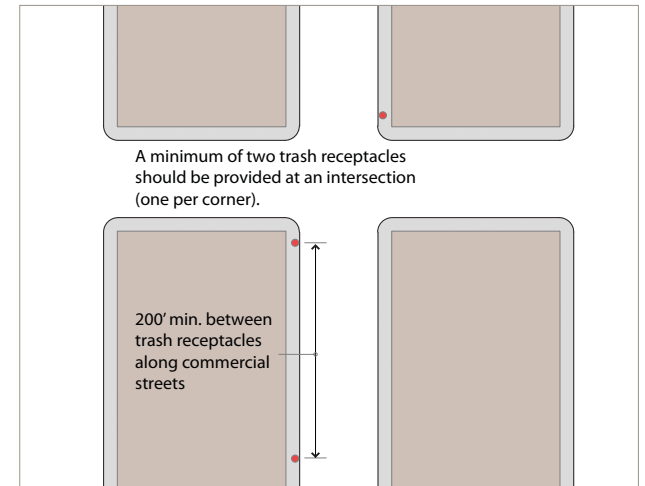
PILOT #1	32-gallon trash compactor to be located in areas with widen sidewalks and/or large pedestrian volumes
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PLACEMENT GUIDELINES

A-4.a A minimum of two receptacles should be located near street intersection corners as is practicable but out of the corner clear zone. See 4-5 Placement Plan

A-4.b Receptacles should be located near high activity generators such as major civic and commercial and transit destinations.

A-4.c There should be a minimum of one receptacle every 200 feet along commercial streets. Additional trash receptacles should be provided only if a private sponsor provides continued maintenance.



4-5 Placement Plan

LEED-NC: MR CREDIT 4.1 AND 4.2 -RECYCLED CONTENT, MR CREDIT 5.1 AND 5.2- REGIONAL MATERIALS
LEED-ND: GIB: CREDIT 15 RECYCLED CONTENT IN INFRASTRUCTURE. REGIONAL PRIORITY CREDIT: CREDIT 1

SUBMITTAL REQUIREMENTS:
 Product specification sheet. Placement Plan with center line of the street. Anchoring details per manufacturer’s specifications.

PERMIT TYPE:
 Non-Standard Improvement Covenant

STANDARD



STANDARD #1:

Pet Waste Receptacle:

1. Powder-coated green 11-gallon solid waste receptacle with an attached hinged stainless steel lid and zero-waste bag dispenser
2. Reflective aluminum pet sign
3. Galvanized steel mounting pole
Alternative: installed to an existing pole

A: Disposal of pet waste

B: Sponsorship opportunity

C: Replacement of waste bag

D: Waste receptacle should be located adjacent to residential buildings, parks and open space



FINISH COLOR:

Dark Green, Option: Black

SPECIFICATIONS

DESCRIPTION	Pet waste receptacle, post with signage and waste bag dispenser
LOCATION	Furnishing or Building Zone
INSTALLATION	Per Manufacturer’s Specifications
STANDARD #1	Reflective pet sign, 7-foot galvanized steel mounting post, 11-gallon solid waste receptacle and pet waste bag dispenser. Manufacturer: Zerowaste Gladiator Station with Zero Waste Bag or equivalent
FINISH	Powder-coated black or green

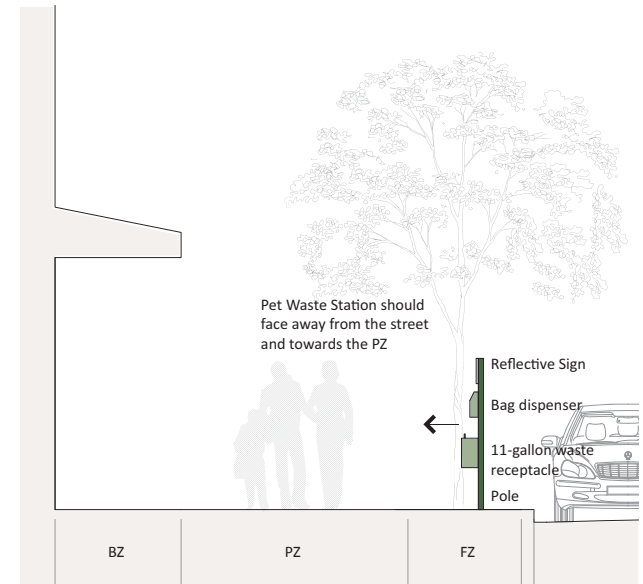
PLACEMENT GUIDELINES

A-5.a Pet waste stations should be located next to residential buildings, parks and open space within the Furnishing or Building zones.

A-5.b Pet waste stations must be of professional grade for commercial applications, all rust-free aluminum assembly and solid durable construction.

A-5.c The pet waste receptacle should be lockable and the chute system should be fully sealed in order to stop odors, insects, pests and vandals.

A-5.d Pet waste station may be attached to an existing street pedestrian light pole, per manufacturer’s specifications.



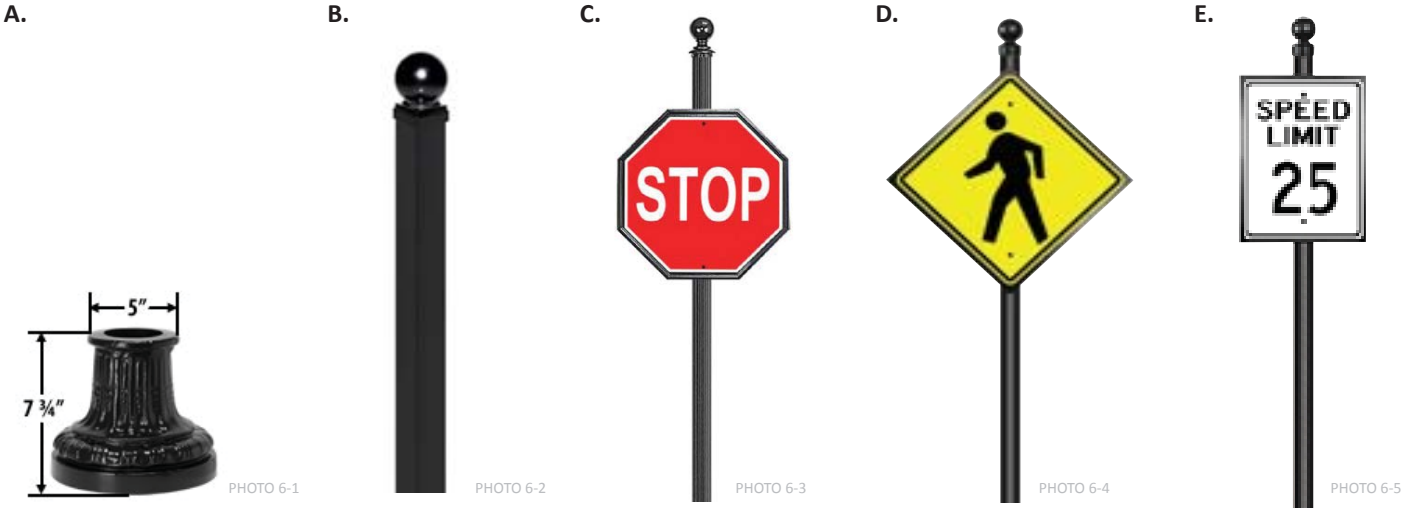
5-2 Elevation

LEED-NC: MR CREDIT 4.1 AND 4.2 -RECYCLED CONTENT, MR CREDIT 5.1 AND 5.2- REGIONAL MATERIALS
LEED-ND: GIB: CREDIT 15 RECYCLED CONTENT IN INFRASTRUCTURE. REGIONAL PRIORITY CREDIT: CREDIT 1

SUBMITTAL REQUIREMENTS:
 Product specification sheet. Placement Plan with center line of the street. Anchoring details per manufacturer’s specifications.

PERMIT TYPE:
 Non-Standard Improvement Covenant

STANDARD



STANDARD #1:

HISTORIC DISTRICT DECORATIVE REGULATORY SIGNAGE POLE - (A) Decorative base, (B) Rounded-top finial, (C) (D) (E) regulatory sign examples

6.0

ORDINANCES: None

HISTORIC DISTRICT: STANDARD #1

DWNTWN: NONE

SPECIAL STREETS: NONE

LOCATION: FURNISHING ZONE

SPECIFICATIONS

DESCRIPTION	Decorative sign pole with base and finial to accommodate traffic and pedestrian signage
LOCATION	Furnishing Zone
INSTALLATION	Per Manufacturer’s Specifications
STANDARD #1	Decorative base and finial to be finished powder-coated black. Maximum 8” base dimension . Finial to be less than 5” diameter
FINISH	Powder-coated black

PLACEMENT GUIDELINES

A-6.a. Decorative sign poles to be installed in the furnishing zone. Signs to placed perpendicular to traffic.

A-6.b. Signs should be placed at least 4” from top of finial and comply with all applicable codes and ordinances.

LEED-NC: MR CREDIT 4.1 AND 4.2 -RECYCLED CONTENT, MR CREDIT 5.1 AND 5.2- REGIONAL MATERIALS
LEED-ND: GIB: CREDIT 15 RECYCLED CONTENT IN INFRASTRUCTURE. REGIONAL PRIORITY CREDIT: CREDIT 1

SUBMITTAL REQUIREMENTS:
 Product specification sheet. Placement Plan with center line of the street. Anchoring details per manufacturer’s specifications.

PERMIT TYPE:
 Non-Standard Improvement Covenant

STANDARD

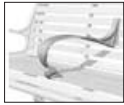


PHOTO7-1

STANDARD #1:

HISTORIC DISTRICT SIDEWALK BENCH
6-foot wide bench with center arm. Metal frame with horizontal slats. Ornamental arms with center arm. Powder-coated black finish



PHOTO 7-2

STANDARD #2:

DWNTWN SIDEWALK BENCH
6-foot wide cast aluminum bench with vertical grill work, integral side and center arm rests.



PHOTO 7-3

STANDARD #3:

TRANSIT BENCH - Stainless steel frame, perforated seat and back, powder coated grey finish.



PHOTO 7-3

STANDARD #4:

SIDEWALK BENCH - Solid cast aluminum frame, steel panel seat and back. Side and Mid-Arm Rests E-coated

PILOT



PHOTO 7-4

PILOT #1:

Public art designed as sidewalk seating

SPECIFICATIONS

DESCRIPTION	Sidewalk bench with back, center and side arm rests
APPROX. DIMENSIONS	Depth: 24.5", Height: 31" and Length: 70"
INSTALLATION	Surface mount Per Manufacturer's Specifications
STANDARD #1	UV resistant powder-coat system - black, decorative arms and profile, horizontal slats. Manufacturer: Maglin MLB300MH Bench or equivalent design
STANDARD #2	UV resistant powder-coat system - Grey Frame, Cast aluminum bench with three-panel vertical grill work, integral side and center arm rests. Seats are attached to the frames with stainless steel fasteners. Manufacturer: Landscape Forms Chase Park Bench or equivalent design
STANDARD #3	Stainless steel frame with perforated seat and back. Manufacturer: Landscape Forms Transit Bench or equivalent design
STANDARD #4	Bench ends are made from solid cast aluminum. The seat employs High Density Paper Composite. Seat & Back Color: powder-coated charcoal. Bench ends: powdercoat grey. Manufacturer: Maglin MLB870-PC Bench or equivalent design
PILOT #1	Public Art Design Bench to accommodate seating

PLACEMENT GUIDELINES

A-7.a Benches are only appropriate in areas of high pedestrian activity, adjacent to complimentary land uses.

A-7.b Benches are only appropriate when there is an appropriate maintenance partner.

A-7.c Benches should be located under shade where possible to provide usability.

A-7.d Where seating is placed in the Furnishing Zone, and is oriented parallel to the curb, it should face toward buildings, or away from buildings when located in the Building Zone. See 7-6 Placement Plan (A)

A-7.e Where sidewalk width permits, seating in the furnishing zone should be perpendicular to the curb. See X-X Placement Plan (B)

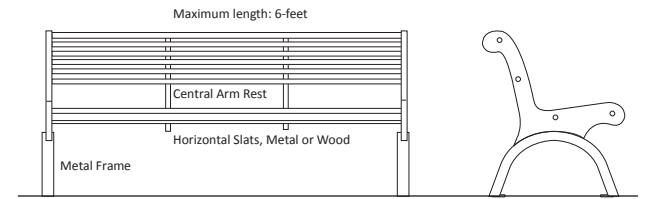
A-7.f On curb extensions, seating should be organized to create social spaces.

A-7.g Seating should be designed to encourage sitting and discourage lying down by requiring a central arm rest or divider.

A-7.h Seating is highly desirable near office buildings.

PILOT PROJECT SUBMITTAL REQUIREMENTS:

- Concept Plan should indicate materials, finish and dimensions of the Public Art Chair
- Location Map should indicate the location relative to the adjacent building, face of curb and the nearest street intersection.



7-5 Standard #1 - Profile and Elevation



7-6 Placement Plan

LEED-NC: MR CREDIT 4.1 AND 4.2 -RECYCLED CONTENT, MR CREDIT 5.1 AND 5.2- REGIONAL MATERIALS
LEED-ND: GIB: CREDIT 15 RECYCLED CONTENT IN INFRASTRUCTURE. REGIONAL PRIORITY CREDIT: CREDIT 1

SUBMITTAL REQUIREMENTS:
 Product specification sheet. Placement Plan with center line of the street. Anchoring details per manufacturer's specifications.

PERMIT TYPE:
 Non-Standard Improvement Covenant

STANDARD



STANDARD #1:

Movable sidewalk chairs: (a) metal frame with horizontal slats, square or rounded back, ornamental side arm rests and powder-coated black finish. (B) “a” with natural galvanized, stainless steel or grey finish. (C) metal frame with vertical slats, ornamental side arms, powder-coated black finish. (D) stainless steel frame, horizontal slats, no arms. (E) metal frame with perforated seat and back, powder-coated black. (F) “e” with stainless steel or glvanized powder-coated grey finish. (G) metal frame (stainless steel or aluminum) with side arms and hardwood horizontal slats. (H) metal frame (stainless steel or aluminum) with hardwood side arms side arms and horizontal slats

PILOT



PILOT #1:

Chairs can be grouped between other street furnishings to create informal gathering places. Distinguished paint color finish can unify street elements



PILOT #2:

Escofet chair. Granite stone or metal frame and finish.

SPECIFICATIONS

DESCRIPTION	Sidewalk chairs are a moveable or temporary element, typically placed in the furnishing or building zone by private businesses or residents.
INSTALLATION	Freestanding and movable
APPROX. DIMENSIONS	General: 24.5" wide x 22" deep x 32" high. Seat height 18.5"
STANDARD #1:	Electrostatically powder-coated black, ornamental details and armrests in the (Historic District). Electrostatically powder-coated grey, stainless steel finish or metal frame with hardwood in DWNTWN. Square or rounded backs, vertical or horizontal slats
PILOT #1	Decorative chairs and seating arrangements located in expanded sidewalk areas
PILOT #2	Escofet chair design and seating arrangement

A-8.d Placement of tables and chairs on the sidewalk must not in any way interfere with curb ramps, access to the building, driveways or access to any fire escape.

A-8.e Tables and chairs are allowed in the Building Zone where a minimum 6-foot pedestrian clear width is retained and is free of all obstacles.

A-8.f Tables and chairs in the furnishing zone must be located so as to maintain access to parked vehicles, and may not be located on sidewalks adjacent to accessible parking (blue) or passenger loading (white) zones.

A-8.g Moveable seating and tables for sidewalk dining require a City of Miami Sidewalk Cafe Permit.

PILOT PROJECT SUBMITTAL REQUIREMENTS:

- Plan, elevations and cut-sheets to describe the concept, as needed. Material, finish and dimensions should be indicated.
- The Location Map must illustrate chair placement and configuration within sidewalk right-of-way.

PLACEMENT GUIDELINES

A-8.a Temporary seating should be used in locations where there is active street management by adjacent businesses, merchant’s association, or the like.

A-8.b Temporary seating must be made of durable material and assemblies, such as metal, stainless steel or hardwood. Plastic and other lightweight material are not allowed.

A-8.c Tables and chairs may be placed only on the sidewalk area in front of the applicant’s place of business, as permitted by the City’s PWD.

LEED-NC: MR CREDIT 4.1 AND 4.2 -RECYCLED CONTENT, MR CREDIT 5.1 AND 5.2- REGIONAL MATERIALS
LEED-ND: GIB: CREDIT 15 RECYCLED CONTENT IN INFRASTRUCTURE. REGIONAL PRIORITY CREDIT: CREDIT 1

SUBMITTAL REQUIREMENTS:
 Product specification sheet. Placement Plan with center line of the street.

PERMIT TYPE:
 Non-Standard Improvement Covenant Sidewalk Cafe Permit

STANDARD



PHOTO 9-1



PHOTO 9-2



PHOTO 9-3



STANDARD #1:

Sidewalk cafe element: sidewalk umbrella: (a) freestanding canopy with metal base, (b) freestanding canopy integrated into the assembly of the table and chair, (c) square canopy spanning several tables coordinated with low planters spanning the curb perimeter, (d) large asymmetrical canopy spanning several tables with business branding located on face of canopy



FINISH COLOR:

(1) Dark Blue, (2) Red, (3) Green, (4) Grey, (5) Black, (6) Dark Orange, (7) Brown

SPECIFICATIONS

DESCRIPTION	Sidewalk canopies are to be located in either the Furnishing or Building zones
LOCATION	Furnishing Zone
INSTALLATION	Freestanding, movable or fixed
FINISH	Canopy material should be 100% solution-dyed fiber treated for high degree of fade resistance and should be mildew proof
WIDTH OR SPAN	Varies
POLE	1-1/2" min. diameter aluminum or wood pole. Aluminum pole are preferred for extra strength for windy conditons
DIMENSIONS	Must allow at least 7-foot clear underneath the canopy per City Ordinance
OTHER	All fasteners and pole connectors for wood poles should have brass covers with coated steel
STANDARD #1	Square or round canopy
COLOR	Varies, darker colors preferred

A-9.d Sidewalk umbrellas should be made for outdoor commercial use.



9-5 Best Practice: Freestanding sidewalk umbrellas should be coordinated with corresponding tables, chairs and other street furnishings. Sidewalk umbrellas should be considered temporary and can be moved and disassembled as needed.

PLACEMENT GUIDELINES

A-9.a Sidewalk umbrellas should accompany and be visually complimentary to tables and chairs.

A-9.b All sidewalk umbrellas should be lowered in windy conditions.

A-9.c Sidewalk umbrellas should not extend into the pedestrian zone and should be 24" back of curb.

LEED-NC: MR CREDIT 4.1 AND 4.2 -RECYCLED CONTENT, MR CREDIT 5.1 AND 5.2- REGIONAL MATERIALS
LEED-ND: GIB: CREDIT 15 RECYCLED CONTENT IN INFRASTRUCTURE. REGIONAL PRIORITY CREDIT: CREDIT 1

SUBMITTAL REQUIREMENTS:
 Product specification sheet. Placement Plan with center line of the street.

PERMIT TYPE:
 Fixed: Non-Standard Improvement Covenant
 Movable: Sidewalk Cafe Permit

STANDARD



PHOTO 10-1

STANDARD #1:

Antique Style
Powder-Coated Finish Black.
Ornamental Detail.
In-Ground Mount, Removable
or Retractable.



PHOTO 10-2

STANDARD #2:

Modern Style
Rounded Tube, Stainless
Steel Finish. In-Ground
Mount, In-Ground Mount,
Removable or Retractable.



PHOTO 10-3

STANDARD #3:

Stainless Steel Square Tube
Flat or Rounded Top.



FINISH COLOR:

(1) Black and (2) Grey

OPTION



PHOTO 10-4

OPTION #1:

Standard #2 With Basecap
o/ Surface Mount



PHOTO 10-5

OPTION #2:

Standard #2 With Reflector
Stripes



PHOTO 10-6

OPTION #3:

Standard #2 With Lighted Top

PILOT



PHOTO 10-7

PILOT #1:

Masonry Bollard, darker appearance than sidewalk



PILOT #2:

Flagler Street Crossing Gate per 2013 Flagler Street
Streetscape Project

SPECIFICATIONS

DESCRIPTION	Bollards are temporary or permanent devices that protect pedestrians and street trees and sidewalk furniture from vehicles and can also close roads to vehicular traffic
INSTALLATION	Per Manufacturer’s Specifications
SPACING	4’-0” O.C. min. to block vehicles
STANDARD #1	Antique style with decorative aluminum casting. E-coated, powder-coated black. 36” height, 6-5/8” diameter H.S. steel tube. Manufacturer: Maglin-MTB650 Bolard or equivalent design
STANDARD #2	Rounded tubular stainless steel, 4-1/2” diameter, 33”-36” height. 6-5/8” diameter Stainless steel cap
STANDARD #3	In-ground mounted, removable or collapsible. Galvanized steel, powder-coated grey, stainless steel hardware. Typical dimension per section: 3.9” L, 2.4” W and 35.4” H. Manufacturer: Hess America Regor Railing B1500 System or equivalent design
OPTION #1	Standard #2 with stainless steel base cap over bolted attachments
OPTION #2	Standard #2 with reflector strips
OPTION #3	Standard #2 with Linear LED luminaire, symmetrical lighting pattern or with perforated shield, CCT: 4,000-4,500 Max
PILOT #1	Masonry bollards, 42” max. height, 6”-8” max. diameter. Darker appearance than the sidewalk recommended

PILOT #2	Flagler Street Crossing Gate per 2013 Flagler Street Streetscape Project
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PLACEMENT GUIDELINES

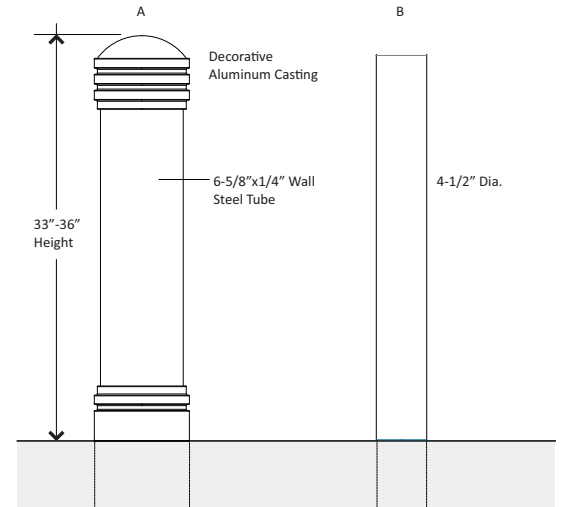
A-10.a Bollards should be used at locations where there is a risk of danger to pedestrians due to proximity and speed of travel lanes and where vehicles attempting to park are damaging trees, plantings and furnishings.

A-10.b Bollard spacing is recommended to be at minimum approximately 4-foot off center to block vehicular traffic. Spacing should be consistent with each other.

A-10.c Options to the Standards can be used to designate special locations, including pedestrian-oriented spaces and shared public ways.

A-10.d Removable or retractable bollards should look sturdy and permanent and may be placed at entrances to streets that are closed to vehicles for special pedestrian event. Similarly, removable bollards can define the outside edge of flexible parking spaces where the space has been converted to pedestrian use.

A-10.e Masonry bollards should be darker in appearance in order to visible distinguish itself from the sidewalk for the visually impaired.



10-8 Standard #1 (A) antique design style and Standard #2 (B) rounded tube design

A-10.f Per OPTION #1: Bollards that are not in-ground mounted should have a base cap to seal bolted attachments from view and tampering.

A-10.g Bollards shall be installed per manufacturer’s specifications and approved by the City’s PWD.

LEED-NC: MR CREDIT 4.1 AND 4.2 -RECYCLED CONTENT, MR CREDIT 5.1 AND 5.2- REGIONAL MATERIALS
LEED-ND: GIB: CREDIT 15 RECYCLED CONTENT IN INFRASTRUCTURE. REGIONAL PRIORITY CREDIT: CREDIT 1

SUBMITTAL REQUIREMENTS:
 Product specification sheet. Placement Plan with center line of the street. Anchoring details per manufacturer’s specifications.

PERMIT TYPE:
 Non-Standard Improvement Covenant

STANDARD



STANDARD #1:

Newsrack Corral. Accommodates three newspaper pedestals. Perforated panels. Galvanized, powder-coated black, grey or stainless steel finish options



FINISH COLOR:

(1) Black And (2) Natural Grey

PILOT



PILOT #1:

Fixed Pedestal Newsrack, 3-newspaper modules, rounded or sloped roof design, powder-coated grey finish

SPECIFICATIONS

DESCRIPTION	Enclosures for coin operated vending units; singular or modular units
LOCATION	Furnishing Zone
APPROX. DIMENSIONS	42" Max. Height, 6' Maximum Length, 30" Max. Depth
INSTALLATION	Surface Mount, per Manufacturer's Specifications
STANDARD #1	Newspaper Corral, UV resistant powder-coated black (Historic District) or grey, (DWNTWN) metal frame with perforated panels, 60-percent transparency. Manufacturer: Landscape Forms - Studio 431 Newspaper Corral
PILOT #1	Fixed pedestal newsrack, 3-newspaper modules, rounded or angles roof design. powder-coated black (Historic District) or grey (DWNTWN). Modules can accommodate two magazines

A-11.d The placement of fixed pedestal newsracks or corrals should allow for the minimum ADA clear width for access within the furnishing zone.

A-11.e The fixed pedestal newsrack or corral should always face towards the Pedestrian Zone.

A-11.f Access to Standard #1 or Pilot #1 should not interfere or impede with the flow of pedestrian or vehicular traffic or the ingress into or egress from any place of residence or business.

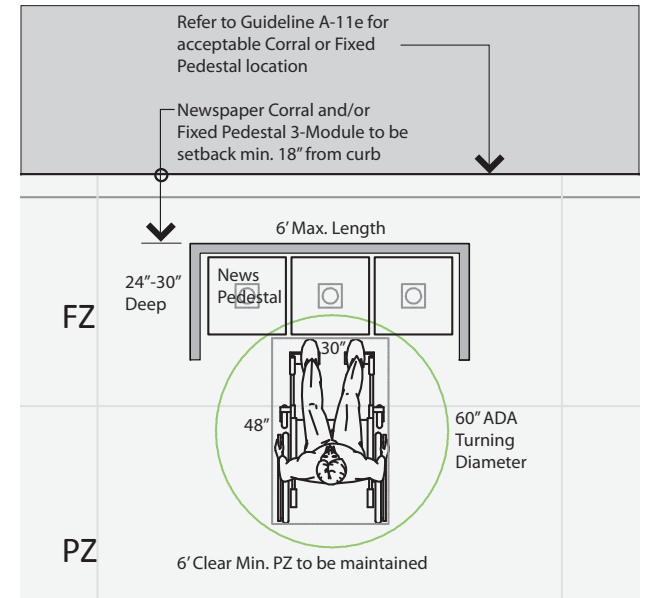
A-11.g Maintenance should be conducted by the permit holder; private entity.

A-11.h Each fixed pedestal unit, cluster of fixed pedestal units or newspaper corral must be located on a level area not to exceed two percent (2%) slope in any direction.

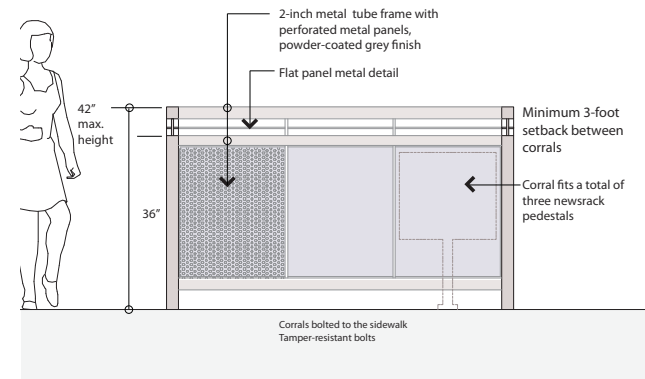
PILOT #1 SUBMITTAL REQUIREMENTS:

Concept Plan and Location Map

- Concept Plan should indicate materials, finish and dimensions
- Location Map should indicate the location relative to the adjacent building, face of curb and the nearest street intersection.



11-4 Typical Newspaper Corral Placement Plan



11-5 Newspaper Corral Elevation

PLACEMENT GUIDELINES

A-11.a The ideal location for a newsrack is in highly pedestrianized areas.

A-11.b No more than one corral (accommodating up to three-newspaper pedestals) may be placed behind the curb at any single location.

A-11.c Newspaper corrals or fixed pedestal newsracks are preferred to be placed in building setbacks, instead of the furnishings zone wherever possible, with the property owner's approval.

LEED-NC: MR CREDIT 4.1 AND 4.2 -RECYCLED CONTENT, MR CREDIT 5.1 AND 5.2- REGIONAL MATERIALS
LEED-ND: GIB: CREDIT 15 RECYCLED CONTENT IN INFRASTRUCTURE. REGIONAL PRIORITY CREDIT: CREDIT 1

SUBMITTAL REQUIREMENTS:
 Product specification sheet. Placement Plan with center line of the street. Anchoring details per manufacturer's specifications.

PERMIT TYPE:
 Non-Standard Improvement Covenant

STANDARD



PHOTO 12-1

STANDARD #1:

Coin operated phone. Stainless steel enclosure and floor pedestal.

PILOT



PHOTO 12-2

PILOT #1:

Smart Phone. Open structure, stainless steel and glass panels. Downtown map. Internet connection with streaming video conferencing technology. Located in tourist and pedestrian-emphasized areas



PHOTO 12-3

PILOT #2:

Book lending program sponsorship example: New York City

Objectives:

- Partner with non-profit or civic/academic institution
- Integration of the arts

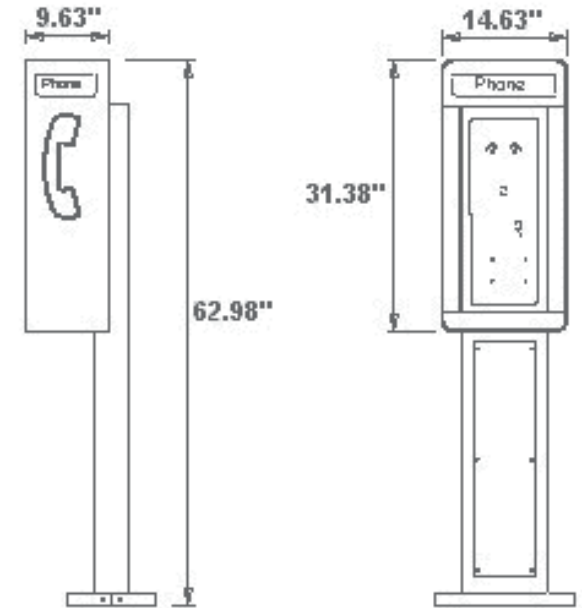
SPECIFICATIONS

DESCRIPTION	An enclosed or partly enclosed space with a pay telephone in it
DIMENSIONS:	Varies, Per Manufacturer's Specifications
INSTALLATION	Freestanding pedestal, per Manufacturer's Specifications
STANDARD #1	Stainless steel enclosure and floor pedestal
PILOT #1	Smart Phone
PILOT #2	Sponsorship Program. Partnership with civic, art or academic institution

PILOT PROJECT SUBMITTAL REQUIREMENTS:

Concept Plan and Location Map.

- Concept Plan should indicate materials, finish and dimensions
- Relevant Specifications
- Location Map should indicate the location relative to the adjacent building, face of curb and the nearest street intersection.



12-4 Public pay phone elevation. All dimensions are approximate and are for reference only

LEED-NC: MR CREDIT 4.1 AND 4.2 -RECYCLED CONTENT, MR CREDIT 5.1 AND 5.2- REGIONAL MATERIALS
LEED-ND: GIB: CREDIT 15 RECYCLED CONTENT IN INFRASTRUCTURE. REGIONAL PRIORITY CREDIT: CREDIT 1

SUBMITTAL REQUIREMENTS:
 Product specification sheet. Placement Plan with center line of the street. Anchoring details per manufacturer's specifications.

PERMIT TYPE:
 Non-Standard Improvement Covenant
 Electrical Permit

STANDARD



PHOTO 13-1

STANDARD #1:

Antique Finish, ADA Compliant, Powder-Coated Black Finish



PHOTO 13-2

STANDARD #2:

Modern Drinking Fountain, ADA Compliant, Stainless Steel Finish



PHOTO 13-3

PILOT #1:

Benson Bubbler. Portland, Oregon



PHOTO 13-4

PILOT #2:

Standard #2 With Stylized Bowl

PILOT



PHOTO 13-5

PILOT #3:

Public Art Attachment To Standard #2



PHOTO 13-6

PILOT #4:

Public Art Object As A Drinking Fountain

SPECIFICATIONS

DESCRIPTION	A device that provides safe public drinking water within the right-of-way
INSTALLATION	Per Manufacturer’s Specifications
STANDARD #1	Antique design. Front push button, rust-free, (two) brass bubbler head and brass bowl with waste strainer. Heavy 11 gauge steel pedestal with power-coated black finish, access plates with vandal-resistant screws and 1/2” NPT screwdriver stop. Integral mounting base with four bolt holes.
STANDARD #2	Modern design. Front push button, polished chrome-plated brass bubbler head and waste strainer, satin finish stainless steel bowl, heavy 11 gauge steel pedestal with galvanized finish, access plates with vandal-resistant screws and 1/2” NPT screwdriver stop. Integral mounting base with four bolt holes.
PILOT #1	Standard #2 with stylized stainless steel bowl
PILOT #2	City of Portland Benson Bubbler
PILOT #3	Standard #2 with public art attachment
PILOT #4	Public art object designed as a drinking fountain. Meets all ADA requirements

PLACEMENT GUIDELINES

A-13.a Drinking Fountains are preferred to be located on publically-accessible private property or within the Building Zone within an alcove.

A-13.b Placement should ensure the drinking fountain is not a trip hazard for those with visual disabilities.

A-13.c If the drinking fountain is placed within Furnishing Zone, the drinking fountain should be accessible as such that no one is accessing the drinking fountain perpendicular to, or directly adjacent to the street curb. See 13-7 Placement Diagram

A-13.d Drinking fountains should meet all ADA requirements. Drinking fountains must have a knee-space clearance from the bottom of the apron to the finished floor below of at least 27 inches in height, 30 inches in width and 17 to 19 inches in depth. A 30-by-48-inch clear floor space is required to allow a wheelchair to face the drinking fountain when in use while not blocking the 6-foot clear path in the Pedestrian Zone. A minimum of 9 inches of clear space is required at the bottom of the drinking fountain apron to the finished floor to allow a wheelchair to comfortably roll underneath

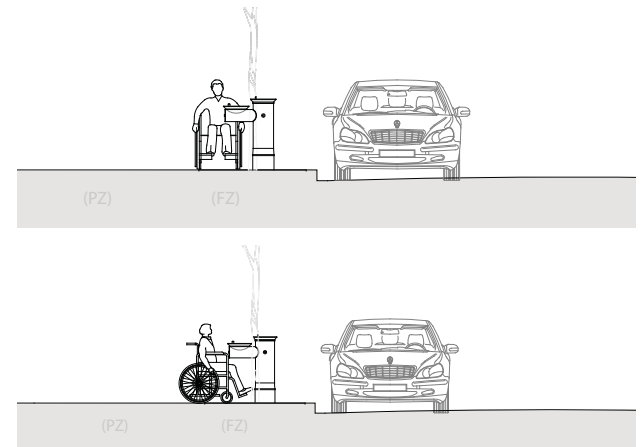
A-13.e All drinking fountains shall have controls in the front or on the side. The controls must be operable with one hand. They should be able to be activated with a force of no more than 5-pounds-per-foot and should not require any tight grasping, pinching or twisting of the wrist. This means the controls should either be a push button or a lever type of control that does not require a lot of force to use.

A-13.f Freestanding drinking fountains should be installed per the Manufacturer’s specifications and approved by the City’s PWD.

PILOT PROJECT SUBMITTAL REQUIREMENTS:

Concept Plan, Specifications and Location Map.

- Concept Plan should indicate materials, finish, dimensions and water hook-up information
- Relevant Specifications
- Location Map should indicate the location relative to the adjacent building, face of curb and the nearest street intersection.



13-7 (A) Section X-X: showing parallel access to drinking fountain, (B) perpendicular access

LEED-NC: MR CREDIT 4.1 AND 4.2 -RECYCLED CONTENT, MR CREDIT 5.1 AND 5.2- REGIONAL MATERIALS
LEED-ND: GIB: CREDIT 15 RECYCLED CONTENT IN INFRASTRUCTURE. REGIONAL PRIORITY CREDIT: CREDIT 1

SUBMITTAL REQUIREMENTS:
 Product specification sheet. Placement Plan with center line of the street. Anchoring details per manufacturer’s specifications.

PERMIT TYPE:
 Non-Standard Improvement Covenant
 Right of Way Permit for water hook-up

14.0 SIDEWALK SCULPTURE

PILOT

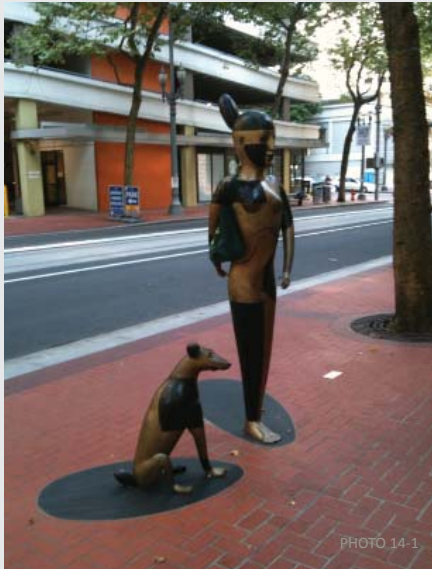


PHOTO 14-1

PILOT #1:

Incidental Permanent Artwork: highlights a point of interest and is placed at select locations along the sidewalk in heavily trafficked areas



PHOTO 14-2

PILOT #2:

Temporary Art: installations are in a range of media and scale displayed for a limited amount of time in generally unexpected places. Priority placement is in high-traffic pedestrian areas



PHOTO 14-3

PILOT #3:

Gateway Artwork: large-scale, iconic and permanent, defining landmarks at major gateways into downtown, parks, civic center, and on major boulevards and intersections

SPECIFICATIONS

DESCRIPTION	Free standing (public-art) sculpture installed within the public right-of-way
PILOT #1	Permanent Incidental Point-of-Interest Sidewalk Sculpture
PILOT #2	Temporary Sidewalk Sculpture
PILOT #3	Permanent Large-Scale Gateway Sidewalk Art

PLACEMENT GUIDELINES

A-14.a Sidewalk sculpture located in the sidewalk right-of-way may be permanent and/or temporary; iconic, contemplative, interactive or static.

A-14.b All sidewalk sculpture should be designed with the intent of direct public interaction. Rails or physical barriers between the art and public is strongly discouraged.

A-14.c Sidewalk sculpture should be unique and discernible as art, in contrast to decorative or ornamental furnishing elements.

A-14.d Sidewalk sculpture should complement well-organized streetscape furnishings and should not add substantially to the existing or potential visual clutter of a streetscape.

A-14.e Bollards, lamp posts and other sidewalk furniture can qualify as sidewalk art elements if they are unique sculptural elements created by artists.

A-14.f Permanent or temporary art in the sidewalk should comport to all ADA requirements and setback guidelines per Diagram 1.2: Minimum Setback Requirements.

A-14.g Two-dimensional sidewalk inlay art pieces may be incorporated into any area of the sidewalk. Art that is placed in the sidewalk surface should be compliant with City ordinances.

A-14.h PILOT #1: Incidental artwork should highlight a point of interest and should be placed at select locations along the sidewalks along a heavily trafficked thoroughfares.

A-14.i PILOT #2: Temporary art installations are non-permanent artwork and can be in a range of media and scale displayed for a limited amount of time in generally unexpected places.

A-14.j PILOT #3: Significant, large-scale, iconic art are permanent and should be strategically located on boulevards that demarcate major downtown entrances and gateways, defining landmarks at major gateways into downtown, such as parks, civic center, and on major boulevards and intersections, providing a point of reference for wayfinding, definition and identity of place.

A-10.k Installation of freestanding sculpture shall meet all requirements for footings and attachments per the City of Miami Public Works Standards.

PILOT PROJECT SUBMITTAL REQUIREMENTS:

- Concept Plan should indicate materials, finish and dimensions of the Sidewalk Sculpture
- Location Map should indicate the location relative to the adjacent building, face of curb and the nearest street intersection

LEED-NC: MR CREDIT 4.1 AND 4.2 -RECYCLED CONTENT, MR CREDIT 5.1 AND 5.2- REGIONAL MATERIALS

LEED-ND: GIB: CREDIT 15 RECYCLED CONTENT IN INFRASTRUCTURE. REGIONAL PRIORITY CREDIT: CREDIT 1

SUBMITTAL REQUIREMENTS:

Product specification sheet. Placement Plan with center line of the street. Anchoring and structural details as needed.

PERMIT TYPE:

Non-Standard Improvement Covenant

15.0 FREE-STANDING TIME CLOCKS

PILOT

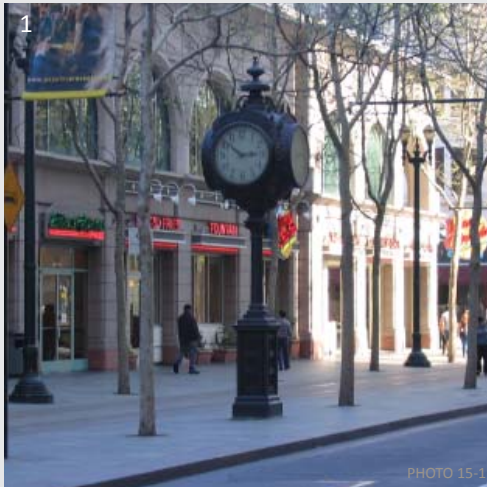


PHOTO 15-1



PHOTO 15-2



PHOTO 15-3



PHOTO 15-4



PHOTO 15-5

PILOT #1:

2 or 4-Dial Post Clock: cast in aluminum, dark forest green or black finish. Antique in appearance with ornamental details. Clock movements are made of brass and stainless steel, raised 3/16" thick aluminum letters on all headers and saddles. Clear tempered glass. Total height: 10'-9"

- (1): Example of a 4-dial time clock placed in the furnishing zone
- (2): Enlarged Elevation. Clock-dial face on each side for a total of 4, with finial on top
- (3): Decorative base design
- (4): Example of a time clock located within the BZ with roman numerical order
- (5): Example of a 2-dial time clock installed perpendicular to the curb in the FZ



COLOR OPTIONS:

Dark Green, Black or Grey finish

SPECIFICATIONS

DESCRIPTION	Freestanding 2 or 4-dial time clock installed in the right-of-way.
INSTALLATION	Per Manufacturer's Specifications
PILOT #1	<ol style="list-style-type: none"> 1. Cast aluminum post, saddle and head. 2. Aluminum bezels. 3. Automatically controlled from the base with automatic tower clock control with GPS satellite synchronization. 4. Aluminum dials painted off-white. Black dial markings and hands. 5. Black finish with gold highlighting. 6. Decorative finial
OTHER	Single source: Clock and movement should be manufactured by the same company

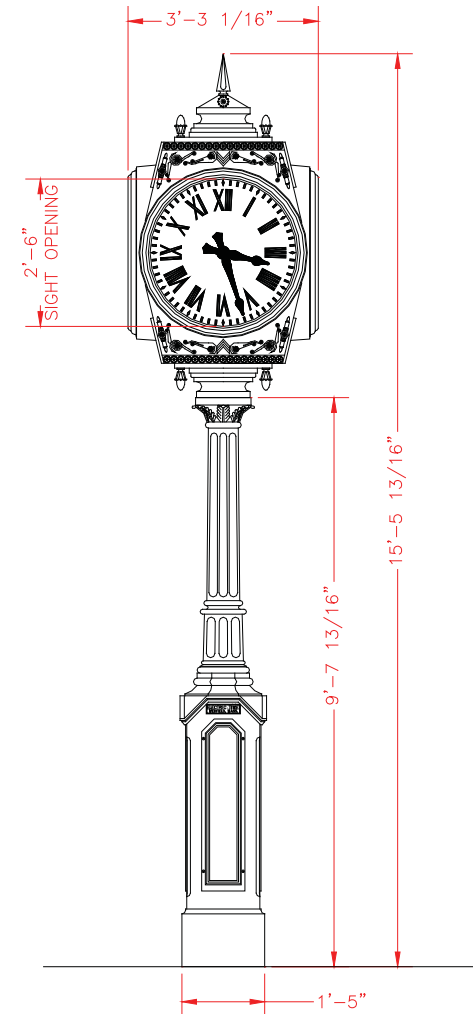
PILOT PROJECT SUBMITTAL REQUIREMENTS:

- Concept Plan should indicate materials, finish and dimensions of the Free Standing Clock
- Location Map should indicate the location relative to the adjacent building, face of curb and the nearest street intersection

PLACEMENT GUIDELINES

A-15.a 2-dial time clock should be placed perpendicular to the street so that the dial is facing the direction of travel along the Pedestrian Zone.

A-15.b Free standing clocks shall be installed per manufacturer's specifications for footings, attachments, and electrical hook-up and shall be approved by the City of Miami.



15-6 Elevation. Approximate dimensions, for guidance only.

LEED-NC: MR CREDIT 4.1 AND 4.2 -RECYCLED CONTENT, MR CREDIT 5.1 AND 5.2- REGIONAL MATERIALS
LEED-ND: GIB: CREDIT 15 RECYCLED CONTENT IN INFRASTRUCTURE REGIONAL PRIORITY CREDIT: CREDIT 1

SUBMITTAL REQUIREMENTS:
 Product specification sheet. Placement Plan with center line of the street. Anchoring and structural details as needed, per manufacturer.

PERMIT TYPE:
 Non-Standard Improvement Covenant
 Electrical Permit

16.0 PEDESTRIAN TRAFFIC CONTROL DEVICE

STANDARD



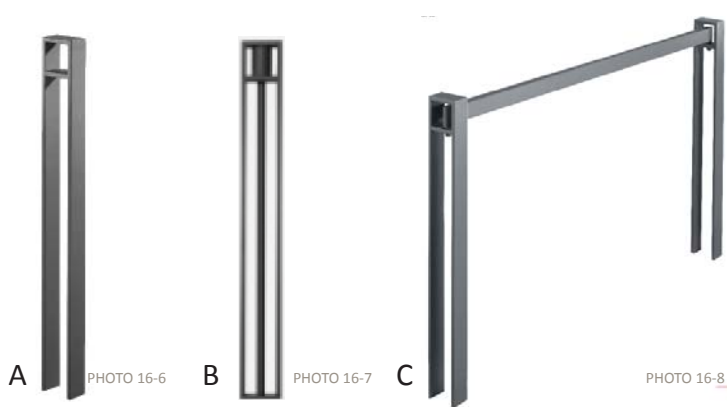
STANDARD #1:

Temporary Traffic Control Device for events less than (3) three days. Galvanized or stainless steel finish, rounded tube. Each section approximately 6-1/2 feet in length and 3-1/2 feet in height.



STANDARD #2:

Rounded Top Bollard. (A) Stainless Steel or Galvanized, Square Tube. In-Ground Mounted, Removable or Retractable. (B) Permanent Pedestrian Traffic Control Device with Grab Bar Attachment and wire attachments, 4" O.C. Each section approximately 3 feet in length and 42 inches (maximum) in height. (C) T-Channel, Galvanized. Bolted with Cover. Mounted, Removable or Permanent.



STANDARD #3:

Flat Top Bollard, galvanized steel construction, 2.4" wide x .5" thick, 42" maximum height. Bollard options include flange-mount, removable and collapsible models. Direct embed model is embedded into concrete foundation. Flange model mounts to concrete foundation with four stainless steel socket head screws and sleeve anchors (A) Fixed, In-Ground Mounted. (B) Bollard Option, Removable, Collapsible (C) Galvanized Steel Rail Attachment. Each section approximately up to 6 feet in length. (D) Top Rail with Mid-Rail Option. (E) Example of Installation.



SPECIFICATIONS

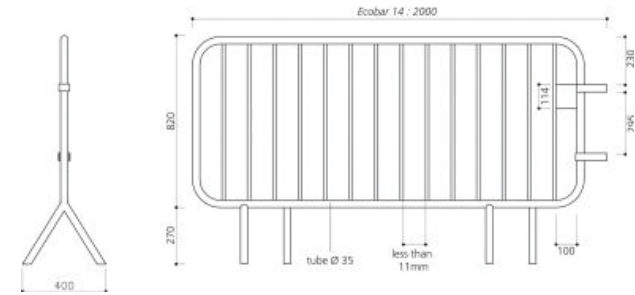
DESCRIPTION	Temporary or permanent pedestrian traffic control devices used to ensure safety and direct movement of pedestrians during special events
INSTALLATION	Per Manufacturer’s Specifications
STANDARD #1	Temporary Pedestrian Traffic Control Device for events less than (3) three days. Galvanized finish, rounded tube. Each section approximately 6-1/2 feet in length and 3-1/2 feet in height
STANDARD #2	Pedestrian Traffic Control Device for events longer than (3) three days. Galvanized steel, metal channel, rounded steel tube grab bar, stainless steel wire (4” O.C.) or rounded steel tube. Removable bollard option. Powder-coated grey finish. Each section approximately 3-feet in length and 42-inch in height. Manufacturer: MMCite-Cydlimit SC600/700 or equivalent design
STANDARD #3	Pedestrian Traffic Control Device. Permanent or temporary. In-ground mounted, removable or collapsible. Galvanized steel, powder-coated grey, stainless steel hardware. Typical dimension per section: 3.9” L, 2.4” W and 35.4” H. Manufacturer: Hess America Regor Railing B1500 System or equivalent design

PLACEMENT GUIDELINES

A-16.a All materials shall be corrosion-resistant.

A-16.b Standard #3: For permanent installation, traffic control bollard tubing to be set in concrete (In-ground mounting preferred, surface-mount, optional).

A-16.c Standard #3: Installation option for removable device: Base tubing sleeve is set into concrete. Traffic control bollard slides over sleeve and is fastened together with a pin through the outer and inner tubes. A padlock can be used to lock the bollard in position.



16-11 Standard #1: Typical Elevation

LEED-NC: MR CREDIT 4.1 AND 4.2 -RECYCLED CONTENT, MR CREDIT 5.1 AND 5.2- REGIONAL MATERIALS
LEED-ND: GIB: CREDIT 15 RECYCLED CONTENT IN INFRASTRUCTURE REGIONAL PRIORITY CREDIT: CREDIT 1

SUBMITTAL REQUIREMENTS:
 Product specification sheet. Placement Plan with center line of the street. Anchoring details, per manufacturer.

PERMIT TYPE:
 Non-Standard Improvement Covenant

STANDARD



STANDARD #1:

Miami Round Planter. Polymer acrylic, fluted with dark grey hue finish. Sizes and shapes vary



STANDARD #2:

Stainless steel, aluminum or galvanized. Powder-coated grey finish with varying dark hues or natural. Sizes and shapes vary

OPTION



PHOTO 17-5

OPTION #1:

Stone. Dark colors. Various shapes

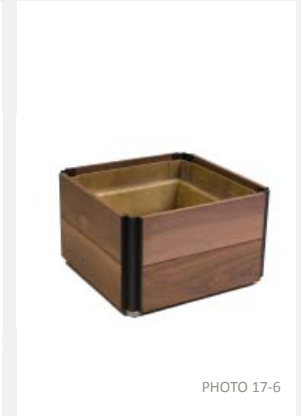


PHOTO 17-6

OPTION #2:

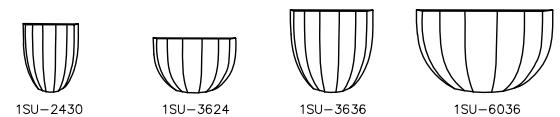
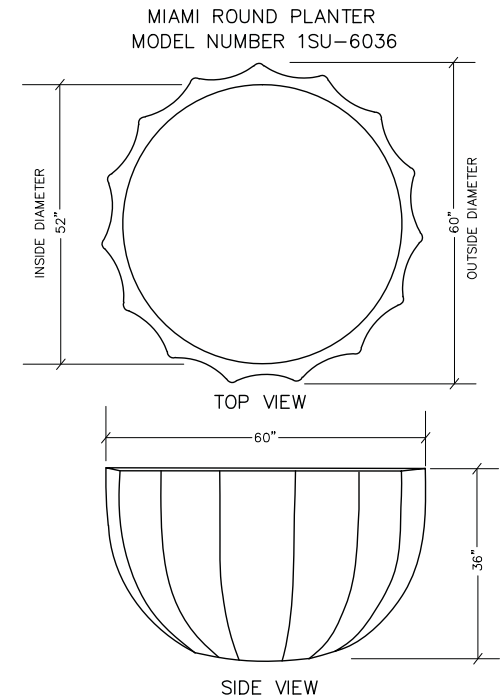
Treated hardwood. Various shapes

SPECIFICATIONS

DESCRIPTION	A planting box that comes in various shapes and is made out of durable materials.
INSTALLATION	Bolted to sidewalk, per Manufacturer’s specifications
APPROX. DIMENSIONS	Various shapes: 5-foot maximum single length dimension, 36” maximum height
STANDARD #1	Miami Round Planter. Polymer acrylic, dark grey hue, various shapes
STANDARD #2	Treated metal finish, dark hues, various shapes
OPTION #1	Finish: masonry: granite, limestone, dark colors.
OPTION #2	Finish: treated hardwoods, horizontal slats

A-17.f The adjacent business or property owner shall be responsible for the prompt removal of all empty or poorly maintained planting areas.

A-17.g Standard #1 specification shall be provided by the City of Miami



MIAMI ROUND PLANTER VARIATIONS

17-7 Standard #1: Plan and Elevation

PLACEMENT GUIDELINES

A-17.a The design of the planting types and quantities in the planters is left to the adjacent business owner.

A-17.b Planters should be planted with seasonal blooming live plants year around.

A-17.c Planters come in a variety of sizes and shapes and are to be supplied with a drainage hole in the bottom. A variety of different sizes in groupings can be used.

A-17.d Planters should be level with the sidewalk.

A-17.e The combined height of the planters and live plants shall not exceed 4 feet from sidewalk grade.

LEED-NC: MR CREDIT 4.1 AND 4.2 -RECYCLED CONTENT, MR CREDIT 5.1 AND 5.2- REGIONAL MATERIALS
LEED-ND: GIB: CREDIT 15 RECYCLED CONTENT IN INFRASTRUCTURE, CREDIT 11 - CERTIFIED WOOD. REGIONAL PRIORITY CREDIT: CREDIT 1

SUBMITTAL REQUIREMENTS:
 Product specification sheet. Placement Plan with center line of the street.

PERMIT TYPE:
 Non-Standard Improvement Covenant

STANDARD



STANDARD #1:

Steel frame liner and brackets to match ornate streetlight poles



STANDARD #2:

Steel bracket to match pole finish

SPECIFICATIONS

DESCRIPTION	Hanging containers for plants and flowers, attached to streetlight, traffic and utility poles
INSTALLATION	Per Manufacturer’s Specifications
DIMENSIONS	Basket liner not to exceed 24-inch diameter
CLEARANCES	Hanging planters should allow for a consistent 12-foot clear height from the sidewalk to the bottom of the planter.
INSTALLATION	Bracket attached to utility poles, per Manufacturer’s Specifications
BASKET LINERS	Molded or pressed coconut coir fiber liners should be replaceable and allow the plants rootballs the necessary oxygen to grow and thrive
STANDARD #1	Brackets and metal work: ornamental arched silhouettes, with one- or two-way arm configurations, flat steel, with heavy gauge steel chains and hanging hooks, powder-coated black
STANDARD #2	Stainless steel or galvanized frame and truss silhouette bracket
OTHER	Attachments to utility poles should be designed for lateral wind loads

PLACEMENT GUIDELINES

A-18.a Because hanging baskets are maintenance and resource intensive, a maintenance plan should be developed by the adjacent property, business or Business Improvement District (BID) prior to City approval and installation.

A-18.b Hanging planters are recommended in the historic district and on Special Streets, installed on both sides of the street.

A-18.c Seasonal planting in the planters should add color and unity to the streetscape edge.

A-18.d Hanging Planters offer the opportunity to add “landscaping” when sidewalk widths are not conducive to sidewalk planters.

A-18.e To place hanging baskets on City-owned utility poles, the business or sponsoring organizations must work with the City to draft a Memorandum of Understanding (MOU) stipulating:

- A maintenance plan
- Map showing pole locations
- Contact information
- Mounting system (to attach the basket to the city-owned street pole)
- Insurance
- Covenant Agreement



18-3 Best Practice: Flowering baskets can be coordinated with sidewalk or freestanding planters, framing the seating areas

LEED-NC: MR CREDIT 4.1 AND 4.2 -RECYCLED CONTENT, MR CREDIT 5.1 AND 5.2- REGIONAL MATERIALS

LEED-ND: GIB: CREDIT 15 RECYCLED CONTENT IN INFRASTRUCTURE REGIONAL PRIORITY CREDIT: CREDIT 1

SUBMITTAL REQUIREMENTS:

Product specification sheet. Placement Plan with center line of the street. See A-18e for more submittal details.

PERMIT TYPE:

Non-Standard Improvement Covenant

19.0 ENHANCED LIGHTING

PILOT



PILOT #1:

Lighting Spanning Trees And Mid-Block Street Lights



PILOT #2:

Lighting Spanning The Sidewalk Area



PILOT #3:

Lighting Spanning The Street.

COMMENTS:

1. All light spans must comply with the City of Miami’s regulations for height clearances
2. Options for pilots are only applicable to specific streets. See appendix for map identifying specific streets
3. Lighting festoons are recommended to be LED or a related light technology that uses less energy

SPECIFICATIONS

DESCRIPTION	Decorative lighting systems that may use LED lighting systems and/or festoon strings (electrical wire) that are attached to and between street trees, lights, building facades and across streets to enhance right-of-way lighting and pedestrian experience
INSTALLATION	Per Manufacturer’s specifications
PILOT #1	String Light Attachments Spanning Trees and Mid-Block Street Lights
PILOT #2	String Light Attachments Spanning the Sidewalk Area
PILOT #3	String Lighting Attachments spanning the Street

PLACEMENT GUIDELINES

A-19.a Pilot #1 and #2: String light attachments over sidewalks should allow for at least 10-foot clear height from the ground.

A-19.b Pilot #3: String light attachments spanning the street should meet all City of Miami and Fire Department clearance requirements.

Enhanced ROW Lighting Pilot Project Locations:

CBD	
1	Flagler Street
Brickell	
1	S. Miami Avenue
A/E	

PILOT PROJECT SUBMITTAL REQUIREMENTS:

Illustrative Plan, Specifications and Location Map.

- Illustrative should include plans, elevations, renderings, as needed, to explain concept
- Specifications should describe light source
- Location Map should indicate the location relative to the adjacent building, face of curb and the nearest street intersection.



19-4 Enhanced Lighting Pilot Project Map

<p>LEED-ND: N/A</p>	<p>SUBMITTAL REQUIREMENTS: Product specification sheet. Placement Plan with center line of the street. Attachment details.</p>	<p>PERMIT TYPE: Non-Standard Improvement Covenant Electrical Permit</p>
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STANDARD



STANDARD #1:

20-A: SIDEWALK FLAG POLES:
Removable Low-Height Aluminum Pole: 12-foot high, 6" to 8" pole diameter, satin finish. In-ground mounted. Includes decorative shape at top of pole. Located within the Furnishing or Building Zone. Typical setbacks from back of curb



STANDARD #1:

20-B: PARKING METER KIOSK PAY BOX:
Design and product specification per the Miami Parking Authority

PILOT



PILOT #1:

20-C: DONATION METER BOX: Sidewalk donation meter box for the purpose of collecting donations for social services. Installed in the Furnishing or Building Zone.

SPECIFICATIONS

20-A SIDEWALK MOUNTED FLAG POLES

DESCRIPTION	Temporary in-ground or surface mounted flag pole with truck, finial and hayard components
INSTALLATION	Per Manufacturer’s Specifications
STANDARD #1	Removable Low-Height Aluminum Pole: 12-foot high, 6”to 8” pole diameter, satin finish. In-ground mounted. Includes decorative shape at top of pole. Located within the Furnishing Zone. Typical set-backs from back of curb

PLACEMENT GUIDELINES

A-20-A.a As a rule-of-thumb, a flag’s height shouldn’t exceed one-fifth the height of the flagpole.

A-20-A.b Refer to the American National Standards Institute and National Association of Architectural Metal Manufacturers flagpole construction standard (ANSI/NAAMM FP1001-97) to ensure flagpoles can resist toppling from wind pressure.

A-20-A.c Poles should be installed well away from power lines, trees and structures that may snag the flag.

A-20-A.d Flag poles should be installed per manufacturer’s specifications for footings and attachments and shall be approved by the City of Miami.

20-B PARKING METER KIOSKS

DESCRIPTION	Parking Meter Kiosk collecting fees for on-street public parking
INSTALLATION	Per Miami Parking Authority Specifications
STANDARD #1	Miami Parking Authority’s Parking Meter Kiosk Standard

PLACEMENT GUIDELINES

A-20-B.a Parking meter kiosks should be placed in Furnishing Zone and face towards the Pedestrian Zone.

A-20-B.b Parking meter kiosks shall be ADA accessible and allow the user to submit payment without blocking the 6-foot clear width in the Pedestrian Zone.

20-C SIDEWALK DONATION BOX

DESCRIPTION	Sidewalk Donation Box installed in the right-of-way for the purposes of collecting donations for the funding of social services
INSTALLATION	Per Manufacturer’s Specifications
PILOT #1	Sidewalk Donation Box. Designs and dimensions vary

PLACEMENT GUIDELINES

A-20-C.a The sidewalk donation coin deposit should face towards the Pedestrian Zone.

A-20-C.b The placement of the sidewalk donation box should be ADA accessible and allow the user to deposit coins without blocking the 6-foot clear width in the Pedestrian Zone.

A-20-C.c The sidewalk donation box shall be made of corrosion-resistant material, such as galvanized or stainless steel finish and avoid painted finishes that easily attract dirt and stains.

A-20-C.d The branding or signage of the donation box should be integrated with the design and clearly indicate the function.

PILOT PROJECT SUBMITTAL REQUIREMENTS:

- Concept Plan should indicate sidewalk location, materials, finish and dimensions.

LEED-NC: MR CREDIT 4.1 AND 4.2 -RECYCLED CONTENT, MR CREDIT 5.1 AND 5.2- REGIONAL MATERIALS

LEED-ND: GIB: CREDIT 15 RECYCLED CONTENT IN INFRASTRUCTURE REGIONAL PRIORITY CREDIT -CREDIT 1

SUBMITTAL REQUIREMENTS:

Product specification sheet. Placement Plan with center line of the street. Anchoring details, as needed, per manufacturer.

PERMIT TYPE:

Non-Standard Improvement Covenant

DDA EXECUTIVE STAFF

Alyce Robertson, Executive Director
Javier Betancourt, Deputy Director
Cesar Garcia-Pons, Team Leader
Sachin Kalbag, Project Manager



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Richard Lydecker, Senior Partner, Lydecker - Diaz Attorneys & Counselors At Law
Julie Grimes, Owner, DoubleTree Grand Hotel

3.0

FAMILY OF

SIDEWALK

FURNISHINGS

3.1. HISTORIC DISTRICT

Page 52

3.2. DWNTWN

Page 53

3.3. SPECIAL STREETS:

- 3.3.1 BISCAYNE BOULEVARD
- 3.3.2 BRICKELL AVENUE
- 3.3.3 FLAGLER STREET
- 3.3.4 SOUTH MIAMI AVENUE

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3.1 HISTORIC DISTRICT - FAMILY OF SIDEWALK FURNISHINGS - SELECTED ELEMENTS



1.1 BICYCLE RACK
STANDARD #1



1.4 WASTE RECEPTACLE
STANDARD #1



1.7 SIDEWALK BENCH
STANDARD #1



1.8 SIDEWALK CHAIR
STANDARD #1



1.10 BOLLARD
STANDARD #1



1.13 DRINKING FOUNTAIN
STANDARD #1



1.17 PLANTERS
STANDARD #1



1.6 DECORATIVE POLES
STANDARD #1



1.9 SIDEWALK UMBRELLAS
STANDARD #1



1.14 SIDEWALK SCULPTURE
PILOT #1



1.15 SIDEWALK CLOCKS
PILOT #1



1.18 HANGING PLANTERS
STANDARD #1



3.2 DWNTWN - FAMILY OF SIDEWALK FURNISHINGS - SELECTED ELEMENTS



1.1 BICYCLE RACK
STANDARD #2



1.4 WASTE RECEPTACLE
STANDARD #2



1.7 SIDEWALK BENCH
STANDARD #2



1.8 SIDEWALK CHAIR
STANDARD #2



1.10 BOLLARD
STANDARD #2



1.11 NEWSPAPER CORRAL
STANDARD #1



1.13 DRINKING FOUNTAIN
STANDARD #2



1.14 SIDEWALK SCULPTURE
PILOT #2



1.16 PEDESTRIAN TRAFFIC
CONTROL DEVICE
STANDARD #3



1.17 PLANTERS
STANDARD #2



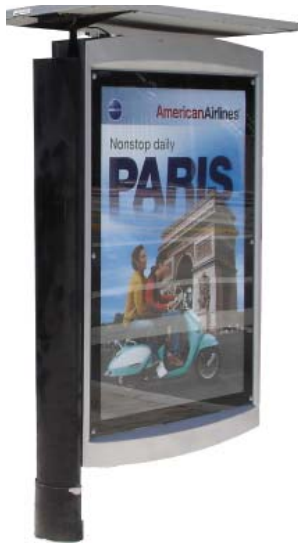
1.18 HANGING PLANTERS
STANDARD #2



3.3.1 BISCAYNE BOULEVARD - SPECIAL STREET



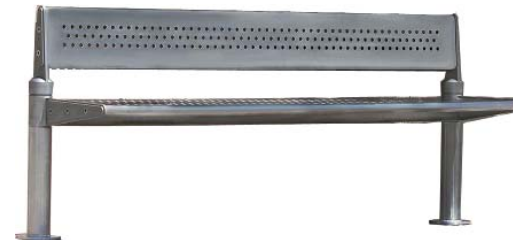
MID-BLOCK BISCAYNE
STREETLIGHT



BUS KIOSK
Per Miami-Dade Transit
Specifications



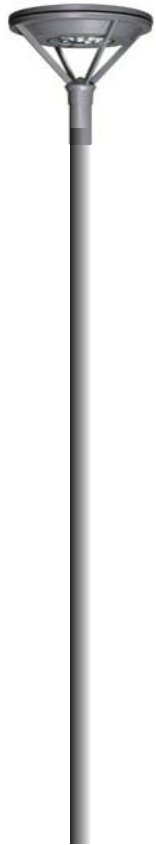
1.4 WASTE RECEPTACLE
STANDARD #3



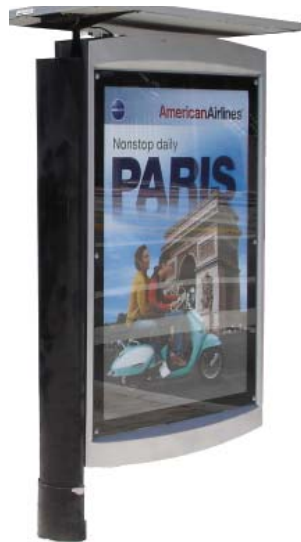
1.7 TRANSIT BENCH
STANDARD #3



3.3.2 BRICKELL AVENUE - SPECIAL STREET



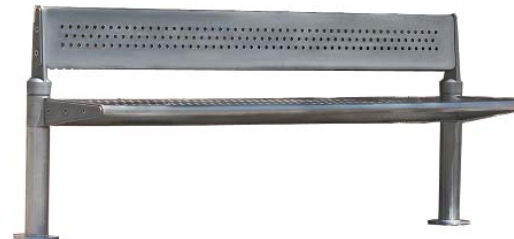
BRICKELL MID-BLOCK
STREET LIGHT



BUS KIOSK
Per Miami-Dade Transit
Specifications



1.4 WASTE RECEPTACLE
STANDARD #3



1.7 TRANSIT BENCH
STANDARD #3



3.3.3 SOUTH MIAMI AVENUE - SPECIAL STREET



1.1 BICYCLE RACK
STANDARD #2



1.4 WASTE RECEPTACLE
STANDARD #3



1.7 SIDEWALK BENCH
STANDARD #4



1.10 BOLLARD
STANDARD #2



1.18 HANGING BASKETS
STANDARD #2



1.19 ENHANCED LIGHTING
PILOT #1



3.3.4 FLAGLER STREET - SPECIAL STREET



1.1 BICYCLE RACK
STANDARD #1



1.4 WASTE RECEPTACLE
STANDARD #1



1.7 SIDEWALK BENCH
STANDARD #1



1.10 BOLLARD
STANDARD #1



STANDARD CITY STREET LIGHT



DDA EXECUTIVE STAFF

Alyce Robertson, Executive Director
Javier Betancourt, Deputy Director
Cesar Garcia-Pons, Team Leader
Sachin Kalbag, Project Manager



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