



# Miami Shores Village

Downtown Streetscapes, Parking & Architectural Analysis  
Community Kick-Off Meeting 5/24/16



# Purpose and Vision

“Downtown is expecting stimulated economic development and growth due to infrastructure improvements (i.e. streetscapes, sewer system) on Main Street.”

- To retain and promote a traditional neighborhood environment
- To retain and enhance quality of life
- Implement the Multimodal Mobility Study and enhance the pedestrian and bicycle connectivity within the Downtown
- Implement architectural design standards that maintains and enhances the image of the downtown

# Scope of Work



- Downtown Architectural Design Manual
- Downtown Streetscape Analysis
- Downtown Parking Analysis

# Presentation Outline and Format

- Part 1
1. Architectural Styles Analysis
  2. Building Documentation
  3. Discussion

- Part 2
1. Streetscape Analysis
  2. Business Inventory and Parking Analysis
  3. Discussion





# **Architectural Styles Analysis**

a historical review to a modern approach

# Architectural Background

## Intent:

- Identify past and present architectural trends in the Village, specifically Main Street

## Result:

- Establish design guidelines for unified image of Main Street
- Establish a pattern book of approved architectural treatments such as building materials, colors, window and door types etc.

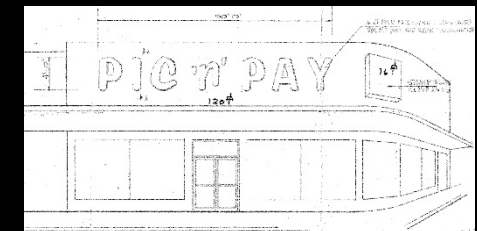




# Architectural Background

## History:

- The image of the village was established in the 1920s and was portrayed as “America’s Mediterranean”
- Concurrently with development efforts in other parts of Miami, Miami Beach and Coral Gables (Merrick and Fisher)
- Downtown Miami Shores was established by the 1940s and 1950s in an architectural style that was different from original image of 1920s:
  - Mediterranean Revival
  - Streamline Modern and Art Deco
  - MiMO
  - Midcentury Modern
  - Commercial Vernacular
- In 1960s a new architectural style was introduced on Main Street
  - Colonial Revival



# Architectural Styles

## Mediterranean Revival

### Elements:

- Red barrel tile roof
- Arched windows
- Wood or wrought iron balconies
- Ornamentation around windows
- Stuccoed walls
- Keystone above doorway
- Articulated door surrounds

### Observations:

- No original Mediterranean Revival buildings left on Main Street



9545 NE 2<sup>nd</sup> Ave



Image courtesy of From Wilderness to Metropolis: The History and Architecture of Dade County, Florida, 1825-1940

# Architectural Styles

## Streamline Modern

### Elements:

- Flat Roof
- Symmetrical Façade
- Vertical Fluting
- Rounded Corners
- Parapet
- Eyebrow Canopies
- Casement Windows

### Observations:

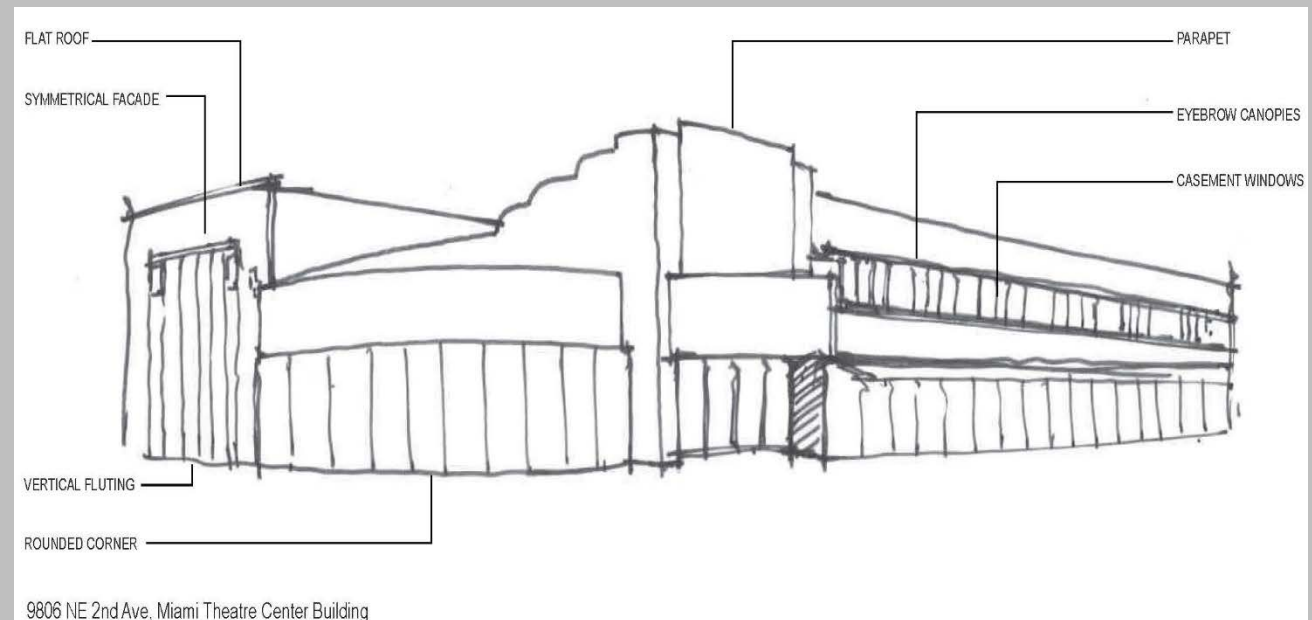
- MTC is purest remaining example of the style
- Very compatible and related to MiMO, Midcentury Modern and Commercial Vernacular styles



9830 NE 2<sup>nd</sup> Ave



9806 NE 2<sup>nd</sup> Ave



9806 NE 2<sup>nd</sup> Ave, Miami Theatre Center Building



# Architectural Styles

MiMo

Elements:

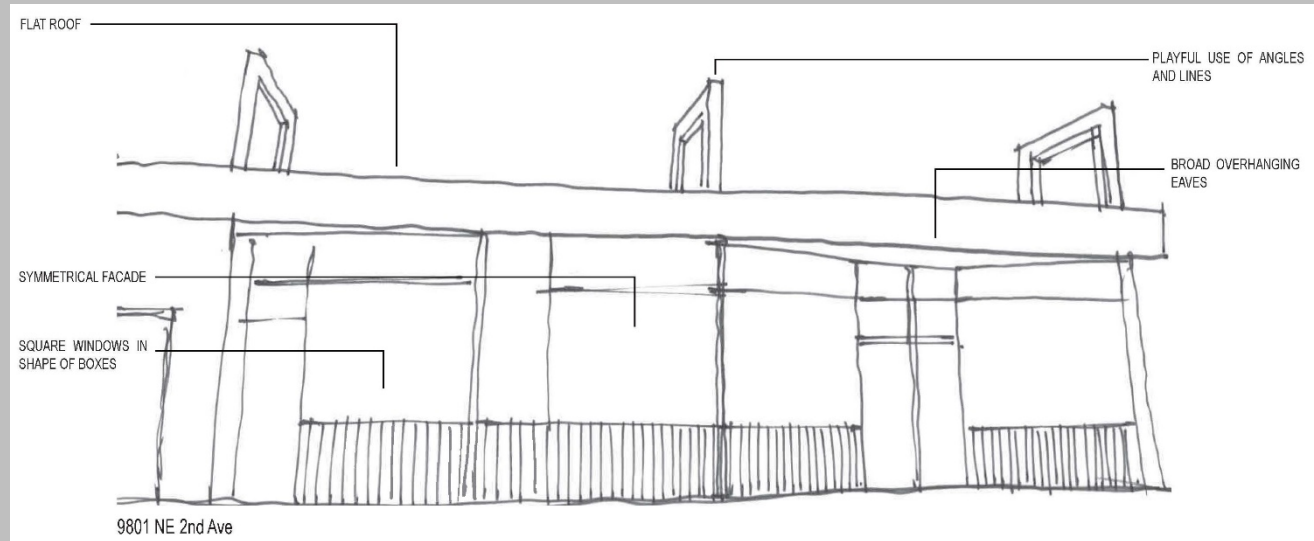
- Flat Roof
- Symmetrical Façade
- Square Windows in Shape of Boxes
- Playful use of Angles and Lines
- Broad Overhanging Eaves

Observations:

- Very compatible and related to Streamline Modern, Midcentury Modern and Commercial Vernacular styles



9801 NE 2<sup>nd</sup> Ave



# Architectural Styles

Midcentury Modern

Elements:

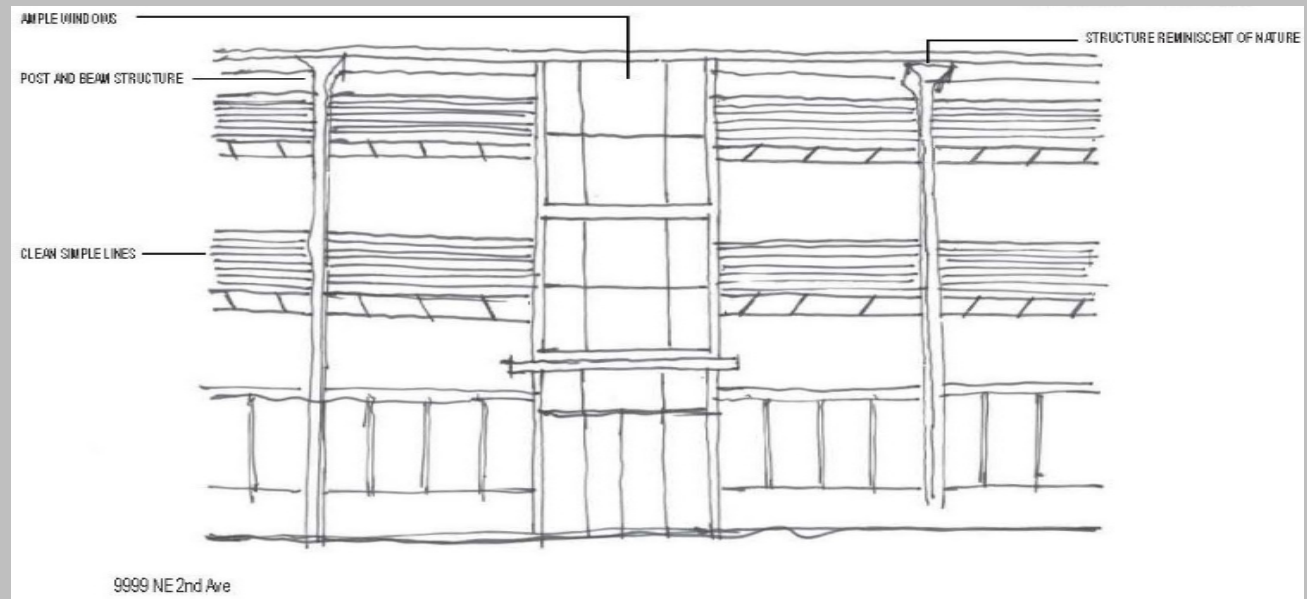
- Ample Windows
- Post and Beam Structure
- Clean Simple Lines
- Structure Reminiscent of Nature

Observations:

- Very compatible and related to Streamline Modern, MiMo, and Commercial Vernacular styles



9999 NE 2<sup>nd</sup> Ave



9999 NE 2<sup>nd</sup> Ave

# Architectural Styles

## Commercial Vernacular

### Elements:

- Tall Parapet
- Eyebrows
- Simple Façade
- Flat Roof

### Observations:

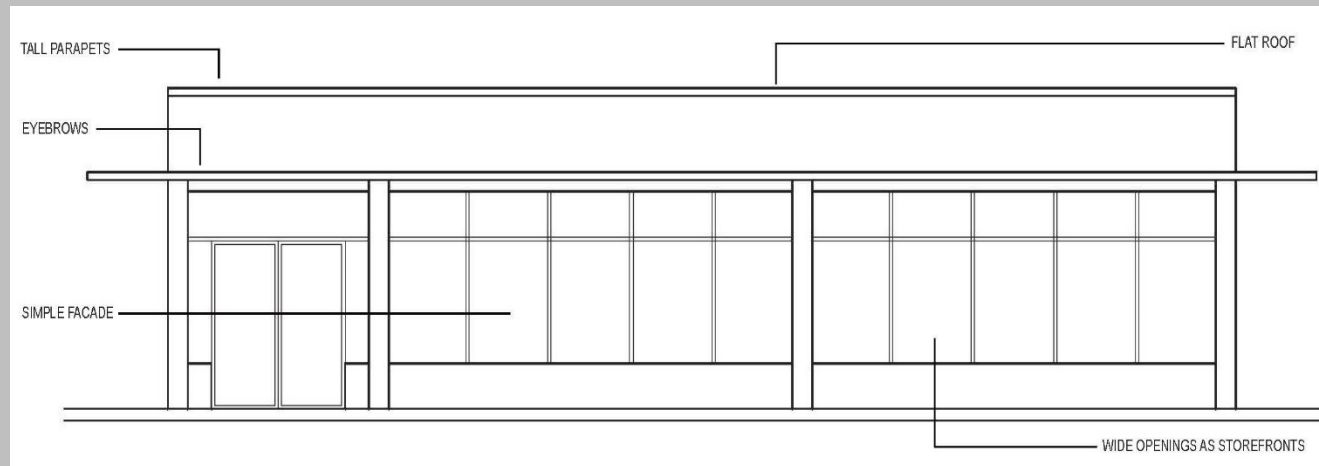
- Very compatible and related to Streamline Modern, MiMo, and Midcentury Modern styles



9705 NE 2<sup>nd</sup> Ave



9710 NE 2<sup>nd</sup> Ave





# Architectural Styles

## Colonial Revival

### Elements:

- Decorative Roofline Balustrade
- Cornice
- Gable Roof
- Aligned Windows
- Centered Door
- Masonry Cladding
- Double-Hung Sash Windows
- Hipped Roof
- Symmetrical Roof

### Observations:

- Not historic to South Florida



9500 NE 2nd Ave



9475 NE 2nd Ave





# **Building Documentation**



# Building Documentation

Example Analysis: Miami Shores Theatre Center

- Year Built: 1947
- Style: Streamline Modern with Art Deco elements
- Finishes: Smooth stucco with decorative mosaic tile and brick
- Roof: Flat with parapet
- Windows and doors: single hung aluminum (originals were casement)
- Overhang: eyebrows
- Decorative or distinctive features (marquis sign, stucco scoring and appliques, fluting, perforations on parapet, vertical fin)



9806 and 9830 NE 2nd Ave



Image courtesy of Brockway Memorial Library Archives, Miami Shores, FL





# Building Documentation

## General Observations

- Conversion of styles during renovation
  - i.e. incorporation of Mediterranean elements into building originally designed as a mid-century modern
- Recent renovations alter style elements
  - Roof materials
  - Window and door types
  - Proportions of additions
  - Architectural elements and surface applied decorations
- Colonial Revival not appropriate for south Florida
- Common style along main street is commercial vernacular



9600 NE 2<sup>nd</sup> Ave



Image courtesy of Brockway Memorial Library Archives, Miami Shores, FL



Image courtesy of Brockway Memorial Library Archives, Miami Shores, FL



Image courtesy of Brockway Memorial Library Archives, Miami Shores, FL



9501 to 9545 NE 2<sup>nd</sup> Ave



9500 NE 2<sup>nd</sup> Ave



9475 NE 2<sup>nd</sup> Ave



# Building Documentation

## General Recommendations

- Establish a unified image for Main Street
- Determine four styles for new development (i.e. streamline modern, MiMo, Mediterranean Revival and commercial vernacular)
- Allow existing buildings to substantially renovate exterior following the adopted Architectural Design Standards for the existing styles of the building (Mediterranean Revival, Colonial, Streamline Modern, Midcentury Modern, MiMo, Commercial Vernacular).
- Allow civic buildings to have own identity in a complimentary style
- Establish a pattern book with specific architectural materials, colors and elements appropriate for adopted style



1940s



2016

# Building Documentation

## General Recommendations

### Exterior Renovations Examples:

- **Paint:**
  - If repairing or repainting 50% or more of building, entire building will be required to be repainted to approved colors in palette
  - If repairing or repainting less than 50% of building new paint must match existing color
- **Roof:**
  - If repairing or replacing 50% or more of roof, entire roof will be required to be replaced with the approved roof materials for adopted style
  - If repairing or replacing less than 50% of roof new roofed area must match existing roof
- **Glass:**
  - If replacing 50% or more of the windows along a street facing façade, new windows will be required to adhere to the minimum % of fenestrations requirement, size and type
  - If replacing less than 50% of the windows along a street facing façade, new windows will be required to adhere to the minimum % of fenestrations requirement, size and type *to the extent feasible or practical*

# Building Documentation

Pattern Book

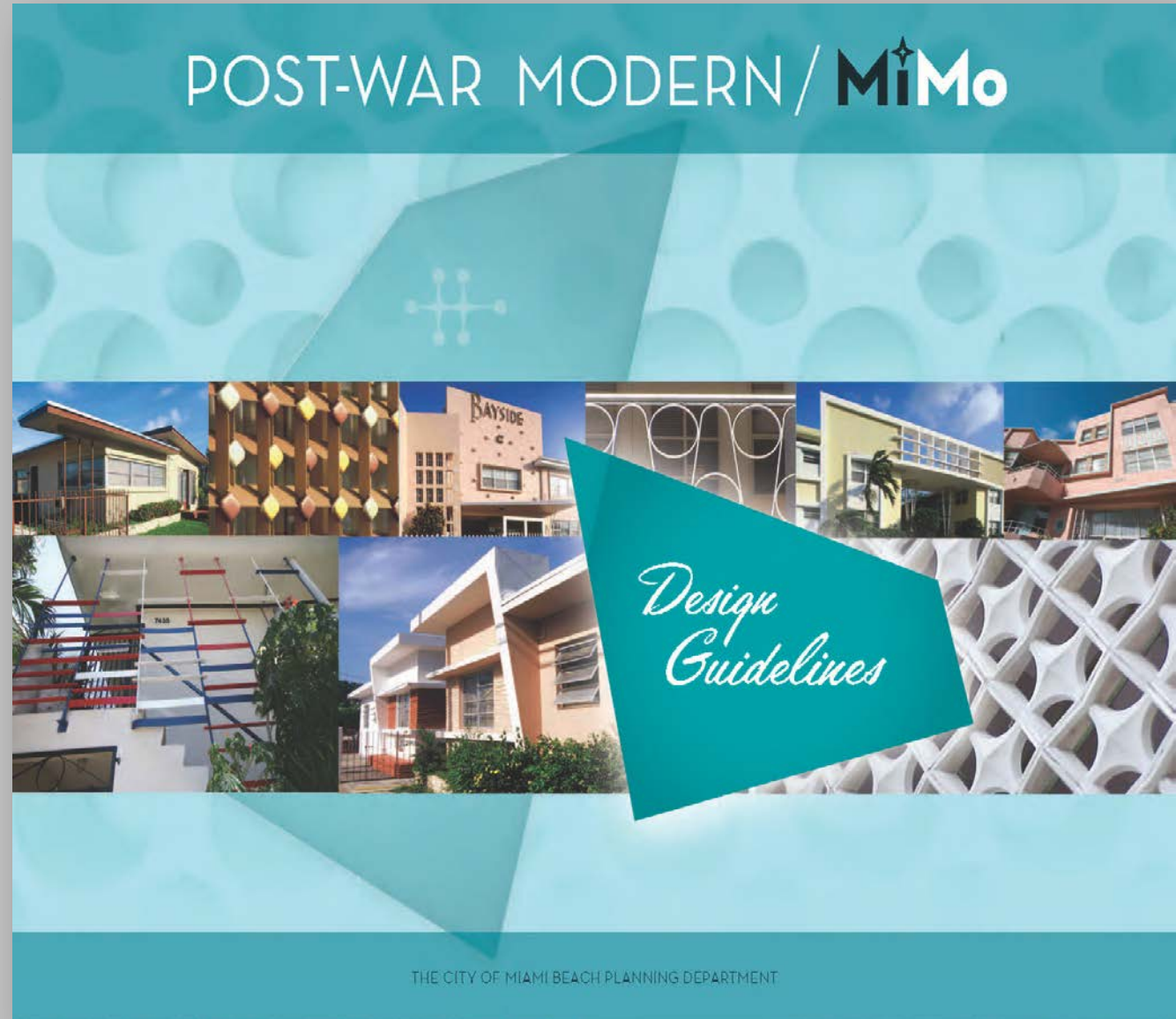
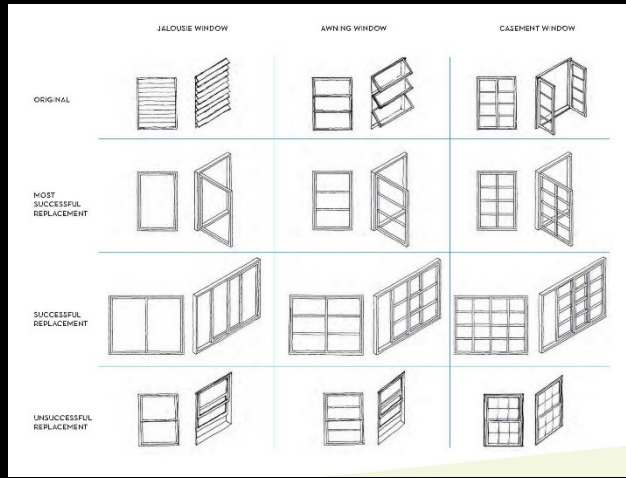


Image courtesy of City of Miami Beach Planning Department at [mimoonthebeach.com/MimoGuidelines.pdf](http://mimoonthebeach.com/MimoGuidelines.pdf)





# Discussion

# Q&A



1. Do you agree with establishing a unified image for Main Street?
2. Do you agree with establishing the Mediterranean Revival, MiMo, Streamline Modern and Commercial Vernacular as the adopted style for new development on Main Street?
3. Do you agree with allowing existing buildings to substantially renovate following the adopted Architectural Design Standards for the existing style of the building?
4. Do you agree with allowing civic buildings to have their own identity without regulating a specific style but requiring that the design is complimentary to the adopted style?





# Streetscape Analysis

# Streetscape Analysis

## Methodology

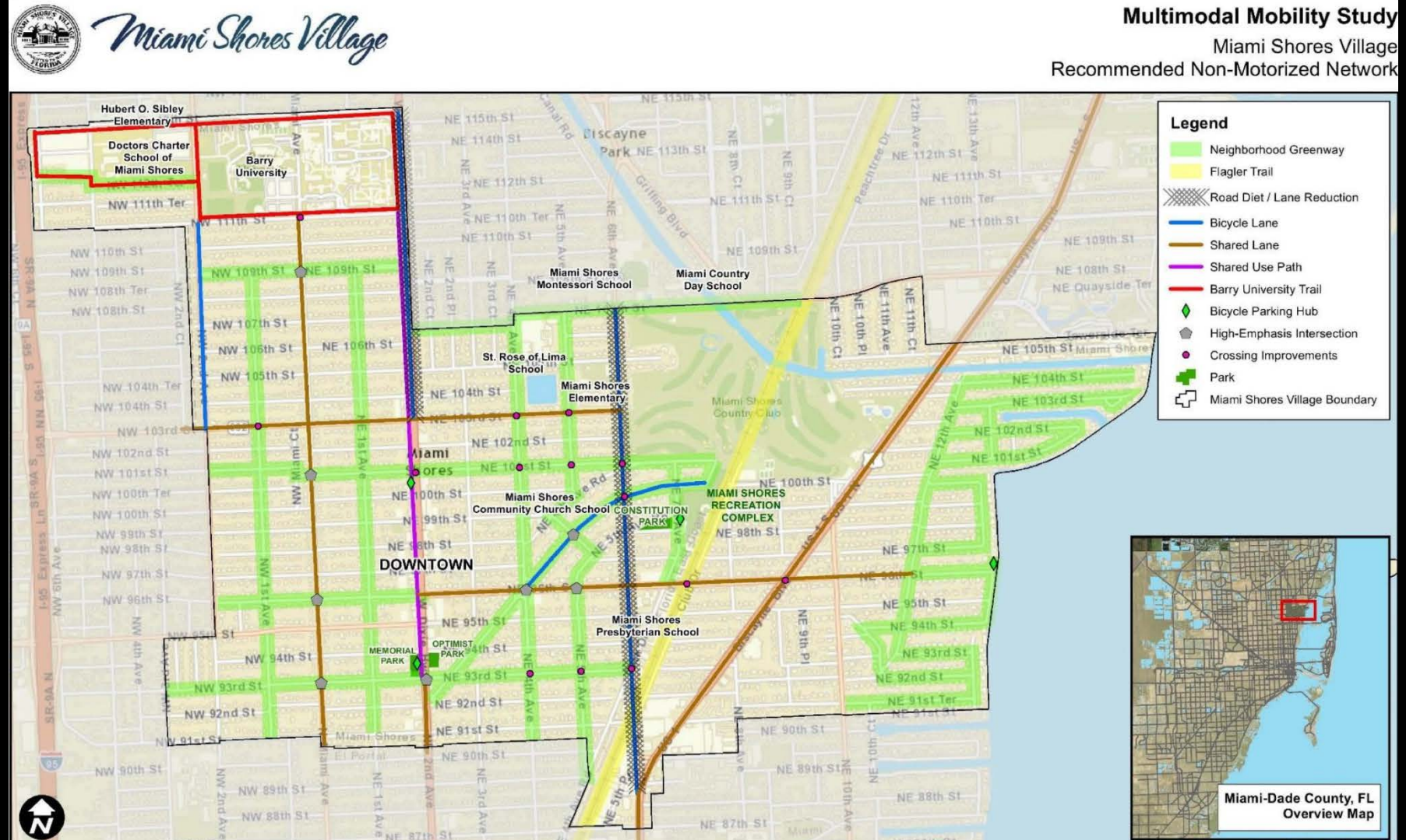
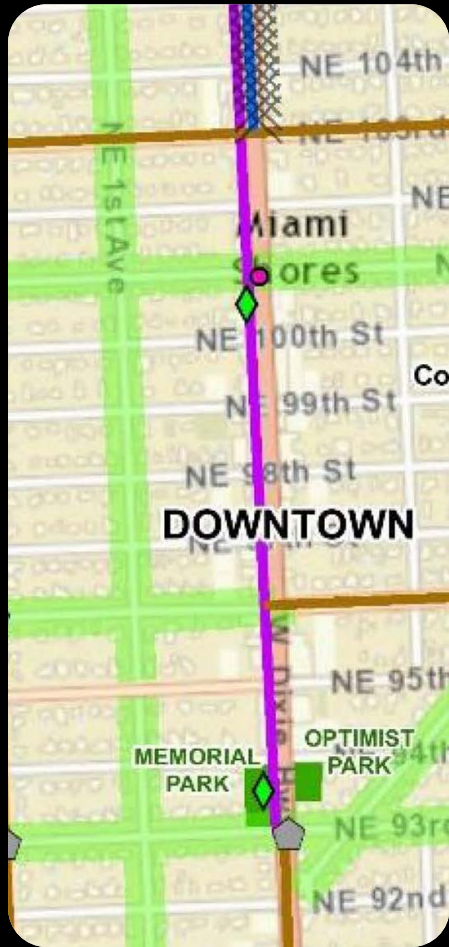
- Visual and physical assessment (measurements) of each street in the Downtown

## Intent

- Understand the physical constraints and opportunities
- Evaluate potential improvements to enhance the pedestrian and bicycle connectivity within the Downtown (Multimodal Mobility Study)
- Establish design principles
  - Wider sidewalks
  - Increased landscaping and buffer along street edge
  - Minimize pedestrian and vehicle conflicts
  - Encourage outdoor activities



# Review of Mobility Study





# Review of Mobility Study

## Proposed Downtown Improvements

### Greenways:

- NE 96<sup>th</sup> Street (west of NE 2<sup>nd</sup> Avenue)
- NE 101<sup>st</sup> Street
- NE 1<sup>st</sup> Avenue

### Shared Lane (Sharrows):

- NE 103<sup>rd</sup> South to NE 91<sup>st</sup> Street (outside of Downtown)
- NE 96<sup>th</sup> Street (east of NE 2<sup>nd</sup> Avenue)

### Shared Use Path/Bicycle Lane Combined:

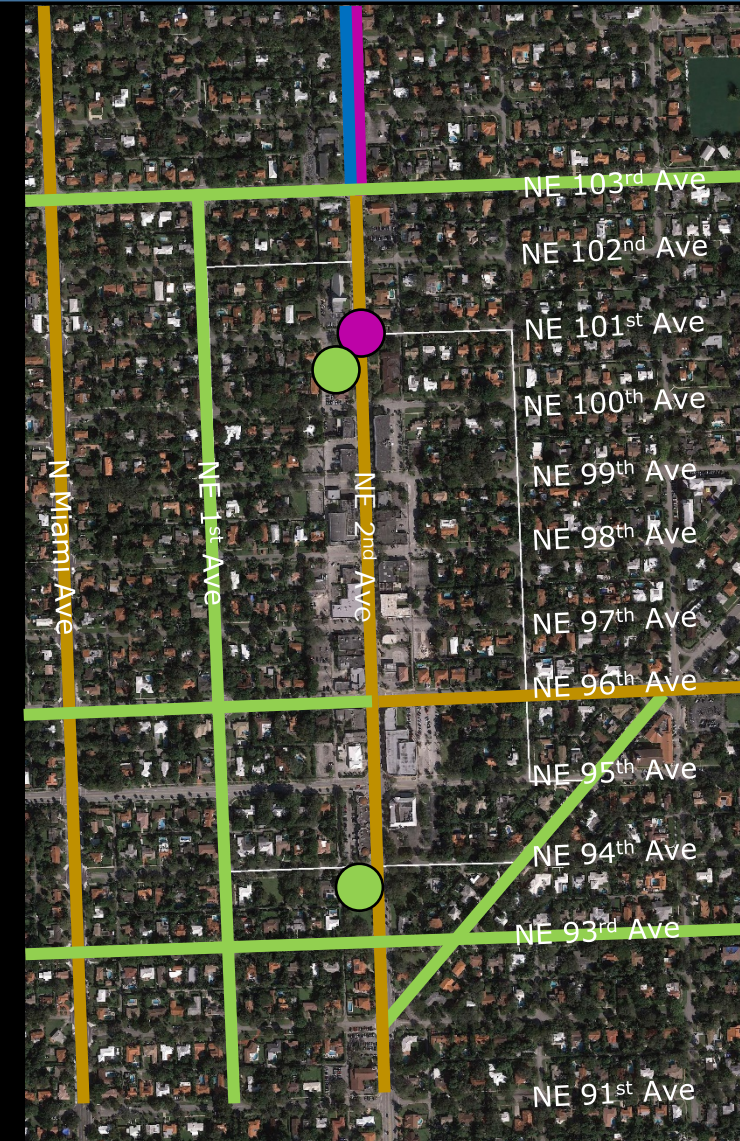
- Along NE 2<sup>nd</sup> Avenue between NE 103<sup>rd</sup> and NE 111<sup>th</sup> Streets (outside of Downtown)

### Crossing Improvements:

- At NE 101<sup>st</sup> Street and NE 2<sup>nd</sup> Avenue

### Bicycle Parking Hubs:

- At Village Hall and Memorial Park





# Streetscape Analysis

## NE 2<sup>nd</sup> Avenue

### Four distinct sections:

- Between NE 94<sup>th</sup> and 95<sup>th</sup> Street (4 lanes/5 lanes at intersection)
- Between NE 95<sup>th</sup> and 96<sup>th</sup> Street (5 lane – includes center turn lane)
- Between NE 96<sup>th</sup> and 97<sup>th</sup> Street (4 lane – includes right turn lane bus pull-out bays and parking)
- Between NE 97<sup>th</sup> and 101<sup>st</sup> Street (3 lane – includes center turn lane and parking on both sides, occasional bus pull-out bays)





# Streetscape Analysis

NE 2<sup>nd</sup> Avenue (Between 94<sup>th</sup> and 95<sup>th</sup> Street)

- 4 lanes/5 lanes at intersection
- Adequate sidewalk width and landscaping (13' – 15')
- No on-street parking

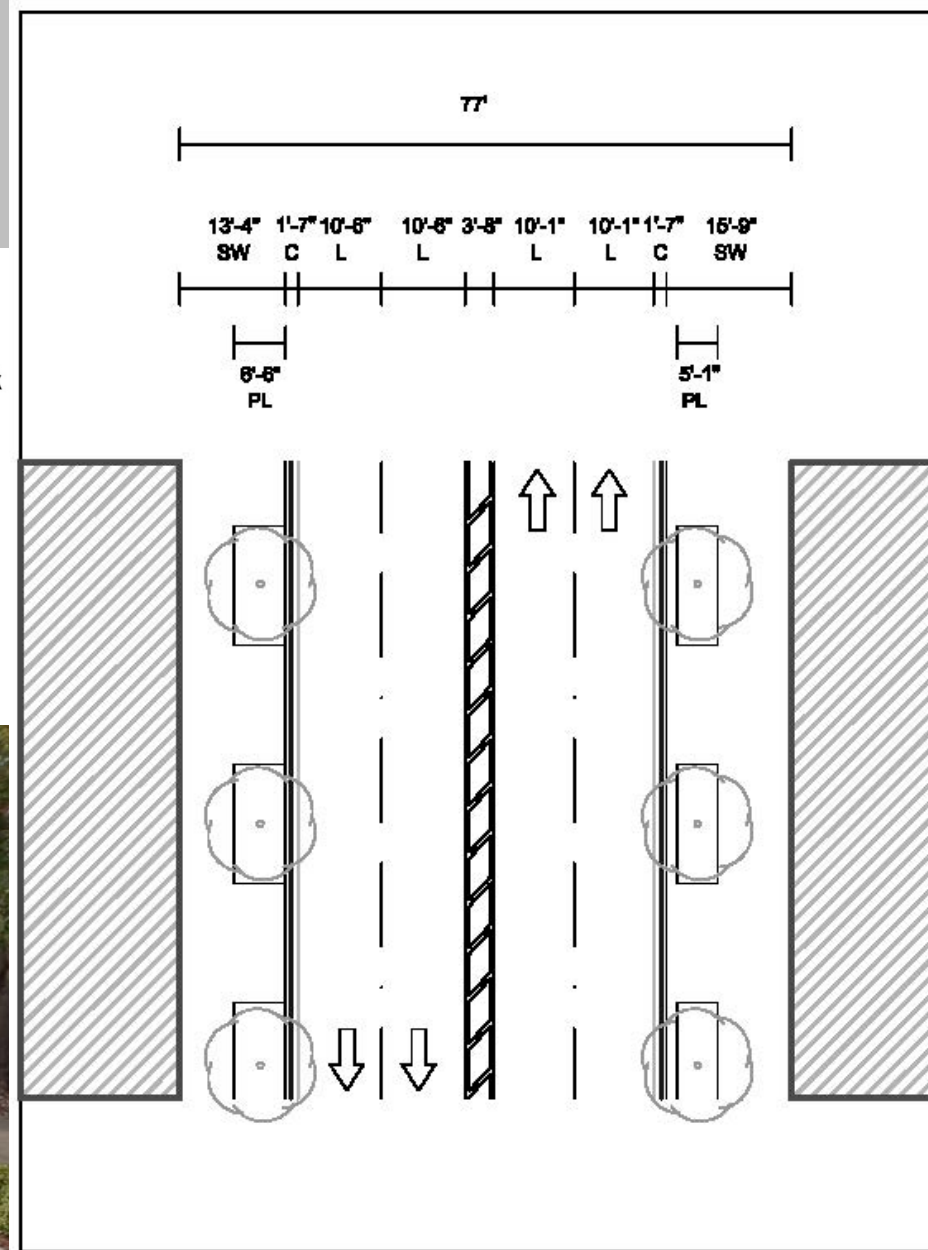


#### Note:

Overall dimensions are taken from building face to building face and/or back of sidewalk to back of sidewalk as noted.

#### Key:

- L - Lane
- C - Curb & Gutter
- SW - Sidewalk
- S - Swale
- PL - Planter
- P - Parking



# Streetscape Analysis

NE 2<sup>nd</sup> Avenue (Between 95<sup>th</sup> and 96<sup>th</sup> Street)

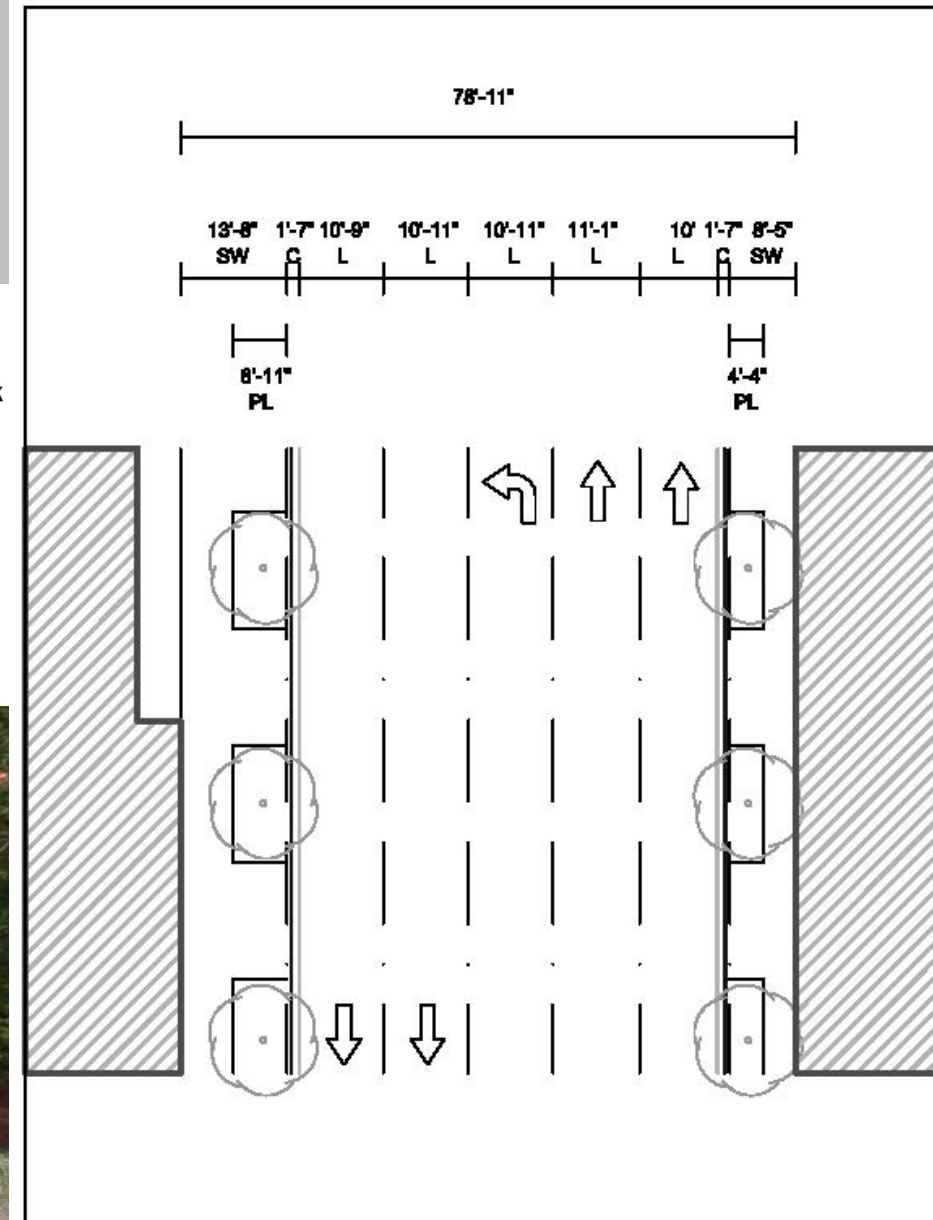
- 5 lane – includes center turn lane
- Adequate sidewalk width and landscaping on west side only (13')
- No on-street parking

Note:

Overall dimensions are taken from building face to building face and/or back of sidewalk to back of sidewalk as noted.

Key:

- L - Lane
- C - Curb & Gutter
- SW - Sidewalk
- S - Swale
- PL - Planter
- P - Parking

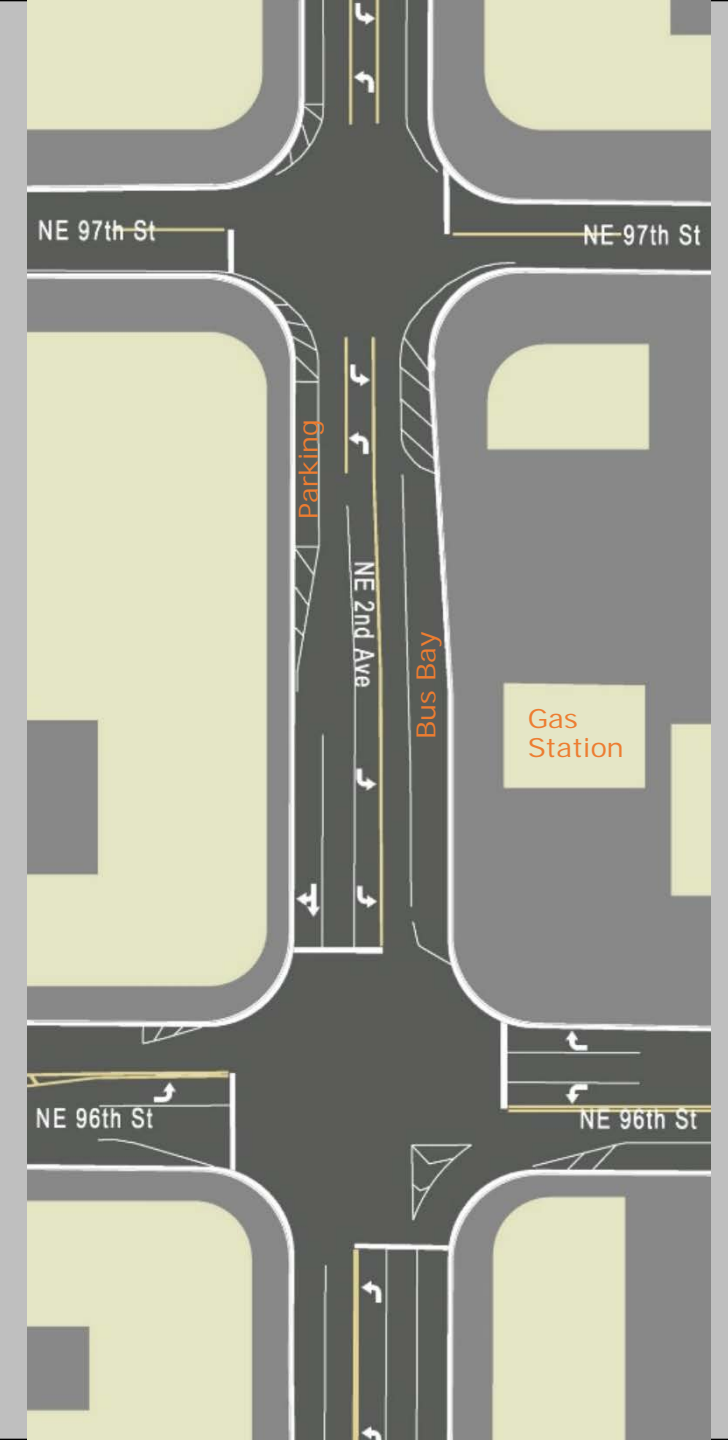




# Streetscape Analysis

NE 2<sup>nd</sup> Avenue (Between 96<sup>th</sup> and 97<sup>th</sup> Street)

- 4 lane – includes right turn lane
- Adequate sidewalk width and landscaping on west side only (13')
- On-street parking west side only
- Bus pull-out bay east side



# Streetscape Analysis

NE 2<sup>nd</sup> Avenue (Between 97<sup>th</sup> and 101<sup>st</sup> Street)

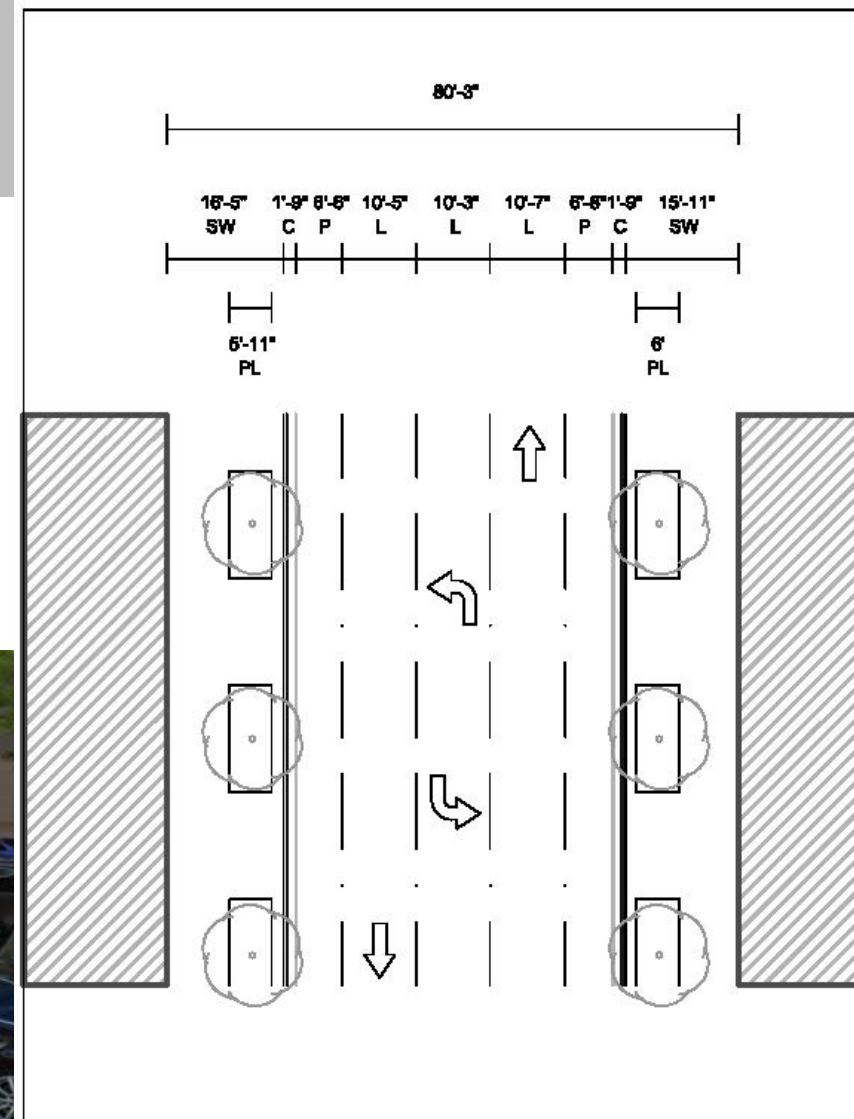
- 3 lane – includes center turn lane
- Adequate sidewalk width and landscaping on both sides (15' – 16')
- On-street parking both sides
- Occasional bus pull-out bays

## Note:

Overall dimensions are taken from building face to building face and/or back of sidewalk to back of sidewalk as noted.

## Key:

- L - Lane
- C - Curb & Gutter
- SW - Sidewalk
- S - Swale
- PL - Planter
- P - Parking

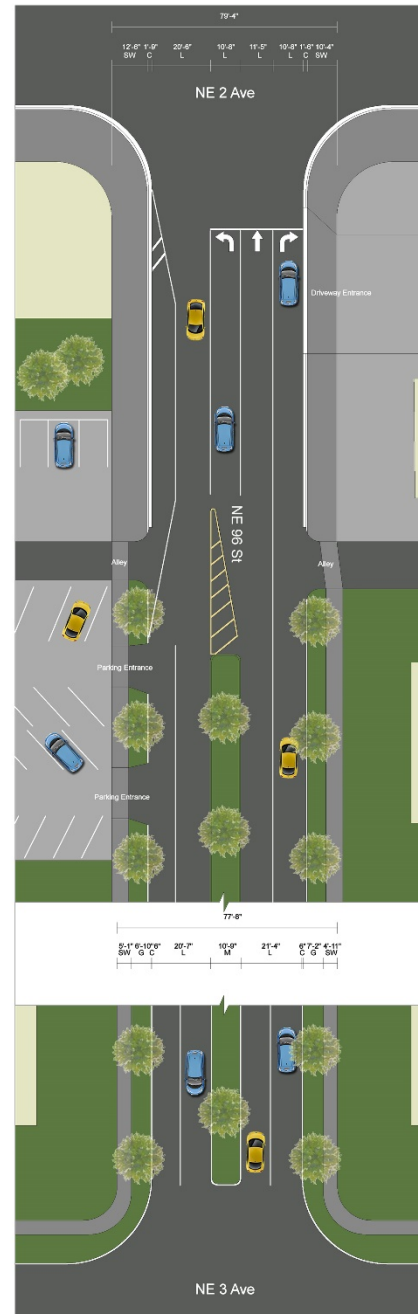




# Streetscape Analysis

## NE 96<sup>th</sup> Street East Side

- 4 lane divided roadway
- Continuous landscape strip through residential area
- No landscaping in commercial area
- Adequate sidewalk width in commercial area
- Raised curb



NE 96 Street East



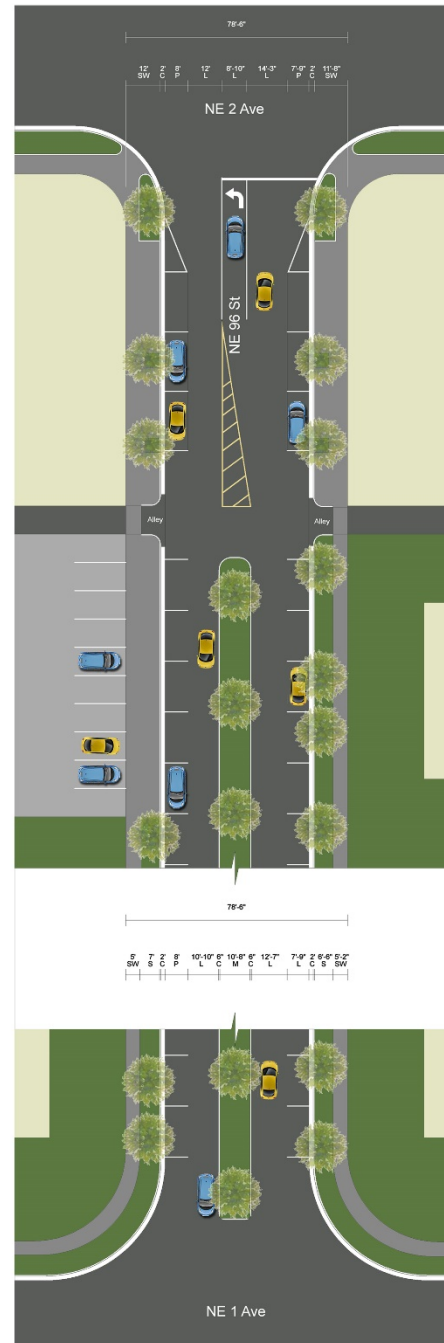
Note:  
Overall dimensions are taken from building face to building face and/or back of sidewalk to back of sidewalk as noted.

Key:  
L - Lane  
C - Curb & Gutter  
SW - Sidewalk  
S - Swale  
PL - Planter  
P - Parking

# Streetscape Analysis

## NE 96<sup>th</sup> Street West Side

- 2 lane divided roadway
- Discontinuous landscape strip/planters through residential and commercial area
- Adequate sidewalk width
- Unmarked parallel on-street parking
- Raised curb



NE 96 Street West



Note:  
Overall dimensions are taken from building face to building face and/or back of sidewalk to back of sidewalk as noted.

Key:  
L - Lane  
C - Curb & Gutter  
SW - Sidewalk  
S - Swale  
PL - Planter  
P - Parking



# Streetscape Analysis

## NE 96<sup>th</sup> Street Proposed Recommendations

- Evaluate feasibility of converting east side to a 2 lane divided roadway
- Provide landscape strip/planters through commercial area
- Designate parallel on-street parking





# Streetscape Analysis

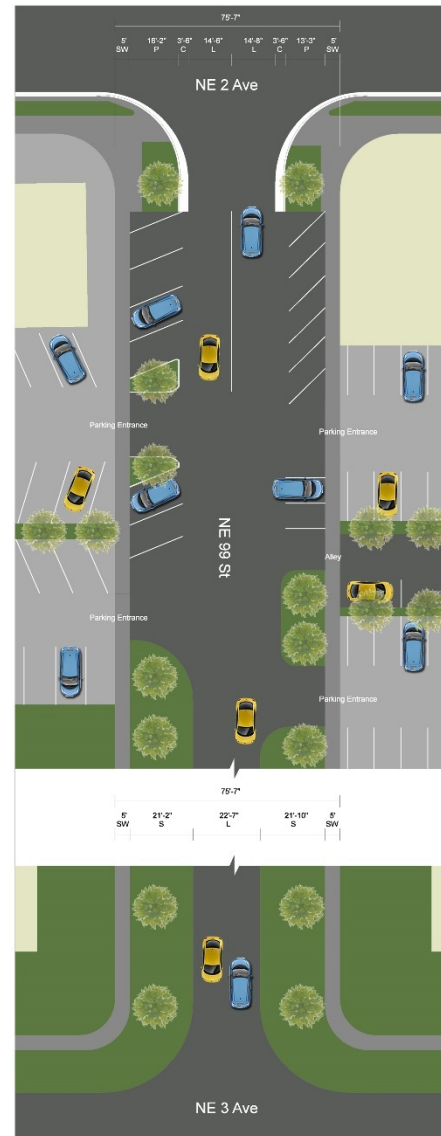
Typical street conditions in Downtown

Residential area:

- Continuous landscape strip
- Parking on swales

Commercial area:

- No landscaping
- Narrow sidewalk width
- Excessive pavement area
- Inconsistent and wide travel lane width
- Back-out parking



NE 99 Street East



Note:  
Overall dimensions are taken from building face to building face and/or back of sidewalk to back of sidewalk as noted.

Key:  
L - Lane  
C - Curb & Gutter  
SW - Sidewalk  
S - Swale  
PL - Planter  
P - Parking



# Streetscape Analysis

Typical street conditions in  
Downtown Proposed  
Recommendations

Overall:

- Reduce lane widths (10' max)
- Convert back-out parking to parallel in commercial areas
- Enlarge sidewalk width and provide landscaping in commercial areas
- Restrict parking on swale areas







# **Business Inventory and Parking Analysis**

Downtown Activity and Parking Supply and Demand



# Business Inventory

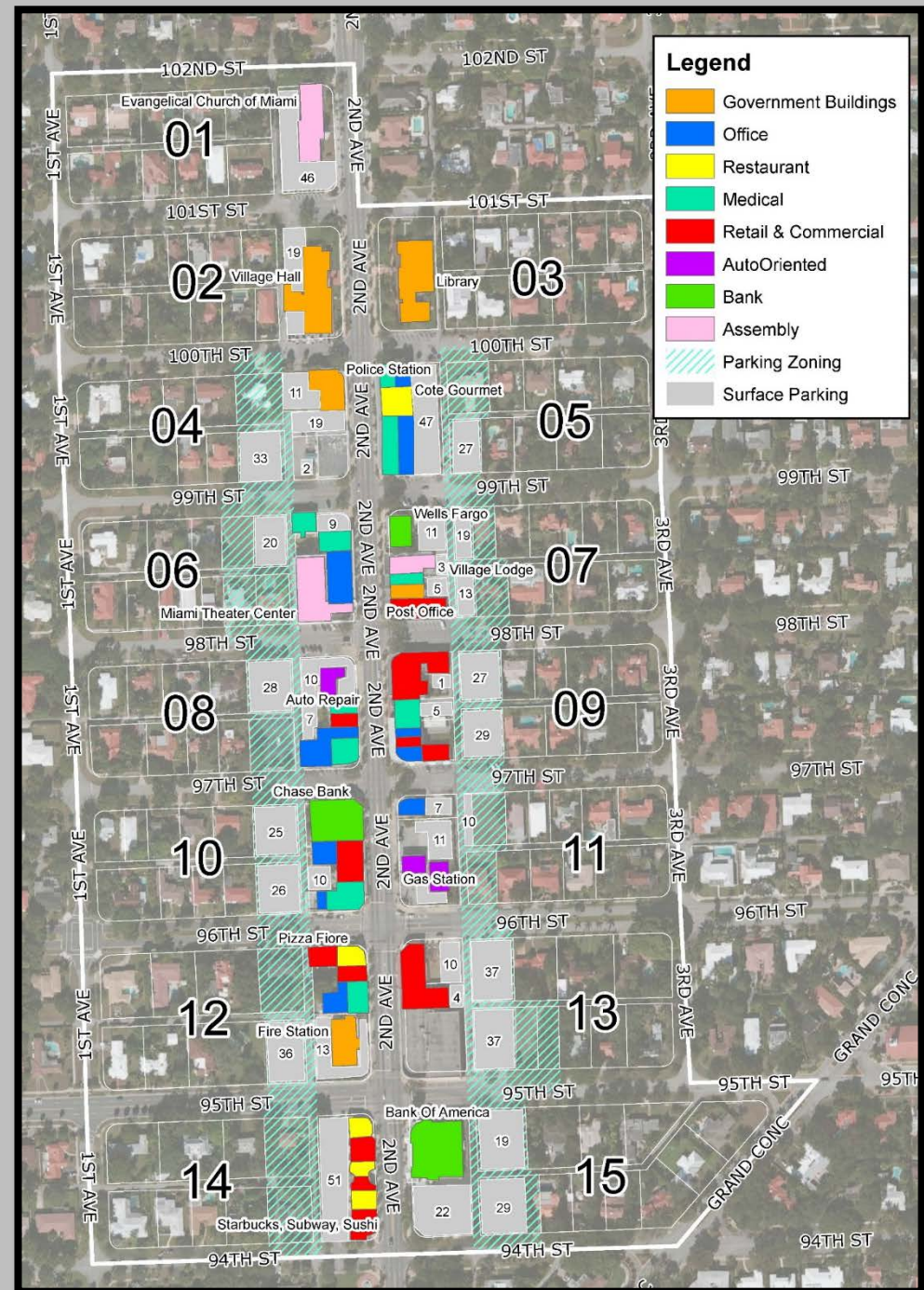
## Intent

- Understand business climate along Main Street
- Determine the distribution of activities at all times of the day and throughout the week/weekend
- Evaluate business mix and determine if appropriate for the vision of the redevelopment of the Downtown
- To establish a basis for the parking analysis

# Downtown Business Inventory



- Office (Non-medical) 36%
- Medical 21.1%
- Retail 25%
- Restaurant 4.7%
- Vacant 5.5%
- Government 3.1%
- Assembly 2.3%
- Bank 2.3%

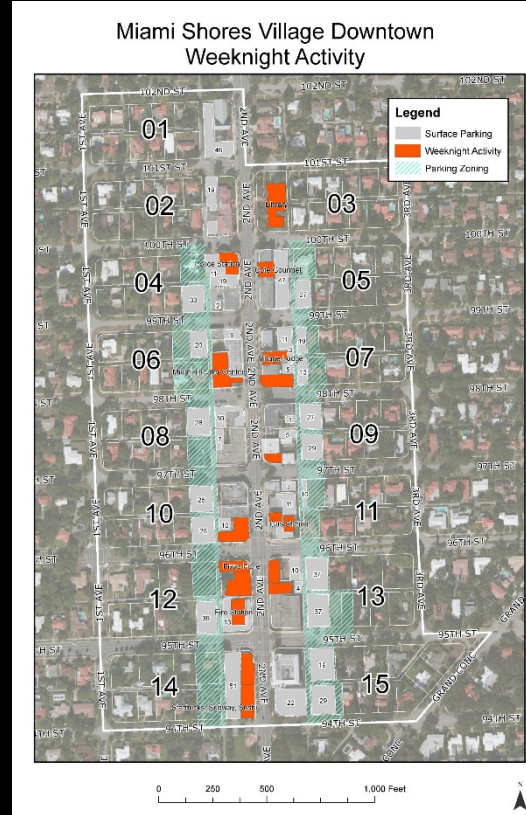
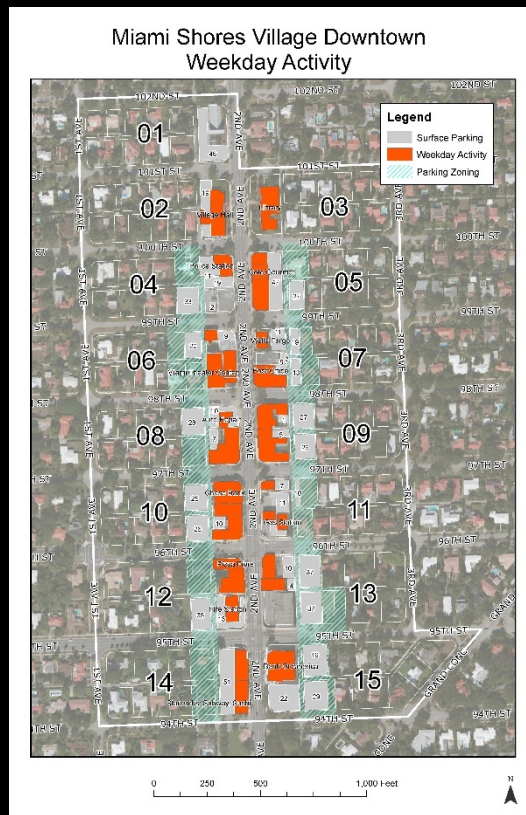




# Use Activity Analysis

## Weekday

## Weekend

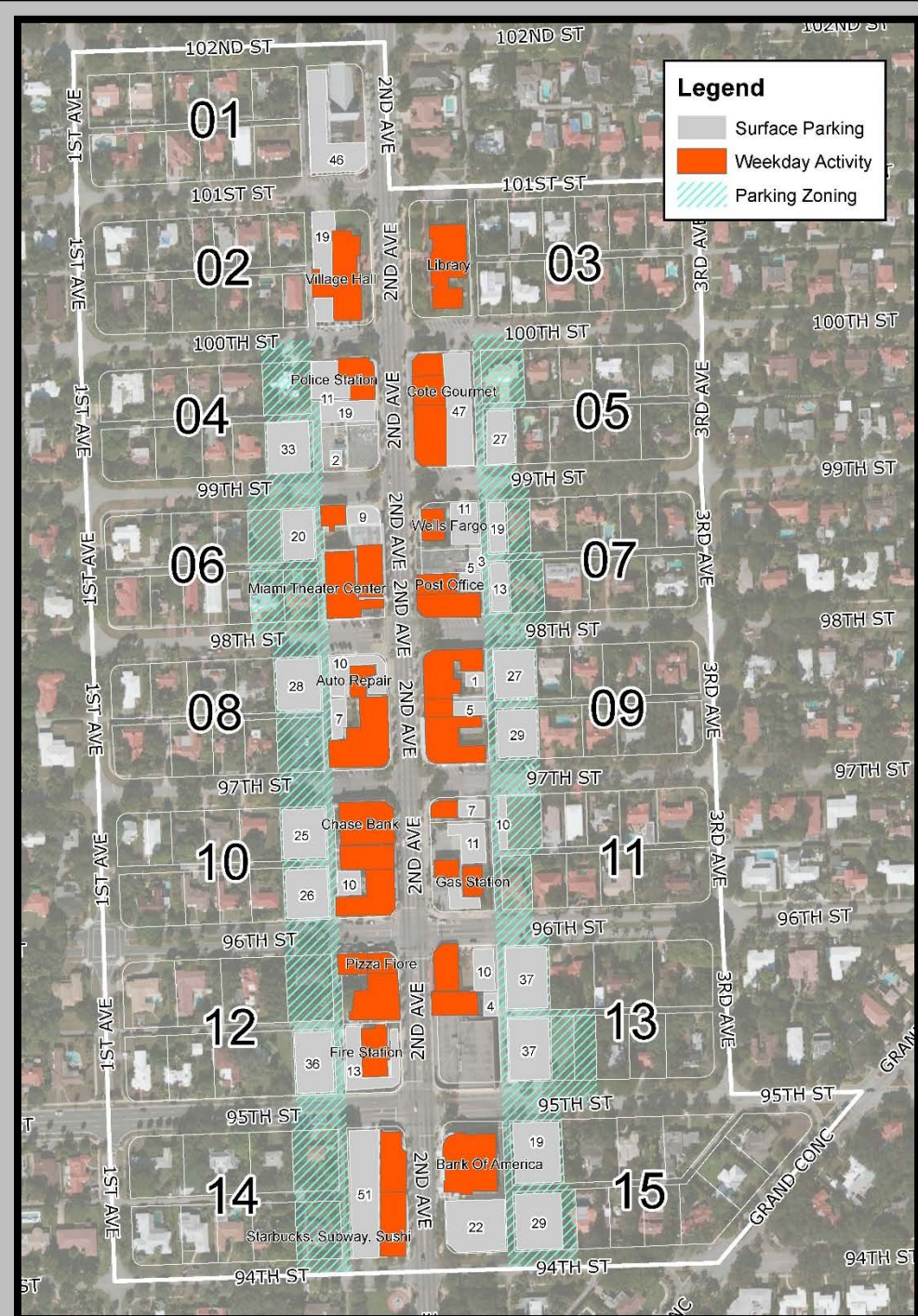




# Use Analysis Weekday Activity

## Observations

- 67% of corridor is active during the hours of 9 AM to 5 PM
- 33% of corridor is either closed during those hours or are vacant parcels

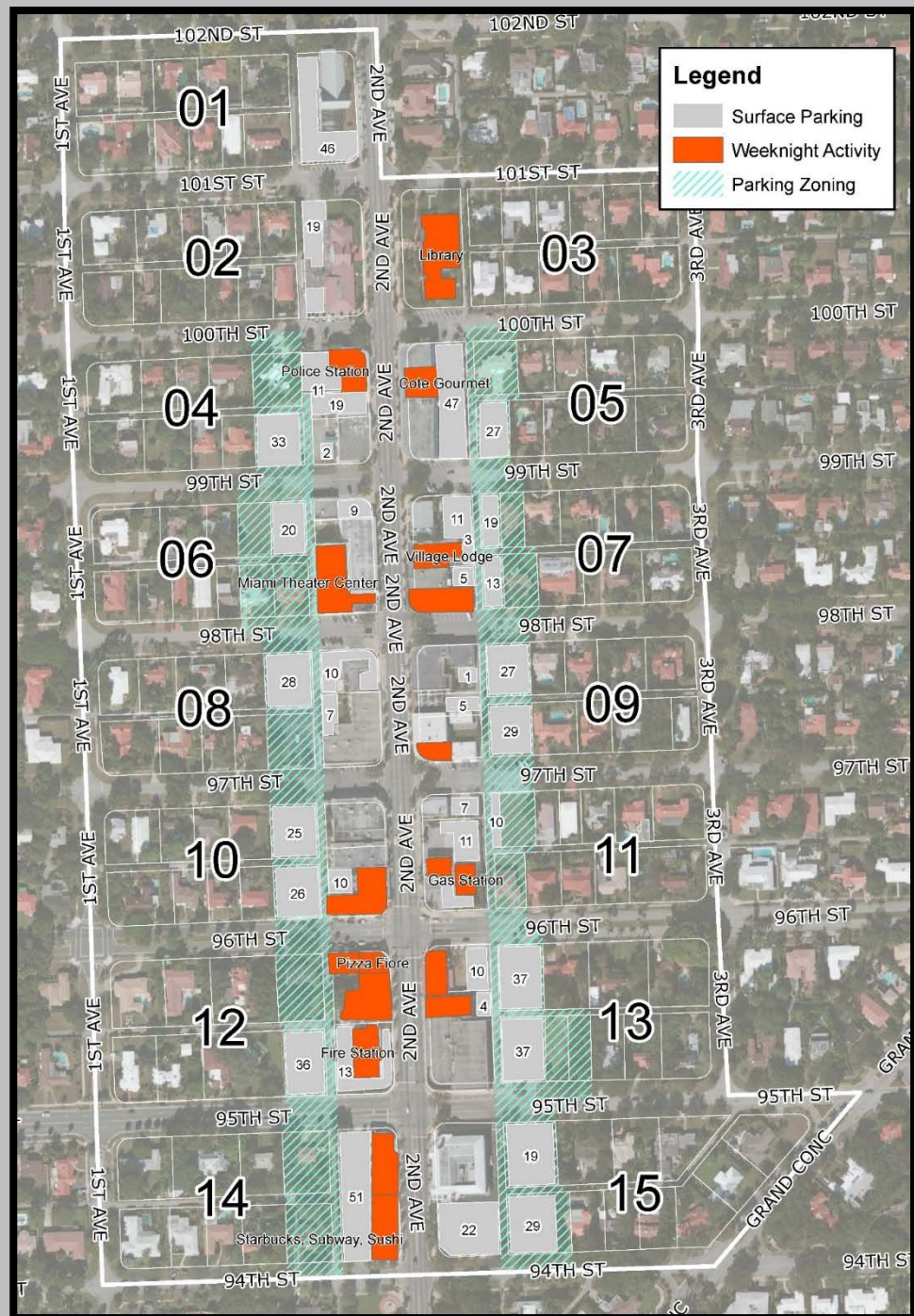




# Use Analysis Weeknight Activity

## Observations

- 35% of corridor is active during the hours of 5 PM to 11 PM
- 65% of corridor is either closed during those hours or are vacant parcels





# Use Analysis Saturday Day and Night Activity

## Observations

- 56% of corridor is active during the hours of 9 AM to 1 PM
- 30% of corridor is active during the hours of 5 PM to 11 PM





# Use Analysis Sunday Activity

## Observations

- 40% of corridor is active during the hours of 9 AM to 1 PM
- 20% of corridor is active during the hours of 5 PM to 11 PM

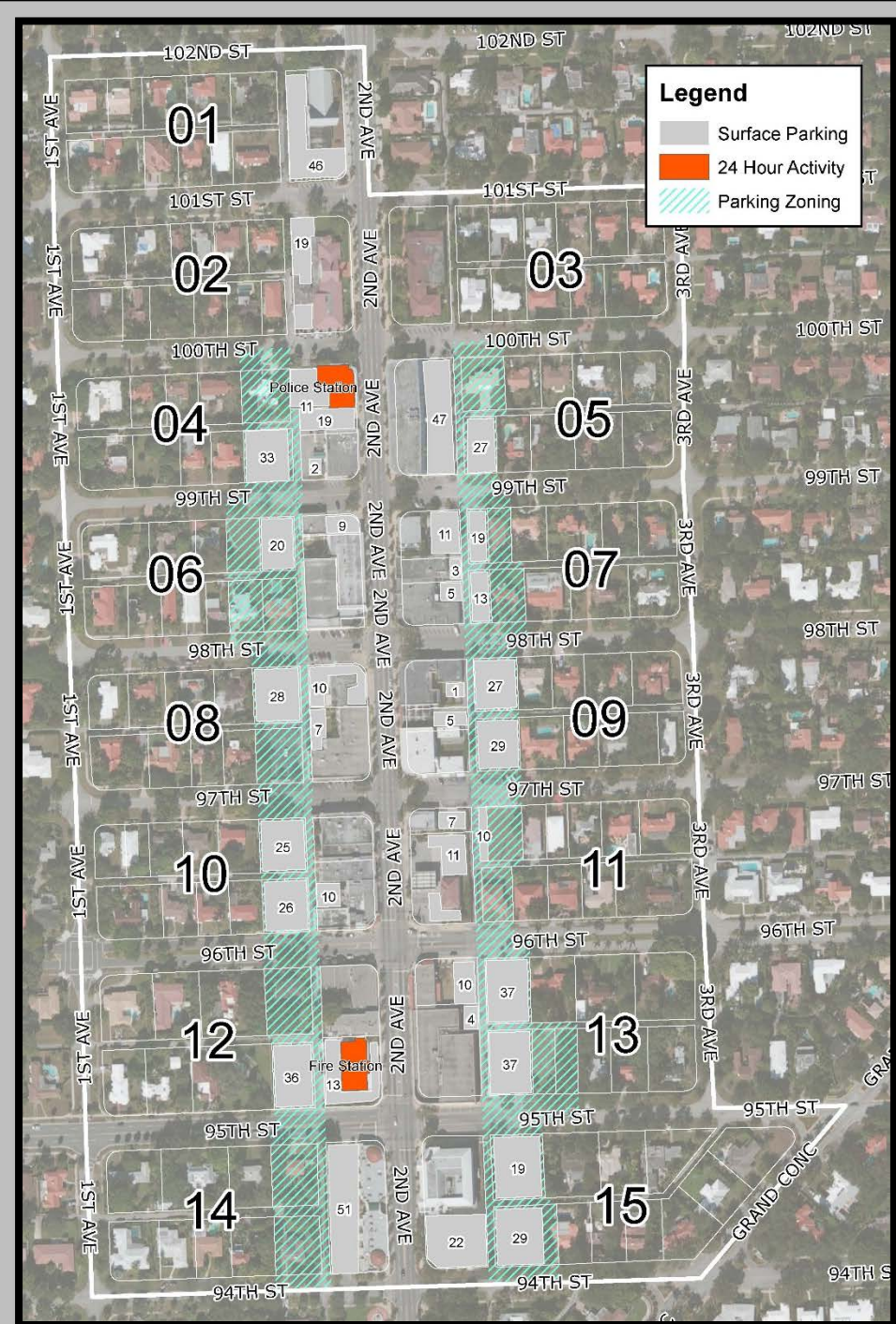




# Use Analysis 24 Hour Activity

Observations

- Police and Fire station

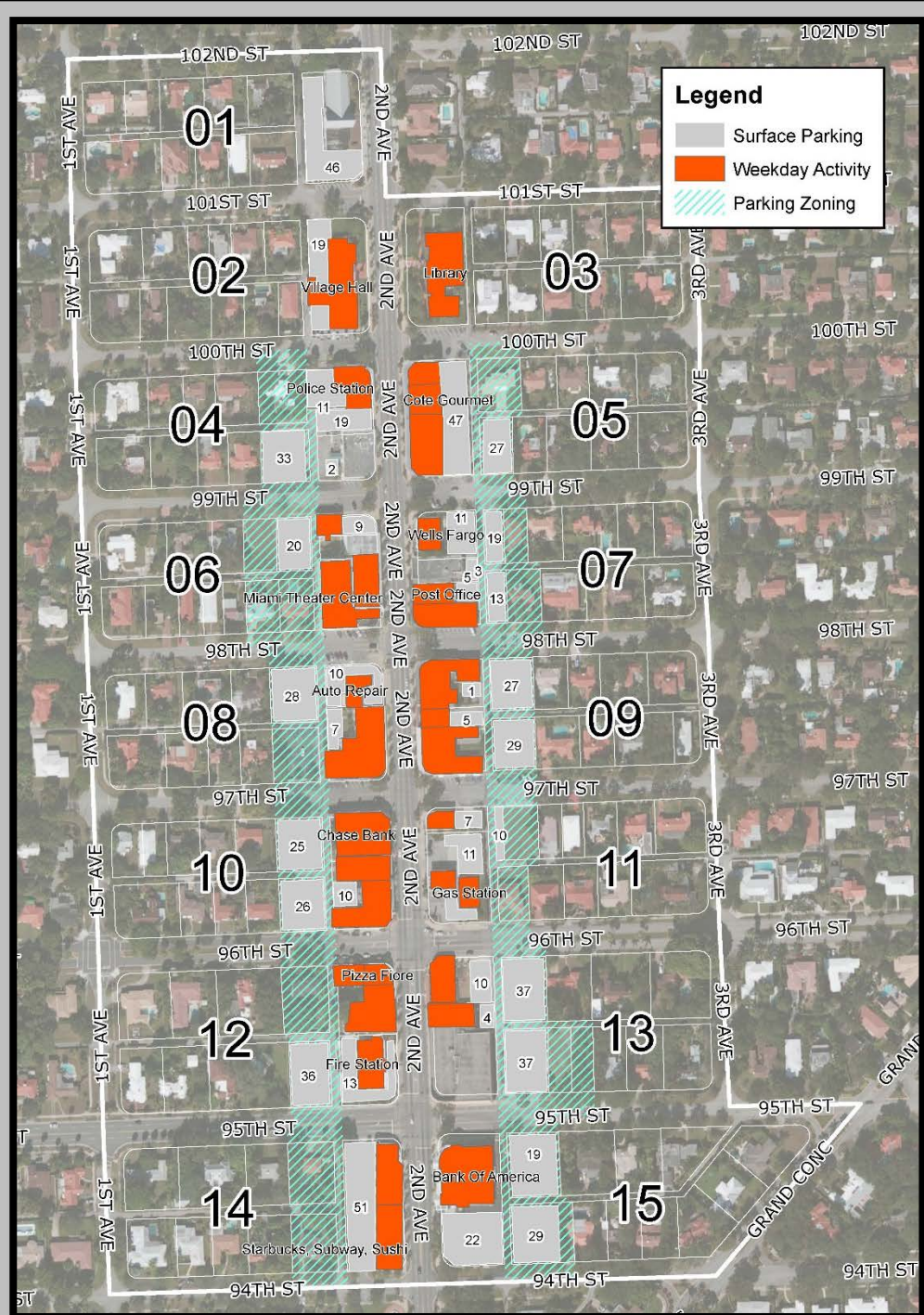




# Use Activity Analysis

## Summary

- Peak time is weekday between 9 AM and 5 PM
- Minimal activity during weeknights and weekends
- Inadequate balance or mix of uses to attract activity in the Downtown



# Parking Analysis

## Methodology

- Analyzed the downtown parking (on-site and on-street)

## Intent

- Evaluate current parking requirements
- Determine deficiencies
- Evaluate opportunities for parking efficiency (i.e. valet parking)
- Evaluate impact based on redevelopment



# Downtown Parking and Transportation Analysis

Existing Conditions

Identified:

- Metered/Unmetered
- Parallel On-Street (marked or unmarked)
- Angle-in On-Street
- Private and Public Surface Parking

## Summary

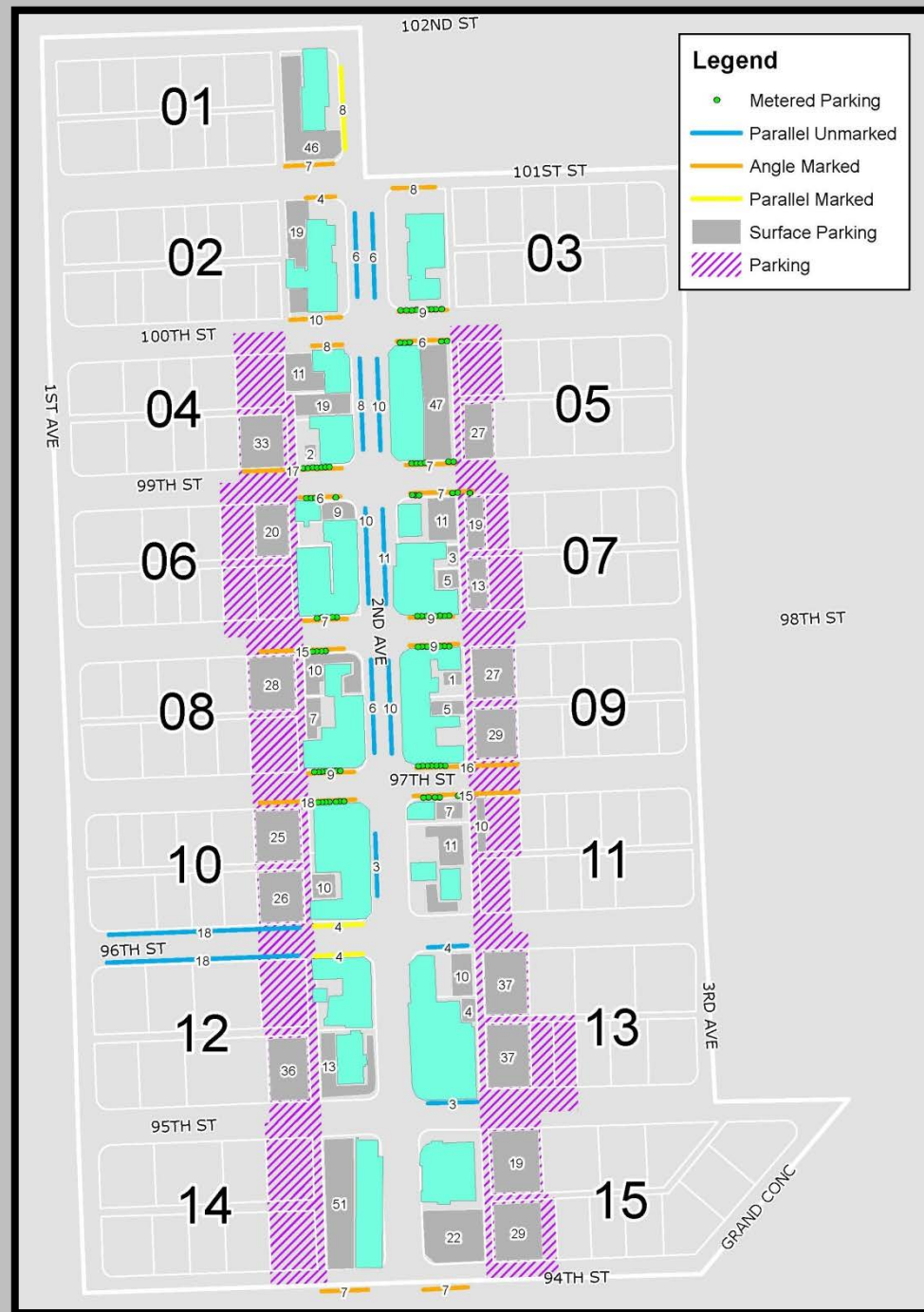
Public Parking:

On-Street: 330

On-Site: 137

Private On-Site Parking: 601

Total Parking in District: 1,068 spaces

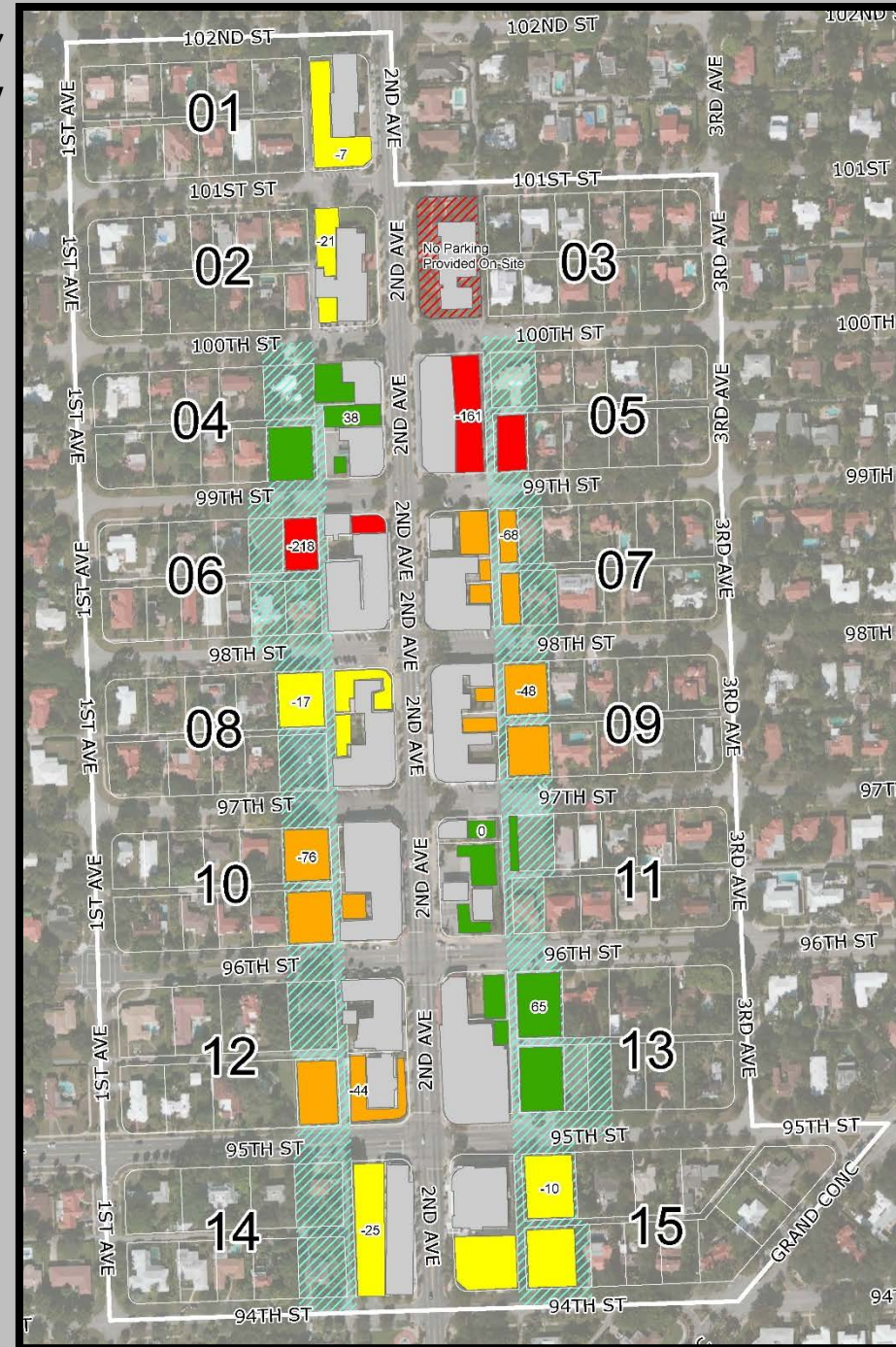


# Downtown Parking Analysis

## Existing Conditions

- Evaluated parking demand based on existing business inventory and current parking regulations
  - Code requirements:
    - Assembly
    - Automobile centers
    - Gas stations
    - Banks
    - Beauty/barber/Salons
    - Government
    - Exercise Studios
    - Office (non-medical)
    - Medical Office
    - Retail
    - Restaurants
- Identified Surplus and Deficiency of on-site parking per block

Parking Surplus/  
Deficiency  
(Existing)



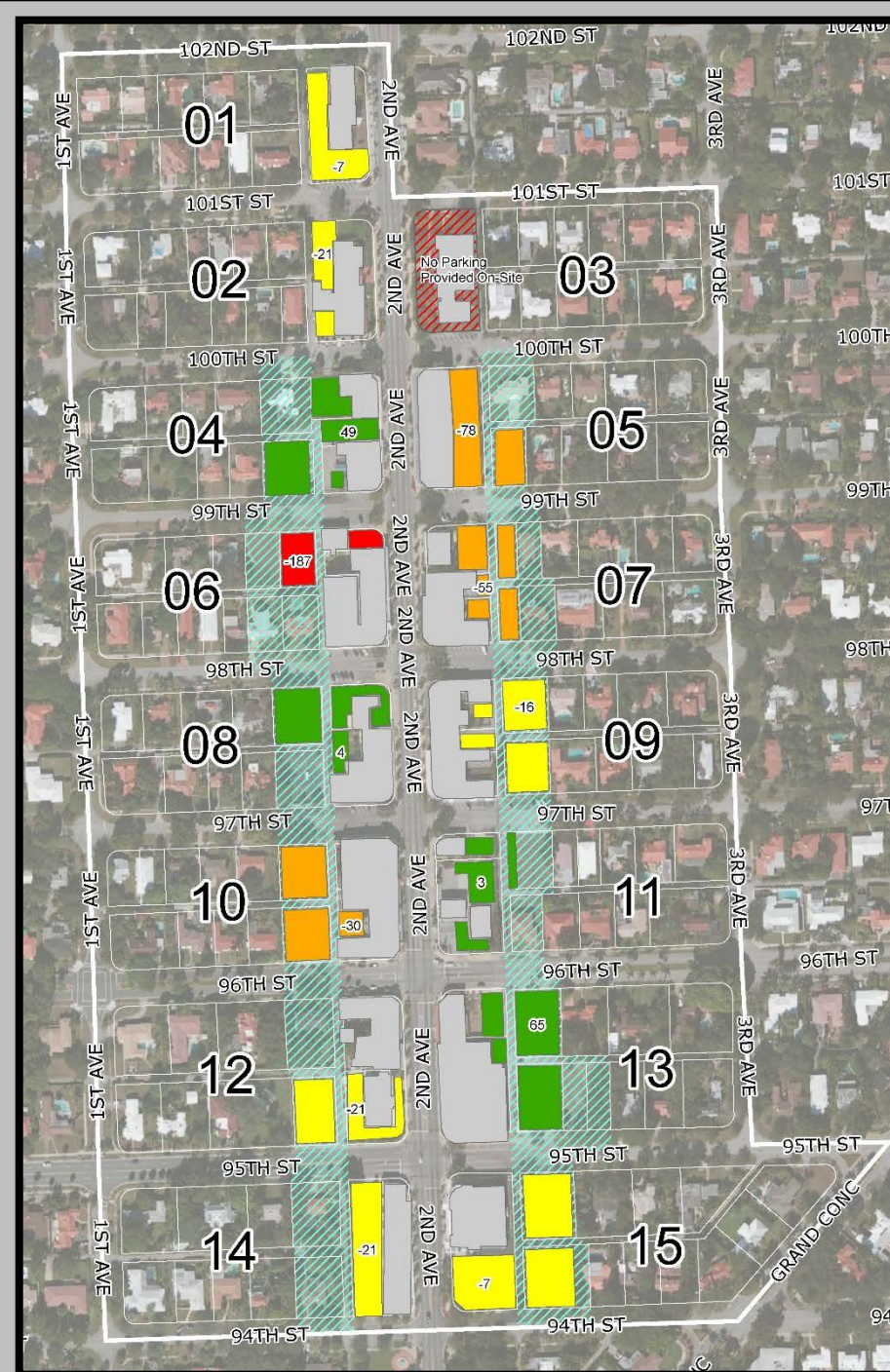
Parking Required	Parking On-site	Deficiency /surplus	Parking on-street	Deficiency/surplus (including on-street)
1,357	738	- 619	330	- 289



# Downtown Parking Analysis

## Adjusted Standards

- Evaluated parking demand based on existing business inventory under suggested code changes for parking regulations
  - Code requirements:
    - Banks
    - Government (Police and Fire)
    - Office (non-medical)
    - Medical Office
    - Retail



Parking  
Surplus/  
Deficiency  
(Adjusted  
Standards)



# Parking Code Comparison

## Existing Code Requirements

Use	Requirement (spaces/sf)
Banks	1/250
Government (including police and fire)	1/300
Office (non-medical)	1/250
Medical Office	1/200
Retail	1/250

## Suggested Code Changes (based on Comparables)

Use	Requirement (spaces/sf)
Banks	1/300
Police and Fire	1/500
Office (non-medical)	1/400
Medical Office	1/400
Retail	1/300

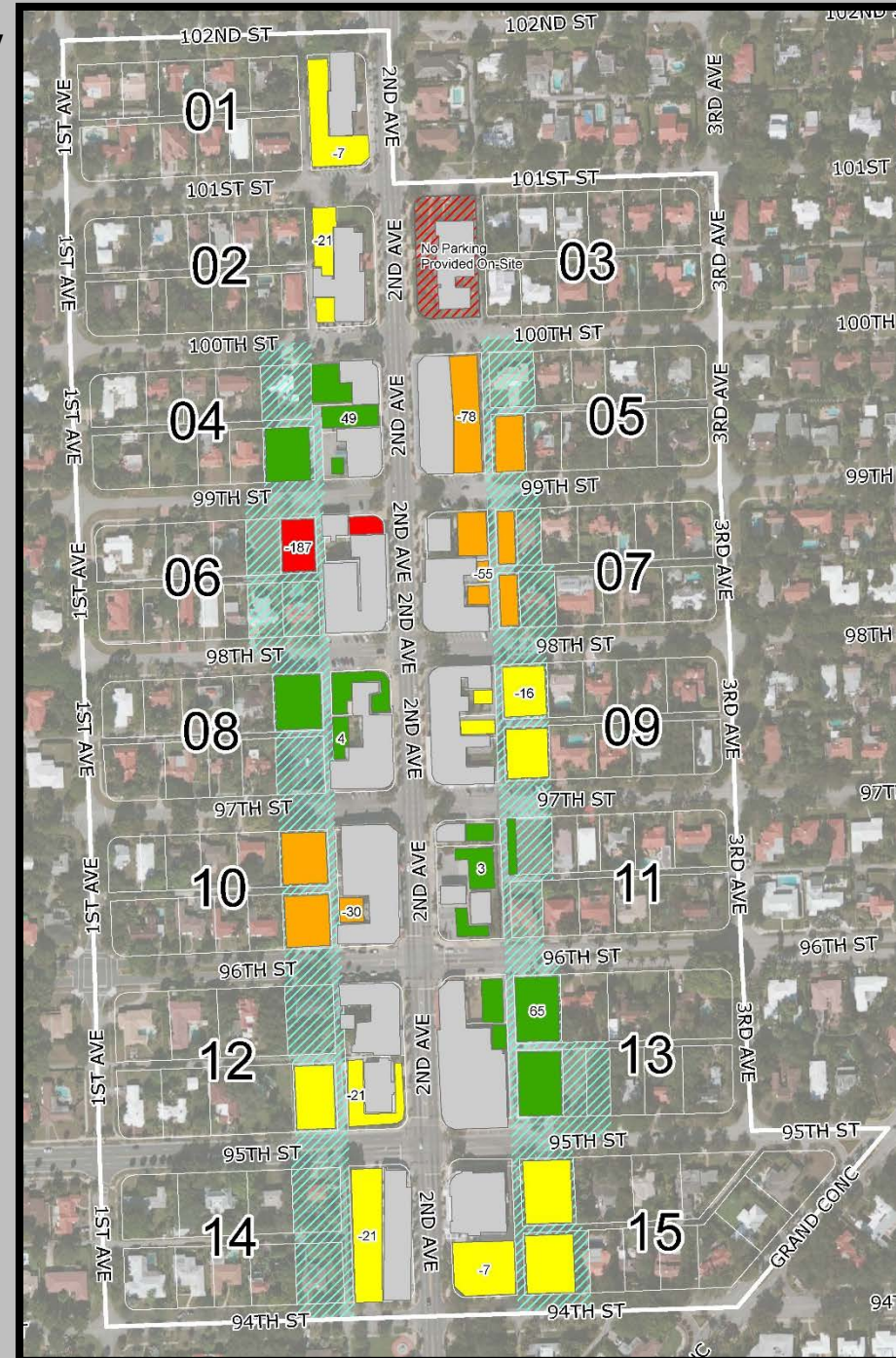


# Downtown Parking Analysis

## Adjusted Standards

- Identified Surplus and Deficiency of on-site parking per block
- Deficiency without counting on-street parking diminished from 619 to 347
- If on-street parking is counted towards meeting requirement, deficiency is only 17 spaces
- Deficiency can be met with a parking agreement with church site on the north of Downtown District

## Parking Surplus/Deficiency (Adjusted Standards)



Parking Required	Parking On-site	Deficiency /surplus	Parking on-street	Deficiency/surplus (including on-street)
1,085	738	- 347	330	- 17

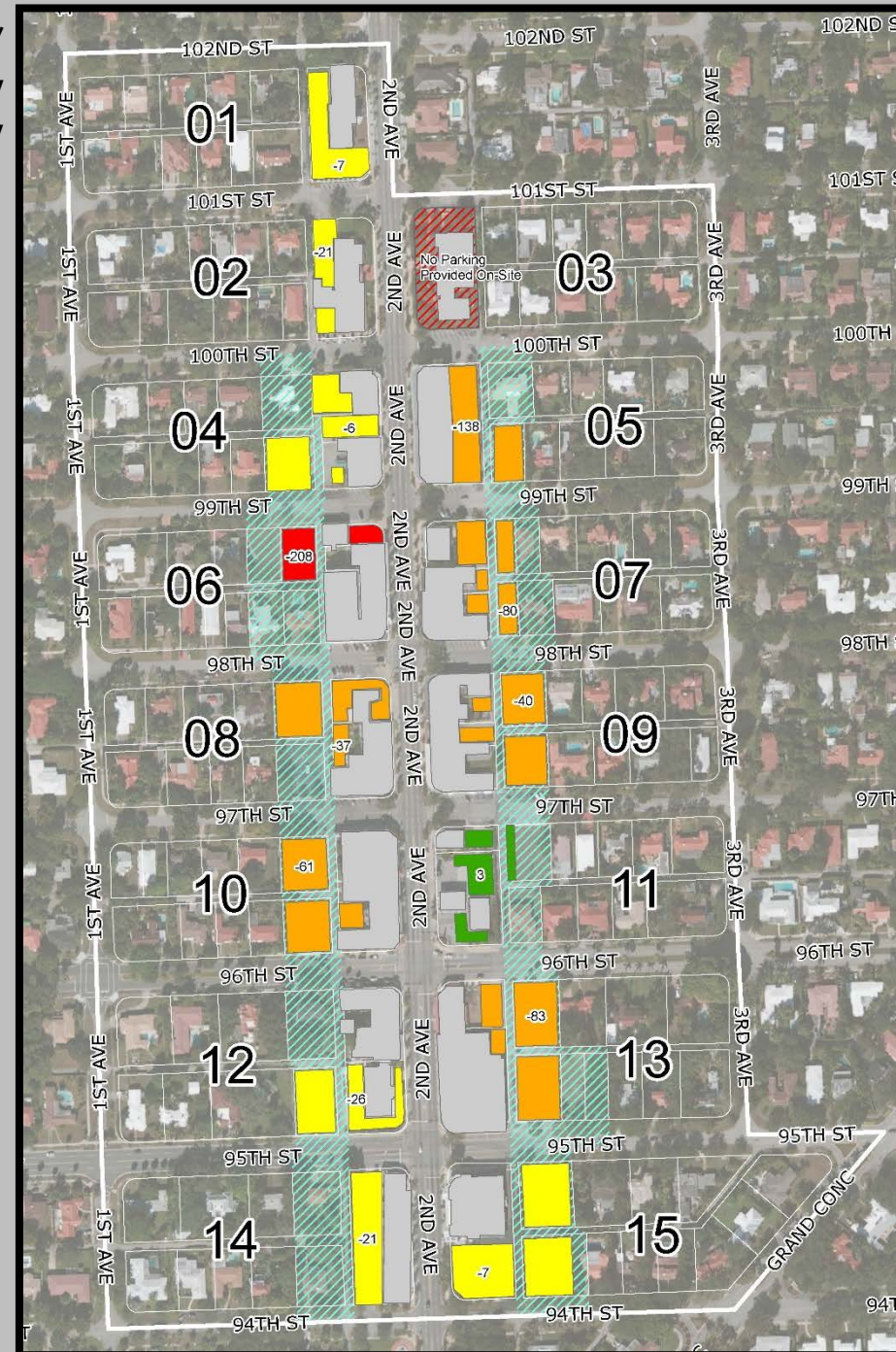


# Downtown Parking Analysis

## Increased Intensity (Redevelopment)

- Evaluated parking demand based on potential redevelopment of parcels to include additional restaurants and retail on the ground floor and office and other uses in the second floor vacancies
- Utilized suggested code changes for parking regulations
- Identified Surplus and Deficiency of on-site parking per block
- Deficiency cannot be met without providing a comprehensive parking plan (i.e. public structured parking)

Parking Surplus/  
Deficiency  
(Increased Intensity  
and Redevelopment)



Parking Required	Parking On-site	Deficiency /surplus	Parking on-street	Deficiency/surplus (including on-street)
1,498	738	- 760	330	- 430



# Comprehensive Parking Strategies

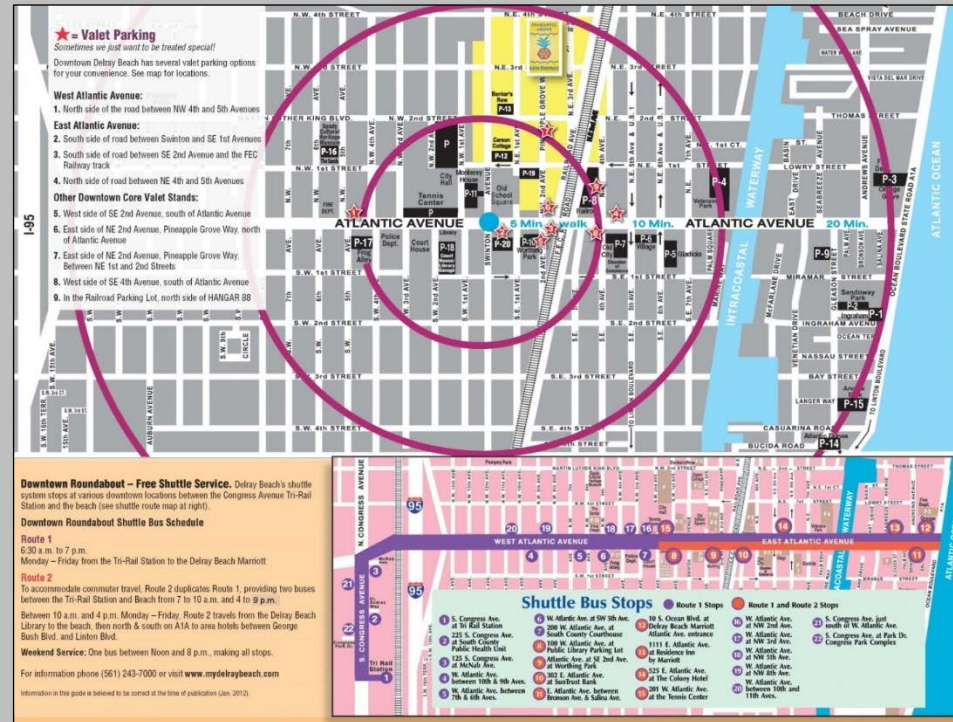
## Delray Beach

- Downtown Main Street was blighted (vacancy rate was 50%, 500,000 sq.ft.)
- City developed a Parking Enterprise Fund
- Successful in mitigating parking deficiencies as well as maintaining character and scale of Main Street



### Strategy:

- City/CRA invested \$5 million in property that was converted to on-site lots, that are parking structures today
- Metered on-street parking
- Payment in-lieu of providing on-site parking
- City/CRA invested in a downtown shuttle service to provide access for residents and patrons to businesses and the beach
- Resulted in an increase of tax increment from \$350,000 to \$1.8 million (2000)







# Discussion



# Q&A

## Current Parking Condition:

1. Do you agree with changing the parking standards?
2. Do you agree with counting on-street parking to meet on-site demands?
3. How do you feel about prohibiting employees to park on the street in order to make parking more accessible to patrons? How do you feel about Village negotiating a lease agreement with church site on the north of district to mitigate on-site parking deficiencies?
4. How do you feel about establishing a residential parking permit for swale areas?

## Future Parking Condition (Redevelopment)

1. Are you opposed to metering on street parking?
2. Would you support public structured parking as part of a comprehensive parking plan? How about a payment in-lieu of program?
3. If parking demand is met as stated above, would you support the reconfiguration of the on-street parking to replace back-out parking with parallel? This would create an opportunity to widen sidewalks and provide landscape buffers along the street edge and improve the overall quality of the streetscape to enhance multi-modal mobility.

# Timeline

## May

- Kick-Off Meeting

## June - July

- Develop streetscapes solutions
- Prepare recommendations for code changes for parking and architectural design standards
- Develop architectural design manual

## September

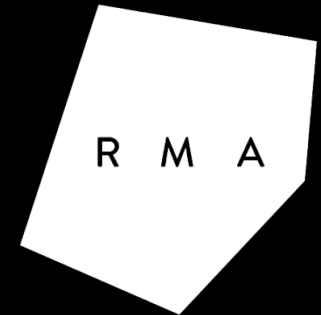
- City Commission Presentation

## October

- Planning and Zoning Board Presentation

## November

- City Commission First Reading
- City Commission Second Reading



REINVENTING YOUR CITY