

**CITY OF MIAMI  
HISTORIC AND ENVIRONMENTAL PRESERVATION BOARD  
BAYSIDE HISTORIC DISTRICT  
PARKING DESIGN GUIDELINES**

**Purpose and Intent**

The Bayside Historic District's (BHD) streetscape is irregular and differs widely from street to street. In general, streets are narrow; there are few sidewalks, gutters or curbs. Legal on-street parking is the exception within the District.

The City installed traffic control devices (landscaped barricades) at the intersections of Biscayne Boulevard and NE 70<sup>th</sup>, 71<sup>st</sup> and 72<sup>nd</sup> Streets and re-configured the barricade at Biscayne Boulevard and NE 70<sup>th</sup> Street. Emergency and utility vehicles have difficulty turning when private vehicles are parked along the street near the barricades.

While the City has enacted local drainage projects to alleviate recurring flooding in Bayside, flooding and drainage continue to be a problem in the BHD. When heavy rains occur, ingress and egress from the neighborhood are limited. Several driveways have been compromised by the City's placement of the storm drains since parked cars cannot block storm water drains. Private vehicles parked in the right-of-way due to lack of on-property parking hinder both evacuation and emergency access.

Homeowners in the BHD find it difficult to accommodate more than one car in existing driveways. If parked in tandem, cars can project into the road. Utility vehicles (garbage trucks, emergency vehicles) must navigate narrow streets and cannot turn around at the barricades where cars are parked along the street.

Building types and setbacks are varied within the District. Whereas some houses are sited deep on their parcels, others are close to the road, limiting available space between the house and the street. Most households have more than one car and need to be able to park their cars legally and safely on their own property. Homeowners are further restricted from parking on swales, unimproved surfaces (lawns) or medians.

The intent of the guidelines is to create parking spaces that are compatible with the individual property in terms of proportion, scale, dimensions, materials, and placement; that will not overwhelm the façade(s); that will have minimum impact on the property and the surrounding area; that will lessen the amount of paving in the front yard; and that will encourage the use of historically appropriate materials, such as concrete ribbons, while increasing the amount of greenery. It is intended that such spaces promote visibility from the street to the historic buildings.

These guidelines are applicable for new driveways only. Existing legal driveways are grandfathered.

## **Dimensions**

The parking guidelines are based on the building footprints found in the district. Examples have been designed to accommodate from two to four cars, depending on the size and footprint of each parcel while maximizing the amount of greenery, landscaping, and yard space.

If the entire driveway surface is paved, as opposed to concrete ribbons, any one driveway shall be limited to a width of two cars for a maximum of 17 feet.

Where parcels are 50 feet or less in width, homeowners shall be allowed to provide parking for no more than two vehicles' width, with a dimension of 8.5 feet standard width per car for a maximum of 17 feet. This includes but is not limited to four options:

1. Tandem parking for one driveway to accommodate two cars for a maximum width of 8.5 feet.
2. Tandem parking for one driveway to accommodate up to four cars for a maximum width of 17 feet.
3. Split parking only if tandem parking is not available for two driveways to accommodate a single car each for a maximum width of 8.5 feet each with a minimum space of 20 feet in between each driveway.
4. Split and tandem parking for one driveway to accommodate a single car at a maximum width of 8.5 feet and a secondary driveway to accommodate tandem parking at a maximum width of 8.5 feet.

See attached illustrations.

Where parcels are greater than 50 feet in width, homeowners shall be allowed to provide parking for no more than three vehicles' width, with a dimension of 8.5 feet standard width per car for a maximum of 25.5 feet, per house. This includes but is not limited to four options:

1. Tandem parking for up to four cars in one driveway with a maximum width of 17 feet.
2. Split parking to include one driveway to accommodate two tandem parked cars for a maximum width of 8.5 feet and a secondary driveway to accommodate one car at 8.5 feet with a minimum 20 foot space in between the driveways.

3. Split parking to include one driveway to accommodate one car at a maximum of 8.5 feet and a secondary driveway to accommodate two cars parked side by side for a maximum of 17 feet with a minimum 20 foot space in between the driveways.
4. Split and tandem parking to include one driveway to accommodate side by side parking for two cars at a maximum of 17 feet and a secondary driveway to accommodate tandem parking for two cars at a maximum of 8.5 feet with a minimum 20 foot space in between the driveways.

See attached illustrations.

In cases where tandem parking is not feasible, parking areas shall be split so too large a parking area on either side does not compromise the visual symmetry of the house.

### **Materials**

Surfacing materials may include concrete, stamped concrete to resemble keystone, brick, and pavers, based on the historic and architectural character of the house. For example, if the building includes brick, a brick driveway may be approved. If the building does not include brick, brick may not be considered appropriate for a paving material.

### **Buffer**

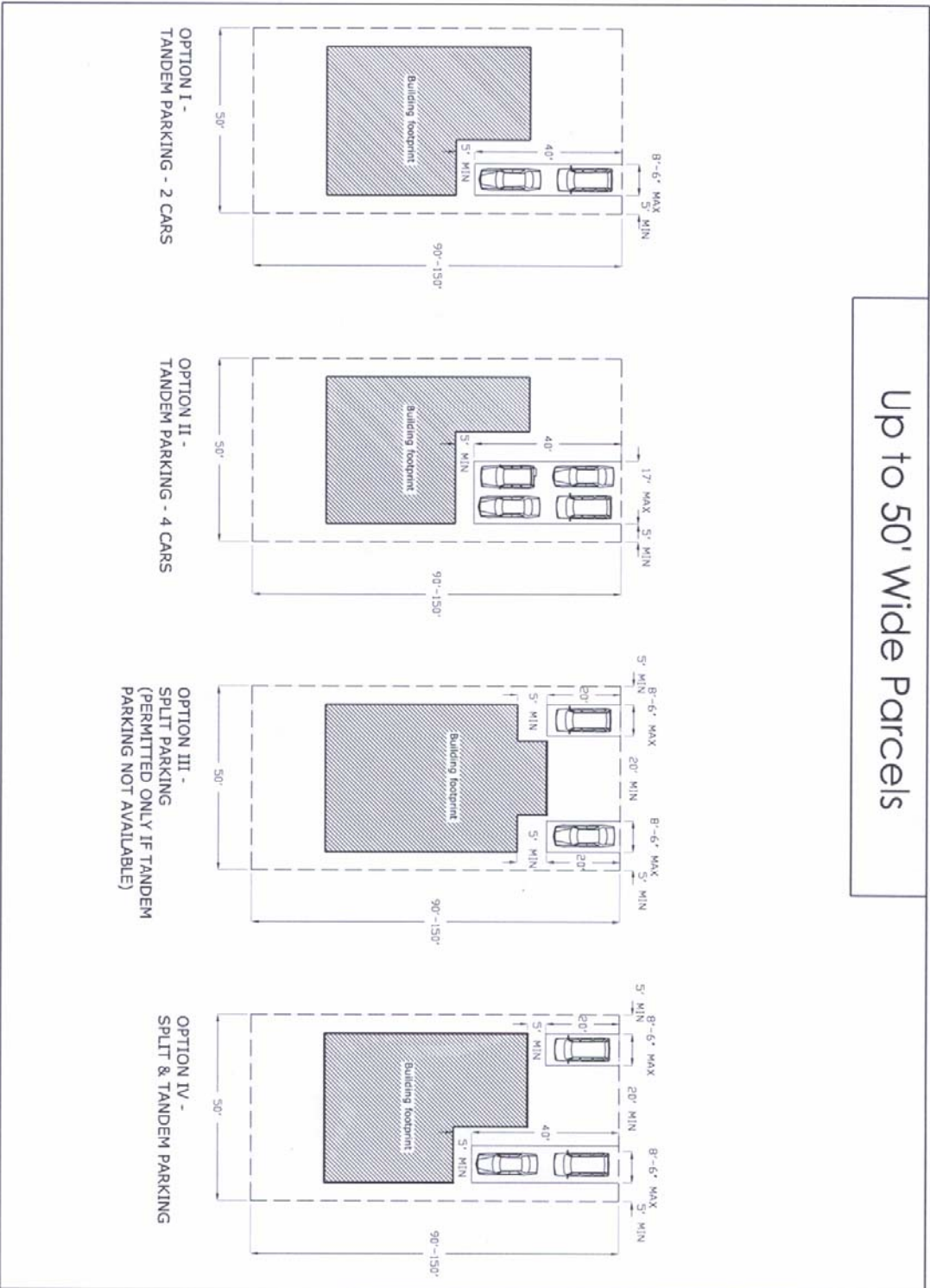
Where the edge of the driveway approaches the building's façade, except in the case of a garage door, there must be a landscaped buffer of at least 5 feet between the structure and the parking space.

### **Exceptions**

Exceptions to the guidelines may be authorized by the Historic and Environmental Preservation Board (HEPB) if said exception is historically appropriate to a particular property or if unique circumstances can be demonstrated.

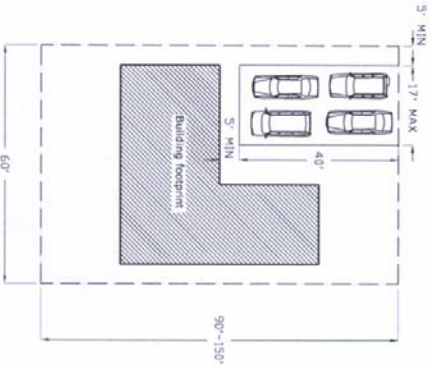
# Bayside Historic District Parking Design Guidelines

Up to 50' Wide Parcels

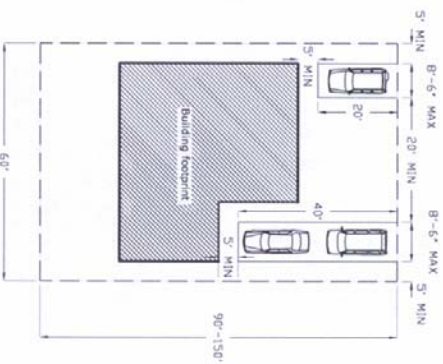


# Bayside Historic District Parking Design Guidelines

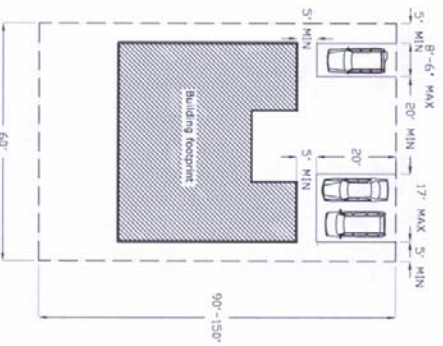
## Greater Than 50' Wide Parcels



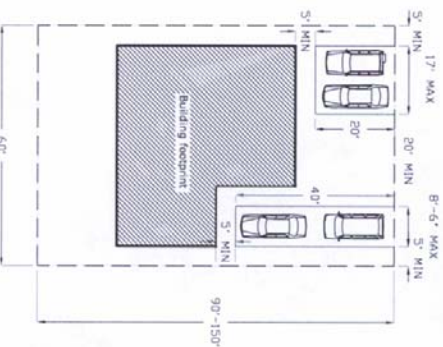
OPTION I -  
TANDEM PARKING - 4 CARS



OPTION II -  
SPLIT PARKING - 3 CARS



OPTION III -  
SPLIT PARKING - 3 CARS  
(PERMITTED ONLY IF TANDEM  
PARKING NOT AVAILABLE)



OPTION IV -  
SPLIT & TANDEM PARKING