

### ALL CORRIDORS

#### SHADE STRUCTURES



#### BUS SHELTER



#### BONDED AGGREGATE TREE SURROUND



#### RECYCLING RECEPTACLE



#### EXAMPLES OF NATIVE CANOPY TREES



QUERCUS VIRGINIANA - LIVE OAK

SWietenia Mahogoni - MAHOGANY

BURSERIA SIMARUBA - GUMBO LIMBO

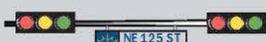


ROOT STRUCTURE SYSTEM- DEEP ROOT SILVA CELL

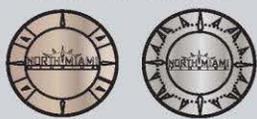
#### DECORATIVE STREET SIGNS



#### DECORATIVE MAST ARM



#### MANHOLE COVER WITH CITY INSIGNIA



#### DECORATIVE CROSSWALK



### DOWNTOWN AREA / ARTS OVERLAY CORRIDORS

INCLUDES: NE 125th St., NE 6th Ave., W Dixie Hwy

#### BENCH



CREATIVE PIPE  
CRIB-PP 6.3x3x.55  
Chair Backed Bench: Gray Recycled Plastic Slats, 41 Length,  
Surface Mounted, Stainless Steel End Frames and Belly Braces.

#### TRASH RECEPTACLE



CREATIVE PIPE- Brahma, BHT Series  
BHT-PS-36-FS-SS-AD-SD  
Brahma Trash Receptacle, Perforated Stainless Steel Sheet Slidewall, 36 Gallon, Free-standing, Standard Steel, Antivandal Top.

#### UTILITY BOX WRAP



#### BIKE RACK



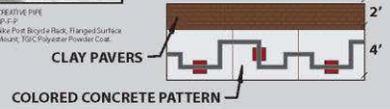
CREATIVE PIPE  
BPF-F  
Bike Post Bicycle Rack, Flanged Surface Mount, TGC Polyester Powder Coat.

#### ROADWAY & PEDESTRIAN LIGHTING



FIM LIGHTING, Bourne LED

#### DECORATIVE HARDSCAPE TREATMENT



CLAY PAVERS  
COLORED CONCRETE PATTERN

### COMMERCIAL CORRIDOR OUTSIDE DOWNTOWN AREA

INCLUDES: NW 119th St., SR 7, Biscayne Blvd

#### BENCH



CREATIVE PIPE  
CRIB-PP 6.3x3x.55  
Chair Backed Bench, Perforated Steel Sheet Seat Pan, 41 Length,  
Surface Mounted, TGC Polyester Powder Coat, 1 Intermediate Arm.

#### TRASH RECEPTACLE



CREATIVE PIPE- Brahma, BHT Series  
BHT-PS-36-FS-SS-AD-SD  
Brahma Trash Receptacle, Perforated Stainless Steel Sheet Slidewall, 36 Gallon, Free-standing, Stainless Steel, Antivandal Top.

#### BIKE RACK



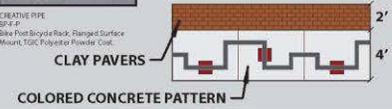
CREATIVE PIPE  
BPF-F  
Bike Post Bicycle Rack, Flanged Surface Mount, TGC Polyester Powder Coat.

#### ROADWAY & PEDESTRIAN LIGHTING

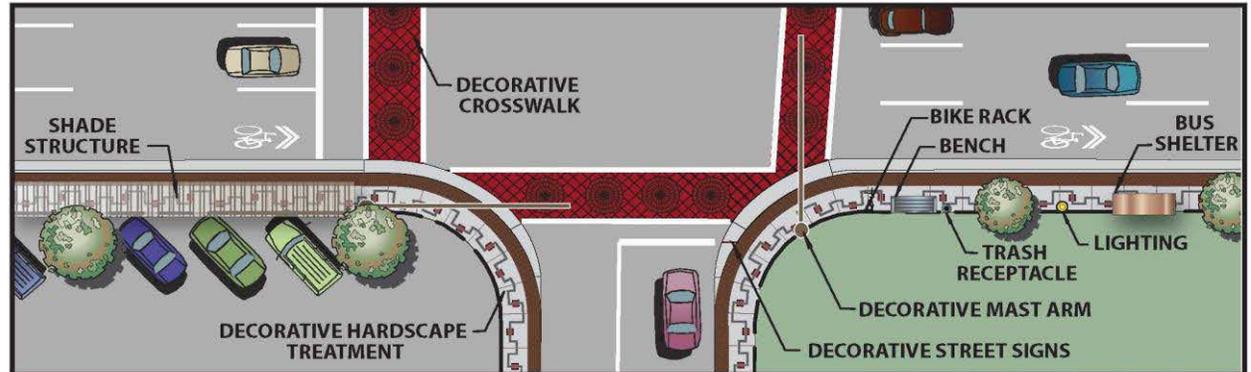


FIM LIGHTING, Bourne LED

#### DECORATIVE HARDSCAPE TREATMENT



CLAY PAVERS  
COLORED CONCRETE PATTERN



**DESIGN GUIDELINES**

***PURPOSE***

The City of North Miami encourages new development and redevelopment to provide a compatible mix of land uses to increase the proximity of places where people live, shop, work, find recreation and pursue other daily activities. The purpose of the design guidelines is to ensure that commercial and mixed-use development is well designed, compatible with adjacent land uses, contributes to the character of the neighborhood and larger community, and creates vibrant, pedestrian oriented places. Mixed-use developments should be of high quality and visually appealing from adjacent streets and surrounding neighborhood with an emphasis on building placement and orientation as well as site landscape. Energy efficient, sustainable development is highly encouraged.

The design guidelines are provided as a tool by which the City can base their recommendations and comments on mixed-use developments. The guidelines are flexible and are not intended to be a list of requirements for mixed-use developments.

***BUILDING LAYOUT***

The following site planning guidelines consider the internal organization of a development project and the external relationship with the public right-of-way and other projects.

***Design Objective***

Mixed-use developments should create an inviting and attractive destination for local residents and region wide users. Buildings, and spaces between buildings, should be designed and oriented to create safe, pleasant, and active environments.

- Buildings oriented to and constructed near or along the front property line(s), a 10’ minimum build-to-line from the front property line(s) is required. Variations in the build-to-line from the property line(s) may be appropriate when it provides greater accommodation for pedestrian circulation, sidewalk dining areas, enhanced entries, and improves the pedestrian realm.
- When a larger build-to-line is necessary, a majority of the frontage area should be hardscaped with limited landscaping to accommodate uses that keep the public realm active, such as outdoor dining and seating.



- Pedestrians should be able to easily identify primary entrances into commercial establishments.
- Buildings should be oriented to a defined pedestrian walkway or street.
- Buildings on corner lots should have the primary entry facing the intersection. Corner entries help create an active public realm and reinforce significant street and sidewalk intersections. Near the corner, the building may have a smaller build-to-line to provide a public open space which provides direct access to the buildings or frames an open space between buildings. Building corners should have continuity and all sides of a structure should be continuous in design with no side left unimproved.
- The most active ground floor uses such as storefronts, lobbies, and restaurant dining areas should front the public sidewalk. Private amenities, such as courtyards, that are not accessible to the public should be located within the project site or on upper floors and not along the street.
- Building materials and colors should exhibit quality and help establish a human scale while providing visual interest.
- To facilitate the creation of a sense of place, developers are encouraged to incorporate artists into the design team from the inception of planning in order to integrate art into their projects.
- Special attention should be given to the design of project and building corners as an opportunity to create visual interest and invite activity.
- Transit stops should be incorporated into the layout of all mixed-use developments, regardless of service availability.
- Buildings should be located in areas that recognize local viewpoints and landmarks. Views of landmarks, historic structures and natural features/open space should be highlighted through the placement of structures. Larger sites should feature places where people can gather. Public spaces should contribute to the overall sense of place and site identity and help to attract pedestrian users to the development.
- Loading docks should be located in areas that have the least amount of impact on residential uses.



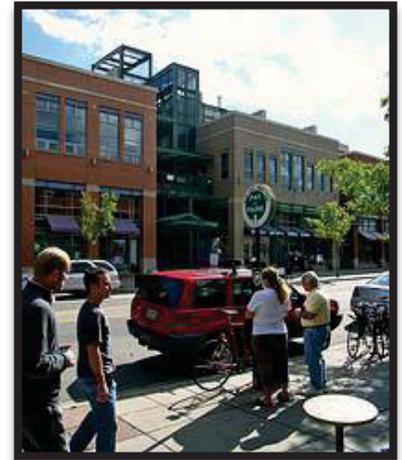
**PARKING, VEHICULAR AND PEDESTRIAN CIRCULATION**

A well planned circulation system efficiently moves vehicles in a well-defined manner while avoiding and reducing potential conflicts between pedestrians and vehicles.

**Design Objective**

The circulation system should promote efficient movement of vehicles in a clear and well-defined manner that minimizes conflicts with pedestrians and bicycles. Pedestrian users should find that public spaces and gathering places are clearly identified and easy to access and locate.

- The design of access and circulation should tie the development into the overall neighborhood, creating opportunities for nearby residents to access the project either on foot, bicycle, or other form of alternate transportation.
- The joint use of driveways and parking areas should be encouraged to reduce overall parking needs. A convenient pedestrian connection must exist between the building facilities and/or properties to qualify as a joint use parking facility.
- Primary building entrances should front major pedestrian access-ways.
- Link new mixed-use developments with existing developments and trail systems.
- Provide variety in height, color and building size and form to enhance the pedestrian experience. This should be done under a unified concept.



- Parking should be conveniently located near non-residential uses but visibly minimized from major corridors and public spaces. On-site surface parking between the front property line and the building is strongly discouraged. Instead, parking should be located to the rear of the site in a parking lot, within the building, or in a separate structure.
- Roadways and pedestrian access should be designed to provide maximum access to public transportation.
- Pedestrians should have a clear and direct route from on-site parking to the building entry and public sidewalk system. The circulation path should be direct, continuous, and free of barriers (e.g., site equipment, signage, utility poles, etc.).



- Any paving pattern, color, and material used to articulate pathways and pedestrian areas should continue when driveways intersect with these areas. Where pedestrian circulation paths cross vehicular circulation paths, a material change, contrasting color, or slightly raised crossing should be used to clearly delineate the continuing pedestrian path.
- Vehicular access should be provided from side streets, adjacent alleys, and parallel streets whenever possible.
- The number of curb cuts for vehicular entry into the site should be minimized so that pedestrian and bicycle areas are safe, secure, and passable.
- Where possible, rear parking lots should be designed and located contiguously so vehicles can travel from one private parking lot to another without having to enter the street. This may be achieved with reciprocal access agreements.
- Truck loading/material handling should be accommodated on-site in designated areas to minimize noise, odor, and visual blight to adjacent structures, residential properties, and public streets.
- Loading and service areas should be concealed from view within the building envelope or should be located to the rear of the site and designed for minimal visual impact and circulation conflicts.
- When trash enclosures, loading docks, utility equipment, and similar uses are visible from a side street or a neighboring property, they should be screened using materials, colors, and landscaping that are harmonious with the site design and building architecture.



**Consistent materials**



**Hidden utilities: Landscaping**



**Walled in service entrance and hidden refuse containers**

### PARKING LOT DESIGN<sup>3</sup>

The dimensions and shape of a parking area can result in one parking angle being more efficient than others. Generally, the choice of parking angle is based on:

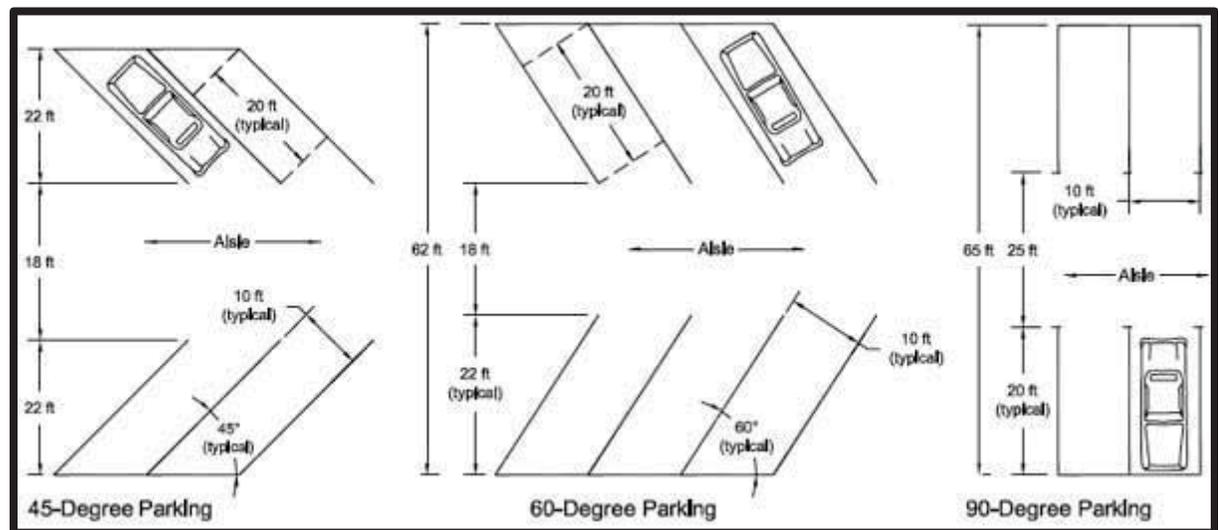
- 1) Maximizing capacity
- 2) Providing efficient maneuverability
- 3) Matching parking design and internal circulation

Arranging parking stalls along both sides of an aisle provides the greatest space efficiency. For two-way traffic along an aisle, 90-degree Parking is often used. However, specific site constraints may dictate using a 45-degree or 60-degree angle parking layout that is more efficient. The selection of parking angle and the resultant layout is largely dependent upon the shape and the size of the specific site; the type of parker/motorists to be served; and the design and location of the access to the parking area.

To provide some parking layout guidelines, below are advantages and disadvantages associated with 90-degree parking and angled parking (other than 90-degrees).

#### Advantages of 90-Degree Parking

- Provides greater freedom of vehicular circulation.
- Unparking can be completed in either direction, which minimizes internal travel distance and conflicts.
- Pedestrian-vehicle conflicts at the building front are reduced.
- Minimizes distance traveled to find a parking space.



Source: Federal Highway Administration

<sup>3</sup> Stover, V.G. and Koepke, F.J. *Transportation and Land Development, 2<sup>nd</sup> Edition*. Institute of Transportation Engineers, 2006

**Disadvantages of 90-Degree Parking**

- Potential for sideswipe vehicle conflicts are greater for two-way flow within the aisle.
- More difficult to park at 90-degree angle than for Other Than 90-degree layouts.

**Advantages of Angle Parking (Other Than 90-Degrees)**

- One-way aisles minimize sideswipe and head-on vehicular conflicts.
- Maneuvering into and out of parking spaces is easier than 90-Degree parking.
- Can be fit for any site width by varying the angle.
- Doors can be opened without interfering with an adjacent vehicle.
- Fewer conflict points at internal aisle intersections.

**Disadvantages of Angle Parking (Other Than 90-Degrees)**

- Greater out-of-way travel within parking lot.
- Increased traffic in front of building produces more pedestrian-vehicle conflicts.
- Drivers go the wrong way in one-way aisles; therefore the potential for head-on and sideswipe crashes is increased.
- Travel distance within the site is increased.

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**LANDSCAPING**

**Design Objective**

Landscaped areas should be used to frame and soften structures, to define site functions, to enhance the quality of the environment, and to screen undesirable views. Landscaping should work with buildings and surroundings to make a positive contribution to the aesthetics and function of both the specific site and the area.

- Preserve public access to public areas of interest such as parks, natural features, landmarks and monuments.
- Include open spaces with special amenities that encourage use, such as benches and sitting areas.
- If several buildings are proposed for a site, the spaces between the buildings should contribute to the overall positive open space of the area.
- Open spaces should connect with and provide views to natural amenities.



Screened service entrance

- Service and trash areas should be screened from view on all sides.
- Service areas should not impede access to amenities.
- Tree selection, should include the use of native canopy trees and their location should promote safety and security, enhance natural environment, provide shade for vehicles and pedestrians and minimize maintenance requirements.
- Plant selection and placement should reduce heat islands wherever possible.
- Low water use plants and native vegetation should be used to landscape new developments.



Screened trash areas

**SIGNAGE**

**Design Objective**

Visitors and residents should be able to locate and identify major attributes of the development through a unified signage concept.

- Design buildings with careful consideration for the incorporation of signage and lighting.
- Signage should contribute to the overall architectural and landscape theme.
- Signage should be made of materials that can tolerate extreme weather.
- Signage should be used to clearly identify public versus private/residential areas.
- Signs should generally utilize flat or matte finishes, as glossy finishes are often difficult to read due to glare and reflections. In addition, color plays a major role in the attractiveness and legibility of a sign. A substantial contrast should be established between the colors of the sign background and lettering.
- Signs should be illuminated for legibility at night. Illumination should be accomplished by backlighting (solid letters) or from a project light source (downlighting). Projected light sources and fixtures should be small and unobtrusive and should contribute to the overall character of the building. Special care should be taken to ensure that projected lighting does not spill over or produce glare for nearby residential uses or adjacent roadways.
- Monument signs should include landscaping.

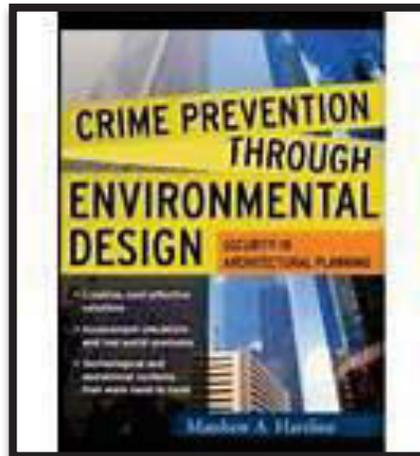


***SAFETY***

**Design Objective**

Visitors and residents should find that the development provides the best possible design to protect their personal safety and safety of their property.

- Architectural features should be used to provide weather protection and shade, as well as highlight building features and entries.
- Sidewalks, paths and bike lanes, which are protected from traffic, are encouraged.
- Landscaping and lighting should be used to identify entrances, pathways, public spaces, and bus stops.
- Covered bus stops and waiting areas should be provided to provide pedestrians with outdoor areas sheltered from extreme heat, wind, or rain.
- Lighting should contribute to the overall safety of the development, and landscaping should incorporate safe-by-design standards.



## **CONTEXT**

### **Design Objective**

Visitors and residents should find that new mixed-use developments conform to the existing character of the area, and build upon an established sense of place in the surrounding neighborhoods.

- Views of significant landmarks should be maximized in the design of mixed use developments.
- Significant architectural styles existing in the area should be reflected in the selection of architectural styles for new mixed-use developments.
- Local street patterns should be considered and connected to as much as possible in the layout of mixed use developments.
- Visitors should find mixed use developments interesting in appearance and buildings within these developments should be varied as much as possible yet based on a similar architectural theme.
- Existing historic sites, as well as the natural environment and open space, should be incorporated and highlighted in the overall architectural and landscape design.

The following standards should be considered by the City when considering a mixed use development request:

1. The proposed project is in keeping with the intent of the design guidelines.
2. The proposal satisfactorily mixes uses as defined and permitted in the zoning code.
3. Proposed open spaces, parking areas, pedestrian walks, signs, lighting, landscaping, and utilities are adequately related to the site and are arranged to achieve a safe, efficient and harmonious development.
4. The proposal is not detrimental to the orderly and harmonious development of its surroundings.
5. The proposal satisfactorily mitigates any adverse impacts to the natural environment.
6. The request is in harmony with the general intent and purpose of the zoning code.
7. Project is innovative in its approach and design.
8. Project achieves excellence in its comprehensive approach to mixed-use design principles.
9. Project shows high interconnectivity between all proposed uses, between proposed uses and open space, between proposed uses and natural features, and between proposed uses and adjacent development.

**ARCHITECTURAL TREATMENT**

People continue to be attracted to well-designed commercial and mixed-use streets for many reasons: one-of-a kind stores and restaurants, window shopping, interesting or historic buildings, and perhaps most importantly, the people.



The street-space for the streets within the downtown or the major corridors should be well defined by the building facades, which are lined up along the edge of the sidewalk, enclosing the street like the walls of a great outdoor room. Visual interest is created by large shop windows, architectural details, signs and awnings, the streetscape, outdoor dining areas, and the people on the street.

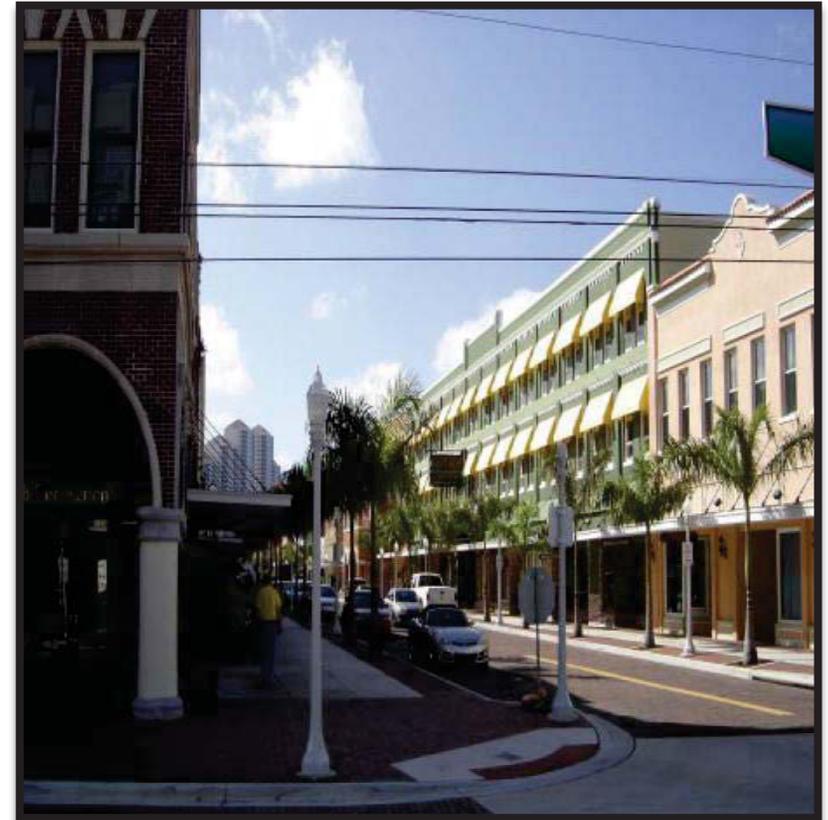
The intent of these guidelines is not to force uniformity, but to establish a range of acceptable treatments, within which project designers have ample room to develop unique solutions and creative aesthetic expressions. In determining whether a project is properly compatible, it will be the responsibility of the project sponsor to show how the proposed building relates to these guidelines. The package of documents submitted for review must include color renderings, photomontages and/or computer simulations which accurately depict the relationship of the new structure to its immediate neighbors on either side and across the street.

The suggested architectural treatments discussed on the next pages are meant to recreate and enhance the downtown and major commercial corridors of the City.

**DESIGN, MASSING, SCALE & PROPORTIONS**

Building design should incorporate features that add *visual interest* to the building while reducing the appearance of bulk or mass. Buildings should avoid long, monotonous, uninterrupted walls or roofs on their visible facades. They also should avoid long expanses of repetitive architectural elements. Unbroken facades, in excess of 100’, without changes in wall planes shall be avoided. Changes in wall plane should be employed to add shade and shadow. Such changes in plane shall be at least 2’.

Whether symmetrical or asymmetrical, the buildings’ facades should be balanced in their composition and should appear to be modest in scale, relating to the scale of the immediate surroundings. The massing of larger commercial buildings should be deemphasized by the use of projecting and recessed sections, to reduce their apparent overall bulk. Reduce the apparent scale of the building by introducing small-scaled architectural features, creating an irregular, albeit balanced, footprint. Use architectural elements like openings, sills, shutters, columns, and other features to establish human scale at the street level.



Architectural details, roof lines and parapets should continue around all visible sides.

Where buildings are located at major or gateway intersections, front important community spaces or anchor unique corners, a prominent architectural corner treatment of the building mass should be incorporated.

***FAÇADE TREATMENTS***

The exterior façade vertical plane should enhance the pedestrian environment by incorporating appropriate architectural features. These features could include cornice detailing, ornamentation, moldings, columns, arches, arcades, changes in materials and colors, and other sculpting of the architectural surface which add special interest and appeal at the ground level. The main entrance should be articulated by utilizing design elements such as transom window, recessed entries, lighting features, architectural detailing, signs awnings, and canopies. Large expansive blank surfaces should be prohibited.

**Building Materials and Colors**

The exterior finish material on all facades should be primarily stucco (light, smooth or medium texture) or any creative and innovative high quality building materials (preferably with recycled content). Building facades should incorporate at least two different materials. When used only for windows, glass does not count towards this requirement. Genuine materials should be utilized rather than simulated materials. Stone, brick, split-faced concrete block, coquina, metal, or wood may be used as a secondary material, provided that such materials comprise no more than one third of any building elevation. Use of accent materials should be used on all facades of the building, not just the front of the building.



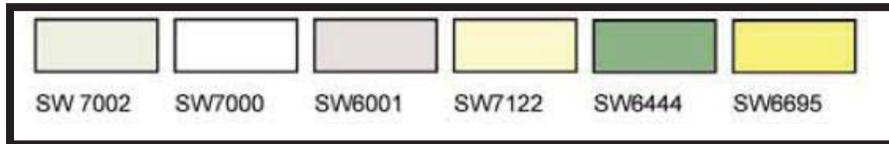
The following are examples of exterior colors, but are not intended to constitute a complete list of colors. A color palette from SHERWIN WILLIAMS is provided to demonstrate the range of colors (go to [www.sherwin-williams.com](http://www.sherwin-williams.com) to view the exact colors). Paint of similar colors from any manufacturers is acceptable for use on the exterior of the buildings within the Downtown and along all major corridors. All colors, combinations of colors and locations of colors on buildings and structures shall be approved during the development review process. The color palette is divided into base, trim and accent colors.

- a. Base colors shall be whimsical and uplifting colors, such as natural shades of sand, stone, slate and earth.
- b. Trim colors shall be contrasting colors such as light to medium earth tones.
- c. Accent colors to feature the ornaments shall be vivid blues, reds, yellows, greens and browns.

**Base**



**Trim**



**Accent**



**Windows and Other Exterior Wall Openings**

The size, proportion and detail of openings have a critical impact on the general appearance of every building and are one of the most important factors conditioning the visual relationship between buildings. Fenestration (arrangement of windows and other openings on the exterior wall) should be architecturally related to the style, materials, colors, and details of the building, be properly proportioned to the scale of the building and specific wall area in which it is contained, and should relate to the fenestration patterns of adjacent development.



Windows are available in a vast array of types, including casements, pivots, sliding sashes, hoppers and fixed lights, each of which functions differently in terms of light and ventilation. While the type of windows selected has an important impact on the quality and comfort of interior spaces, it is their size, shape and placement within a wall that affects the visual character of the exterior environment. For example, they can be uniformly spaced in a static composition; they can be arranged in continuous bands that slice a building facade into horizontal strips; or they can be grouped and proportioned in various ways to create a richer visual pattern. In keeping with the overall goal of architectural diversity and interest the latter approach is recommended.

Fenestration should be a clear and distinct element of all building facades, rather than integrated invisibly into continuous curtain wall or glass paneling systems. The arrangement and size of openings should provide visual "information" on the number of floors in a building, its general type and internal organization, the location of the main entry, and other functional characteristics of the structure.

Fenestration should be proportioned to reflect the scale and function of interior spaces, distinguishing public commercial, office and community areas with larger volumes and higher ceilings from more intimately scaled, private residential floors.

Openings should be grouped to create visual rhythms or patterns that break down the horizontal and vertical scale of buildings. These patterns should provide a harmonious link to adjacent buildings, without setting up relentless rhythms that are identical from building to building.

Where appropriate, window sill and lintel heights should be held constant between buildings to establish horizontal continuity from project to project. Where changes in natural grade or building type make this impossible, horizontal relationships should be established in string courses or other decorative elements that are continued across adjacent facades, or reinterpreted in related



treatments. Window and door frames, architraves, mullions, transoms and other fenestration details such as window boxes or security bars should be appropriately exploited as visual accents of a facade composition, adding interest and variety to the overall streetscape. At the same time, however, artificial glazing bars, fake shutters, and other nonfunctional embellishments are strongly discouraged.

First-floor window and display design should create a feeling of *transparency* on the ground floor of the building. This contributes to a sense of safety and is welcoming to pedestrians. The viewing zone of the first floor façade should be made up of approximately 75% transparent non-reflective glass. Deeply tinted glass or applied films are not permitted. The base of all transparent openings should be no more than 30 inches above the sidewalk elevation.

Doors at storefronts with windows should match the materials, design and character of the display window framing. High quality materials such as crafted wood, stainless steel, bronze or other metals are recommended. Detailing such as carved woodwork, stonework or applied ornament should be used to create noticeable detail for pedestrians. Doors may be flanked by columns, distinctive lighting fixtures or other details.

Entrances to upper-story uses should be located between storefronts and should be accented by architectural elements such as sidelights and distractive light fixtures. These entrances should be indicated by a recessed entrance, vestibule or lobby. Doorways should be recessed for privacy, but should be clearly expressed through awnings, high quality materials or other architectural treatments.



**Arcades/Colonnades and Awnings**

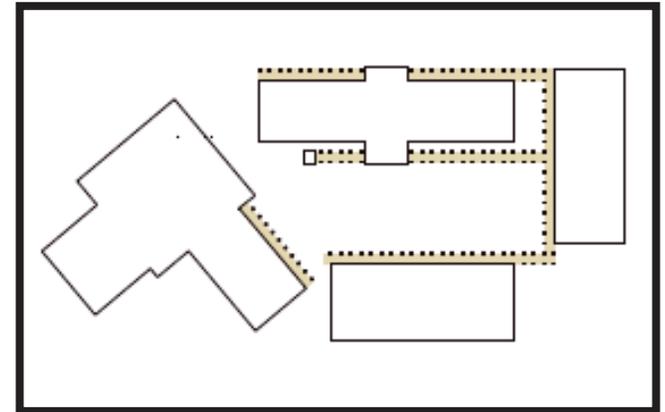
Arcades and awnings provide protection from the elements and comfort for pedestrians and provide architectural interest to a building. Awnings, canopies or arcades should be utilized on all commercial street frontages and should provide consistent and continuous pedestrian protection from the elements, to the extent feasible. Awnings or arcades should have a consistent depth as those of neighboring buildings.



***Arcades/Colonnades:*** These are covered walkways at the edge of buildings offering an interior/exterior transitional space. Playing a vital role in the way people interact with buildings, the formation of courtyards and pedestrian routing, arcades are spaces that soften and humanize exterior space while allowing the space to connect with the interior of a building. They reduce glare, providing shade while sheltering building doorways.

Arcades/colonnades should be used as connections between groups of buildings allowing a person to walk from place to place protected from rain or sun (see diagram to the right). An arcade should have a minimum interior height of 15 feet and a minimum interior width of 10 feet. Arcade columns must be thick enough to lean against. Seating and other amenities should be provided under the arcade, making it an inviting place to stop and pause.

Arcades can be covered with a trellis structure. The trellis should not be more than 50% open to the sky.



***Awnings:*** Awnings that are functional for shade and shelter are encouraged. These awnings should be made of canvas or a canvas-like material; should fit the shape and scale of the window or door they are sheltering; and, should be designed to be compatible with and complimentary to building signage and design. Awnings should break at the vertical divisions of the structure (i.e., the break between the display windows and the entrance). Long linear buildings, containing a variety of uses, such as shopping plazas and promenades, should tailor awnings to each individual business.

Awnings or canopies may encroach into the right of way by up to 8'; should provide a vertical clearance of 8', with a minimum depth of 6'; and should contain fans (or other devices or apparatus) to induce air movement. The color and pattern of awnings affect the entire building and therefore should be carefully chosen and should be compatible with the overall building color scheme. A facade with minimal architectural detailing can be enhanced with bright colors and patterns, while a more decorated

facade may be complemented with a plain, subtle shade. The shape of awnings should be designed to fit the building’s architecture and relate to other awnings that exist along the street. If used, lighting for awnings should be from fixtures located above and designed and placed to enhance the appearance of the building.

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