I. Introduction

The following guidelines are meant to establish the appropriate standards for buildings and open spaces throughout the Buena Vista Yards Neighborhood. These standards will guide future designs towards a high level of design quality and thought.

Guidelines
Buena Vista Yards should function as the mid-town hub of Miami. Its connections to the Design District, the Wynwood neighborhood, and Biscayne Boulevard should make the yards an integral part of the city's design and retail community.

The Urban Design Standards for the SD 27 Overlay District create two sub-overlay districts which divide the Buena Vista Yards into two activity zones: SD 27.1 and SD 27.2. These classifications are used to describe two different sets of minimum, required design standards in the Buena Vista Yards neighborhood.
A: Primary Streets

Guidelines

Uses
Retail, entertainment, office, and/or restaurant uses should line residential towers, hotels, and parking structures. Additionally, "big box" retail is permitted as a ground floor use.

Pedestrian Area
Sidewalks on NE 34th Street should have a minimum 10' wide walkable area with adequate shade trees. Shade trees should be planted 10' on center in a square open tree pit. The tree pit should be between 6'5" and 12' long with a 1' wide x 6' high curb and a continuous bed of shrubs. Light poles located in this area should be evenly spaced 90' on center along this verge in between the proposed shade trees.

A continuous 2' stepping verge is recommended at the back of curb. A 1' wide urban curb with a 1' wide gutter should be placed between the stepping verge and the parking area.

Parallel Parking
A continuous row of parallel parking spaces is recommended between the travel lane and the landscape verge area with corner bulb-outs. A 2' wide valley gutter should separate the parking area from the travel lane.

Travel Lanes
The travel lanes for this road will be 11' wide.

Medians
The median width should be 4' with a standard FDOT type "F" curb. Planting along the median should consist of large palm trees placed a maximum of 25' on center. Ground level planting should hang over the curb. Unlike pedestrian refuges and traffic rate bollards at all intersection except Market Street. Bollards should be spaced to meet ADOA requirements.
A: Primary Streets (continued)

Guidelines

Uses
The predominant use on North Miami Avenue is "big box".

Pedestrian Area
Sidewalks on North Miami Avenue should have a minimum 5' walkable area and a 7' parallel parking landscape verge. Royal palms (Roystonea elata) should be planted in at least 7' x 5' landscape areas that are flush with the sidewalk. Plants must be setback 3.5' from the curb as per County mandates and be planted at least every two on-street parking spaces. Additionally, a bed of shrubs should be placed in the area between the palm and the back of curb.

Parallel Parking
A continuous row of parallel parking spaces is recommended between the travel lane and the landscape verge area with corner bulb-outs. Standard type "F" curbs are recommended.

Travel Lanes
The travel lanes for this road should be 11' wide.

Medians
The median width should be 10' with a standard FDOT type "F" curb. Planting along the median should consist of Roystonea elata placed a maximum of 25' on center. Ground level planting should hang over the curb. Unlike pedestrian refuges and traffic lane bollards at all intersections except Market Street. Bollards should be spaced to meet AAD design requirements.

North Miami Avenue

Diagrams & Illustrations
B: Secondary Streets (continued)

Guidelines

Market Street (150' ROW) curbless
Market Street will be the main pedestrian zone and will have the ability to be closed to traffic for special events. It is located on a block of NE 2nd Avenue adjacent to the public plaza and will be closed during traffic.

Pedestrian Area

Sidewalks on Market Street should have a 9' wide walkable area with a landscape verge. One Washingtonia robusta, with ground level planting should be planted in each 8' x 8' raised planter. The planters should be centered between every two parallel parking spaces with a 1' wide by 6' high curb. Each Washingtonia should have a clear trunk which matches the overall height of the shade trees along the corridor at installation.

Material for this area should be brick or concrete pavers. Painting colors and patterns must be kept consistent throughout the corridor to enhance the connectivity of the space.

Parallel Parking

An 8' wide parallel parking area should be separated, every two parking spaces by an 8' x 8' raised planter, rotated 45 degrees, with a 1' wide by 6' high curb on all sides. The notion will make it easier for cars to pull in and out of parking spaces. One Delonix regia is recommended in each planter with ground level planting around the base.

Material for this area should match that of the pedestrian area. Thermoplastic striping or paint should not be used along this corridor. Rather striping for the parallel parking should be a white colored paver.

Travel Lanes

The travel lanes for this road will be 12' 6" wide with materials that match the pedestrian and parallel parking areas for continuity. All necessary vehicular striping should be done with colored pavers rather than Thermoplastic striping or paint.

Medians

A 16' wide median is recommended with alternating 12' x 12' raised planters and a pedestrian area fluff with the rest of the street. The planter should have a 1' wide by 18' high seating wall wrapping it on all sides. This wall may be constructed of reinforced concrete, gravel or an alternative approved material.

A 2' wide coarse grained, verge should be left clear of obstructions along the edge of each travel lane on either side of the median. This will provide a more defensible separation between the travel lane and the pedestrian oriented median. Examples of such materials are: river rock, cobble stone, pavers. Such material should be mortared set. Materials for the remainder of the median should match the rest of the street.

One Delonix regia is recommended at the center of each planter with ground level planting around the base.

The space between the planters should have two benches and two trash receptacles, and two lighted bollards.
C. Tertiary Streets (continued)

Guidelines

Service Streets (60' ROW)

The service streets are primarily used for automobile access to parking garages and loading docks.

Use:

Retail, office, light industrial, neighborhood retail, and/or restaurant uses should be lined with restaurant retail and parking structures.

70' of each corner on NE 1st Place and the FEC Street should be lined with restaurant and/or retail.

Pedestrian Area

Sidewalks on Service Streets should have a minimum 8' walkable area and a 8' landscape verge. The landscape verge should have 8' x 8' planters, flush with the sidewalk, and planted with one shade tree and ground level planting around the base. Trees should be planted a maximum of 20' on center.

The section should also have a 2' stepping verge and a 1' wide urban curb with a 1' gutter. This will separate the pedestrian area from the travel lane.

Travel Lanes

Travel lanes for these streets will be 10' wide.
C: Tertiary Streets (continued)

Guidelines

Use
The predominant use for NE 35th Street will be "big box" retail. No liner uses are required.

Pedestrian Area
Sidewalks on the Covered Street have a 9.5' wide walkable area. A 1' wide urban curb and a 1' gutter will separate the pedestrian area from the travel lane.

Travel Lanes
Travel lanes for this street will be 12' wide.
I. Building Scale

Intent

Create a comfortable scale for the Buena Vista Yards neighborhood by balancing building heights, setbacks, and massings with streets and sidewalk widths.

Establish NE 1st Place and NE 34th Street as a gateway to the Design District with greater building heights and different setbacks.

Emphasize the intersection of North Miami Avenue and NE 36th Street as a gateway to the Design District with greater building heights.

1.1 Height

Utilize varying building heights and floor heights to achieve a comfortable pedestrian scale to enhance Buena Vista Yards as a vibrant, urban community. Building heights help to achieve this environment by enclosing a space to reinforce an urban neighborhood character.

1.2 Setbacks

Buildings on NE 1st Place have no setback requirements for the first 120' of building height. Above 120', the building must be setback a minimum of 70'. Buildings at the intersection of NE 1st Place and NE 34th Streets have no setbacks for towers.

Residential uses on mews have 20' setback requirements for the first 35' of building height. Above 35' of building height, residential buildings on mews must be setback 35'. Above 70', residential towers have a minimum setback of 55' from the centerline of the street.

Buildings on the FEC Street have a zero minimum setback for the first 70'. Above 70' of building height, residential towers have a minimum setback of 10'. Additionally, a maximum of 40% of the building frontage on major corridors and perimeter streets may have no setback requirements.

SD 27.2

1.1 Height

All streets have a maximum building height of 60' on North Miami Avenue. Buildings at the intersection of North Miami Avenue and NE 36th Street have a maximum height of 100'. Buildings on NE 1st Place have a maximum building height of 80' except for the towers on the Market Street Plaza which have a maximum building height of 200'.

1.2 Setbacks

Buildings on North Miami Avenue and NE 34th Street should have a minimum front setback of 9 feet from the edge of the property line for the ground floor. The 'front' refers to building frontage on all streets.

Arcades are required for buildings fronting North Miami Avenue and NE 36th Street. (See part North Miami Avenue description.) Buildings on the west side of NE 1st Place, south of NE 34th Street, should have a 20' setback. If a colonnade is not provided, a maximum of 40% of the building frontage on major corridors and perimeter streets may have no setback requirements.

Buildings have no setback requirements for the first 60' of height. Above 60', the building tower must be setback 100'.

Standards

SD 27.1

1.1 Height

The parking podium for all mixed-use buildings is limited to 110' in height. Residential towers on the FEC Street are limited to 300' in height except on the south corners of 34th and 36th Streets which may build up to 350' in height.

1.2 Setbacks

Buildings on NE 1st Place have no setback requirements for the first 120' of building height. Above 120', the building must be setback a minimum of 70'. Buildings at the intersection of NE 1st Place and NE 34th Streets have no setbacks for towers.

Residential uses on mews have 20' setback requirements for the first 35' of building height. Above 35' of building height, residential buildings on mews must be setback 35'. Above 70', residential towers have a minimum setback of 55' from the centerline of the street.

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All streets have a maximum building height of 60' on North Miami Avenue except for buildings at the intersection of North Miami Avenue and NE 36th Street which have a maximum height of 100'. Buildings on NE 1st Place have a maximum building height of 80' except for the towers on the Market Street Plaza which have a maximum building height of 200'.

1.2 Setbacks

All streets will have zero minimum setbacks except for North Miami Avenue and NE 36th Street.

Buildings on North Miami Avenue and NE 34th Street should have a minimum front setback of 9 feet from the edge of the property line for the ground floor. The 'front' refers to building frontage on all streets.

Arcades are required for buildings fronting North Miami Avenue and NE 36th Street. (See part North Miami Avenue description.) Buildings on the west side of NE 1st Place, south of NE 34th Street, should have a 20' setback. If a colonnade is not provided, a maximum of 40% of the building frontage on major corridors and perimeter streets may have no setback requirements.

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Building Scale

Diagrams & Illustrations

Similar Drawing
Standards
SD 27.1
2.3 Scaling Elements
Large blank surfaces are discouraged unless they have a compelling design purpose. Non-modular materials such as concrete panels and stucco require extra ground floor level detail.

Horizontally elements on major streets should be divided into three horizontal segments: a base, middle, and top. Horizontal elements should dominate the ground floor level to be pedestrian friendly.

Repeating elements on the horizontal plane, such as pilasters, vertical reveals, and other three dimensional details are encouraged at the street level.

At least one vertical or horizontal element should be repeated to break down the facade's scale. This could be a material module change, a change in facade plane of at least 6”, Architectural ornaments, recessed glazing, vertical banding, groupings of windows.

Repeated elements may be used on residential towers, but are discouraged on large, single owner, commercial buildings.

Avoid repetitive scaling elements that are monotonous and oppressive. For example, grids of repeated windows are discouraged.

2. Building Facade (continued)

Diagrams & Illustrations

2. Building Facade
3. Articulation

Intent

Storefronts and entrances should be articulated differently because they create an interface between the public and private realms and interior and exterior activities. Similarly, facades design should reflect a building's interior activities and spatial arrangement. Therefore, true building forms that obscure the interior mass and function of buildings are discouraged.

3.1 Entrances

Emphasize street level entries for a legible hierarchy in building facades.

Standards

SD 27.1

3.1 Entrances

Entries should be articulated with different building materials, changes in building massing, or changes in the roof line that break the facade's regulated surface. This creates a hierarchy on the building facade so that entrances are most prominent.

Enhanced lighting and signage should also be incorporated in the entry design.

Buildings should have multiple entry points along the street to reflect the different interior uses. Additionally, public entrances must be provided on all sides of a building with street frontage except when corner entrances are provided.

Corner entrances should be designed to address street corners. This may include additional building mass, distinctive architectural elements, different building materials, changes in building planes, and changes in building shape.

All building entrances should be transparent.

Entrances should be setback from the primary building frontage at least 6".

Large banks of glass doors at main entrances should be used to break down expansive building facades.

SD 27.2

3.1 Entrances

Entries should be articulated with different building materials, changes in building massing, or changes in the roof line that break the facade's regulated surface. This creates a hierarchy on the building facade so that entrances are most prominent.

Enhanced lighting and signage should also be incorporated in the entry design.

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Large banks of glass doors at main entrances should be used to break down expansive building facades.
6. Signage

Standards

6.1 General Guidelines
A minimal number of signs should be used to avoid clutter and excessive information. Similarly, signs should be simple and convey basic information such as the store name and street number.

6.2 Channel Letters
Signs composed of channel letters are preferred to other wall mounted signs because they provide information in a clear and clean manner. Use contrasting colors for lettering and wall color. Additionally, lettering should be script or stylized.

Signs should be located in the storefront frame or above the awning, directly above the store's entrance.

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Signs should be located in the storefront frame or above the awning, directly above the store's entrance.

Lettering may be raised from the building facade to cast shadows on the building surface.

There is no limit on lettering size.
7. Building Tops and Roof Tops

**Intent**
Roof tops and building tops should be attractive from the street level and from residential towers.

7.1 Building Tops
Utilize distinctive building tops to identify the area as midtown Miami.

7.2 Parking Garage Roof
Conceal roof top parking

7.3 Roof Tops
Roof tops should be attractive and should be treated as part of the building facade.

**Standards**

**SD 27.1**

7.1 Building Tops
Residential towers should have distinctive building tops whenever possible.

7.2 Parking Garage Roof
Uncovered parking garage roofing should be concealed with creative, colored surfaces and landscaping.

7.3 Roof Tops
All roof top equipment must be concealed.

Green roofs or roof tops planted with heat tolerant, low maintenance weeds, or cultivated plant life are strongly encouraged. Recreational uses are encouraged on roof tops.

**SD 27.2**

7.1 Building Tops
Residential towers should have distinctive building tops whenever possible.

7.2 Parking Garage Roof
Uncovered parking garage roofing should be concealed with creative, colored surfaces and landscaping.

7.3 Roof Tops
All roof top equipment must be concealed.

Green roofs or roof tops planted with heat tolerant, low maintenance weeds, or cultivated plant life are strongly encouraged. Recreational uses are encouraged on roof tops.

**Diagrams & Illustrations**