



**SD 27 Overlay District**  
**Guidelines for Urban Design**  
Miami, Florida

## I. Introduction

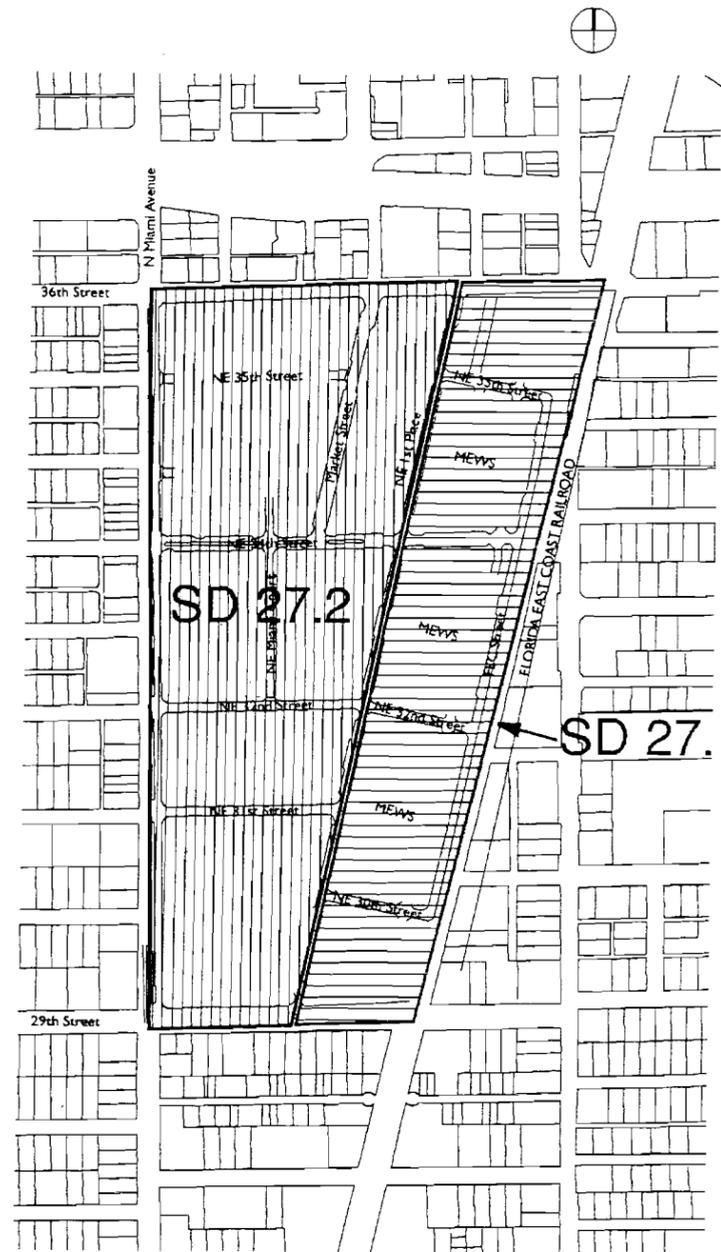
### Intent

The following guidelines are meant to establish the appropriate standards for buildings and streetscapes 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 arts, design, and retail community.

The Urban Design Standards for the SD 27 Overlay District create two sub-overlay districts which divides 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

### Intent

The primary streets in the Buena Vista Yards are the main activity zones and should be designed to respond to the pedestrians' needs. This is most important at the street level, which will contribute to the neighborhood's success as a "place".

### NE 34th Street (90' ROW)

NE 34th Street should serve as the main retail corridor and a prominent transportation connection to the Wynwood neighborhood. Landscaped medians should enhance pedestrian crossings to encourage street level activities.

### 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 30' on center, in a square open tree pit. The tree pit should be between 8.5' 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

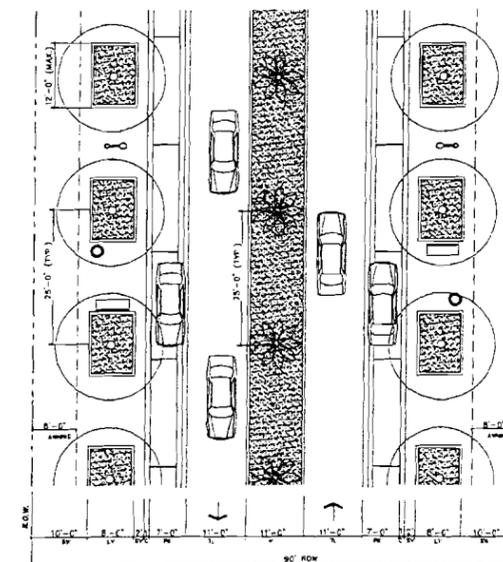
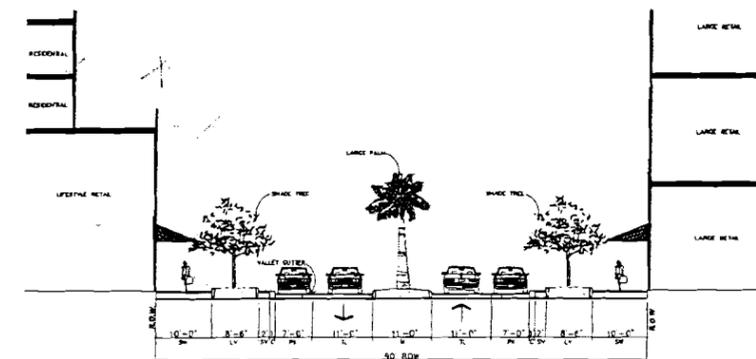
The travel lanes for this road will be 11' wide.

#### Medians

The median width should be 11' 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. Utilize pedestrian refuges and traffic rate bollards at all intersection except Market Street. Bollards should be spaced to meet ADA requirements.

## NE 34th Street

### Diagrams & Illustrations



## A: Primary Streets (continued)

### Intent

**North Miami Avenue (70' ROW) A**  
 12 ft dedication will be established which will increase the 70 ft ROW to a 82 ft ROW.

As the major perimeter street for the Buena Vista rail yards, North Miami Avenue should have a seamless transition to the Wynwood neighborhood. The streetscape and building design should incorporate several characteristics of the existing condition in order to achieve a good transition. Additionally, North Miami Avenue should have an arcade to create a pleasant pedestrian environment that is consistent with the character of the retail corridor and will attract activity into the core of the neighborhood. The median on North Miami Avenue will create a stronger connection for pedestrians walking from the Wynwood neighborhood.

### 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. Palms 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 planted 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

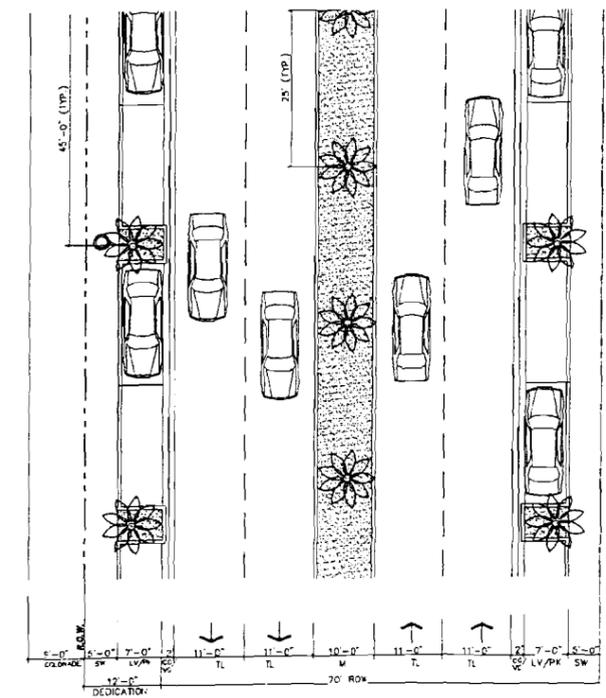
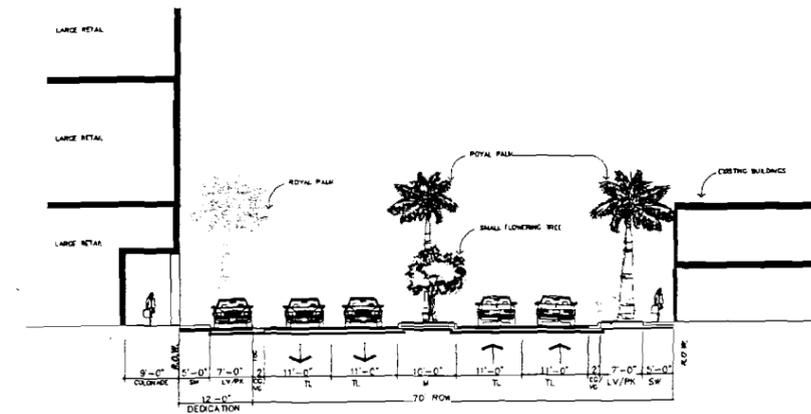
The travel lanes for this road should be 11' wide.

#### 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. Utilize pedestrian refuges and traffic rate bollards at all intersection except Market Street. Bollards should be spaced to meet ADA requirements.

## North Miami Avenue

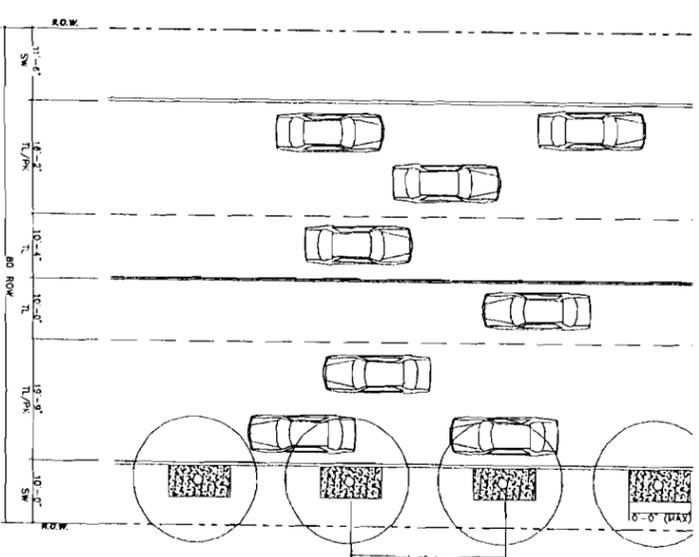
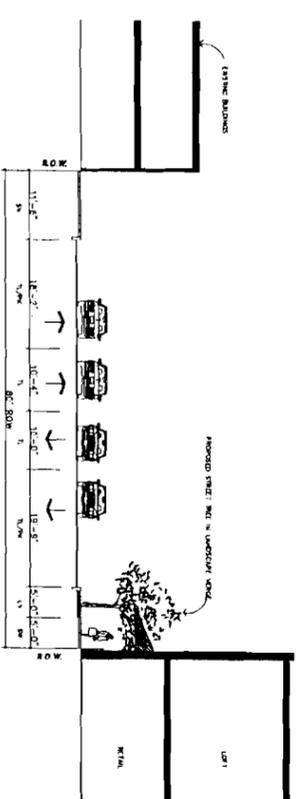
### Diagrams & Illustrations



A: Primary Streets (continued)

NE 29th Street

Diagrams & Illustrations



**Intent**

**NE 29th Street (80' ROW)**

As the primary connection to Biscayne Boulevard, NE 29th Street should transition well to the adjacent neighborhood. This should be accomplished through building design and building facades especially at the street level. It should also include on-street parking.

**Guidelines**

**Uses**

Retail, office, and/or restaurant uses should line residential towers, "big box" retail, and parking structures.

**Pedestrian Area**

Existing sidewalk widths vary on this street. The northern sidewalk should be reconstructed and widened to accommodate the proposed Buena Vista development. The new sidewalk should be at least 10' wide with shade trees planted 25' on center. Planters should be at least 6' wide x 10' long with open tree pits.

**Travel Lanes**

Existing travel lanes for this road vary.

## B: Secondary Streets (continued)

### Intent

**Market Street (90' ROW) curbless street**  
Market Street will be the main pedestrian zone and will have the ability to be closed to traffic for special events. It is located one block of NE 1st Avenue adjacent to the public plaza and will be closed to truck traffic.

### Guidelines

#### Uses

Retail, office, neighborhood retail, and/or restaurant uses should line residential towers, hotel, "big box" retail, office towers, and parking structures.

#### 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 planters. 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. Paving 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 x 6" high curb on all sides. This rotation 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.

Materials 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 ft 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 flush 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, granite or an alternative approved material.

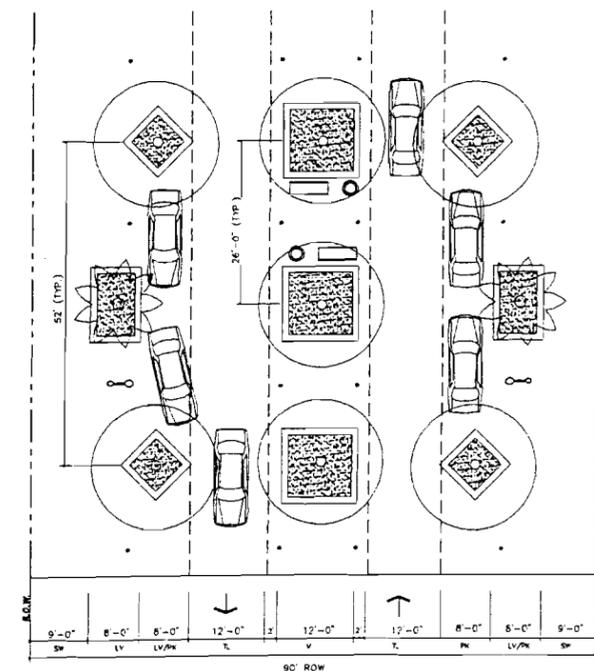
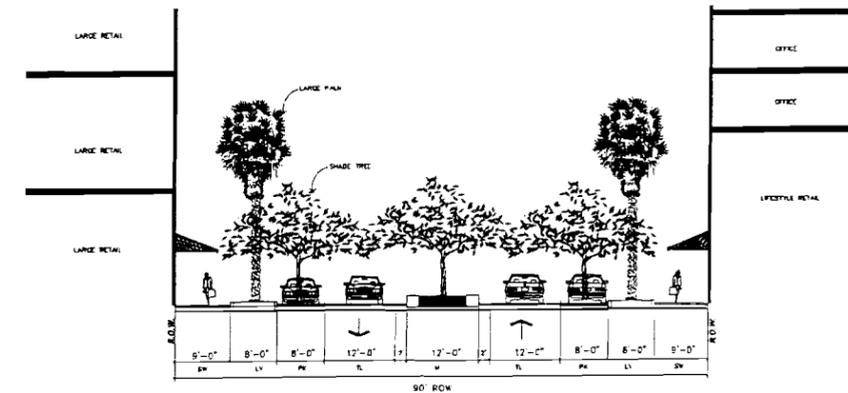
A 2' wide coarse grained, verge should be left clear of obstructions along the edge of each travel lane on either side of the median. This will provide a more definable separation between the travel lane and the pedestrian oriented median. Examples of such materials are: river rock, cobble stone, pavers. 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.

## Market Street

### Diagrams & Illustrations



### C: Tertiary Streets (continued)

**Intent**

**Service Streets (60' ROW)**

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

**Guidelines**

**Uses**

Retail, office, live/work, neighborhood retail, and/or restaurant uses should line residential towers, "big box" retail, and parking structures. 70' of each corner at 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.

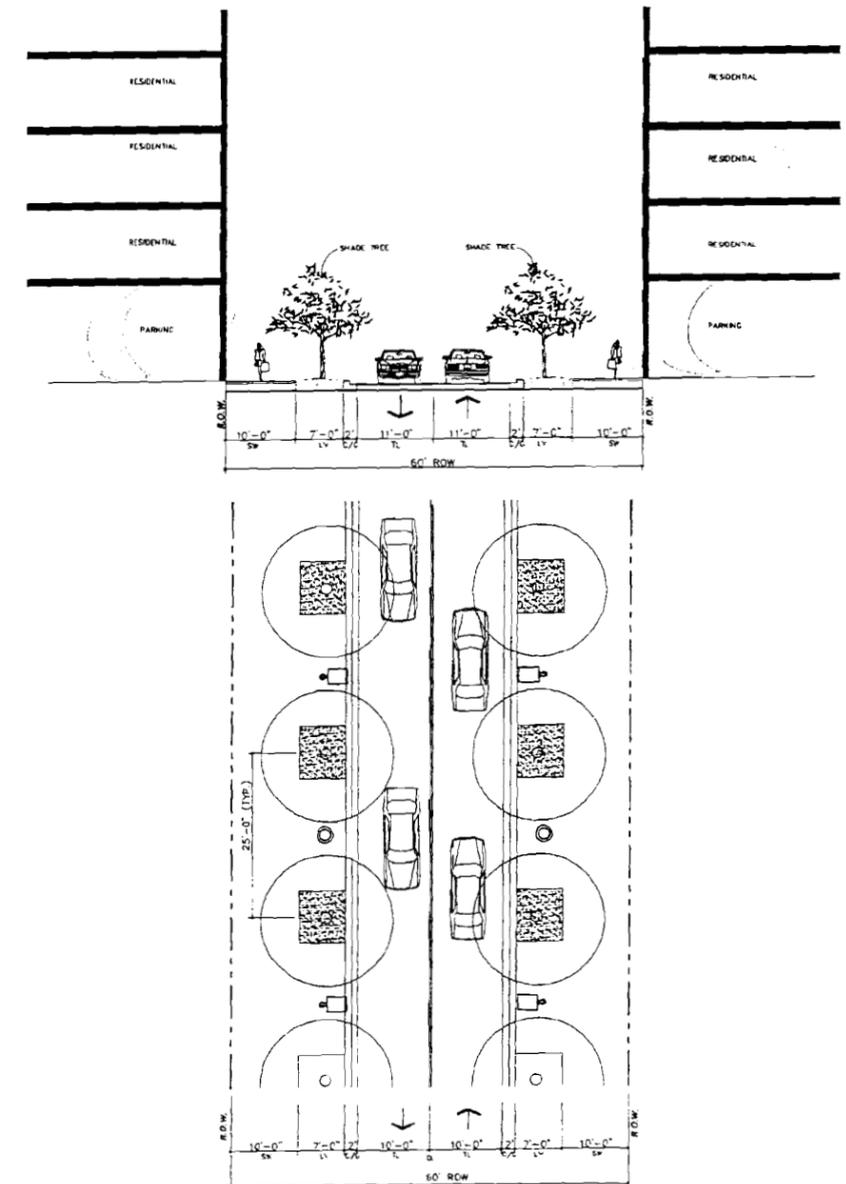
The section should also have a 2' stepping verge and a 1' wide urban curb with a 1' gutter. This will separate the pedestrian area from the travel lane.

**Travel Lanes**

Travel lanes for these roads will be 10' wide.

### Service Street

Diagrams & Illustrations



### C: Tertiary Streets (continued)

**Intent**  
**NE 35th Street between North Miami Avenue and Market Street (45' ROW)**  
 In order to incorporate structured parking for the large retail areas, this condition may exist where the service road for the retail is located underneath the proposed parking structure.

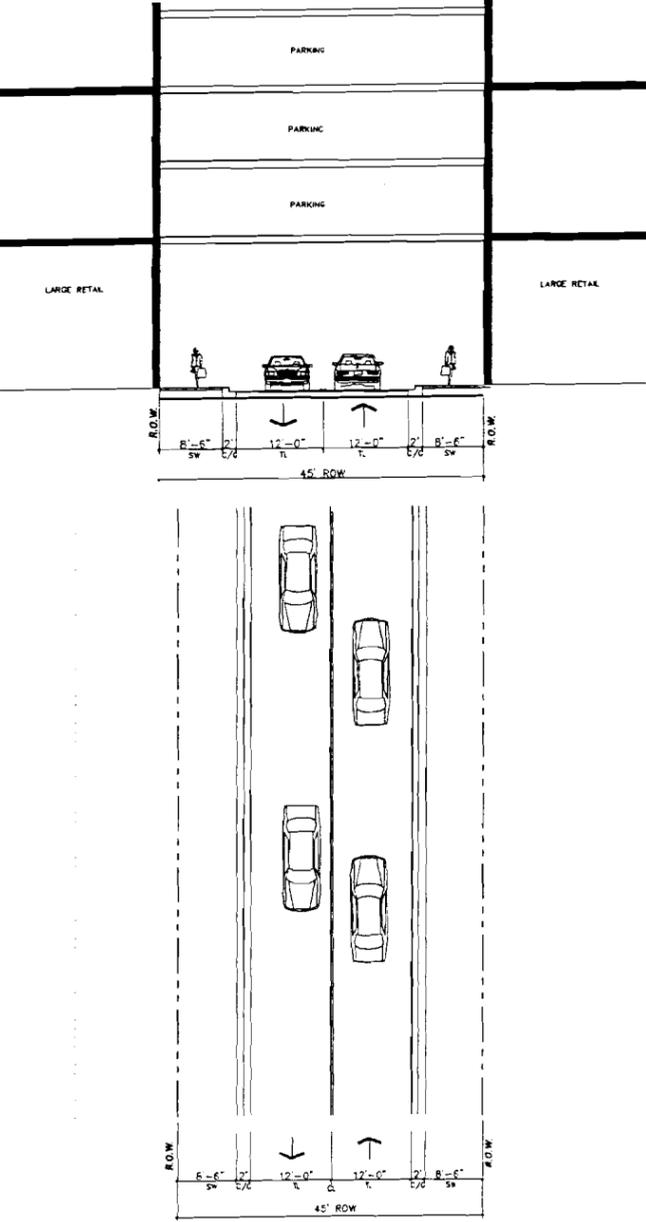
**Guidelines**  
**Uses**  
 The predominant use for NE 35th Street will be "big box" retail. No liner uses are required.

**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.

### Covered Street

#### Diagrams & Illustrations



## I. Building Scale

### Intent

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

Establish NE 1st Place and NE 34th Street as main streets using 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:

Enforce building setbacks that respond to the street width and the building height in order to achieve a comfortable, outdoor room. Varying setbacks help create different outdoor spaces with narrow streets and comfortable spaces between buildings on opposite sides of the street.

### 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 Street have no setbacks for towers.

Residential uses on mews have 20' setback requirements for the first 25' of building height. Above 25' of building height, residential buildings on mews must be setback 35'. Above 70', residential towers have a minimum setback requirement 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 except for buildings at the intersection of North Miami Avenue and NE 36th Street which have a maximum height of 80'.

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 36th 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 N.E. 36th Street. (See part North Miami Avenue description.)

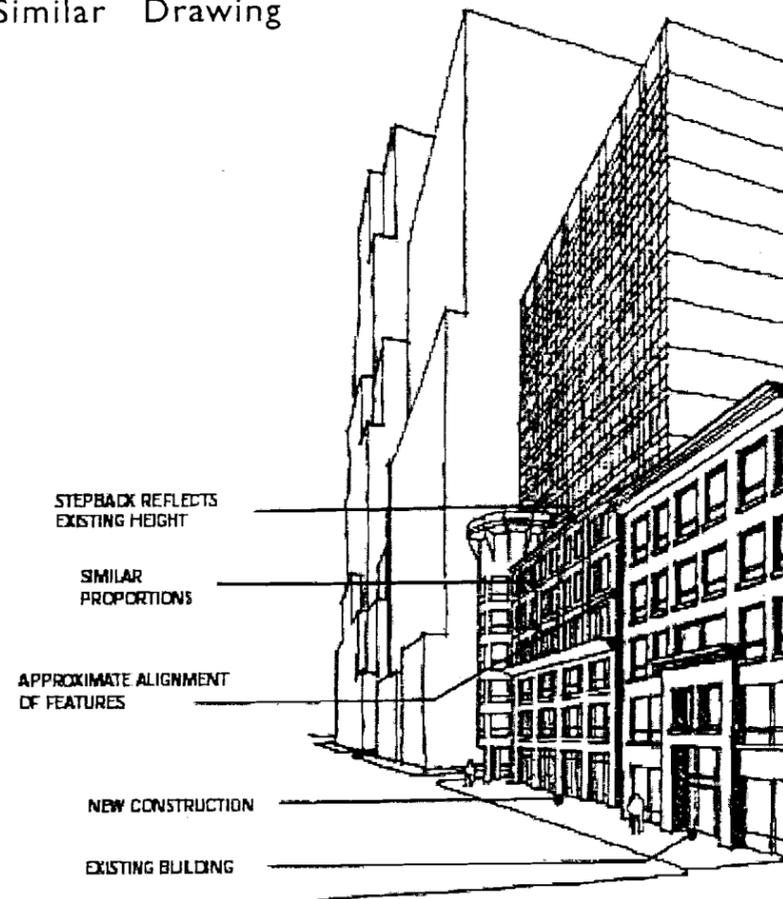
Buildings on the west side of NE 1st Place, south of NE 34th Street, should have a 20' setback. If a colonnade is not provided, a minimum setback of 4' is required.

Buildings have no setback requirements for the first 60' of height. Above 60', the building tower must be setback 50'.

## Building Scale

### Diagrams & Illustrations

#### Similar Drawing



## 2. Building Facade (continued)

### Intent

#### 2.3 Scaling Elements:

Encourage varied architectural elements on the lower levels of building facades to create important visual interest for pedestrians and avoid undifferentiated blank walls.

Utilize multiple repetitive features to create an architectural rhythm.

### 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.

Facades 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 ornament, 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.

#### SD 27.2

##### 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.

Facades on major streets should be composed of three horizontal segments: a base, middle and top. Horizontal elements should be emphasized at the street level.

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

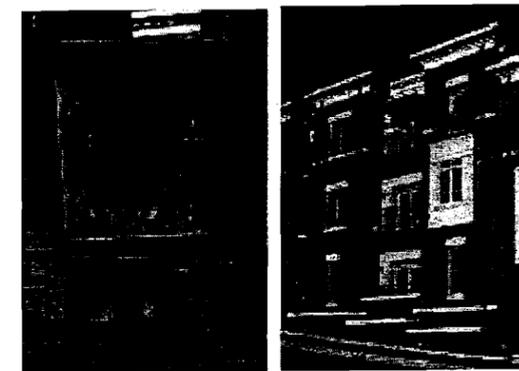
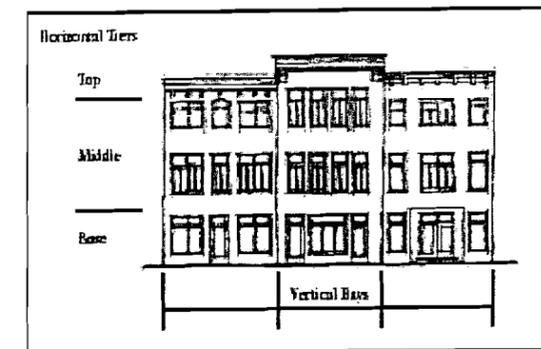
At least one vertical or horizontal element should be repeated to break down the facade's scale. This could be a material module change, a change in facade plane of at least 6", architectural ornament, recessed glazing, vertical banding, or groupings of windows.

Repeated elements should be strongest at the street level and may include repetition of storefront details or consistent sign design.

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

## 2. Building Facade

### Diagrams & Illustrations



### 3. Articulation

#### Intent

Storefronts and entrances should be articulated differently because they create an interplay between the public and private realm and interior and exterior activities. Similarly, facades design should reflect a building's interior activities and spatial arrangements. Therefore, false building fronts that obscure the internal scale 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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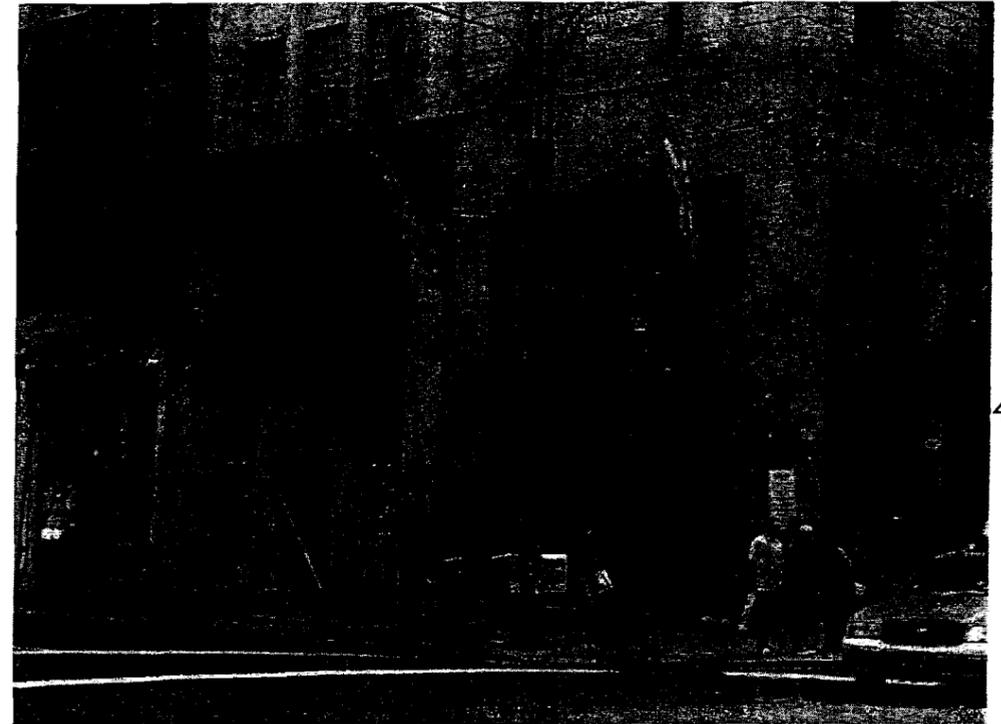
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### 3. Articulation

#### Diagrams & Illustrations



4. Building Functionality

4. Building Functionality

Diagrams & Illustrations

ILLUSTRATION OF HIDDEN DUMPSTER, UTILITY BOX

PLAN SHOWING ENTRY INTO SERVICE AREA FROM SERVICE STREET

<p><b>Intent</b> In order to maintain a consistent architectural quality, less desirable functional characteristics of buildings should be screened and/or separated from primary visual corridors and pedestrian zones:</p> <p><b>4.1. Service Bays/Delivery Areas:</b> Separate service bays and delivery areas from pedestrian zones.</p> <p><b>4.2. Security Shutters/Hurricane Shutters:</b> Prohibit security shutters which obstruct pedestrians' views into storefronts and display windows.</p> <p><b>4.3. Dumpsters:</b> Screen dumpsters from pedestrian zones.</p> <p><b>4.4. Utilities:</b> Conceal utility boxes and meters from pedestrian zones.</p> <p><b>4.5 HVAC:</b> Screen HVAC equipment from public view.</p>	<p><b>Standards</b> <b>SD 27.1</b> <b>4.1. Service Bays</b> Service access for deliveries and parking is restricted to designated service streets. In addition, there will be no service access on 34th street between North Miami Avenue and NE 1st Place or on the Pedestrian Connector (Market Street), the Mews, or the FEC Corridor.</p> <p>All service bays must be hidden within the interior of all buildings.</p> <p><b>4.2. Shutters</b> Impact glass should be used in place of security shutters and roll down security grills.</p> <p>Hurricane shutters must be installed for all buildings and concealed from view. Soffits should not be used to conceal the hurricane shutter housing.</p> <p><b>4.3. Dumpsters</b> All dumpsters should be located within the service area of each parking structure. Dumpsters should further be concealed on three sides by a solid structure, and on the fourth side by a gate.</p> <p><b>4.4. 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## 6. Signage

### Intent

Exterior storefront signs should help create character for the neighborhood, while conveying clear and concise information about the businesses they serve. Well designed signs are effective tools to enhance storefronts and attract people.

#### 6.1 General Guidelines:

Signs should be simple and minimal, but they should also be creative.

#### 6.2 Channel Letters:

Use channel lettering for storefront signs, whenever possible.

### Standards

#### SD 27.1

##### 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.

#### SD 27.2

##### 6.1 General Guidelines

Three types of signs are permitted in Buena Vista Yards. Metal channel letters fixed directly to building walls are permitted, as well as projecting signs, and neon and LED type signs for media uses.

In general, signs should be in proportion with the building's scale. They should also be legible at the pedestrian scale. Therefore, a combination of large and small scale signs may be used.

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.

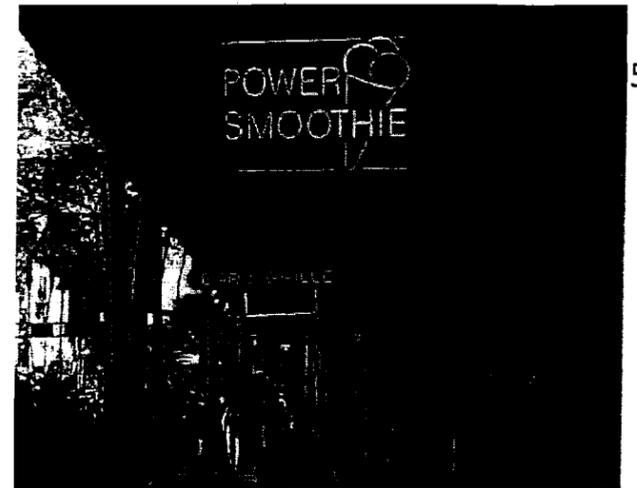
Signs should be located in the storefront frame or above the awning, directly above the store's entrance.

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

There is no limit on lettering size.

## 6. Signage

### Diagrams & Illustrations



## 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:

Rooftops 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 roofs 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 roofs should be concealed with creative, colored surfaces and landscaping.

##### 7.3 Roof Tops

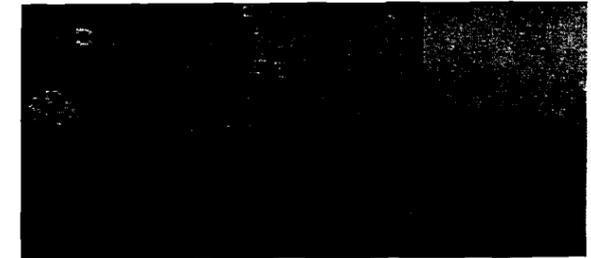
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Recreational uses are encouraged on roof tops.

## 8. Building Tops and Roof Tops

### Diagrams & Illustrations



MIAMI SKYLINE