



# CITY OF HOMESTEAD CHARRETTE

• HOMESTEAD, FLORIDA •

## The Citizens' Master Plan

In Collaboration With

## CITY OF HOMESTEAD

CITIZENS/ORGANIZATIONS/OWNERS

Valle Valle & Partners and Consultants

### Acknowledgements

Oscar Loynaz, President of Miami Dade College Homestead Campus, Major Steven D. Losner, Vice Major Sean L. Fletcher, Councilwoman Erica G. Avila, Councilwoman Jenifer N. Bailey, Councilman Clemente Canabal, Councilman Tom Davis, Councilman Larry Roth, City Manager Nzeribe (Zerry) Ihekwaba, (lots of others in final version)

The event that took place on April 1st, 2024 in the City of Homestead was a significant gathering of citizens who came together to share their ideas and visions for the future of the core of the city. Over the course of four days, participants met at the Miami-Dade College Student Building, where they engaged in productive discussions and brainstorming sessions aimed at finding ways to improve the city's infrastructure and enhance the quality of life for its residents.

The event was well-attended by a diverse group of people, including community leaders, business owners, educators, and residents from various backgrounds. The participants shared their insights and ideas on a range of topics, such as urban planning, transportation, housing, education, and public safety.

The ideas, designs, illustrations, and graphics generated during the event were compiled into a comprehensive report that conveyed the participants' collective vision for the future of the city. This report served as a valuable resource for city officials, planners, and other stakeholders who are responsible for shaping the city's future.

Overall, the event was a great success, and the organizers expressed their gratitude to all the participants who contributed their time, energy, and creativity towards making the event a success.

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The historic core of the City was the focus of the charrette. A significant event that took place on April 1st, 2024. The City of Homestead Government took the initiative to organize this event to allow its citizens to express their vision for this historic area of the city. The primary goal of this initiative was to revive the concept of the 15-minute city by adopting a mixed-use district concept that would allow the residents to walk to all their daily needs. The study area of the charrette was vast and encompassed four districts, namely the Civic Center, East Civic District, Campbell Drive District, and Krome Avenue Downtown District. Over 100 residents representing property owners and local business interests attended this event to share their thoughts and ideas.

The charrette’s team of professionals included Valle Valle & Partners (Estela Valle, Erick Valle, Corey Lafferty, Yukai Hsiung, Eduardo Castellio, Seth Harry, Diego Segaarata, and John Zanetta), the Corradino Group, and the City of Homestead staff. The event was a tremendous success and helped the City of Homestead Government take a significant step towards achieving its vision for the Downtown core area.

The charrette was a collaborative design process that involved mounting boards on the walls to showcase the boundaries of each of the four study areas. The boards also included detailed photographic views of each district from both the air and ground level. To encourage active participation, several tables were set up with aerial maps, sketch paper, pens, color markers, and note pads. This enabled the participants to write down or draw any ideas or thoughts that they wished to share during the visioning process.



KROME DOWNTOWN DISTRICT



CIVIC CENTER DISTRICT



CAMPBELL DRIVE DISTRICT



EAST CIVIC DISTRICT

The “East Civic District” is situated on approximately 65 acres bound on the east along North Homestead Boulevard, on the west to South Miami busway, on the south to SE 2nd Drive, and the north to NW 4th Drive. The majority of the current zoning in this area is Technology Mixed-Use District (TMU) indicated in purple, with some Heavy Industrial Use (HCU) shown in red, Institutional Use (ISU) indicated in blue, Vacant Government Land indicated in dark blue, and General Use indicated in light blue. This area has a grid block network with streets and sidewalks that connect east-west from Homestead Boulevard to North Flager Avenue and connect north-south from SE 2nd Drive to NW 4th Drive.

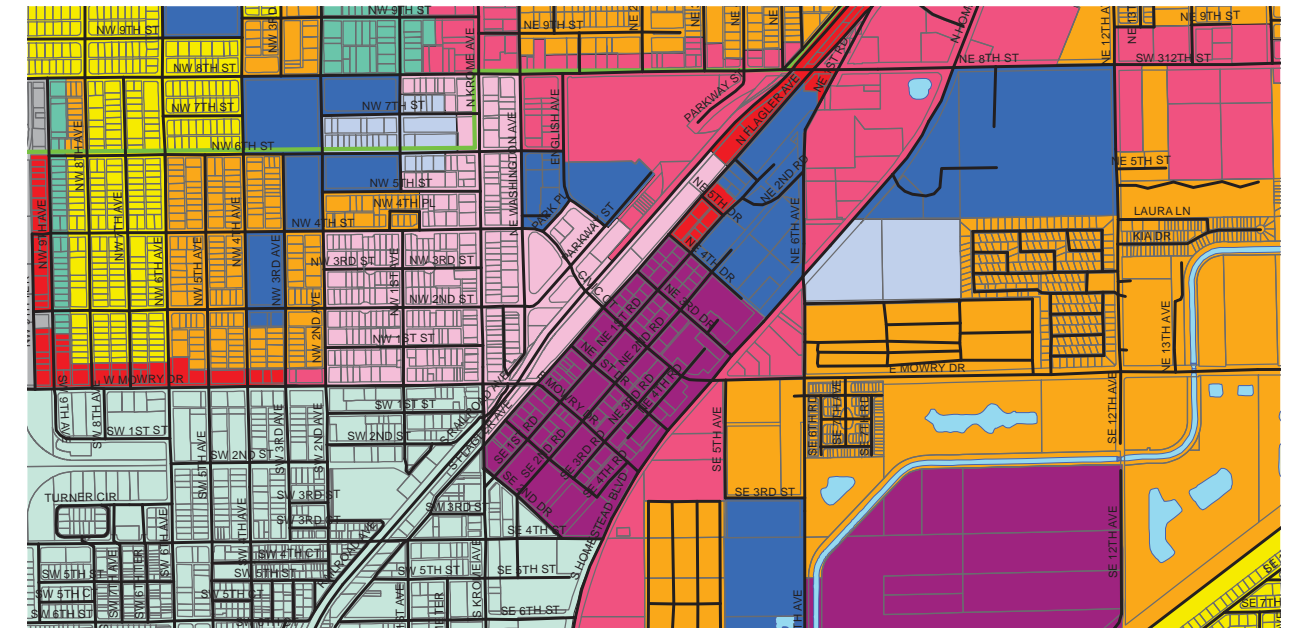
Historically, this grided area of town has seen sporadic development with some hotels, warehouses, single-family homes, schools, churches, and trailer homes. However, nearly 40% to 50% of the district parcels have never been developed. The ownership pattern in the area consists of an assemblage of vast amounts of land in the ownership of a few entities, making the way for development in the future. The FLUM shows that the majority of the site is a “Technology Mixed Use District (TMU)”, which allows for a mix of residential and non-residential uses, a height up to six stories, unit sizes from minimum 700 sf for efficiencies to 1,000 sf for 2-bed units plus 150 sf for each extra bedroom, and with a density maximum of 15 du/acre.

STUDY AREA



EMPTY

FLUM OVERLAY



- TMU - TECHNOLOGY MIXED USE
- HCU - HEAVY COMMERCIAL USE
- ISU - INSTITUTIONAL USE
- DMU - DOWNTOWN MIXED USE

ZONING OVERLAY

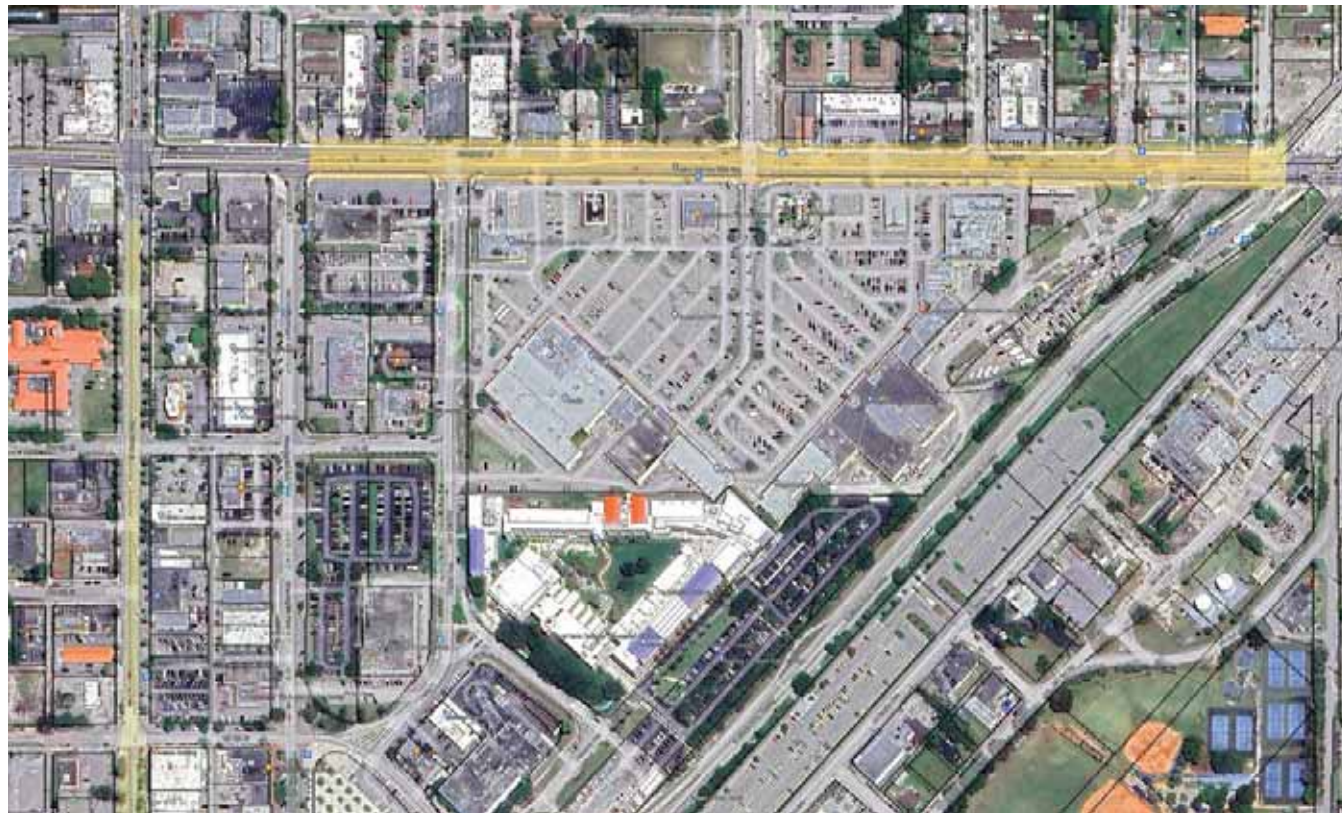


- B-1 - BUSINESS RESTRICTED
- B-3 - LIBERAL BUSINESS
- GP - GOV'T PROPERTY
- B-2 - RETAIL COMMERCIAL
- G - GENERAL USE

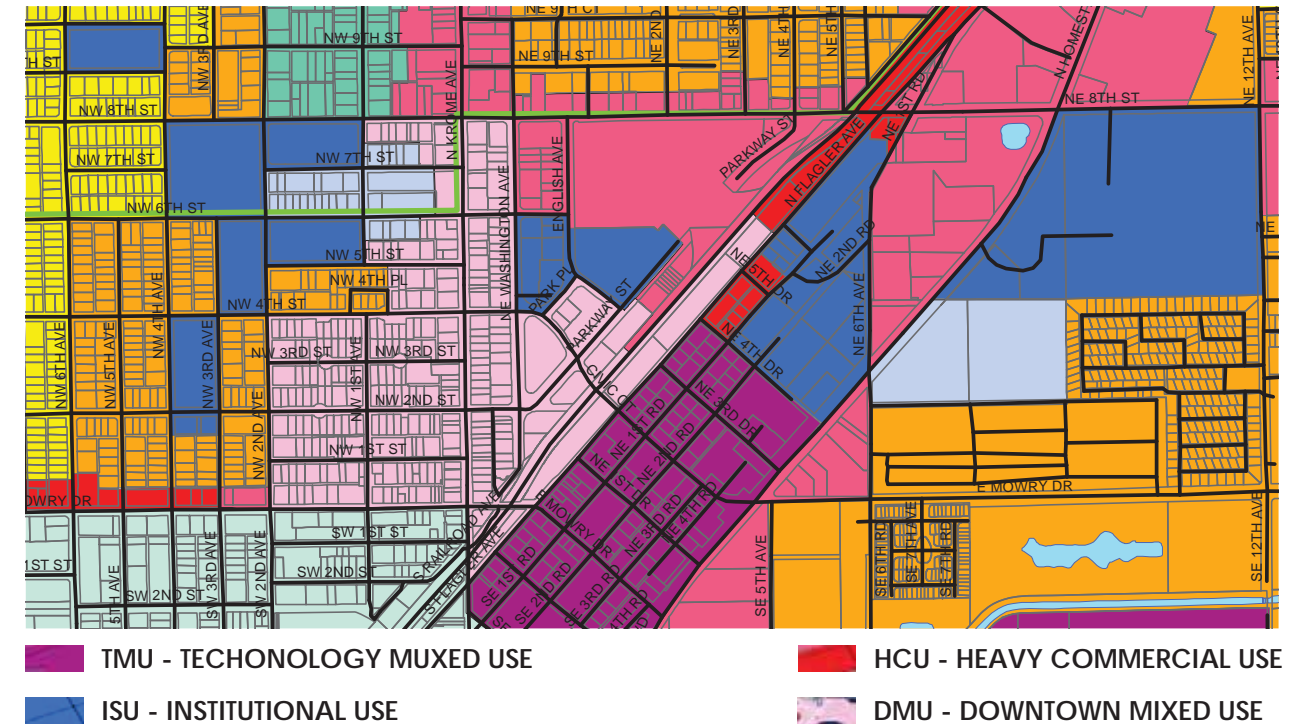
The “**Campbell Drive District**” is a sliver of property approximately 145’ deep that is 10 acres bound on the east along North Flager Avenue, the West along the South Miami Busway, the South on East Mowry Drive, and the West along Campbell Drive. The FLUM map indicates that this area is part of the Downtown Mixed Use District. The zoning shows that the land is general use and retail commercial with a portion owned by the City of Homestead. The current use of a vast majority of the land is parking for Miami-Dade College.

The Downtown Mixed Use District allows for a mix of uses including commercial and residential. The maximum height is six stories, the max. density is 60 du/acre, and the required parking utilizes share parking.

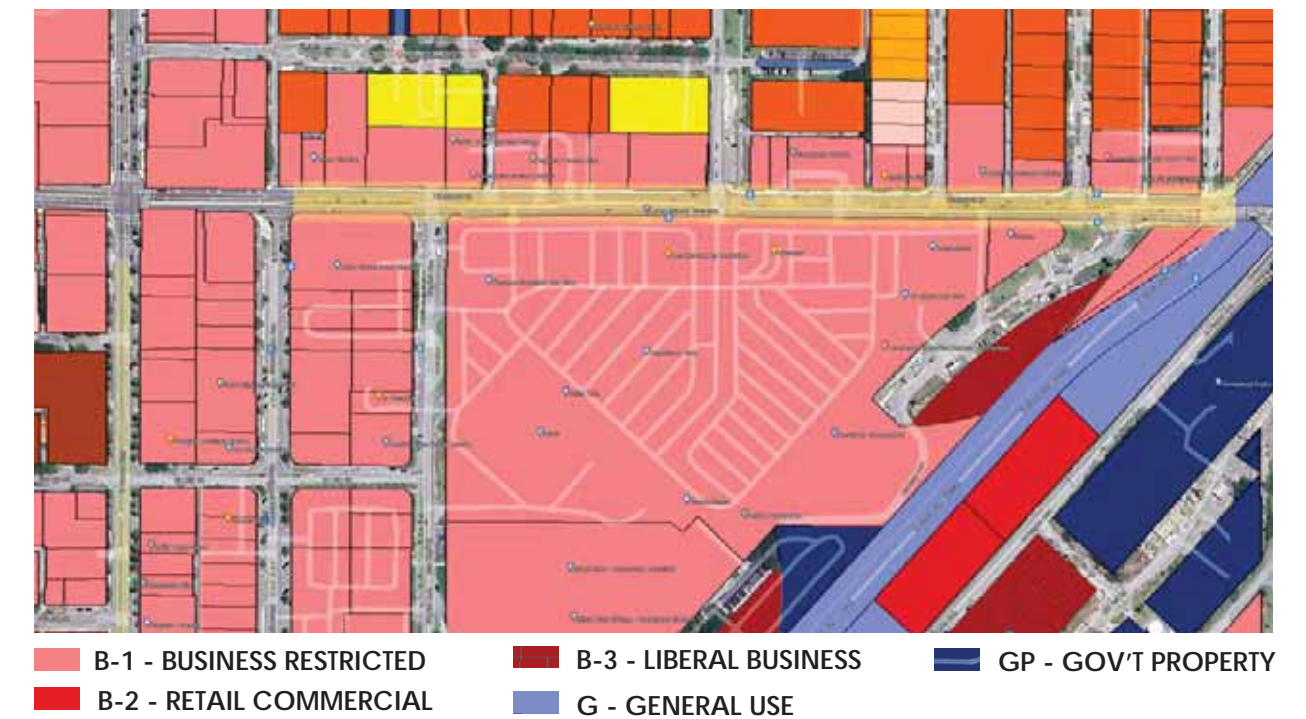
STUDY AREA



FLUM OVERLAY



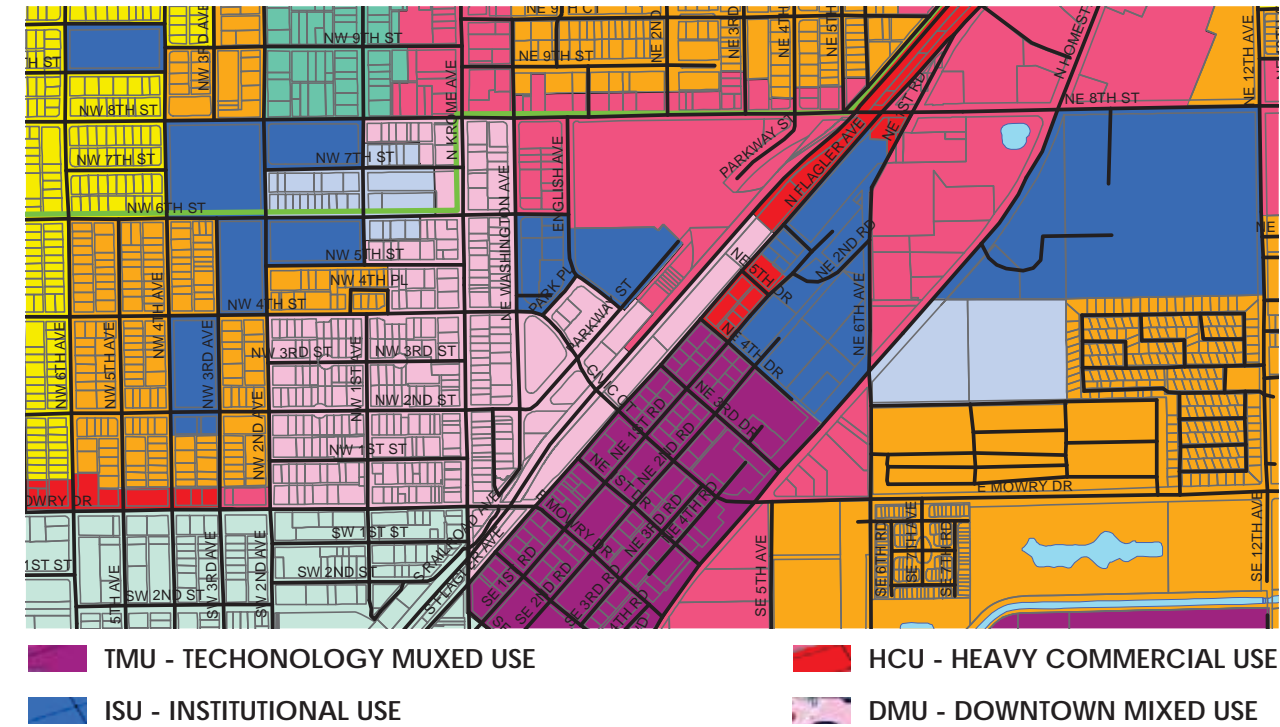
ZONING OVERLAY



The "Krome Downtown District" is located at the heart of the City, it consist of approximately 46 acres bound on the east along the South Miami Busway, the west along Washington Avenue to the alley, on the north Campbell Drive and on the south Mowry Drive. The FLUM map indicates that this area is part of the Downtown Mixed Use District. The zoning shows that the land is general use and retail commercial with the two largest land owners the City of Homestead and Miami-Dade College. The current use includes, City Hall, Miami-Dade College, retail, restaurants, clinics, and warehouses.

The Downtown Mixed Use District allows for a mix of uses including office, commercial and residential. The maximum height is four stories, the max. density is 40 du/acre, and the allowed uses at ground level are retail only.

FLUM OVERLAY



STUDY AREA



EMPTY PARCEL OR PARKING LOT
  HISTORICALLY CONTRIBUTING (BUILT 1914-1955)
  NON-CONTRIBUTING

ZONING OVERLAY



B-1 - BUSINESS RESTRICTED
  B-3 - LIBERAL BUSINESS
  GP - GOV'T PROPERTY

B-2 - RETAIL COMMERCIAL
  G - GENERAL USE

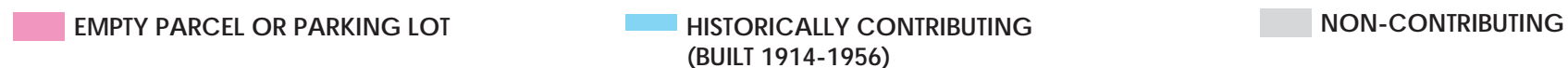
The “**Krome Downtown District**” has its beginnings going back to when Homestead became a City in 1913. Today, twenty-eight contributing buildings remain off Krome Avenue, providing a glance at the 111-year history of this town. The diagram below identified historically contributing buildings from Mowry Drive to Campbell Drive over four blocks where there exist 66 lots facing Krome Avenue on 22.5 acres. Since this segment of Krome Avenue detours trucks, the opportunity exists to improve its future by changing the street section and regulations for more contextual fabric. The analysis below broke down the urban fabric of Krome Avenue into three areas:

- 1) ■ Historically contributing buildings dating from the years 1914 to 1956.
- 2) ■ Non-contributing buildings that do not respect the urban fabric of the historic main street;
- 3) ■ Empty parcels or parcels with surface parking.

The most historically contributing buildings extend from East Mowry Drive to NW 4th Street, leaving the remaining two blocks with uncontributing suburban buildings. Currently, 28 out of the 66 lots contribute to main street.



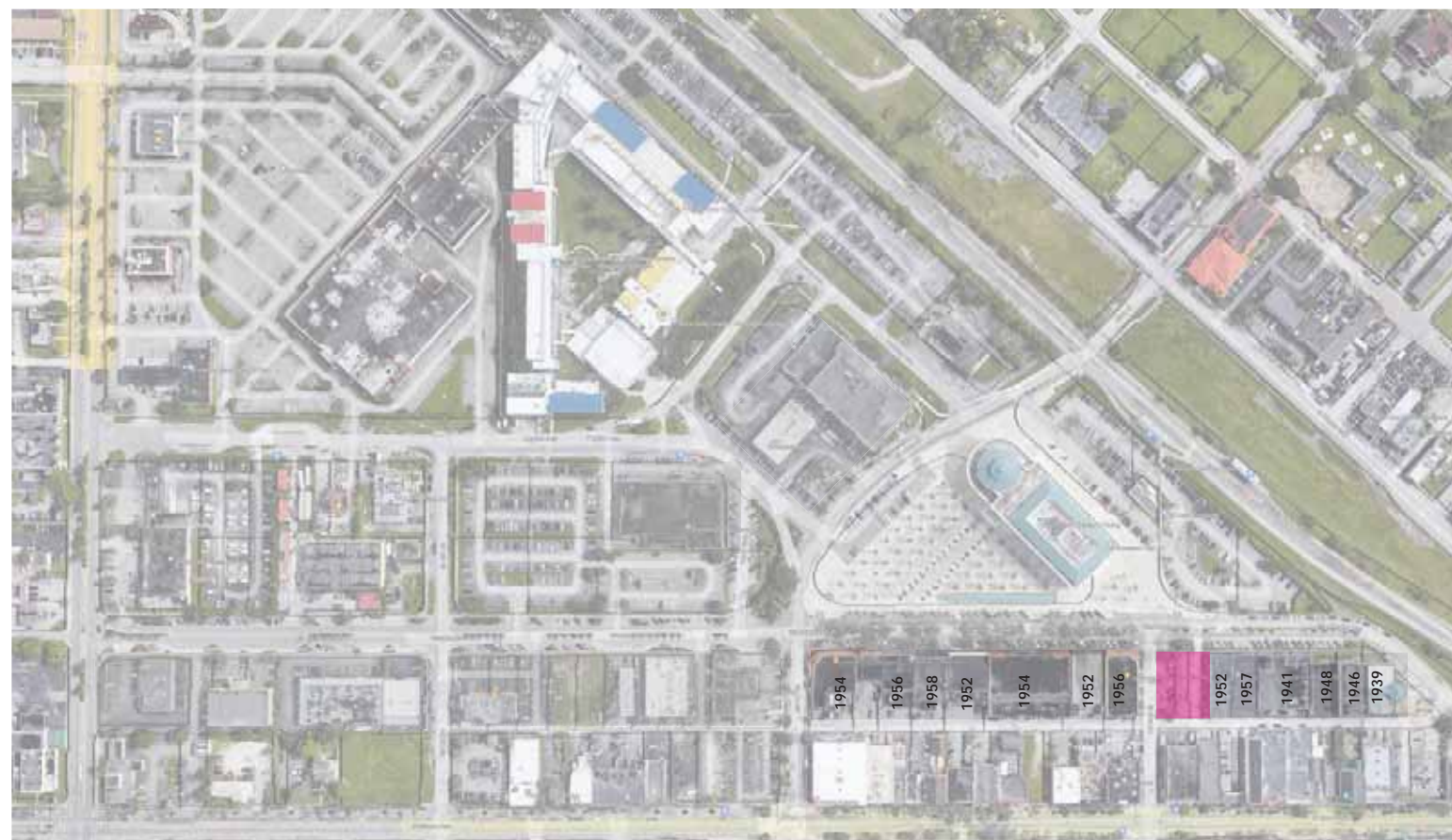
KROME AVENUE IN 1920'S



The "Civic District" is located at the heart of the City, it consist of approximately 28 acres bound on the east along the South Miami Busway, the west along Washington Avenue to the alley, on the north Campbell Drive and on the south Mowry Drive. The FLUM map indicates that this area is part of the Downtown Mixed Use District. The zoning shows that the land is general use and retail commercial with the two largest land owners the City of Homestead and Miami-Dade College. The current use includes, City Hall, Miami-Dade College, retail, restaurants, clinics, and warehouses.

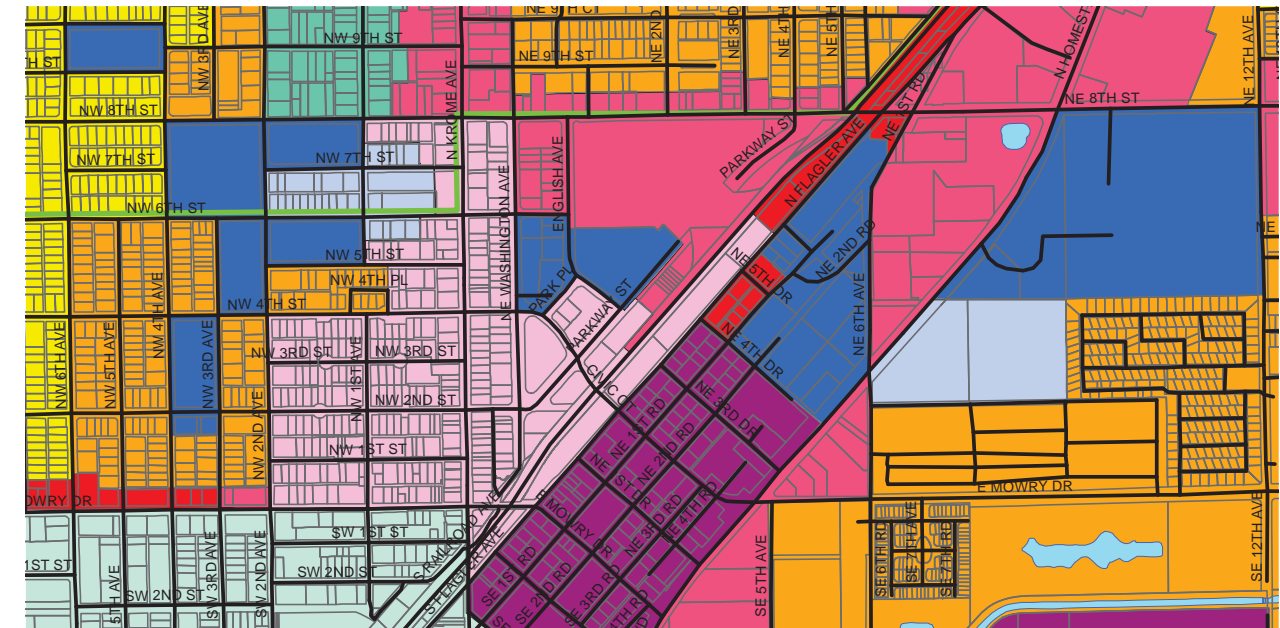
The Downtown Mixed Use District allows for a mix of uses including office, commercial and residential. The maximum height is four stories, the max. density is 40 du/acre, and the allowed uses at ground level are retail only.

STUDY AREA



- EMPTY PARCEL OR PARKING LOT
- HISTORICALLY CONTRIBUTING (BUILT 1914-1956)
- NON-CONTRIBUTING

FLUM OVERLAY



- TMU - TECHONOLOGY MUXED USE
- HCU - HEAVY COMMERCIAL USE
- ISU - INSTITUTIONAL USE
- DMU - DOWNTOWN MIXED USE

ZONING OVERLAY



- B-1 - BUSINESS RESTRICTED
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**Addison Circle:** The lessons that we learn in this case study are how to preserve a human scale to the development while building a highly dense program, how to prioritize the road network so that access to the parking garages is kept to the secondary roads, the opportunities created when carving out public space, and various ways to hide parking garages.

**Bay Meadow Park:** The lessons we learn from this development demonstrate how a mixed-use development can function both vertically and horizontally. The intense mixed-use program is located along a well-defined public open space with ample access roads in the form of boulevards. The buildings frame the street edges with wide sidewalks and parallel parking. The majority of the parking is hidden behind the buildings in parking structures. The aerial view demonstrates how to scale down from the vertical mix to a compatible residential program using apartments and townhouses to buffer from the adjacent single family residential neighborhood.

**Market Commons:** The lessons are similar, however it is a more intensive vertical mix program. In this case study the townhouses are attached to mixed-use buildings to help buffer from the single family residential neighbor. The parking is sandwiched between buildings on three sides in an attempt to wrap program along all the street edges to celebrate the pedestrian experience.

The three case studies are from around the country and illustrate a similar scale development to what is desired for the U.S. 1 corridor. The common threads in all the case studies are the building massing, building placement, heights of buildings, and the location of the detached or sandwiched parking structures. Also, how the buildings frame public spaces to form greens and plazas.

**BAY MEADOWS PARK**



**SITE DATA**

Location:	San Francisco, California
Municipality:	San Mateo County
Acres:	75 Acres
Zoning:	Mixed-Use
Setting:	Infill
Structured Parking:	5,000 Spaces
Transportation:	Local Bus & Metro-Rail
Access to Bicycle/Pedestrian Paths:	1/4 Mile

**PROGRAM**

F.A.R.:	2.0
Density Type (D.U./Acre):	30
Housing (Rental+Sale):	740 Units
Retail:	300,000 Sq Ft
Hotel:	None
Office:	500,000 Sq Ft
Park/Landscaping:	20% Required

**REGULATIONS**

Landuse:	Mixed-Use
Build-To-Line (BTL):	At Setback
Bldg. Height:	6 Stories Max.
Pedestal Height:	6 Stories Max.
Tower Bldg. Height:	N.A.
Penthouse Bldg. Height:	N.A.
Bldg. Frontage:	Mini. 75 %
Bldg. Placement:	Front 0 + Sides/Rear 0
Colonnade/Balcony:	Encroachment over Sidewalk
Habitable Space:	N.A.
Expression Line:	Top of 1st Story Required
Vehicular Entries:	N.A.
Open Space:	20 % Min. in the Form of Courtyard Gardens, Colonnades, Squares, & Plazas

**ADDISSON CIRCLE**



**SITE DATA**

Location:	Addison, Texas
Municipality:	N.A.
Acres:	80 acres
Zoning:	Mixed-Use
Setting:	Infill
Structured Parking:	7,500 Spaces
Transportation:	Local Bus
Access to Bicycle/Pedestrian Paths:	1/4 Mile

**PROGRAM**

F.A.R.:	2.5
Density Type (D.U./Acre):	50
Housing:	2,700 Units
Retail:	250,000 Sq Ft
Hotel:	None
Office:	1,000,000 Sq Ft
Park/Landscaping:	20% Required

**REGULATIONS**

Landuse:	Mixed-Use
Build-To-Line (BTL):	At Pedestal and Tower
Bldg. Height:	8 Stories Max.
Pedestal Height:	N.A.
Tower Bldg. Height:	N.A.
Penthouse Bldg. Height:	N.A.
Bldg. Frontage:	Minimum 75 %
Bldg. Placement:	Front 0 + Sides/Rear 0
Colonnade/Balcony:	Encroachment over Sidewalk
Habitable Space:	N.A.
Expression Line:	N.A.
Vehicular Entries:	N.A.
Open Space:	12 % Min. in the Form of Courtyard Gardens, Colonnades, Squares, & Plazas



**MARKET COMMONS**



**SITE DATA**

Location:	Clarendon, Virginia
Municipality:	Washington D. C.
Acres:	15 acres
Zoning:	Core Sub-District
Setting:	Infill
Structured Parking:	1,000 Spaces
Transportation:	Local Bus & Metro-Rail
Access to Bicycle/Pedestrian Paths:	1/4 Mile

**PROGRAM**

F.A.R.:	3.0
Density Type (D.U./Acre):	40
Housing [Rental+Sale]:	300+87 Units
Retail:	240,000 Sq Ft
Hotel:	None
Office:	100,000 Sq Ft
Park/Landscaping:	20% Required

**REGULATIONS**

Landuse:	Mixed-Use
Build-To-Line (BTL):	Pedestal
Bldg. Height:	8 Stories Max.
Pedestal Height:	2 Stories Max.
Tower Bldg. Height:	4 Stories Max.
Penthouse Bldg. Height:	2 Stories Max.
Bldg. Frontage:	Mini. 75 %
Bldg. Placement:	Front 0 + Sides/Rear 0
Colonnade/Balcony:	Encroachment over Sidewalk
Habitable Space:	20' Min. for 8 Stories
Expression Line:	Top of 2nd Story Required
Vehicular Entries:	N.A.
Open Space:	20 % Min. in the Form of Courtyard Gardens, Colonnades, Squares, & Plazas



MIZNER PARK



SITE DATA

Location: Boca Raton, Florida  
 Municipality: Palm Beach County  
 Acres: 10 acres  
 Zoning: Mixed-Use "Urban Village"  
 Setting: Infill  
 Structured Parking: 1,000 Spaces  
 Transportation: Local Bus  
 Access to Bicycle/Pedestrian Paths: 1/4 Mile

PROGRAM

F.A.R.: 2.5  
 Density Type (D.U./Acre): 50 and 100  
 Housing: 272 Units  
 Retail: 200,000 Sq Ft  
 Hotel: None  
 Office: 170,000 Sq Ft  
 Park/Landscaping: 20% Required

REGULATIONS

Landuse: Mixed-Use "Urban Village"  
 Build-To-Line (BTL): At Pedestal  
 Bldg. Height: 12 Stories Max.  
 Pedestal Height: 1 Stories Max.  
 Tower Bldg. Height: 11 Stories Max.  
 Penthouse Bldg. Height: N.A.  
 Bldg. Frontage: Minimum 75 %  
 Bldg. Placement: Front 0 + Sides/Rear 0  
 Colonnade/Balcony: Encroachment over Sidewalk  
 Habitable Space: N.A.  
 Expression Line: Top of 1st Story Required  
 Vehicular Entries: N.A.  
 Open Space: 20 % Min. in the Form of Courtyard Gardens, Colonnades, Squares, & Plazas



These three case studies are all from Florida and illustrate similar scale developments to what is desired for the U.S. 1 corridor. The common threads in all the case studies are the massing, placement, heights, the method in which they utilize detached or sandwiched parking structures and all are examples of projects with densities up to 75 units per acre.

**Mizner Park:** The lessons we learned from our research, as seen in these photographic views, are the importance of varying the building massing, the significance of carving out a linear park, the need to hide off-street parking, and the importance of attaching a single layer of program to a parking garage to hide it from a primary street.

**Downtown Kendall:** The lessons we learned from this project include the need to establish maximum building frontages, the need to restrict parking garage access to secondary streets, the importance of requiring 100% build-out of the retail along primary streets, and what happens when habitable space is required along the street frontage as a method to hide the parking.

**City Place:** The real lesson learned from this project is understood best in the site plan; it shows us how to spread density so that it can be kept to a human scale in the more public streets and more intense (higher floors) setback of the street edges.

DOWNTOWN KENDALL



SITE DATA

Location: Miami, Florida  
 Municipality: Miami-Dade County  
 Acres: 1.2 acres  
 Zoning: Mixed-Use  
 Setting: Infill  
 Structured Parking: 200 Spaces  
 Transportation: Local Bus & CalTrain Transit  
 Access to Bicycle/Pedestrian Paths: 1/4 Mile

PROGRAM

F.A.R.: 3.0  
 Density Type (D.U./Acre): 75  
 Housing: 74 Units  
 Retail: 22,500 Sq Ft  
 Hotel: None  
 Office: None  
 Park/Landscaping: 20% Required

REGULATIONS

Landuse: Core Sub-District/Mixed-Use  
 Build-To-Line (BTL): At Pedestal and Tower  
 Bldg. Height: 7 Stories Max.  
 Pedestal Height: 2 Stories Max.  
 Tower Bldg. Height: 5 Stories Max.  
 Penthouse Bldg. Height: N.A.  
 Bldg. Frontage: Minimum 75 %  
 Bldg. Placement: Front 0 + Sides/Rear 0  
 Colonnade/Balcony: Encroachment over Setback  
 Habitable Space: 20' Min. for First 7 Stories  
 Expression Line: Top of 2nd Story Required  
 Vehicular Entries: 33' feet Width Max.  
 Open Space: 15 % Min. in the Form of Courtyard Gardens, Colonnades, Squares, & Plazas



CITY PLACE



SITE DATA

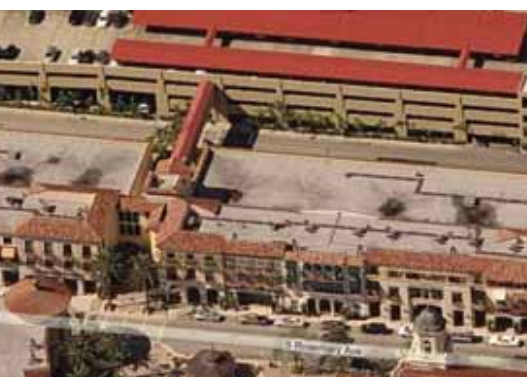
Location: West Palm Beach, Florida  
 Municipality: Palm Beach County  
 Acres: 72 acres  
 Zoning: Mixed-Use  
 Setting: Infill  
 Structured Parking: 3,300 Spaces  
 Transportation: Local Bus & Metro-Rail  
 Access to Bicycle/Pedestrian Paths: 1/4 Mile

PROGRAM

F.A.R.: 2.5  
 Density Type (D.U./Acre): 25 and 120  
 Housing: 600 Units  
 Retail: 700,000 Sq Ft  
 Hotel: 400 Rooms  
 Office: 750,000 Sq Ft  
 Park/Landscaping: 20% Required

REGULATIONS

Landuse: Mixed-Use  
 Build-To-Line (BTL): At Pedestal and Tower  
 Bldg. Height: 25 Stories Max.  
 Pedestal Height: 3 Stories Max.  
 Tower Bldg. Height: 20 Stories Max.  
 Penthouse Bldg. Height: 2 Stories Max.  
 Bldg. Frontage: Minimum 75 %  
 Bldg. Placement: Front 0 + Sides/Rear 0  
 Colonnade/Balcony: Encroachment over Sidewalk  
 Habitable Space: N.A.  
 Expression Line: Top of 1st Story Required  
 Vehicular Entries: N.A.  
 Open Space: 10 % Min. in the Form of Courtyard Gardens, Colonnades, Squares, & Plazas



Generally, the attendees strongly supported adopting the Mixed-Use Districts within the four study areas. Four tables were set up at the charrette, one for each district. A list was generated from the meetings and pin-up reflecting the "Vision" of the residents and property owners. The attendees at the charrette showed strong support for adopting Mixed-Use Districts within the four study areas. At the event, four tables were set up for discussions, one dedicated to each district, which facilitated the generation of a list that reflected the "Vision" of residents and property owners for these areas. This consensus highlights the community's interest in a future growth pattern that respects and incorporates the historic pattern of the City of Homestead.

**Civic Center**

- 1) Add water and entertainment features for families and kids; 2) Public Art for the Civic Plaza; 3) Bars/ Coffee shops; 4) Police Sub-station; 5) Encourage mix-use along the perimeter of the Civic Plaza;

**Civic East District**

- 1) Limit the heights of buildings to three (3) stories for properties that front U.S. 1 and next to existing residential, higher as they get away from the U.S. 1 corridor; 2) Allow the buildings on the west side, along the Busway, to go up to six (6) stories; 3) The buildings need to be articulated not to be monolithic; 4) Hide the parking.

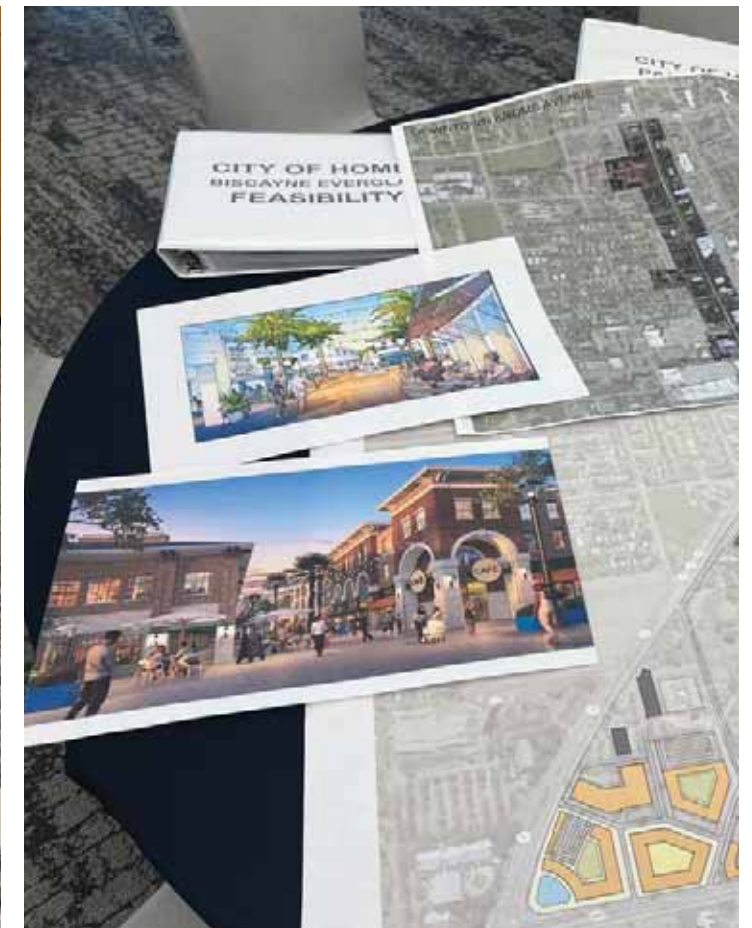
**Krome Avenue - Downtown**

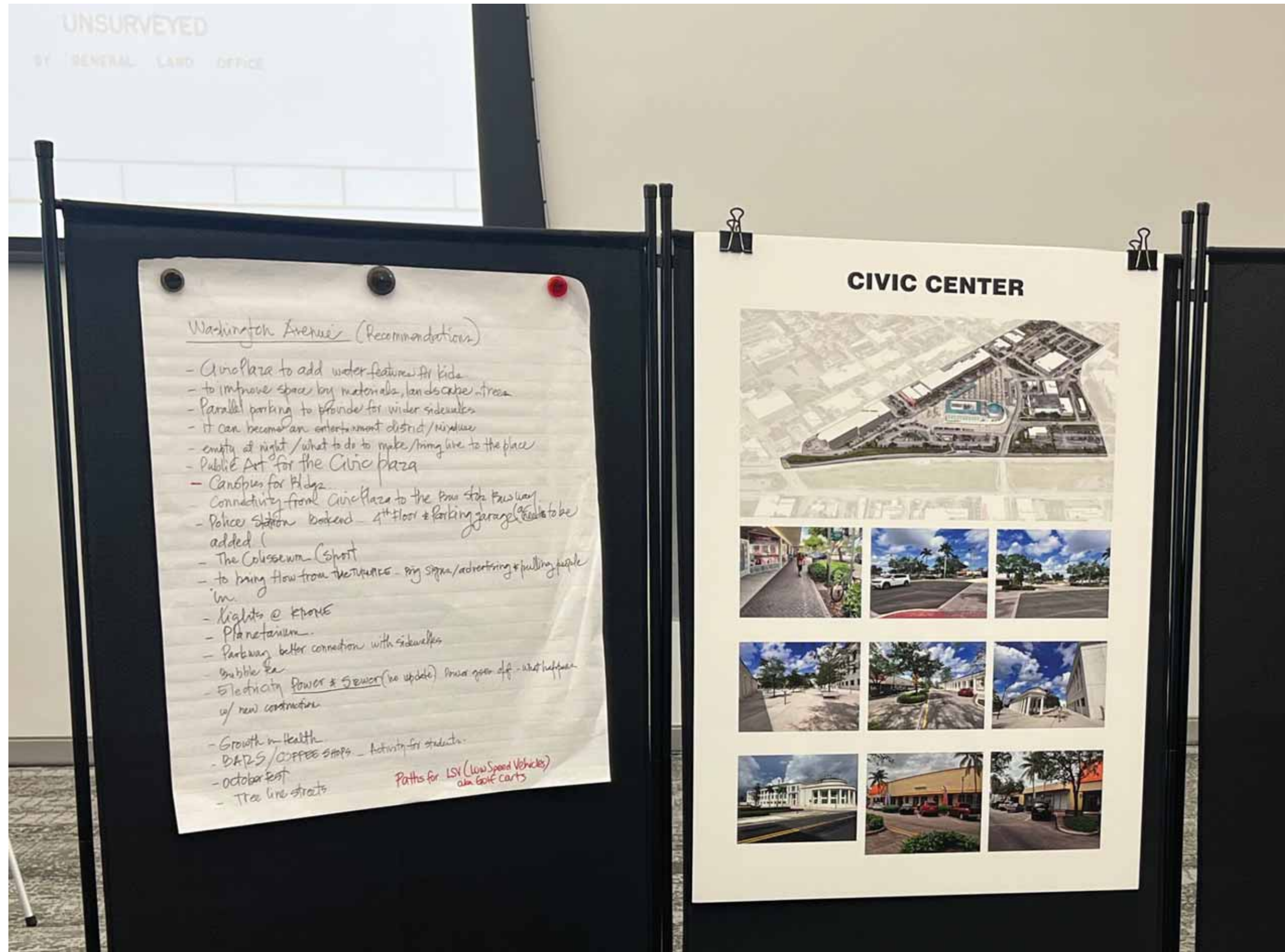
- 1) Artist programs to encourage public art; 2) Limit occupant use at ground level to those that can encourage pedestrian activity; 3) Improve the permit review process; 4) Adjust the roads to be even with sidewalks to encourage pedestrian activity; and, 5) Allow residential on Krome Avenue.

**Campbell Drive District**

- 1) Encourage a mix-use district that has an emphasis on larger commercial uses; 2) Allow residential mix into this mostly commercial corridor; 3) Encourage secured pedestrian sidewalks that provides easy access throughout; 4) Require open space that has public uses, such as pocket parks, public gathering areas, and places for people watching.

Many ideas were discussed that are being explored within each of the districts. The next step will involve a series of public workshops to discuss the options and then from that we will generate the overlay zoning that is supportive of the citizens "Vision." These ideas collectively aim to create a balanced, vibrant, and sustainable urban fabric that respects Homestead's heritage while embracing contemporary urban living principles.





Washington Avenue (Recommendations)

- Civic Plaza to add water features for kids
- to improve space by materials, landscape, trees
- Parallel parking to provide for wider sidewalks
- It can become an entertainment district / mix-use
- empty at night / what to do to make / bring life to the place
- Public Art for the Civic Plaza
- Canopies for Bldgs
- Connectivity from Civic Plaza to the bus stop busway
- Police station bookend - 4<sup>th</sup> floor & parking garage (to be added)
- The Coliseum - Sport
- to bring flow from the future - big signs / advertising & pulling people in
- Lights @ HOME
- Planetarium
- Parkway better connection with sidewalks
- Bubble Tea
- Electricity Power & Sewer (no update) Power goes off - what happens w/ new construction
- Growth in health
- BARS / COFFEE SHOPS - Activity for students
- October Fest
- Tree line streets

Paths for LSV (Low Speed Vehicles) aka Golf carts

**CIVIC CENTER**

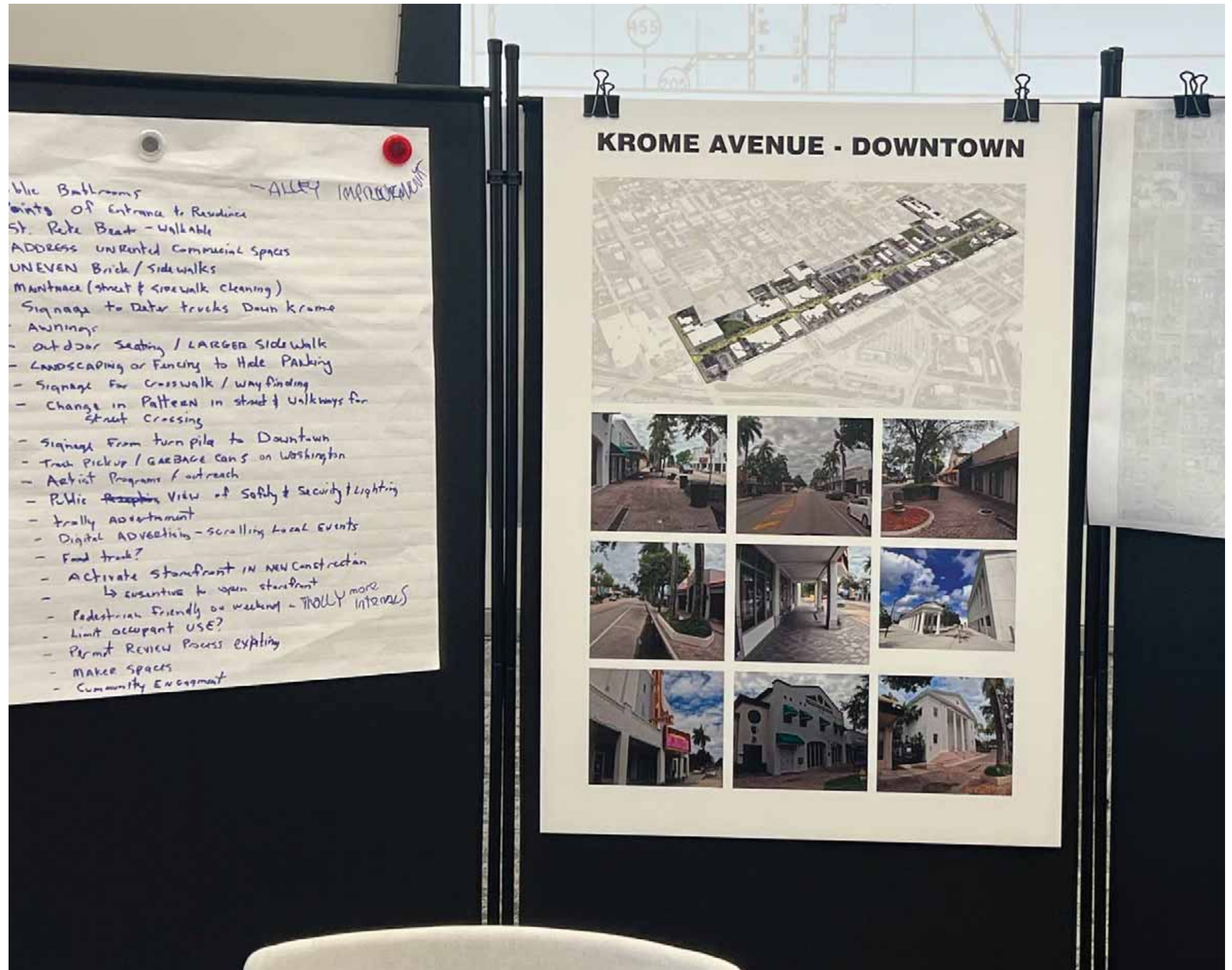


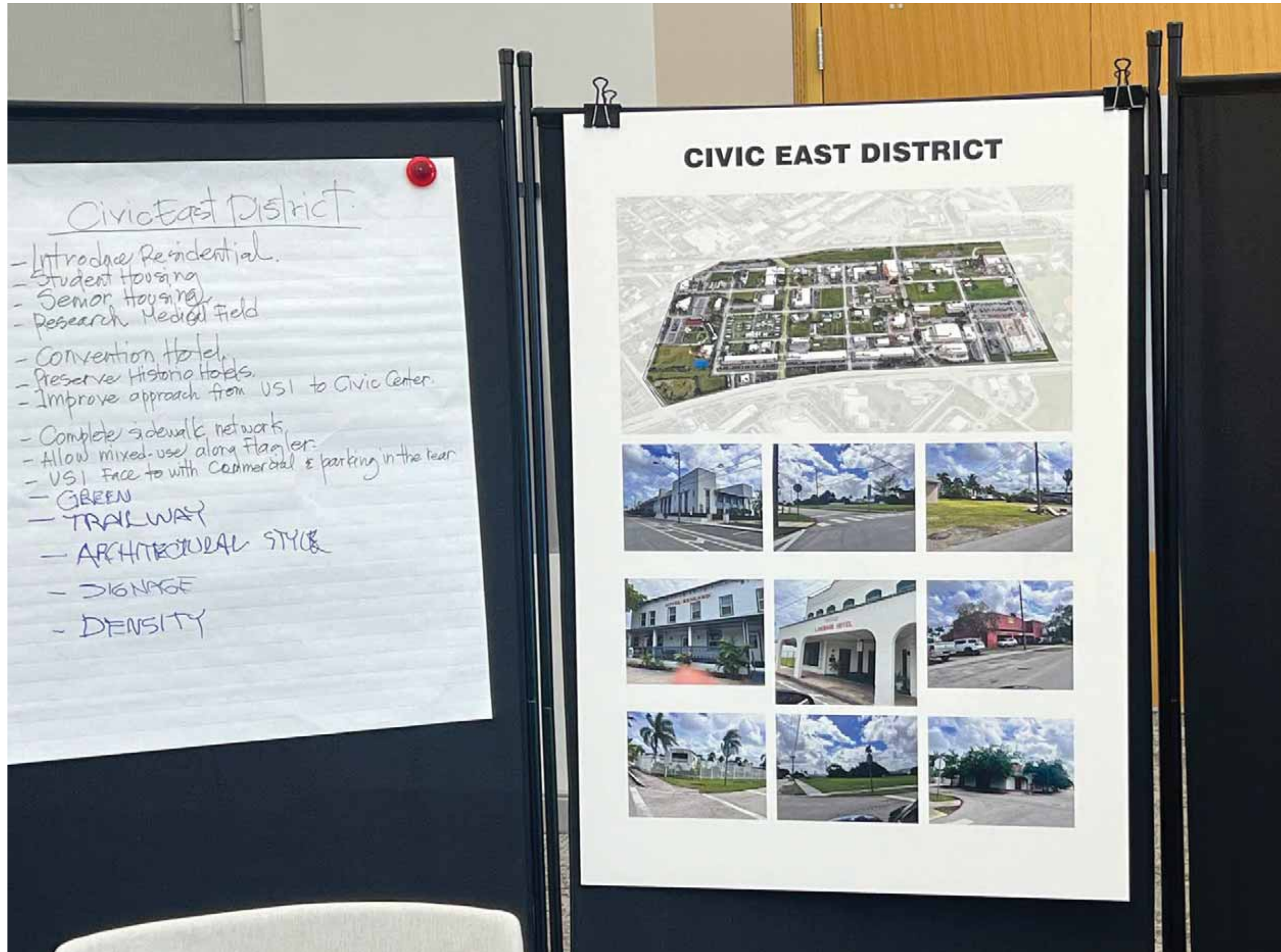
**CIVIC CENTER COMMENTS**

- Civic Center to add water features for kids.
- To improve civic plaza with changing the surface, landscaping, and street trees.
- Change the head in parking to parallel parking to make wider streets along Washington Avenue.
- This area can become an entertainment district in support of two of the major employers in the city: City of Homestead and Miami-Dade College.
- The civic center needs to be better used. Schedule public events that will bring the neighbors to the civic center.
- Bring Public art to the civic Plaza.
- Introduce canopies to protect the public as they walk to the busway stations.
- City needs to encourage more bars/coffee shops to bring public activity to the streets of this district.
- Align all the streets with trees.
- Police sub-station should be located at or near this district.
- Find ways to attract a diversity of ethnic foods.

**KROME AVENUE COMMENTS:**

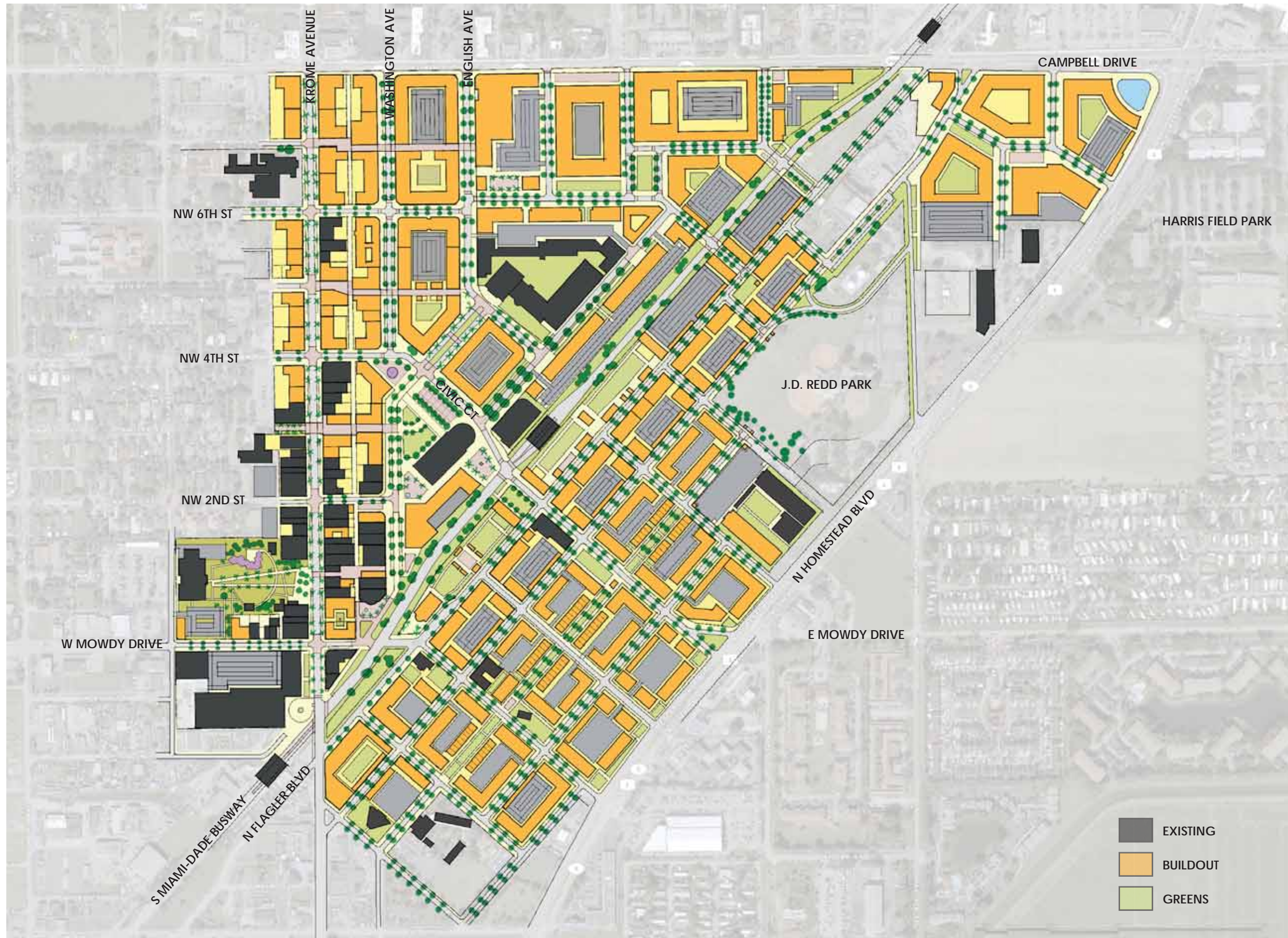
- Use digital cameras to fine truckers that use Krome Avenue.
- Bring Public Art to Krome Avenue.
- Limit the ground level to uses that encourage pedestrian activity.
- Improve the street section to encourage sidewalk cafes.
- Improve the street crossings, by raising the roadway to the sidewalks.
- Remove the on-site parking. Use the space for public activities by repaving.
- Provide new signage that directs the general public from the turnpike to the Downtown.
- Encourage outdoor seating establishments.
- Provide digital signage on Krome that provides a map to the businesses.
- Implement pedestrian friendly activities every weekend.
- Improve the permit review process with personal assistants that help businesses open up more faster.
- Engage the public in creating a year long calendar of special events in the civil center.
- When spaces are released, use full window banners on the that are supportive of the Downtown area.





**EAST DISTRICT COMMENTS:**

- Introduce a diversity of residential densities into this district.
- Encourage student housing into this district because of its proximity to Miami-Dade College.
- Encourage senior housing into this district because of its proximity to Miami-Dade College and Civic Plaza.
- Miami-Dade College has a strong program in health and plans to continue to grow it. Encourage the future development of businesses that are in the Medical research field.
- Preserve the historic hotels in the district.
- City of Homestead is at the gateway to the Florida Keys. Making this the deal location for a convention hotel. Numerous non-profit groups spoke of the need for large spaces to have convention style gatherings.
- Control the signage along US1 to make it more in harmony with the intent of the district.
- The bike trailway proposed will bring many more people through Homestead. The path of this bike trail bisects this district.



**Mix-Of-Uses**

The master plan depicts an areas of approximately 235 acres, that is situated at the heart of the City of Homestead. The triangular study area runs west of N. Homestead Blvd., south of Campbell Drive and east of Krome Avenue.

Within this study area are four distinct neighborhoods: 1) Civic Center; 2) East Civic District; 3) Campbell Drive District; and, 4) Krome Avenue Downtown District. Together, they form a network of neighborhoods that provide distinct opportunities for a diversity of experiences.

**Civic Center:** This area will provide places for cultural experiences, including museums, theaters, and art galleries, fostering a vibrant cultural scene.

**East Civic District:** This neighborhood will embrace the hub of medical research, offering housing for medical professionals, researchers, and students, and facilitating the development of innovative medical technologies and treatments.

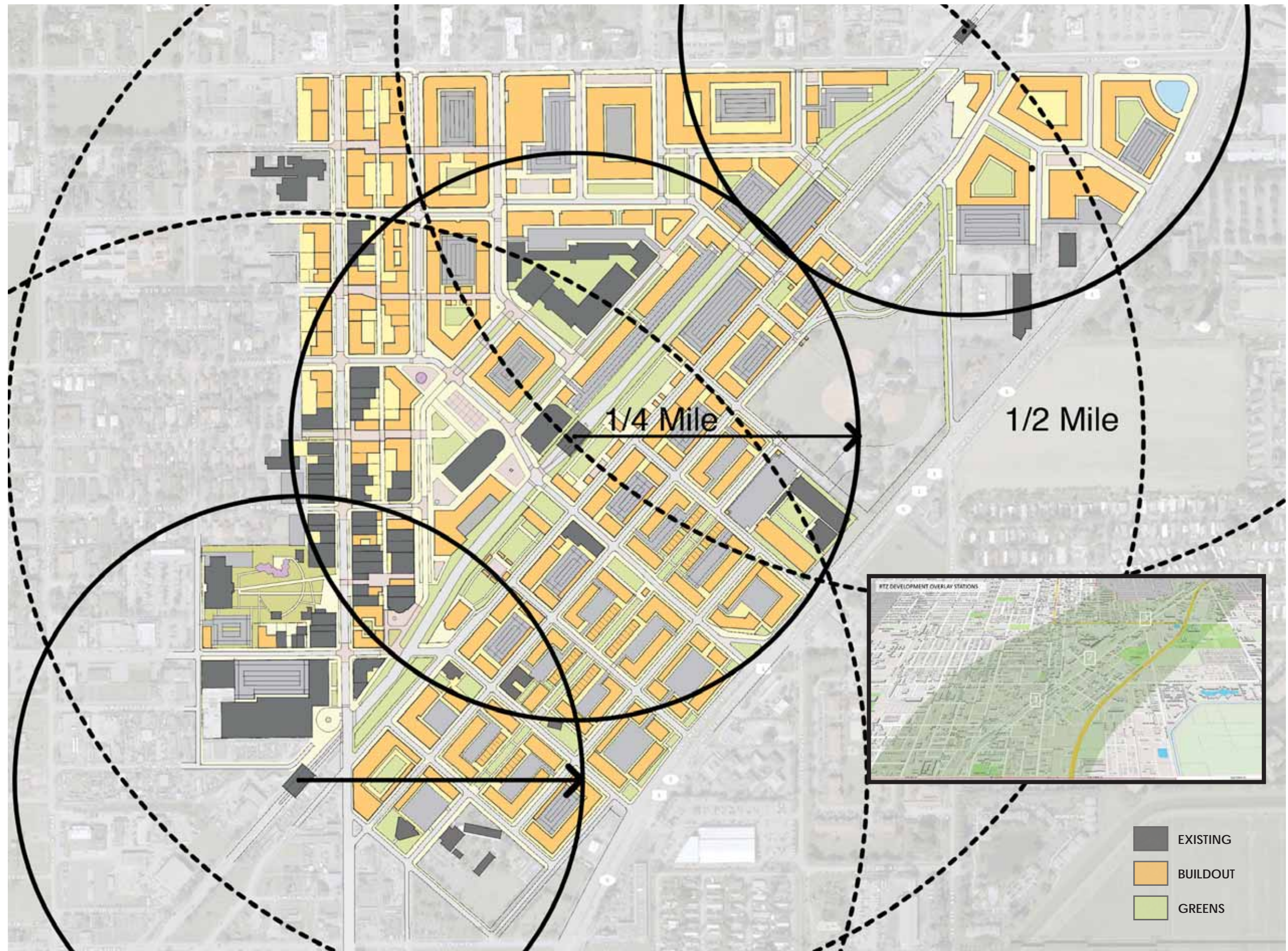
**Campbell Drive District:** This district will have include a mix of housing with the larger retail boxes and distinct shops.

**Krome Avenue Downtown District:** Historic downtown will include eating and entertainment venues.

Access to Mass Transit

This diagram demonstrates the most efficient way to absorb and distribute traffic avoiding congestion within the study area. A flow of movement throughout adds value to both the commercial and adjacent residential. The street sections have been designed to accommodate cars while providing safety, convenience and comfort to the pedestrian, bicyclists and wheel chair users. The roadways are also designed to reduce the vehicular speed and increase a highly walkable environment. The blue arrows indicate proposed new roadway connections to the unincorporated area where the warehouses are concentrated.

In review of the Rapid Transit Development Overlay (RTDO), we are completely in line with Sec. 30-396.581 - General Standards, except for (e) Minimum should remain at 30% not 40% glazing which would force only a modern all glass architectural vocabulary. As for the Parking ratios in Sec. 30-296.580, the City needs to further study the impact this will have in regards to our proposed master plan. Sec. 30-396.578. Speaks of Maximum thresholds for density, intensity and height, this section will not provide the city with the flexibility desired to create the distinct four districts proposed. Permitted uses in Sec. 30-396.576 are completely aligned with the proposed master plan.





**Network of Greens**

Planning for a network of green spaces provide valuable ecosystem services to the community. They improve air quality, provide shade, noise reduction, reduces the local outdoor temperature, and provides for water filtration. Access to green spaces contributes to an overall urban well-being. Active Parks help increase physical activity and builds community, while passive parks create spaces for neighbors to gather.

This diagram depicts a network of interconnecting greens:

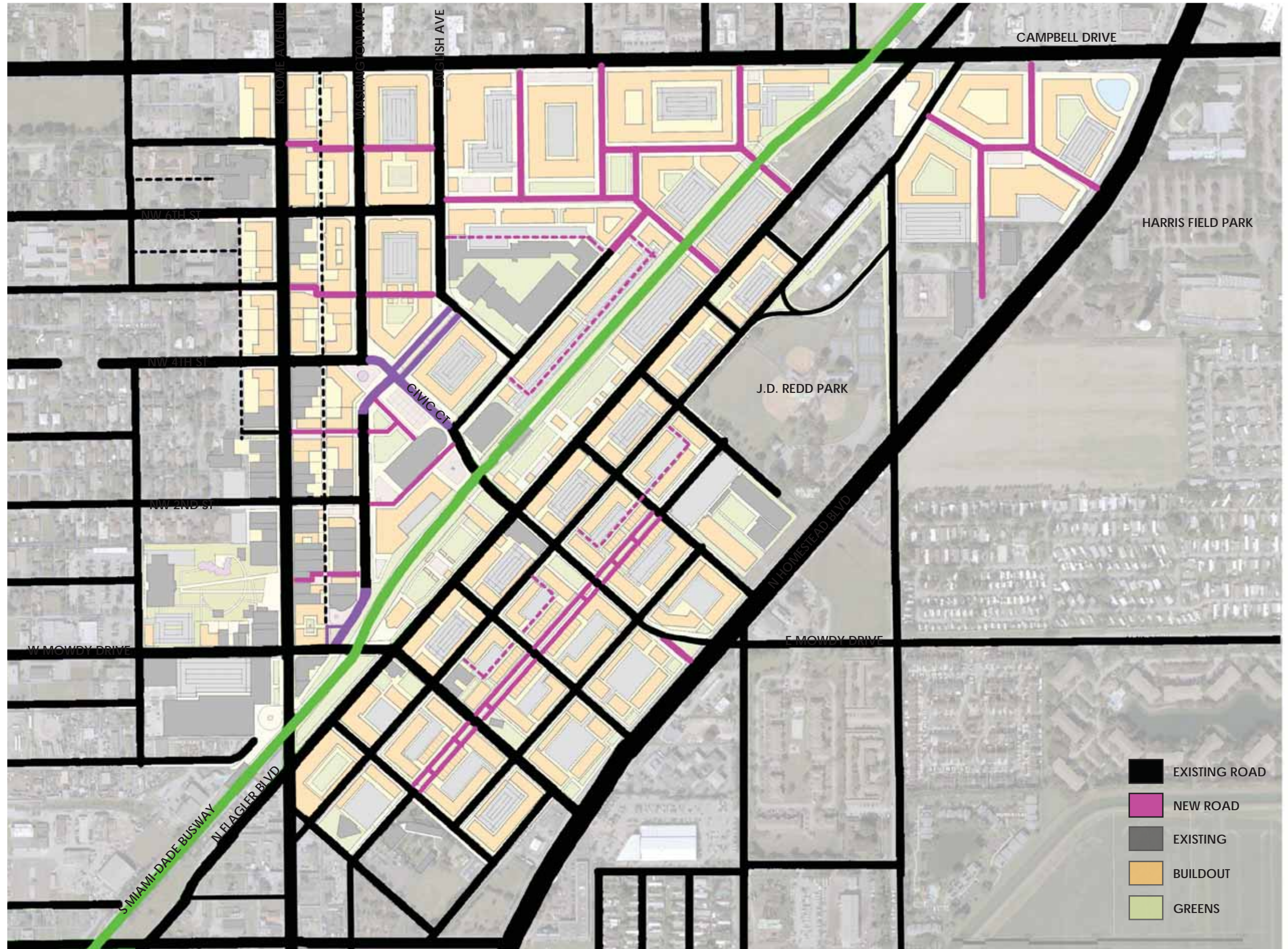
- 1) Tree aligned streets providing shade for the pedestrian;
- 2) Active and passive parks;
- 3) Public squares; and,
- 5) Linear park stretching the entire busway along one side with wide sidewalks and continuous tree shading.

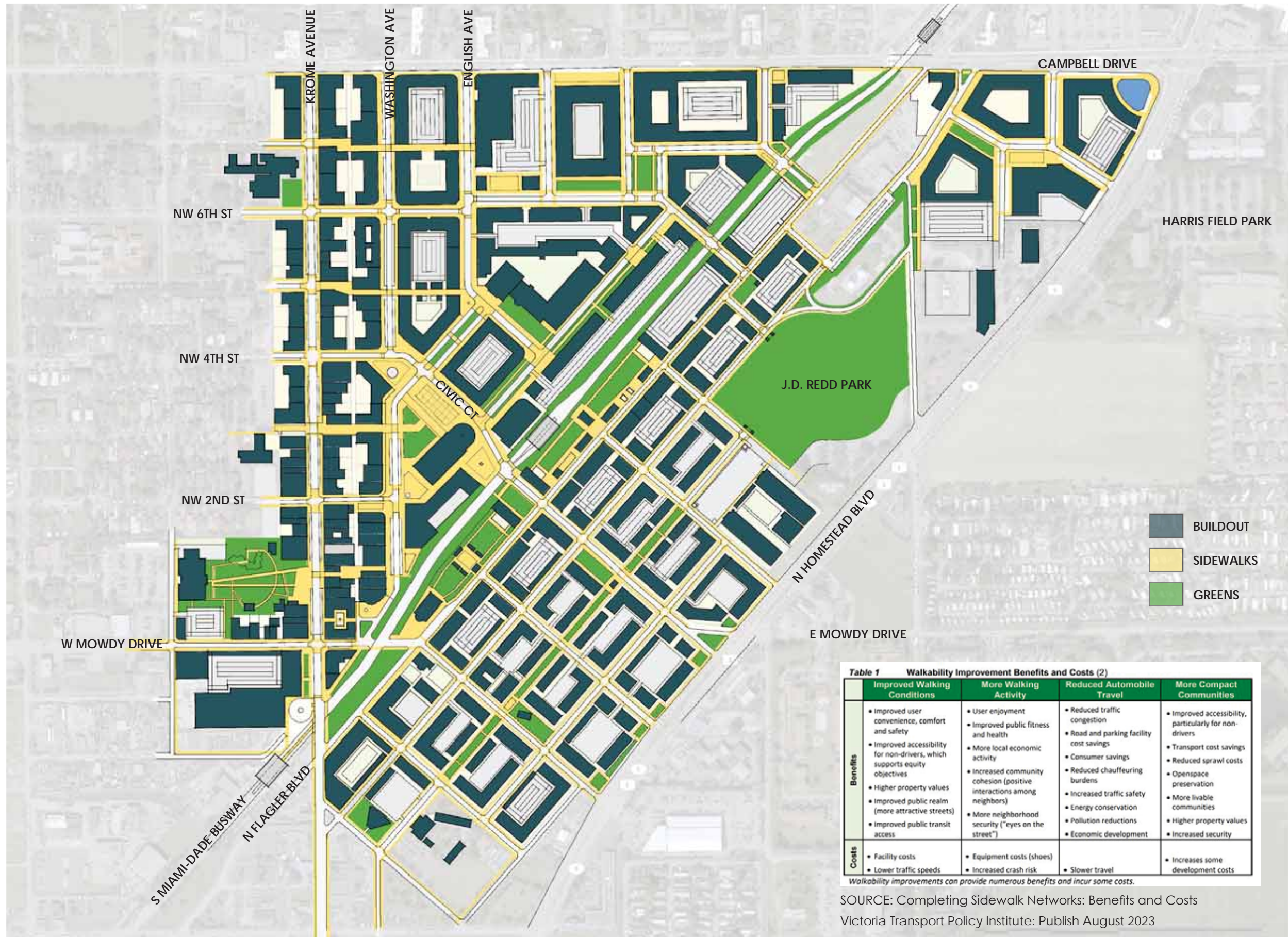
Investing in green infrastructure yields multiple benefits for cities, residents and visitors.

Network of Roads

This diagram demonstrates the most efficient way to absorb and distribute traffic avoiding congestion within the neighborhood. A flow of movement throughout adds value to both the commercial and adjacent residential. The street sections have been designed to accommodate cars while providing safety, convenience and comfort to the pedestrian, bicyclists and wheel chair users.

The roadways are also designed to reduce the vehicular speed and increase a highly walkable environment. The black roads represent the existing streets, the purple are the proposed new streets, and the pink represent the areas proposed for mid-block pedestrian-only paths; those are mainly located between Krome Avenue and Washington Street.





Network of Sidewalks

This diagram depicts a network of interconnecting sidewalks, shown in yellow, connecting the districts. The width of the sidewalks will vary depending on the street frontage, providing pedestrians with various distinct activities and experiences.

The perimeter of the study area includes U.S. 1, Campbell Drive, Mowdy Drive, and Krome Avenue. Along U.S. 1 and Campbell Drive, pedestrians will find shade under the required street front arcades. Along Krome Avenue, a combination of trees and canopies will allow for outdoor seating. Elsewhere, streets will have natural shading from continuous tree canopies.

The success of any city is linked to the walkability of its streets. Walkable streets enhance the quality of life by providing safe, comfortable, and accessible pathways for pedestrians. This fosters a sense of community, encourages local commerce, reduces traffic congestion, and promotes healthier lifestyles. In the study area, the interconnecting sidewalks and shaded pathways aim to create a pedestrian-friendly environment, ensuring that each district is easily accessible and enjoyable for residents and visitors alike.

**Table 1 Walkability Improvement Benefits and Costs (2)**

	Improved Walking Conditions	More Walking Activity	Reduced Automobile Travel	More Compact Communities
<b>Benefits</b>	<ul style="list-style-type: none"> <li>Improved user convenience, comfort and safety</li> <li>Improved accessibility for non-drivers, which supports equity objectives</li> <li>Higher property values</li> <li>Improved public realm (more attractive streets)</li> <li>Improved public transit access</li> </ul>	<ul style="list-style-type: none"> <li>User enjoyment</li> <li>Improved public fitness and health</li> <li>More local economic activity</li> <li>Increased community cohesion (positive interactions among neighbors)</li> <li>More neighborhood security ("eyes on the street")</li> </ul>	<ul style="list-style-type: none"> <li>Reduced traffic congestion</li> <li>Road and parking facility cost savings</li> <li>Consumer savings</li> <li>Reduced chauffeuring burdens</li> <li>Increased traffic safety</li> <li>Energy conservation</li> <li>Pollution reductions</li> <li>Economic development</li> </ul>	<ul style="list-style-type: none"> <li>Improved accessibility, particularly for non-drivers</li> <li>Transport cost savings</li> <li>Reduced sprawl costs</li> <li>Openspace preservation</li> <li>More livable communities</li> <li>Higher property values</li> <li>Increased security</li> </ul>
<b>Costs</b>	<ul style="list-style-type: none"> <li>Facility costs</li> <li>Lower traffic speeds</li> </ul>	<ul style="list-style-type: none"> <li>Equipment costs (shoes)</li> <li>Increased crash risk</li> </ul>	<ul style="list-style-type: none"> <li>Slower travel</li> </ul>	<ul style="list-style-type: none"> <li>Increases some development costs</li> </ul>

*Walkability improvements can provide numerous benefits and incur some costs.*

SOURCE: Completing Sidewalk Networks: Benefits and Costs  
Victoria Transport Policy Institute: Publish August 2023

Network of Public Garages

There is a revolution of smart parking in cities, reshaping urban landscapes, improving environmental sustainability, and enhancing the quality of life for everyone in the city. This movement leverages cutting-edge technology, such as real-time data analytics, to provide drivers with the information they need. Simply put, real-time information on available parking spots reduces the time drivers spend circling city blocks. Mobile apps now offer easy access to parking locations, availability, and payments, making the entire process hassle-free and inviting.

The dominance of parking has devastated many cities, transforming them into large paved areas that contribute to urban heating, stormwater runoff, and unattractive landscapes dominated by parking lots. Smart parking solutions aim to mitigate these issues by optimizing the use of existing parking spaces, reducing the need for extensive parking infrastructure, and promoting a more sustainable and aesthetically pleasing urban environment.

The first step is to identify locations for parking garages that can contribute to the improvement of the urban areas. This diagram takes into consideration maintaining historic fabric of the city.



Assessing Current Parking Infrastructure:

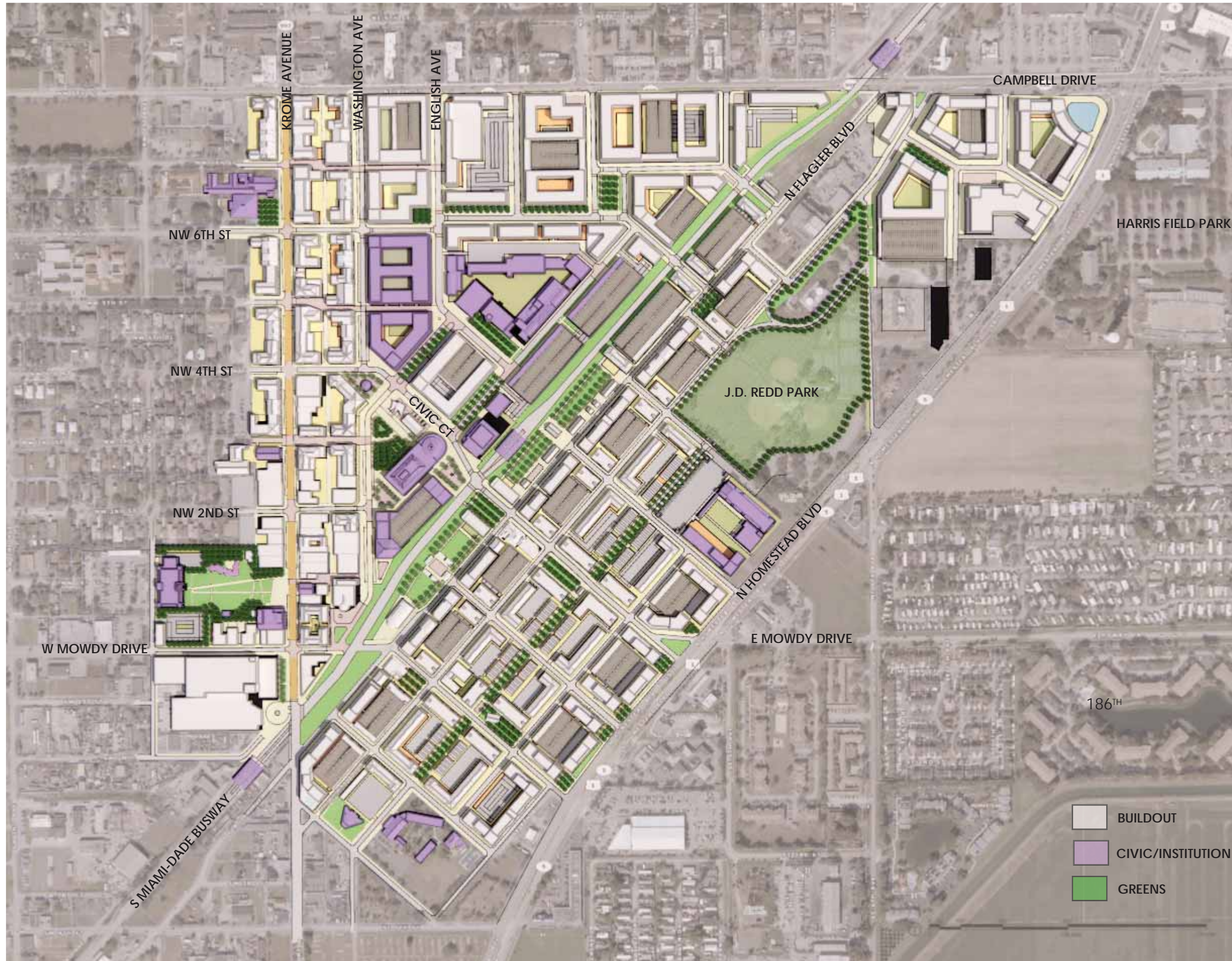
- Conducting a thorough analysis of existing parking facilities to determine their usage, efficiency, and impact on the urban landscape.
- Identifying underutilized parking spaces that can be repurposed or enhanced with smart technology.

Evaluating Potential Locations:

- Pinpointing strategic locations where smart parking can reduce congestion and improve accessibility, such as near commercial centers, public transit hubs, and popular destinations.

Integrating Green Spaces:

- Identifying opportunities to replace or integrate parking areas with green spaces, parks, or other community amenities to improve the environmental and aesthetic quality of the urban area.
- Promoting the development of mixed-use spaces that combine parking with other community benefits, such as recreational areas or public gathering spots.



“New Urbanism” is a movement in urban planning that embodies 10 basic principles:

- 1) **Walkability** - 10 minute walking distance to home and work along pedestrian friendly streets;
- 2) **Connectivity** - interconnected street grid with public spaces within a hierarchy of street types;
- 3) **Mixed-Use** - mix of uses within blocks and buildings while accommodating a diversity of incomes;
- 4) **Mixed Housing** - range of housing types and prices within proximity;
- 5) **Quality Architecture and Urban Design** - emphasis on creating a sense of place;
- 6) **Traditional Neighborhood Structure** - contains a range of uses and densities with public spaces throughout;
- 7) **Increased Density** - more efficient use of services and resources by putting closer together a mix of uses;
- 8) **Transportation** - provides for alternative modes of transportation;
- 9) **Sustainability** - uses eco-friendly technologies and has minimal environmental impact;
- 10) **Quality of Life** - creates places that enrich, uplift, and inspire the human spirit.

The “15-Minute City” embodies similar principles to New Urbanism, with one golden rule: the modern city must be designed to save time. It questions why we waste our time commuting, sitting in traffic jams, and driving to malls when we can live at a different pace of life—a 15-minute pace.

In a 15-minute city, most human needs and many desires are located within a travel distance of 15 minutes. This concept prioritizes accessibility, ensuring that residents can reach essential services, workplaces, schools, parks, and entertainment venues within a short walk or bike ride from their homes.

The 15-minute city challenges the conventional urban planning model that prioritizes car travel. Instead, it promotes a more sustainable and community-focused approach. Key principles include:

**Mixed-Use Development:**

- Encouraging the development of neighborhoods that combine residential, commercial, and recreational spaces. Ensuring that daily necessities like grocery stores, healthcare facilities, and schools are within easy reach.

**Walkability and Bikeability:**

- Designing streets and public spaces that prioritize pedestrians and cyclists. Implementing extensive networks of sidewalks, bike lanes, and crosswalks to promote safe and convenient non-motorized travel.

**Efficient Public Transit:**

- Developing reliable and accessible public transportation options that connect different parts of the city. Reducing dependence on cars by providing efficient alternatives for longer journeys.

**Green Spaces & Public Amenities:**

- Incorporating parks, playgrounds, and community centers into urban planning to enhance the quality of life.
- Creating attractive and functional public spaces that encourage social interaction and community engagement.

**Local Economy and Services:**

- Supporting local businesses and services to foster a vibrant and resilient local economy.
- Promoting local production and consumption to reduce the need for long-distance travel.

**Sustainable Design:**

- Implementing eco-friendly building practices and renewable energy solutions.
- Prioritizing green infrastructure, such as urban gardens and green roofs, to improve environmental sustainability.

*“By focusing on these principles, the 15-minute city aims to create urban environments that are more livable, sustainable, and efficient. It encourages a shift away from car-centric planning, advocating for a lifestyle where everything you need is just a short walk or bike ride away.”*





The “**OLD CITY HALL SITE**” is the cornerstone gateway to the City of Homestead. What gets built on this site will reflect the “citizens’ vision” for the rest of the districts within the heart of the city. The site is large enough to establish a mixed-use, four-block area that includes:

**Integrated Parking:**

Smart parking solutions to optimize space and reduce the footprint of parking areas. Consideration of underground or multi-story parking to maximize the use of surface areas for other community benefits.

**Urban Street Edge:**

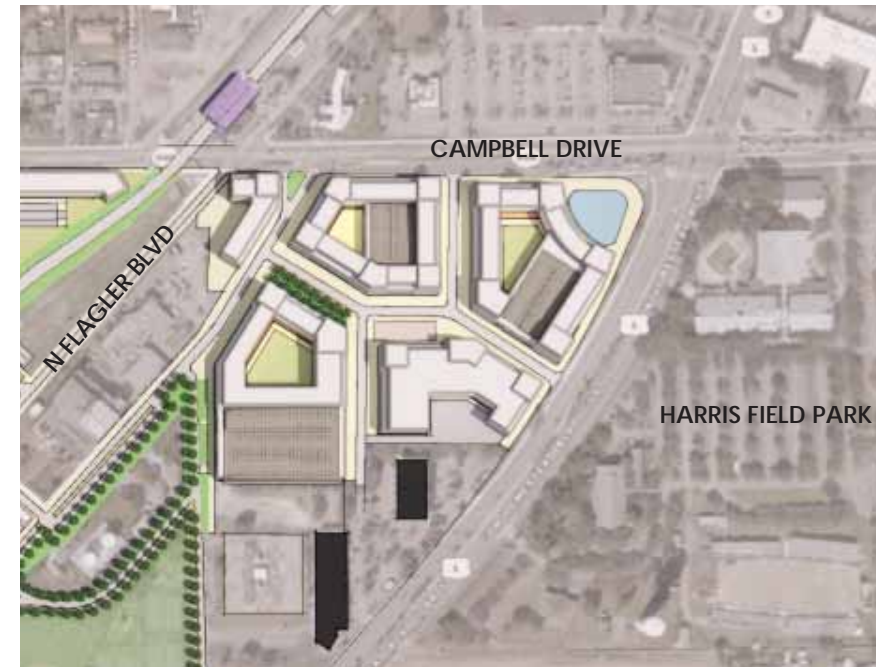
Active street frontages with ground-level retail, cafes, and services that engage pedestrians and create a vibrant street life. Pedestrian-friendly sidewalks, street furniture, and landscaping to enhance the urban experience.

**Public Plaza:**

A central gathering space for community events, markets, and social interactions. Designed with flexibility to host a variety of activities and equipped with seating, lighting, and greenery.

**Pocket Park:**

A small, accessible green space providing a quiet retreat within the urban environment. Equipped with benches, playground equipment, and shaded areas to encourage use by all age groups.



**Stormwater Management:**

A body of water designed to absorb stormwater run-off, reducing the risk of flooding and contributing to the site’s aesthetic and ecological value. Incorporation of sustainable drainage systems (SuDS) like rain gardens, permeable pavements, and bioswales to manage water on-site and promote groundwater recharge.



By integrating these elements, the “**OLD CITY HALL SITE**” can set a standard for sustainable, community-focused development in Homestead. This mixed-use development will not only provide essential amenities and services but also create a vibrant, attractive environment that reflects the aspirations of its citizens and serves as a model for future development in the city.

The concept of “Dying Mall” being repurposed rather than demolished is increasingly common. As traditional retail declines due to the rise of e-commerce and changing consumer habits, many malls face vacancies and financial struggles. However, instead of tearing them down, some communities and developers see potential in these vast, underused spaces.

Repurposing a dying mall can involve a variety of creative solutions:

**Mixed-Use Developments:** Some malls are transformed into mixed-use spaces that combine residential, office, and retail components. This creates a vibrant, live-work-play environment that can rejuvenate an area.

**Community Centers:** Empty mall spaces can be converted into community centers, including libraries, medical facilities, educational institutions, or recreational areas. This repurposing directly serves the needs of local residents.

**Green Spaces:** Some projects focus on bringing nature into these spaces by turning portions of malls into parks or urban farms, promoting sustainability and offering a respite from urban sprawl.

**Tech and Innovation Hubs:** With the rise of remote work and innovation districts, malls can be converted into office spaces, co-working areas, or incubators for start-ups.

**Affordable Housing:** Converting mall spaces into affordable housing is another way to meet community needs, particularly in areas with housing shortages.

**Cultural Spaces:** Some malls are reimagined as cultural hubs, hosting galleries, theaters, or exhibition spaces that provide a new social and cultural focal point for the community.

These transformations not only save on the cost of demolition but also preserve the social and economic fabric of the community, making better use of existing infrastructure. In many cases, they offer a chance to correct the original design flaws of the mall, creating spaces that are more integrated into the urban landscape and responsive to current needs. This approach can be done progressively over time allowing the existing major tenants to stay and making room for a new more exciting mix-use program to co-exist.



Existing Conditions

1. During the charrette we explored this concept of rebirth of the mall with the Homestead Plaza on Campbell Drive.



Sketch Plan Overlay

2. Next, we proposed to create a new roadway that interconnected with the existing street network.



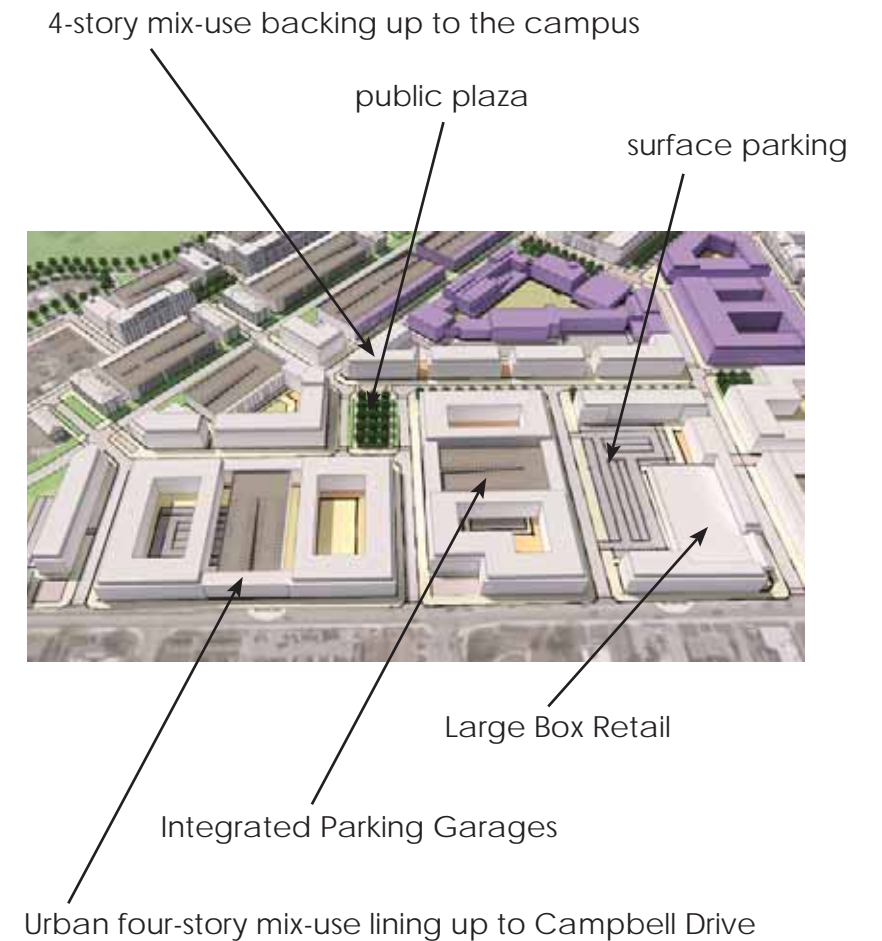
Conceptual Phase One

3. Then we shuffled the existing program and introduced a mix of housing, greens and a public plaza.



Conceptual Merchandising Plan

4. Then developed a conceptual merchandising plan to demonstrate how the mall can be repurposed.



View of the Public Plaza



The “**PEDESTRIAN-ONLY SHOPPING STREET**” are indeed transformative for urban environments, offering a range of benefits that can make them distinct, memorable, and vibrant places. Here’s why these spaces are so impactful:

**Enhanced Experience:**

**Walkability:** Without cars, streets become safer and more accessible, allowing pedestrians to move freely and comfortably. This promotes exploration and a leisurely shopping experience.

**Atmosphere:** The absence of vehicles allows for a quieter, more relaxed atmosphere. It also enables the addition of outdoor seating, street performers, and pop-up markets, contributing to a lively, festive environment.

**Economic Benefits:**

**Increased Foot Traffic:** With the focus on

pedestrians, these areas often attract more visitors, which can lead to increased sales for businesses. The unique, car-free experience becomes a draw in itself.

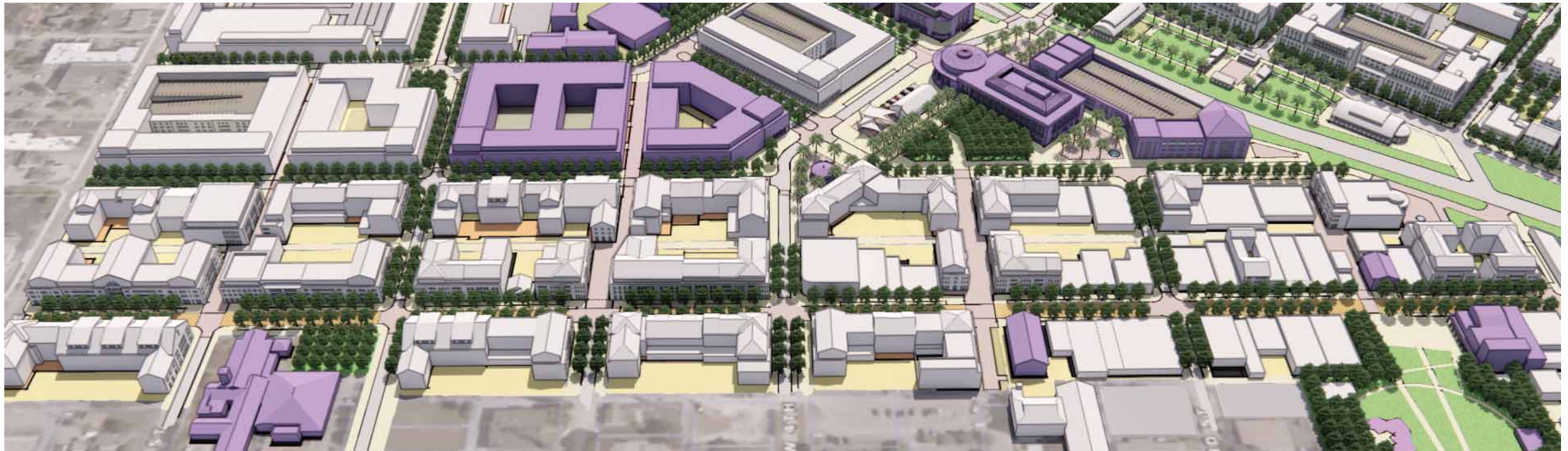
**Diverse Businesses:** These streets often support a mix of independent shops, cafes, and boutiques that offer unique products and experiences, adding to the distinctiveness of the area.

**Community and Social Interaction:**

**Gathering Spaces:** Without the dominance of cars, the streets can be designed with plazas, benches, and public art that encourage people to gather, interact, and build a sense of community.

**Cultural Events:** Pedestrian-only streets can host festivals, markets, and other community events, making them cultural hubs and contributing to the area’s identity.





The concept of “**MAIN STREET DOWNTOWN**” being repurposed rather than demolished is increasingly common. As traditional retail declines due to the rise of e-commerce and changing consumer habits, many malls face vacancies and financial struggles. However, instead of tearing them down, some communities and developers see potential in these vast, underused spaces.

Repurposing a dying mall can involve a variety of creative solutions:

**Mixed-Use Developments:** Some malls are transformed into mixed-use spaces that combine residential, office, and retail components. This creates a vibrant, live-work-play environment that can rejuvenate an area.



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Open-air corner bars on street corners, especially in vibrant areas like Main Street, can significantly enhance the atmosphere and create a more dynamic, social environment. These spaces can encourage spontaneous social interactions, provide a place for people to relax, and contribute to the overall vitality of the street. They also offer a great way to make use of outdoor spaces, especially in warmer climates or during pleasant weather.

**Increased Foot Traffic:**

Corner bars can attract both locals and tourists, bringing more people to the area and boosting the local economy.

**Social Hub:**

These bars can serve as informal gathering spots where people can meet, chat, and enjoy the atmosphere, fostering a sense of community.

**Aesthetic Appeal:**

Well-designed outdoor bars can enhance the visual appeal of street corners, making them more inviting and lively.

**Safety and Security:**

Active spaces tend to be safer because they are well-lit and regularly populated, which can deter crime and make the area more secure.

**Cultural Expression:**

These spaces can be a platform for local culture, featuring live music, art, and unique beverages that reflect the community's character.

For this to work well, it's important to consider factors like noise levels, traffic flow, and the balance between commercial and residential needs. If managed properly, open-air corner bars can be a fantastic addition to any main street..



Introducing “**PARKLETS**” on Main Street can significantly enhance the community by providing curbside open-air services. These parklets could be utilized by local businesses for outdoor dining, retail displays, or simply as spaces for people to gather and relax. This could help to revitalize Main Street, drawing more foot traffic, supporting local businesses, and creating a more vibrant and welcoming atmosphere.

By allowing to convert parallel parking spaces into parklets, the area could become more pedestrian-friendly, encouraging people to spend more time on Main Street. This shift can foster a stronger sense of community, promote healthier lifestyles, and contribute to the overall aesthetic and economic vitality of the area.

Here are a few common types of parklets:

**Dining Parklets:**

These parklets are often extensions of nearby restaurants or cafes, providing outdoor seating areas for patrons. They can include tables, chairs, umbrellas, and even heaters for cooler weather.

**Green Parklets:**

Focused on bringing greenery into urban areas, these parklets are often designed with planters, trees, and other vegetation. They create mini-oases in busy city environments, promoting biodiversity and improving air quality.

**Artistic Parklets:**

Featuring sculptures, murals, or other art installations, these parklets serve as public art displays. They can be visually striking and help to beautify the neighborhood.

**Interactive Parklets:**

These parklets might include games, educational installations, or interactive art that engages passersby. They are designed to be more than just a place to sit, offering activities that invite participation.

**Retail Parklets:**

Sometimes used by small shops or vendors, these parklets offer additional retail space for displaying goods. They can be a great way for local businesses to engage with the community in a more accessible and open-air environment..





Sidewalk merchandise displays are a dynamic way to activate the pedestrian environment and boost the visibility of retail establishments in commercial districts. By extending the store's presence onto the sidewalk, businesses can attract the attention of passersby, encouraging spontaneous shopping and creating a more vibrant streetscape.

Here's how sidewalk displays can benefit both retailers and the community:

**Increased Visibility:**

Merchandise displayed on the sidewalk catches the eye of pedestrians, drawing them into the store. It's a form of passive marketing that can lead to increased foot traffic and sales.

**Enhanced Street Atmosphere:**

Sidewalk displays contribute to a lively and engaging streetscape, making the area

more appealing to visitors. This can help to create a sense of place, where people enjoy spending time.

**Flexibility and Creativity:**

Retailers can use sidewalk displays to showcase seasonal items, promotions, or unique products. This flexibility allows businesses to adapt quickly to trends and customer preferences.

**Support for Small Businesses:**

For small businesses, particularly those with limited indoor space, sidewalk displays offer an affordable way to expand their retail area and attract more customers.

When done thoughtfully, sidewalk merchandise displays can be a win-win for both businesses and the broader community, helping to create vibrant, economically thriving commercial districts.



Pedestrian-oriented Main Streets are most successful when they incorporate the following key components:

**Wide, Accessible Sidewalks:**

Ample space for pedestrians to walk, linger, and interact is crucial. Sidewalks should be wide enough to accommodate high foot traffic, with smooth surfaces, curb cuts, and accessible features for all users, including those with disabilities..

**Mixed-Use Development:**

A blend of retail, residential, office, and entertainment spaces creates a lively environment that is active throughout the day and into the evening. This diversity attracts a wide range of people and encourages longer stays.

**Safe and Comfortable Environment:**

Safety is paramount. Features like pedestrian crosswalks, traffic calming measures, adequate lighting, and visible signage contribute to a secure environment. Adding benches, shade trees, and shelters can also enhance comfort.

**Active Ground-Level Retail:**

Engaging storefronts with large windows, attractive displays, and inviting entrances draw people in. Active ground-level retail keeps the street vibrant and encourages people to explore further.

**Public Spaces and Amenities:**

Parks, plazas, seating areas, and parklets provide places for people to gather, rest, and socialize. These spaces often serve as community hubs and enhance the overall pedestrian experience.

**Street Trees and Landscaping:**

Greenery plays a significant role in making streets more inviting. Trees provide shade, improve air quality, and add aesthetic value, while planters and flower beds soften the urban environment.

**Public Art and Cultural Elements:**

Murals, sculptures, and other art installations add character and a sense of place. They can reflect the community's identity and make the street more attractive and memorable.





Paseos are indeed unique and valuable elements in urban design. These pedestrian-only pathways offer a distinctive way to create inviting public spaces that enhance connectivity and enrich the pedestrian experience. By transforming spaces like public staircases, narrow pedestrian paths, or downtown alleys into vibrant walkways, paseos can serve as essential connectors within a city or neighborhood.

Here are some key features and benefits of paseos:

**Enhanced Connectivity:**

Paseos provide shortcuts and alternative routes for pedestrians, making it easier and more pleasant to navigate urban areas. They connect different parts of a neighborhood or district, often linking key destinations like parks, shops, and public transportation.

**Unique Public Spaces:**

By repurposing underutilized spaces, paseos can become charming public areas filled with art, greenery, seating, and lighting. These spaces often have a more intimate feel compared to broader streets or plazas, offering a quiet retreat within a bustling urban environment.

**Cultural and Historical Significance:**

Paseos often highlight a city's history or culture, especially when they pass through historic districts or feature local art and design elements. They can become iconic spaces that reflect the identity of a community.

Overall, paseos are a powerful tool in urban design that can transform the pedestrian experience, enhance connectivity, and create memorable public spaces that enrich the life of a city or town.



KROME AVENUE CLOSEUP



KROME AVENUE EXISTING

The initiative to raise the lanes to the level of the sidewalk on Clematis Street is a prime example of a people-first streetscape project. Launched in 2018, this downtown revitalization effort in the historic heart of the city is being carried out in phases, with the goal of transforming the area into a more vibrant, walkable, and community-oriented space.

**Key Features of the Project:**

**Elevated Lanes:**

By raising the traffic lanes to the same level as the sidewalks, the project effectively blurs the boundaries between pedestrian and vehicular spaces. This design approach prioritizes pedestrians, making the street safer and more accessible for walking, while also encouraging drivers to slow down.

**Wider Sidewalks:**

Expanding the sidewalks provides more room for pedestrians, outdoor dining, and other street-level activities. This enhances the walkability of the area and supports local businesses by creating more opportu-

nities for people to engage with storefronts and public spaces.

**Increased Shade and Greenery:**

The addition of more shade trees not only improves the aesthetic appeal of the street but also makes the environment more comfortable, particularly in warmer climates. The greenery contributes to the health and well-being of residents and visitors by offering cooler, shaded areas to walk and relax.

**Traffic Calming:**

By narrowing the traffic lanes, the project aims to reduce vehicle speeds, making the street safer for pedestrians and cyclists. This traffic calming measure helps create a more relaxed, human-centered environment, where people feel encouraged to walk or bike rather than drive.

The intent here is to show how thoughtful urban design can transform a historic street into a modern, people-centric space, balancing the needs of pedestrians, cyclists, and drivers while fostering a stronger, healthier community.



CLEMATIS STREET EXISTING



KROME AVENUE PROPOSED



Clematis Street serves as an excellent case study for the potential benefits of allowing permanent open-air spaces to be allocated to adjacent retailers. This approach can transform a commercial district into a more vibrant, pedestrian-friendly environment while providing significant economic and social advantages to both businesses and the community.

**Key Benefits of Allocating Permanent Open-Air Spaces to Retailers on Krome Avenue:**

**1. Enhanced Retail Visibility and Engagement:**

**Direct Connection with Customers:**

Allowing retailers to use open-air spaces directly in front of their stores creates an immediate and visible connection with pedestrians. This increased visibility can at-

tract more foot traffic, encouraging spontaneous shopping and dining.

**Interactive Shopping Experience:**

Open-air displays and seating areas can turn the shopping experience into an interactive event, drawing people into the street and fostering a lively atmosphere. Customers are more likely to stop, browse, and engage with retailers when products are showcased outside

**2. Revitalized Street Life:**

**Vibrant Public Spaces:**

Permanent open-air spaces contribute to the vitality of Clematis Street, creating a dynamic and inviting environment. Whether used for outdoor dining, merchandise displays, or public seating, these spaces can significantly enhance the street's appeal, making it a destination for both locals and tourists.



**Community Gathering Points:**

These spaces can become informal gathering points for the community, encouraging social interaction and creating a sense of place. Outdoor seating areas, for example, can serve as meeting spots where people relax, socialize, and enjoy the atmosphere.

**3. Economic Boost for Retailers:**

**Increased Revenue Opportunities:**

Open-air spaces can provide retailers with additional revenue streams, particularly for restaurants and cafes that can expand their seating capacity. This can be especially beneficial during peak seasons or special events when demand is high.

**Adaptability to Trends:**

Retailers can quickly adapt their use of outdoor spaces to match trends or seasonal changes, offering promotions, pop-up shops, or themed events that attract more customers.

**4. Improved Pedestrian Experience:**

**Beautification:** Open-air areas can be landscaped and designed to enhance the visual appeal of the street, making it a more attractive destination.

**Property Value Increase:** The enhanced environment can lead to an increase in property values, benefiting local property owners.

**5. Long-Term Sustainability:**

**Resilient Economic Model:** Open-air spaces provide businesses with the flexibility to adapt to changes in consumer behavior and external conditions, such as the need for social distancing.

**Attractive Destination:** The unique appeal of Krome Avenue as a destination can be sustained over the long term, ensuring continuous economic and social benefits..





An entertainment district in a city can play a crucial role in drawing visitors back into town by offering a dynamic mix of attractions and experiences that cater to a wide range of interests. Here's how an entertainment district can successfully invite visitors back into town:

**1. Diverse Range of Attractions**

**Cultural Venues:**

The presence of theaters, art galleries, museums, and live performance venues offers cultural experiences that attract both locals and tourists.

**Dining and Nightlife:**

A variety of restaurants, bars, and nightclubs provide options for dining and entertainment, making the district a go-to spot for evening activities.

**Retail and Specialty Shops:**

Unique boutiques, local artisans, and specialty shops offer visitors a shopping experience that can't be found in typical malls or commercial areas.

**2. Special Events and Festivals**

**Regular Programming:**

Hosting concerts, street festivals, art shows, and seasonal events can keep the district lively year-round, encouraging repeat visits.

**Themed Events:**

Seasonal or themed events, such as food festivals or cultural celebrations, can attract large crowds and create a sense of excitement around the district.



**Community Gathering Points:**

These spaces can become informal gathering points for the community, encouraging social interaction and creating a sense of place. Outdoor seating areas, for example, can serve as meeting spots where people relax, socialize, and enjoy the atmosphere.

**3. Economic Boost for Retailers:**

**Increased Revenue Opportunities:**

Open-air spaces can provide retailers with additional revenue streams, particularly for restaurants and cafes that can expand their seating capacity. This can be especially beneficial during peak seasons or special events when demand is high.

**Adaptability to Trends:**

Retailers can quickly adapt their use of outdoor spaces to match trends or seasonal changes, offering promotions, pop-up shops, or themed events that attract more customers.

**4. Improved Pedestrian Experience:**

**Beautification:** Open-air areas can be landscaped and designed to enhance the visual appeal of the street, making it a more attractive destination.

**Property Value Increase:** The enhanced environment can lead to an increase in property values, benefiting local property owners.

**5. Long-Term Sustainability:**

**Resilient Economic Model:** Open-air spaces provide businesses with the flexibility to adapt to changes in consumer behavior and external conditions, such as the need for social distancing.

**Attractive Destination:** The unique appeal of Krome Avenue as a destination can be sustained over the long term, ensuring continuous economic and social benefits..





Convention hotels play a vital role in bringing activities and vibrancy to a community. They serve as key infrastructure that supports large-scale events, conferences, and gatherings, which can have significant economic, social, and cultural impacts on the local area. Here's how convention hotels contribute to a community:

**1. Economic Impact**

**Increased Tourism:**

Convention hotels attract visitors from outside the community, including business travelers, conference attendees, and event participants, which boosts local tourism.

**Revenue Generation:**

These visitors contribute to the local economy by spending on lodging, dining,

shopping, and entertainment, generating substantial revenue for local businesses.

**Job Creation:**

Convention hotels create jobs in hospitality, tourism, and related sectors, supporting employment in the community.

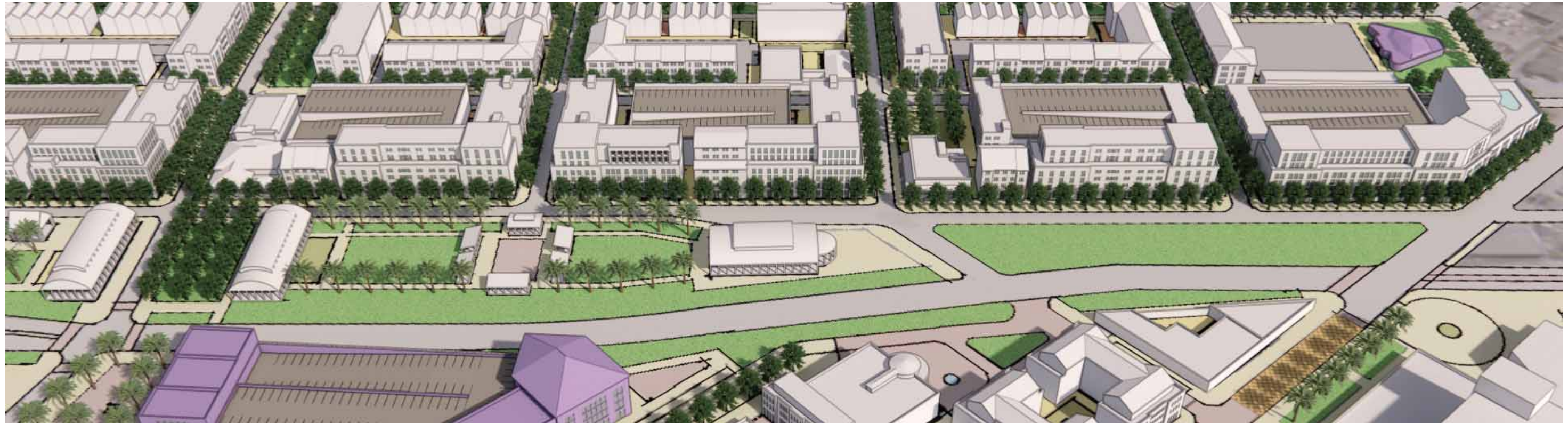
**2. Support for Large-Scale Events**

**Hosting Conferences and Conventions:**

Convention hotels have the capacity to host large conferences, trade shows, and conventions, bringing significant numbers of visitors to the area.

**Event Space Flexibility:**

With large ballrooms, meeting rooms, and exhibit halls, convention hotels provide versatile spaces that can accommodate various types of events, from corporate meetings to weddings.



**3. Boosting City Reputation and Appeal:**

**Attracting High-Profile Events:**

A well-equipped convention hotel can attract high-profile events, such as international conferences, celebrity events, and large corporate meetings, enhancing the city’s reputation as a premier destination.

**Increasing Visibility:**

Hosting national and international events raises the profile of the community, drawing media attention and attracting future business opportunities.

**4. Year-Round Activity:**

**Consistent Visitor Flow:** Unlike seasonal tourism, convention hotels attract visitors year-round, ensuring a steady flow of activity that supports local businesses and keeps the community vibrant.

**Diverse Events:** By hosting a variety of events—such as corporate meetings,

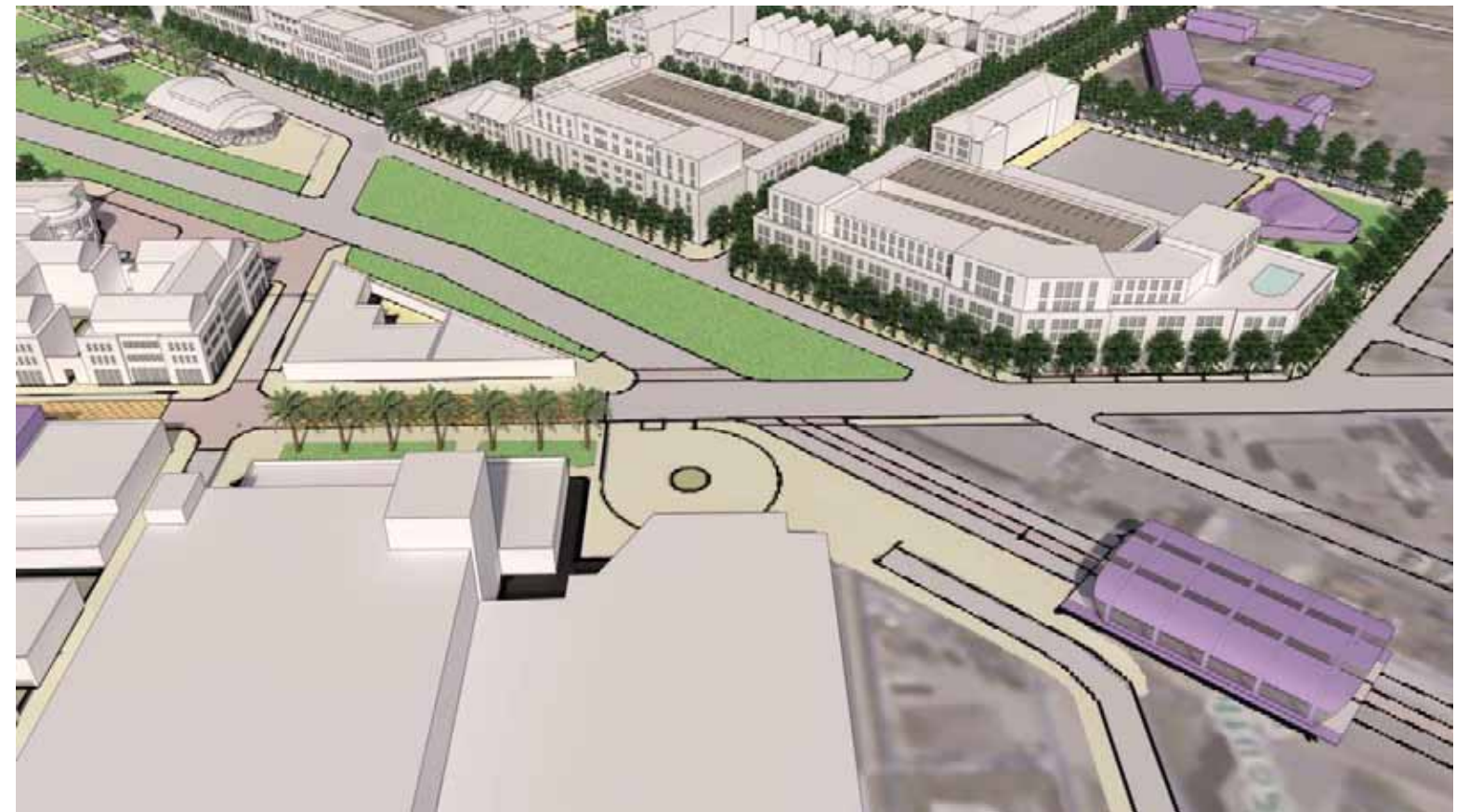
trade shows, weddings, and cultural festivals—convention hotels ensure that there is always something happening, benefiting the community on an ongoing basis

**5. Long-Term Infrastructure Development:**

**Urban Revitalization:** The presence of a convention hotel can lead to the revitalization of surrounding areas, spurring the development of new restaurants, shops, and entertainment venues.

**Sustainable Growth:** Convention hotels often drive the demand for improved transportation, infrastructure, and public services, contributing to the long-term growth and sustainability of the community.

Convention hotels are crucial assets for any community, driving economic growth, enhancing cultural and social life, and helping to establish the area as a vibrant and attractive destination for both business and leisure activities.





The East Civic District can become a dynamic area with a diverse community. The combination of student and senior housing alongside start-up medical technology businesses could foster an interesting blend of innovation, mentorship, and community engagement. The presence of both younger and older residents could create opportunities for intergenerational interaction, while the focus on medical technology might attract forward-thinking entrepreneurs and investors. This mix could make the district a hub for education, healthcare innovation, and community development.

With the East Civic District being adjacent to Miami-Dade Homestead College, which offers extensive programs in medical fields like nursing, the area is positioned to become a significant hub for healthcare and medical technology. The proximity to the college could provide a steady stream of well-educated, skilled professionals to the start-up medical technology businesses, fostering collaboration between academia and industry. Additionally, students might benefit from internships, part-time work, and networking opportunities right next to their campus, while the senior population could have access to cutting-edge healthcare services and technologies. This setup could enhance the district's appeal as a center for learning, innovation, and community well-being.

The integration of senior housing in the East Civic District, especially next to Miami-Dade Homestead College and the civic center, creates a vibrant environment for active senior living. With the college offering a curriculum designed to keep seniors engaged, they have the opportunity to continue learning, pursue new interests,

and stay mentally active. This academic connection could be particularly appealing for seniors who are lifelong learners.

Moreover, the proximity to the civic center would provide additional opportunities for social, cultural, and recreational activities. Whether it's participating in community events, attending workshops, or joining clubs, seniors would have numerous avenues to stay connected and engaged within the community. This blend of educational and social activities makes the East Civic District an ideal place for seniors seeking an active and fulfilling lifestyle..

With the civic center positioned to become the heart of the community, it plays a pivotal role in connecting residents to significant local attractions like the Homestead-Miami Speedway and the annual Art Basel activities. This makes the East Civic District not only a place to live but a vibrant cultural hub.

The civic center could host events that tie into the excitement of the Homestead-Miami Speedway, from race-related community gatherings to educational programs about the motorsport industry. It could also serve as a local venue for Art Basel-related activities, offering exhibitions, workshops, and events that bring the global art scene to the district's doorstep.

This integration of sports and arts into the community fabric will enhance the cultural richness of the East Civic District, making it a lively and dynamic place that appeals to a wide range of residents, from students to seniors, and attracts visitors from beyond the district.



The inclusion of a diverse range of housing options, from townhomes to apartments, in the East Civic District will ensure that residents from all income levels can enjoy the benefits of living in this vibrant community. This variety in housing creates an inclusive environment where individuals and families with different financial backgrounds can live side by side, contributing to a more dynamic and balanced neighborhood.

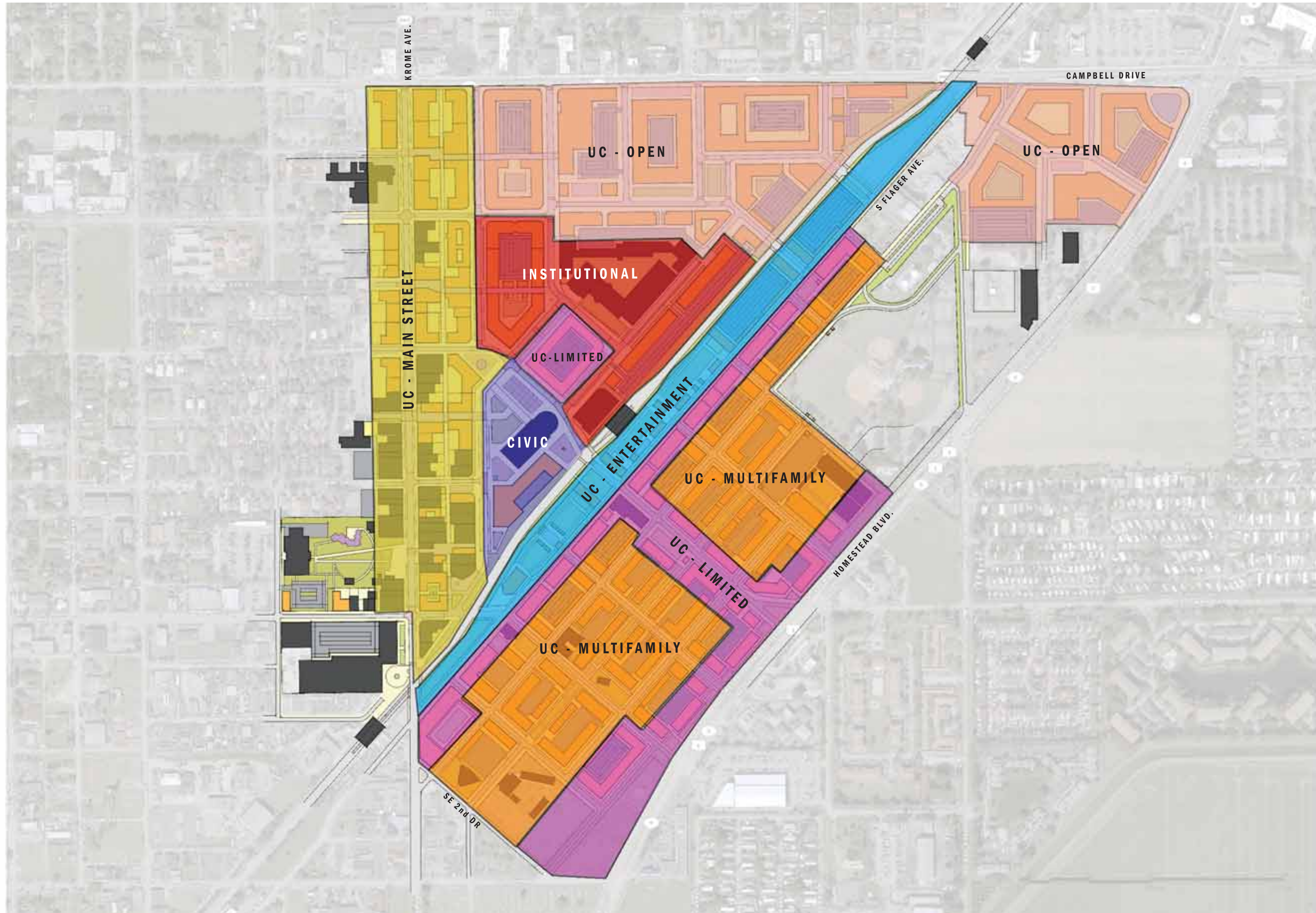
Townhomes may attract families or professionals seeking more space, while apartments could be ideal for students, young professionals, or seniors who prefer a more manageable living space. By offering affordable and diverse housing, the district becomes accessible to a wider population, fostering a sense of community and ensuring that everyone, regardless of income, can take part in the educational, cultural, and social opportunities available in the area. This approach not only

strengthens the community but also supports the district's growth and sustainability.

Cultural roots thrive in communities where diversity is celebrated, and the East Civic District's mix of housing, educational opportunities, and community engagement initiatives creates the perfect environment for such roots to take hold. By fostering a diverse population—encompassing different ages, income levels, and cultural backgrounds—the district encourages the co-existence of multiple generations in their neighborhoods of birth.

As families grow and stay within the community, cultural traditions are passed down, deepening the sense of belonging and identity within the neighborhood. The integration of senior and student housing, along with diverse cultural programs at the civic center, allows for the exchange of experiences and knowledge between generations, enriching the lives of all residents.





The proposed “Urban Center” Regulation Standards are closely aligned with the community’s vision from the Homestead Charrette 2024. The overlay of zoning regulations on the Campbell Drive District, East Civic District, Civic District, and Krome Avenue Downtown District will ensure that the development aligns with the community’s desires. The zoning regulations proposed are as follows:

**Urban Center - Main Street (UC-MS):** These regulations are well-suited to preserving the historic character of the downtown district while encouraging new growth that will attract both residents and visitors.

Two unique concepts for the downtown district, not requiring parking and encouraging residential.

**Parking:** By not requiring parking, you are fostering a walkable, pedestrian-friendly environment that maintains the urban character of the main street. This decision enhances the appeal of the area, making it more vibrant, accessible, and attractive for both residents and visitors. It encourages foot traffic, which can boost local businesses and create a lively atmosphere.

**Incentive:** Allowing residential units back into the downtown area and offering developers a two-story height bonus for including residential units is a smart strategy. This incentive can drive mixed-use developments, ensuring that the downtown area remains active throughout the day and night. It promotes a live-work-play environment, making the district a desirable place to live and visit.

**Urban Center - Open (UC - O):** Introducing into the zoning code the “Urban Center Open” will allow for a versatile and efficient use of space, accommodating large-scale retail while encouraging a blend of residential, retail, and office spaces. The shared parking incentive up to 35% promotes a more efficient use of land, reducing the need for extensive parking lots and contributing to a more cohesive urban environment. This approach supports a vibrant, mixed-use community that can adapt to various needs and attract a diverse range of residents and businesses.

**Parking:** The approach here is allowing up to 35% shared parking within the district not only reduces the need for extensive parking areas but also promotes walkability, making the area more pedestrian-friendly.

**Incentive:** The incentive is to permit big box retail stores up to 50k sf, provided they are located off a collector road, ensures that these larger commercial spaces are strategically placed to manage traffic flow effectively while still supporting the district’s overall mixed-use and walkable character.

**Urban Center - Limited (UC - L):** The “Urban Center Limited” zoning is a strategic move that fosters a more intimate, community-focused environment by capping retail and office spaces at 5,000 square feet. This approach is ideal for nurturing small businesses and entrepreneurial ventures, creating a unique district that benefits from its proximity to the local col-

lege, civic center, and surrounding residential areas for seniors and students.

**Parking:** By allowing up to 25% shared parking, the district promotes a neighborhood-scale office and retail mix, which can enhance the community’s walkability and accessibility. This strategy supports smaller, more localized businesses and offices, contributing to a cohesive neighborhood atmosphere.

**Incentive:** Limiting non-residential uses to 5,000 square feet per building helps create a supportive environment for research and small, localized businesses. This approach ensures that smaller enterprises and research initiatives are not overshadowed by larger businesses, fostering a more diverse and resilient local economy.

**Urban Center - Entertainment (UC - E):** Entertainment districts indeed play a crucial role in revitalizing cities by creating vibrant spaces that attract both residents and visitors. By enhancing the live-work-play dynamic, these districts contribute to a city’s appeal and economic vitality. The measure of success will be if residents and visitors experience the reason to stay longer and to return frequently. Being situated off the Busway positions this district as a strategic hub, potentially connecting with various communities and enhancing its accessibility. This can further bolster its role as a central, attractive destination. An open-air entertainment district will be an area with shelters, stages, food truck areas, seating, and spaces for playing games creating a dynamic and engaging vision. This setup will likely create

a lively atmosphere that attracts people of all ages, offering a variety of activities and experiences. Such a space can serve as a social hub, encouraging community interaction and making the district a destination for both residents and visitors.

**Civic (UC - C):** The master plan is envisioning the civic area as the heart of the city, where cultural events, farmers markets, wine and food festivals, and other community activities take place, creates a vibrant and welcoming space. This focus on cultural and social events will draw people together, fostering a strong sense of community and making the civic area a central gathering place for both residents and visitors. The civic use area has no limitations on what can be built and it has no limitations on the parking.

**Urban Center - Institutional (UC - I):** The institutional district will bring student life into the area and it will indeed add diversity and vibrancy, further enriching the surrounding communities. This influx of students can lead to a more dynamic cultural landscape, increase local business activity, and foster a sense of energy and innovation within the district. By limiting the district to the development of educational buildings with facilities that support student life, you’re creating a focused environment where students can thrive. This approach ensures that the district is tailored to the needs of the academic community, providing the necessary infrastructure for a vibrant and supportive student life.

**USES PERMITTED**

- Retail ..... 100% minimum of the first story floor area
- Office ..... allowed on every story
- Residential ..... 25% minimum of the total floor area

**FLOOR AREA RATIO**

- F.A.R. .... No F.A.R. is required

**BUILDING HEIGHT**

- Minimum ..... four (4) stories
- Maximum ..... six (6) stories
- Corner ..... six (6) stories required

**BUILDING PLACEMENT**

- Front Setback ..... twenty (20) foot
- Rear Setback ..... zero (0) foot minimum
- Side Setback ..... zero (0) foot Interior / zero (0) foot corner
- Side Street Setback ..... eight (8) foot minimum
- Add'l Setback ..... fifteen (15) foot above fourth story along street measured from the building edge below

**BUILDING FRONTAGE**

- Primary Street ..... 70% required from the ground to fourth story
- Secondary Street ..... 50% minimum

**STREETWALLS**

- Habitable Space ..... twenty five (25) foot minimum depth of front street
- Gallery ..... two (2) story high minimum / twelve (12) foot maximum encroachment allowed
- Balcony ..... six (6) foot maximum encroachment allowed
- Awning ..... eight(8) foot maximum cantilever encouraged
- Facade ..... seventy (70) foot maximum facade width before required new facade articulation
- Expression Line ..... at the top of second story required

**OFF-STREET PARKING**

- Setback ..... twenty five (25) foot minimum
- Screening ..... 100% screened by habitable space on a primary street; 50% minimum screened by habitable space on a secondary streets with access openings no wider than thirty (30) feet
- Vehicular Entries ..... allowed on secondary street only with an opening no wider than thirty (30) feet

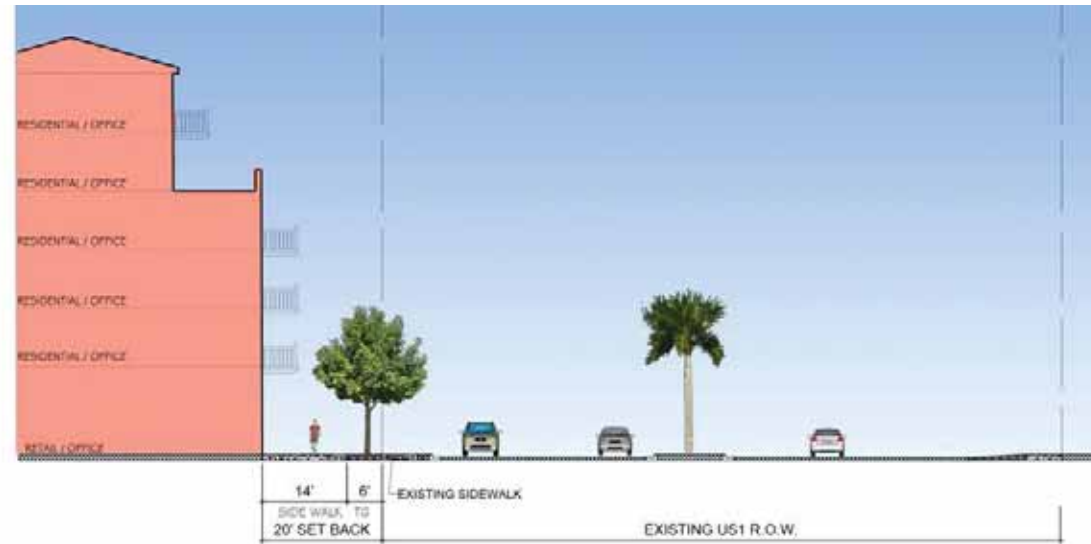
**OPEN SPACE**

..... 15% minimum in form of courtyards, gardens, colonnade, balconies, plazas, squares and green roof



US1 features a prominent street section characterized by six-story mixed-use buildings. These structures combine commercial and office spaces on the lower floors with residential units above. This design fosters a vibrant, pedestrian-friendly environment, where people can live, work, and shop within the same area. The mixed-use nature of the buildings encourages a lively streetscape, with businesses and offices bringing daytime activity, while the residential spaces above ensure the area remains active and secure into the evening.

The six-story height strikes a balance between creating a dense, urban feel and maintaining a human scale that doesn't overwhelm the surroundings. This setup promotes a cohesive, integrated community where convenience and accessibility are key features, making it an attractive option for residents and businesses alike. The architectural design likely enhances the area's visual appeal, contributing to a dynamic and engaging urban environment along US1.



**AR-120-30-PT**

Thoroughfare .....	Street
Right-of-Way Width .....	120' feet
Pavement Width .....	60' feet
Movement .....	Normal
Design Speed .....	40 MPH
Traffic Lanes .....	6 Lane
Parking Lanes.....	0 Side
Curb Radius .....	25' feet
Sidewalk .....	Both Sides
Curb Type.....	Gutter
Planter Type .....	Tree Grate
Landscape.....	Trees @ 30'
Bicycle Lane .....	No

**THOROUGHFARE**

Street: Local, slow-movement thoroughfare suitable for the mixed-use district.

**CIRCULATION**

The street section has one-directional roadway with bicycle lane and parallel parking.

**OPEN SPACE**

Public space in the form of canopies, pocket parks, paseos, and plazas.

**FRONTAGE**

Habitable space is required along 100% off the primary road.

**STREETSCAPE**

The streetscape has a layering of parallel roads with curbs, sidewalks, green strips, street trees, and street lighting.

Street design elements are crucial in shaping the functionality, safety, and aesthetic appeal of urban environments. Here are some key street design elements that can enhance the experience of a street, particularly in a mixed-use area like the one along US1:

**Sidewalks and Pedestrian Paths:** Wide, well-maintained sidewalks with clear pedestrian paths ensure safety and encourage walking. Incorporating textured paving or different materials can help guide visually impaired pedestrians.

**Street Trees and Landscaping:** Trees, planters, and green spaces not only beautify the street but also provide shade, reduce heat, and improve air quality. They create a more inviting atmosphere for pedestrians.

**Street Lighting:** Adequate street lighting enhances safety and visibility for pedestrians and drivers alike. Lighting can also be used decoratively to enhance the street's aesthetic, especially in the evening.

**Crosswalks and Pedestrian Signals:** Clearly marked crosswalks and pedestrian signals ensure safe crossing points. Designs might include raised crosswalks, which slow traffic and make pedestrians more visible.

**Bike Lanes:** Dedicated bike lanes, protected from vehicular traffic, encourage cycling and promote alternative transportation. These lanes can be marked with paint, barriers, or curbs.

**Street Furniture:** Benches, trash bins, bike racks, and bus shelters contribute to the convenience and comfort of street users.

Strategically placed seating areas encourage people to linger and enjoy the environment.

**Public Art and Signage:** Murals, sculptures, and well-designed signage can add character to the street, reflecting the local culture and identity. Wayfinding signage helps visitors navigate the area.

**Traffic Calming Measures:** Features like speed bumps, curb extensions (bulb-outs), and roundabouts help reduce vehicle speeds, making the street safer for pedestrians and cyclists.

**Parking Management:** On-street parking, bike-sharing stations, and well-organized loading zones can help manage the flow of traffic and ensure that businesses are easily accessible.

**Public Transportation Access:** Bus stops or light rail stations integrated into the street design make public transport convenient, reducing the reliance on cars.

**Drainage and Permeable Surfaces:** Proper drainage systems, including permeable pavements and bioswales, manage stormwater and reduce runoff, contributing to the sustainability of the street.

**Building Setbacks and Frontages:** The relationship between buildings and the street is critical. Active frontages with shop windows, cafes, and open spaces enhance street life, while appropriate setbacks create a comfortable pedestrian scale.

These elements work together to create a balanced, functional, and aesthetically pleasing street

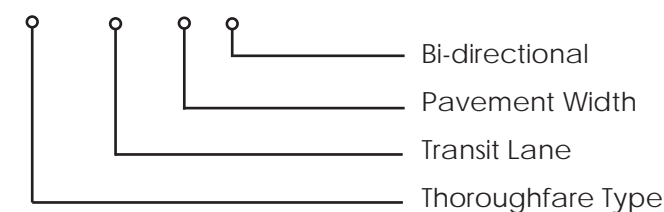
**THOROUGHFARE TYPE**

- EX: Expressway
- AR: Arterial
- CO: Collector
- CN: Connector
- BV: Boulevard
- AV: Avenue
- CS: Commercial Street
- ST: Street
- RD: Road
- AL: Alley
- RL: Rear Lane
- TL: Transit Lane
- BL: Bicycle Lane
- BT: Bicycle Trail
- BR: Bicycle Route

**STREET SECTION**

- SK: Sidewalk
- BL: Bicycle Lane
- PS: Planting Strip
- CG: Curb and Gutter
- TL: Bi-directional Transit Lane
- TFL: Traffic Lane
- TRL: Turning Lane
- HB: Headlight Buffer

**AR-120-60-TL**



**USES PERMITTED**

- Retail ..... 25% minimum of the first story floor area
- Office ..... allowed on every story
- Residential ..... 25% minimum of the total floor area

**FLOOR AREA RATIO**

- F.A.R. .... No F.A.R. required

**BUILDING HEIGHT**

- Minimum ..... four (4) stories
- Maximum ..... six (6) stories

**BUILDING PLACEMENT**

- Front Setback ..... eight (8) foot
- Rear Setback ..... zero (0) foot minimum
- Side Setback ..... zero (0) foot Interior / zero (0) foot corner
- Side Street Setback ..... eight (8) foot minimum

**BUILDING FRONTAGE**

- Primary Street ..... 75% required from the ground to fourth story
- Secondary Street ..... 50% minimum

**STREETWALLS**

- Habitable Space ..... twenty five (25) foot minimum depth
- Gallery ..... two (2) story high minimum / twelve (12) foot maximum encroachment allowed
- Balcony ..... six (6) foot maximum encroachment allowed
- Awning ..... eight(8) foot maximum cantilever encouraged
- Facade ..... seventy (70) foot maximum facade width before required new facade articulation
- Expression Line ..... at the top of second story required

**OFF-STREET PARKING**

- Setback ..... twenty five (25) foot minimum
- Screening ..... 100% screened by habitable space on a primary street; 50% minimum screened by habitable space on a secondary streets with openings no wider than thirty-three (33) feet
- Vehicular Entries ..... allowed on secondary street only with an opening no wider than thirty (30) feet

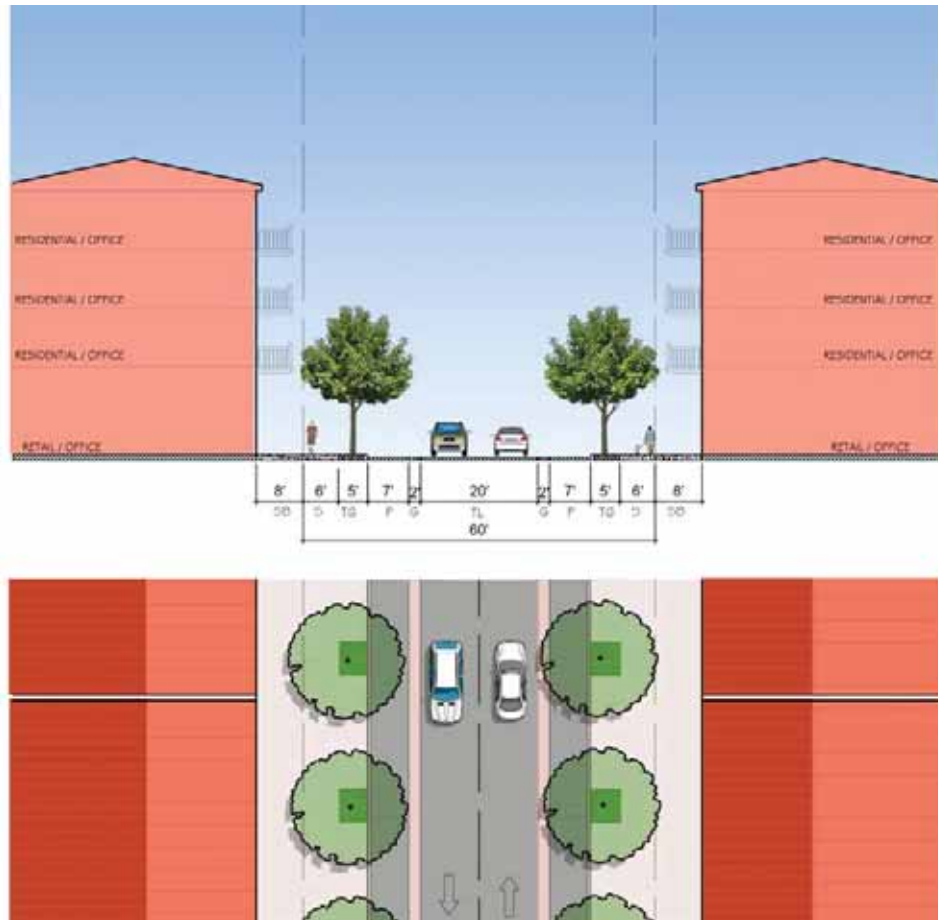
**OPEN SPACE**

- ..... 15% minimum in form of courtyards, gardens, colonnade, balconies, plazas, and squares



The East Civic District is designed to be a dynamic area that combines a variety of housing options with significant workplace opportunities. The district will place a strong emphasis on activities related to medical research, aligning with the region’s focus on innovation in healthcare. The proposed zoning supports a building massing that can accommodate both workplaces and residential spaces, allowing for a balanced mix of uses that cater to the needs of the community. This integrated approach is intended to create a vibrant environment where living, working, and innovation coexist seamlessly.

The major street connecting to the Civic District is planned to accommodate a wide range of mixed uses, making it a central artery for the area’s development. This street will serve as a key corridor, supporting the integration of residential, commercial, and research-oriented spaces. By accommodating most of the mixed uses, the street is expected to foster a vibrant, pedestrian-friendly environment where people can live, work, and engage in various activities, enhancing the overall connectivity and accessibility of the district..



**ST-60-20-TL**

Thoroughfare .....	Street
Right-of-Way Width .....	60' feet
Pavement Width .....	20' feet
Movement .....	Slow
Design Speed .....	20 MPH
Traffic Lanes .....	2 Lane
Parking Lanes .....	2 Side
Curb Radius .....	25' feet
Sidewalk .....	Both Sides
Curb Type .....	Gutter
Planter Type .....	Tree Grate
Landscape .....	Trees @ 30'
Bicycle Lane .....	No

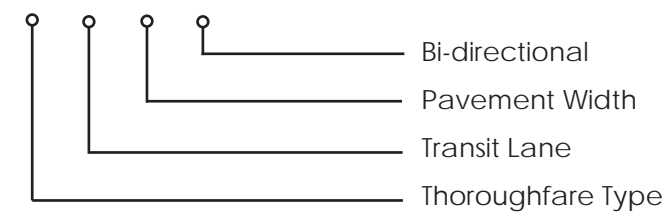
THOROUGHFARE TYPE

- EX: Expressway
- AR: Arterial
- CO: Collector
- CN: Connector
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STREET SECTION

- SK: Sidewalk
- BL: Bicycle Lane
- PS: Planting Strip
- CG: Curb and Gutter
- TL: Bi-directional Transit Lane
- TFL: Traffic Lane
- TRL: Turning Lane
- HB: Headlight Buffer

**ST-60-20-TL**



**THOROUGHFARE**

Street: Local, slow-movement thoroughfare suitable for the mixed-use district.

**CIRCULATION**

The street section has one-directional roadway with bicycle lane and parallel parking.

**OPEN SPACE**

Public space in the form of canopies, pocket parks, paseos, and plazas.

**FRONTAGE**

Habitable space is required along 100% off the primary road.

**STREETSCAPE**

The streetscape has a layering of parallel roads with curbs, sidewalks, green strips, street trees, and street lighting.

Street design elements are crucial in shaping the functionality, safety, and aesthetic appeal of urban environments. Here are some key street design elements that can enhance the experience of a street, particularly in a mixed-use area like the one along US1:

**Sidewalks and Pedestrian Paths:** Wide, well-maintained sidewalks with clear pedestrian paths ensure safety and encourage walking. Incorporating textured paving or different materials can help guide visually impaired pedestrians.

**Street Trees and Landscaping:** Trees, planters, and green spaces not only beautify the street but also provide shade, reduce heat, and improve air quality. They create a more inviting atmosphere for pedestrians.

**Street Lighting:** Adequate street lighting enhances safety and visibility for pedestrians and drivers alike. Lighting can also be used decoratively to enhance the street's aesthetic, especially in the evening.

**Crosswalks and Pedestrian Signals:** Clearly marked crosswalks and pedestrian signals ensure safe crossing points. Designs might include raised crosswalks, which slow traffic and make pedestrians more visible.

**Bike Lanes:** Dedicated bike lanes, protected from vehicular traffic, encourage cycling and promote alternative transportation. These lanes can be marked with paint, barriers, or curbs.

**Street Furniture:** Benches, trash bins, bike racks, and bus shelters contribute to the convenience and comfort of street users.

Strategically placed seating areas encourage people to linger and enjoy the environment.

**Public Art and Signage:** Murals, sculptures, and well-designed signage can add character to the street, reflecting the local culture and identity. Wayfinding signage helps visitors navigate the area.

**Traffic Calming Measures:** Features like speed bumps, curb extensions (bulb-outs), and roundabouts help reduce vehicle speeds, making the street safer for pedestrians and cyclists.

**Parking Management:** On-street parking, bike-sharing stations, and well-organized loading zones can help manage the flow of traffic and ensure that businesses are easily accessible.

**Public Transportation Access:** Bus stops or light rail stations integrated into the street design make public transport convenient, reducing the reliance on cars.

**Drainage and Permeable Surfaces:** Proper drainage systems, including permeable pavements and bioswales, manage stormwater and reduce runoff, contributing to the sustainability of the street.

**Building Setbacks and Frontages:** The relationship between buildings and the street is critical. Active frontages with shop windows, cafes, and open spaces enhance street life, while appropriate setbacks create a comfortable pedestrian scale.

These elements work together to create a balanced, functional, and aesthetically pleasing street

**USES PERMITTED**

Residential ..... 75% minimum of the total floor area

**FLOOR AREA RATIO**

F.A.R. .... No F.A.R. required

**BUILDING HEIGHT**

Minimum ..... two (2) stories

Maximum ..... four (4) stories

**BUILDING PLACEMENT**

Front Setback ..... ten (10) foot

Rear Setback ..... zero (0) foot minimum

Side Setback ..... zero (0) foot minimum

Side Street Setback ..... ten (10) foot

**BUILDING FRONTAGE**

Primary Street ..... 75% required from the ground

Secondary Street ..... 50% minimum

**STREETWALLS**

Habitable Space ..... twenty five (25) foot minimum depth

Porch ..... two (2) story maximum / eight (8) foot maximum encroachment allowed

Balcony ..... six (6) foot maximum encroachment allowed

Facade ..... seventy (70) foot maximum facade width before required new facade articulation

**OFF-STREET PARKING**

Setback ..... twenty five (25) foot minimum

Screening ..... 100% screened by habitable space on a primary street; 50% minimum screened by habitable space

Vehicular Entries ..... allowed on secondary street only with an opening no wider than thirty (30) feet

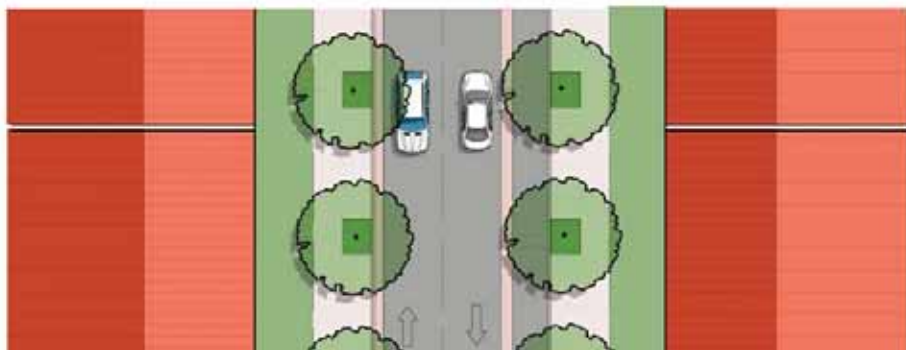
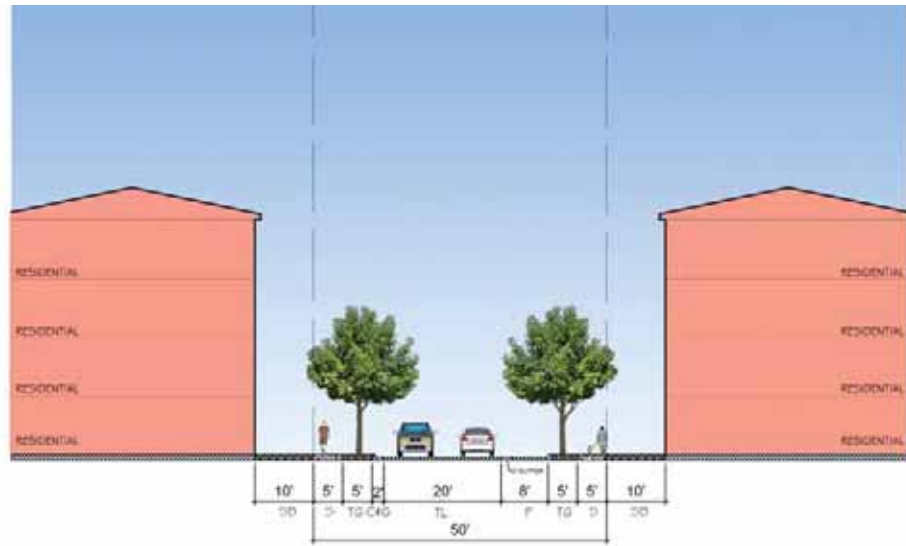
**OPEN SPACE**

..... 15% minimum in form of courtyards, gardens, colonnade, balconies, plazas, and squares



Certain sections of the East District will be designated exclusively for residential use, ensuring a dedicated living environment within the area. The residential density in these sections will vary, offering a diverse range of housing options from townhomes to apartments. This variation in density is designed to accommodate different lifestyles and housing needs, providing options for a wide range of residents while contributing to a balanced and vibrant community within the district.

The street section in the East District is carefully designed to create an urban fabric that supports a diverse range of housing options. This layout is complemented by tree-shaded sidewalks, which enhance the pedestrian experience and contribute to the area's aesthetic appeal. The design aims to foster a vibrant and livable community, where residents can enjoy a variety of housing types—such as townhomes and apartments—within a thoughtfully planned streetscape that encourages walkability and a strong sense of place.



**ST-50-20-TL**

Thoroughfare .....	Street
Right-of-Way Width .....	50' feet
Pavement Width .....	20' feet
Movement .....	Slow
Design Speed .....	20 MPH
Traffic Lanes .....	2 Lane
Parking Lanes .....	1 Side
Curb Radius .....	25' feet
Sidewalk .....	Both Sides
Curb Type .....	Gutter
Planter Type .....	Tree Grate
Landscape .....	Trees @ 30'
Bicycle Lane .....	No

**THOROUGHFARE**

Street: Local, slow-movement thoroughfare suitable for the mixed-use district.

**CIRCULATION**

The street section has one-directional roadway with bicycle lane and parallel parking.

**OPEN SPACE**

Public space in the form of canopies, pocket parks, paseos, and plazas.

**FRONTAGE**

Habitable space is required along 100% off the primary road.

**STREETSCAPE**

The streetscale has a layering of parallel roads with curbs, sidewalks, green strips, street trees, and street lighting.

Street design elements are crucial in shaping the functionality, safety, and aesthetic appeal of urban environments. Here are some key street design elements that can enhance the experience of a street, particularly in a mixed-use area like the one along US1:

**Sidewalks and Pedestrian Paths:** Wide, well-maintained sidewalks with clear pedestrian paths ensure safety and encourage walking. Incorporating textured paving or different materials can help guide visually impaired pedestrians.

**Street Trees and Landscaping:** Trees, planters, and green spaces not only beautify the street but also provide shade, reduce heat, and improve air quality. They create a more inviting atmosphere for pedestrians.

**Street Lighting:** Adequate street lighting enhances safety and visibility for pedestrians and drivers alike. Lighting can also be used decoratively to enhance the street's aesthetic, especially in the evening.

**Crosswalks and Pedestrian Signals:** Clearly marked crosswalks and pedestrian signals ensure safe crossing points. Designs might include raised crosswalks, which slow traffic and make pedestrians more visible.

**Bike Lanes:** Dedicated bike lanes, protected from vehicular traffic, encourage cycling and promote alternative transportation. These lanes can be marked with paint, barriers, or curbs.

**Street Furniture:** Benches, trash bins, bike racks, and bus shelters contribute to the convenience and comfort of street users.

Strategically placed seating areas encourage people to linger and enjoy the environment.

**Public Art and Signage:** Murals, sculptures, and well-designed signage can add character to the street, reflecting the local culture and identity. Wayfinding signage helps visitors navigate the area.

**Traffic Calming Measures:** Features like speed bumps, curb extensions (bulb-outs), and roundabouts help reduce vehicle speeds, making the street safer for pedestrians and cyclists.

**Parking Management:** On-street parking, bike-sharing stations, and well-organized loading zones can help manage the flow of traffic and ensure that businesses are easily accessible.

**Public Transportation Access:** Bus stops or light rail stations integrated into the street design make public transport convenient, reducing the reliance on cars.

**Drainage and Permeable Surfaces:** Proper drainage systems, including permeable pavements and bioswales, manage stormwater and reduce runoff, contributing to the sustainability of the street.

**Building Setbacks and Frontages:** The relationship between buildings and the street is critical. Active frontages with shop windows, cafes, and open spaces enhance street life, while appropriate setbacks create a comfortable pedestrian scale.

These elements work together to create a balanced, functional, and aesthetically pleasing street

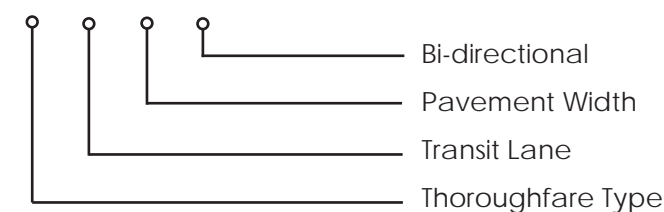
THOROUGHFARE TYPE

- EX: Expressway
- AR: Arterial
- CO: Collector
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STREET SECTION

- SK: Sidewalk
- BL: Bicycle Lane
- PS: Planting Strip
- CG: Curb and Gutter
- TL: Bi-directional Transit Lane
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- HB: Headlight Buffer

**ST-50-20-TL**



**USES PERMITTED**

- Retail ..... 25% minimum of the first story floor area
- Office ..... allowed on every story
- Residential ..... 25% minimum of the total floor area
- Civic ..... no mixed use is required

**FLOOR AREA RATIO**

- F.A.R. .... No F.A.R. required

**BUILDING HEIGHT**

- Minimum ..... three (3) stories
- Maximum ..... six (6) stories

**BUILDING PLACEMENT**

- Front Setback ..... zero (0) foot to two (2) foot
- Rear Setback ..... zero (0) foot minimum
- Side Setback ..... zero (0) foot Interior / zero (0) foot corner
- Side Street Setback ..... eight (8) foot

**BUILDING FRONTAGE**

- Primary Street ..... 70% required
- Secondary Street ..... 50% minimum

**STREETWALLS**

- Habitable Space ..... twenty five (25) foot minimum depth
- Balcony ..... two (2) foot maximum encroachment allowed
- Awning ..... eight(8) foot maximum cantilever encouraged
- Facade ..... seventy (70) foot maximum facade width before required new facade articulation
- Expression Line ..... at the top of second story required

**OFF-STREET PARKING**

- Setback ..... twenty five (25) foot minimum
- Screening ..... 100% screened by habitable space on a primary street; 50% minimum screened by habitable space on a secondary streets with openings no wider than thirty-three (33) feet
- Vehicular Entries ..... allowed on secondary street only with an opening no wider than thirty (30) feet

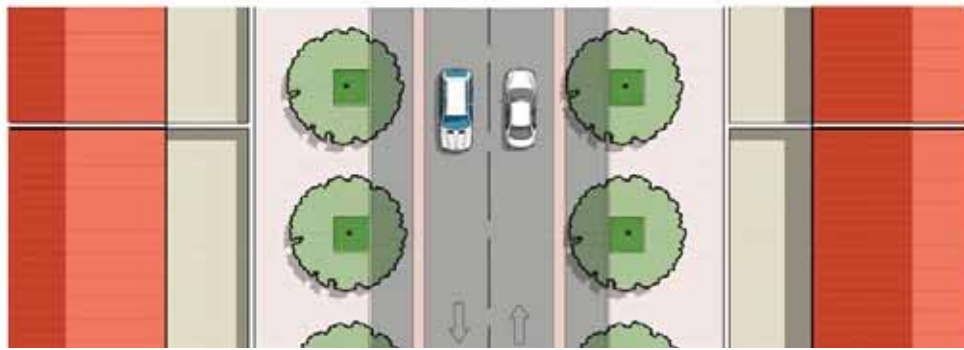
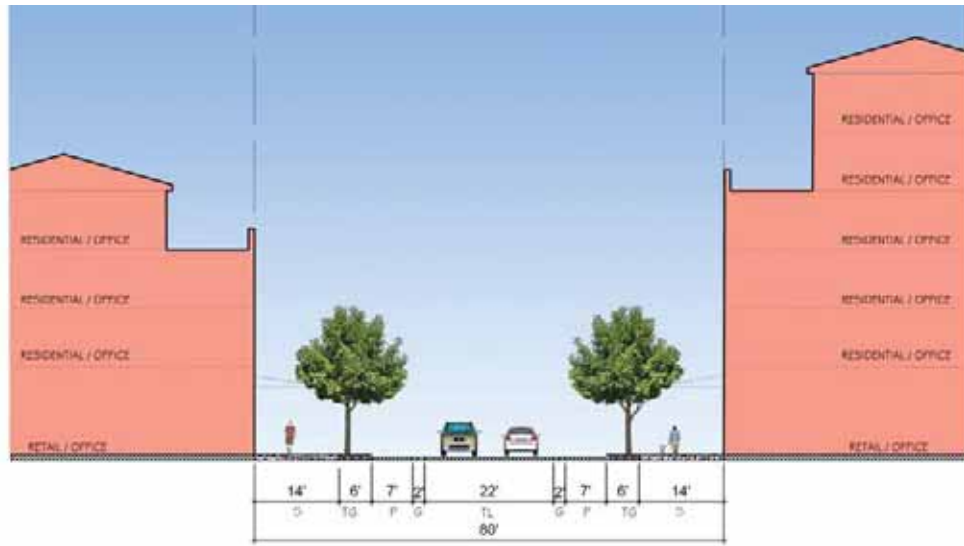
**OPEN SPACE**

- ..... 15% minimum in form of courtyards, gardens, colonnade, balconies, plazas, and squares



The Civic District is envisioned as a mixed-use area that will serve as a vibrant hub of activity, accommodating both civic and academic buildings. This district is designed to be the focal point for a wide range of activities, from those related to the academic campus—such as educational events, research, and student life—to civic activities sponsored by the city, including cultural events, public gatherings, and community services. By integrating these functions, the Civic District will become a dynamic space where education, civic engagement, and community life intersect, creating a lively and interconnected environment for residents, students, and visitors alike..

The proposed urban standards are designed to support and enhance the development of a district that will host a variety of activities, including those related to civic and academic functions. These standards aim to create a cohesive and well-organized environment that can accommodate the district's diverse needs. By establishing guidelines for building design, public spaces, and infrastructure, the urban standards ensure that the district is not only functional but also vibrant and welcoming. This approach fosters a setting where civic, academic, and community activities can thrive, reinforcing the district's role as a central hub of activity and engagement.



**ST-80-20-TL**

Thoroughfare .....	Street
Right-of-Way Width .....	80' feet
Pavement Width .....	20' feet
Movement .....	Slow
Design Speed .....	20 MPH
Traffic Lanes .....	2 Lane
Parking Lanes.....	2 Side
Curb Radius .....	25' feet
Sidewalk .....	Both Sides
Curb Type.....	Gutter
Planter Type .....	Tree Grate
Landscape.....	Trees @ 30'
Bicycle Lane .....	No

**THOROUGHFARE**

Street: Local, slow-movement thoroughfare suitable for the mixed-use district.

**CIRCULATION**

The street section has one-directional roadway with bicycle lane and parallel parking.

**OPEN SPACE**

Public space in the form of canopies, pocket parks, paseos, and plazas.

**FRONTAGE**

Habitable space is required along 100% off the primary road.

**STREETSCAPE**

The streetscape has a layering of parallel roads with curbs, sidewalks, green strips, street trees, and street lighting.

Street design elements are crucial in shaping the functionality, safety, and aesthetic appeal of urban environments. Here are some key street design elements that can enhance the experience of a street, particularly in a mixed-use area like the one along US1:

**Sidewalks and Pedestrian Paths:** Wide, well-maintained sidewalks with clear pedestrian paths ensure safety and encourage walking. Incorporating textured paving or different materials can help guide visually impaired pedestrians.

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**Street Lighting:** Adequate street lighting enhances safety and visibility for pedestrians and drivers alike. Lighting can also be used decoratively to enhance the street's aesthetic, especially in the evening.

**Crosswalks and Pedestrian Signals:** Clearly marked crosswalks and pedestrian signals ensure safe crossing points. Designs might include raised crosswalks, which slow traffic and make pedestrians more visible.

**Bike Lanes:** Dedicated bike lanes, protected from vehicular traffic, encourage cycling and promote alternative transportation. These lanes can be marked with paint, barriers, or curbs.

**Street Furniture:** Benches, trash bins, bike racks, and bus shelters contribute to the convenience and comfort of street users.

Strategically placed seating areas encourage people to linger and enjoy the environment.

**Public Art and Signage:** Murals, sculptures, and well-designed signage can add character to the street, reflecting the local culture and identity. Wayfinding signage helps visitors navigate the area.

**Traffic Calming Measures:** Features like speed bumps, curb extensions (bulb-outs), and roundabouts help reduce vehicle speeds, making the street safer for pedestrians and cyclists.

**Parking Management:** On-street parking, bike-sharing stations, and well-organized loading zones can help manage the flow of traffic and ensure that businesses are easily accessible.

**Public Transportation Access:** Bus stops or light rail stations integrated into the street design make public transport convenient, reducing the reliance on cars.

**Drainage and Permeable Surfaces:** Proper drainage systems, including permeable pavements and bioswales, manage stormwater and reduce runoff, contributing to the sustainability of the street.

**Building Setbacks and Frontages:** The relationship between buildings and the street is critical. Active frontages with shop windows, cafes, and open spaces enhance street life, while appropriate setbacks create a comfortable pedestrian scale.

These elements work together to create a balanced, functional, and aesthetically pleasing street

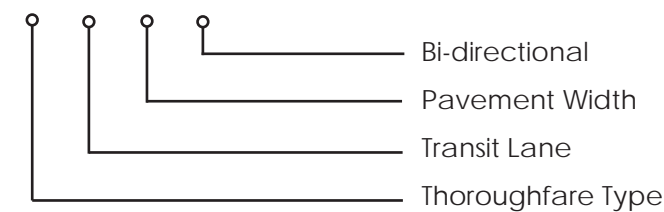
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STREET SECTION

- SK: Sidewalk
- BL: Bicycle Lane
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- TRL: Turning Lane
- HB: Headlight Buffer

**ST-80-20-TL**



**USES PERMITTED**

- Retail ..... 25% minimum of the first story floor area
- Office ..... allowed above the ground floor
- Residential ..... 25% minimum of the total floor area

**FLOOR AREA RATIO**

- F.A.R. .... No F.A.R. required

**BUILDING HEIGHT**

- Minimum ..... two (2) stories
- Maximum ..... four (4) stories

**CEILING HEIGHT**

- Ground Floor ..... fourteen (14) foot minimum clear
- Above Ground ..... nine (9) foot minimum clear

**BUILDING PLACEMENT**

- Front Setback ..... zero (0) foot minimum
- Rear Setback ..... zero (0) foot minimum
- Side Setback ..... zero (0) foot Interior / zero (0) foot corner
- Side Street Setback ..... eight (8) foot

**BUILDING FRONTAGE**

- Primary Street ..... 100% required from the ground
- Secondary Street ..... 75% minimum

**STREETWALLS**

- Habitable Space ..... twenty five (25) foot minimum depth
- Balcony ..... six (6) foot maximum encroachment allowed
- Awning ..... eight(8) foot maximum cantilever encouraged
- Facade ..... seventy (70) foot maximum facade width before required new facade articulation
- Expression Line ..... at the top of second story required

**OFF-STREET PARKING**

- Setback ..... twenty five (25) foot minimum
- Screening ..... 100% screened by habitable space on a primary street; 75% minimum screened by habitable space on a secondary streets with openings no wider than thirty-three (33) feet
- Vehicular Entries ..... allowed on secondary street only with an opening no wider than thirty (30) feet

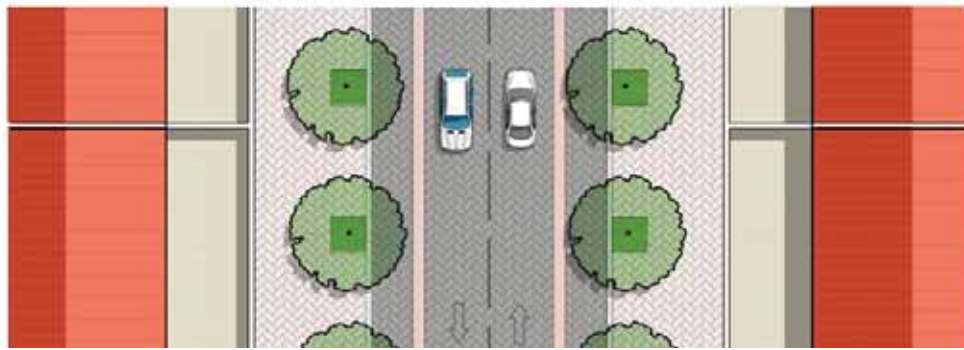
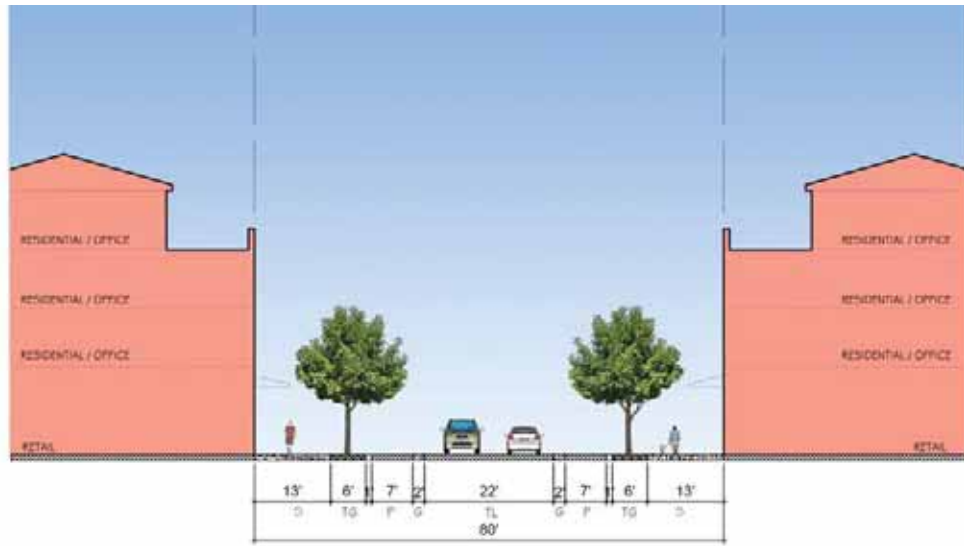
**OPEN SPACE**

- ..... 15% minimum in form of courtyards, gardens, colonnade, balconies, plazas, and squares



Main Street serves as the heart of the city’s downtown, recognized as a historic corridor that embodies the area’s rich heritage. The intent is to strike a careful balance between preserving the significant historic buildings that contribute to the district’s character and introducing design guidelines for new buildings. These guidelines will ensure that new developments are sympathetic to the historic context while allowing for modern growth and revitalization. This approach will help maintain the unique identity of Main Street while accommodating the city’s evolving needs, ensuring that the area remains a vibrant and dynamic part of the community.

A key element of the proposed street sections is the integration of residential uses into the mix, while preserving the character of the area by eliminating the requirement for on-site parking. This approach encourages a more walkable, pedestrian-friendly environment, reducing the dominance of cars and allowing for a more efficient use of space. By incorporating residential options without the burden of on-site parking, the design promotes a more vibrant urban fabric, where people can live, work, and engage in the community within a cohesive, historically sensitive, and accessible environment.



**ST-80-22-BL**

Thoroughfare .....	Street
Right-of-Way Width .....	80' feet
Pavement Width .....	22' feet
Movement .....	Slow
Design Speed .....	20 MPH
Traffic Lanes .....	2 Lane
Parking Lanes.....	2 Side
Curb Radius .....	25' feet
Sidewalk .....	Both Sides
Curb Type.....	Gutter
Planter Type .....	Tree Grate
Landscape.....	Trees @ 30'
Bicycle Lane .....	No

**THOROUGHFARE**

Street: Local, slow-movement thoroughfare suitable for the mixed-use district.

**CIRCULATION**

The street section has one-directional roadway with bicycle lane and parallel parking.

**OPEN SPACE**

Public space in the form of canopies, pocket parks, paseos, and plazas.

**FRONTAGE**

Habitable space is required along 100% off the primary road.

**STREETSCAPE**

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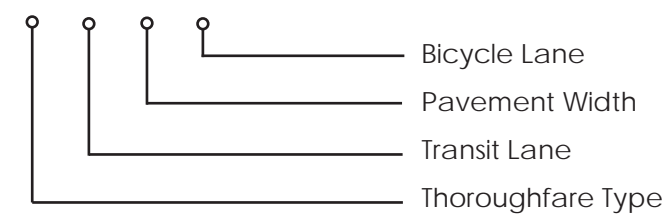
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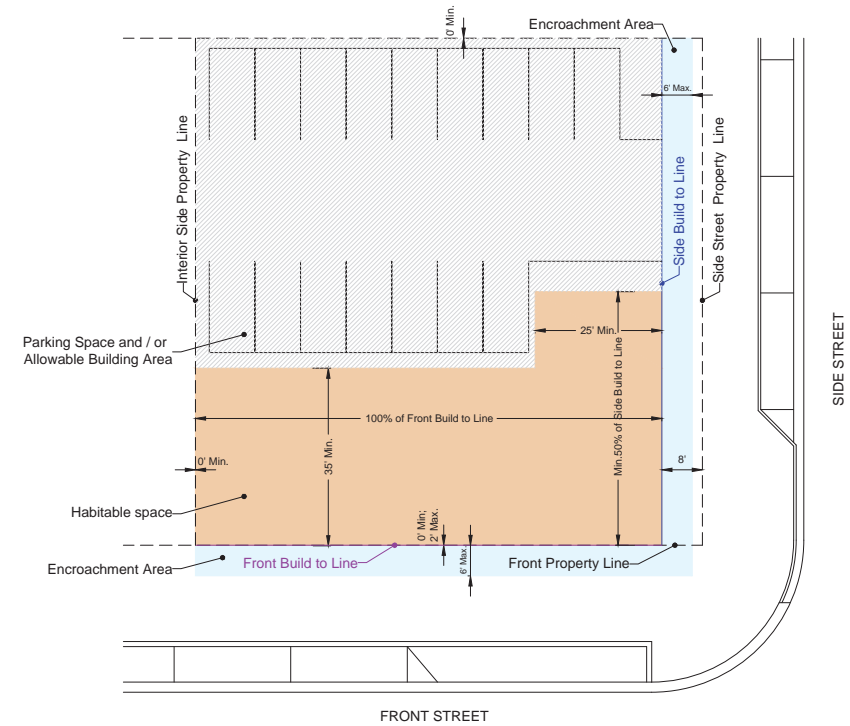
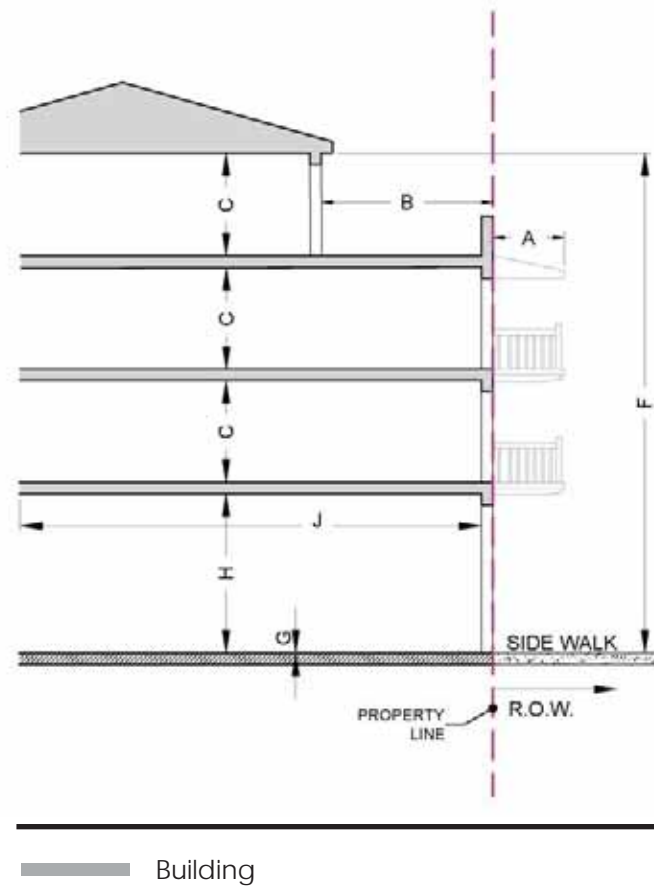
STREET SECTION

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- BL: Bicycle Lane
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**ST-80-22-BL**



URBAN CENTER - MAIN STREET (UC-MS)

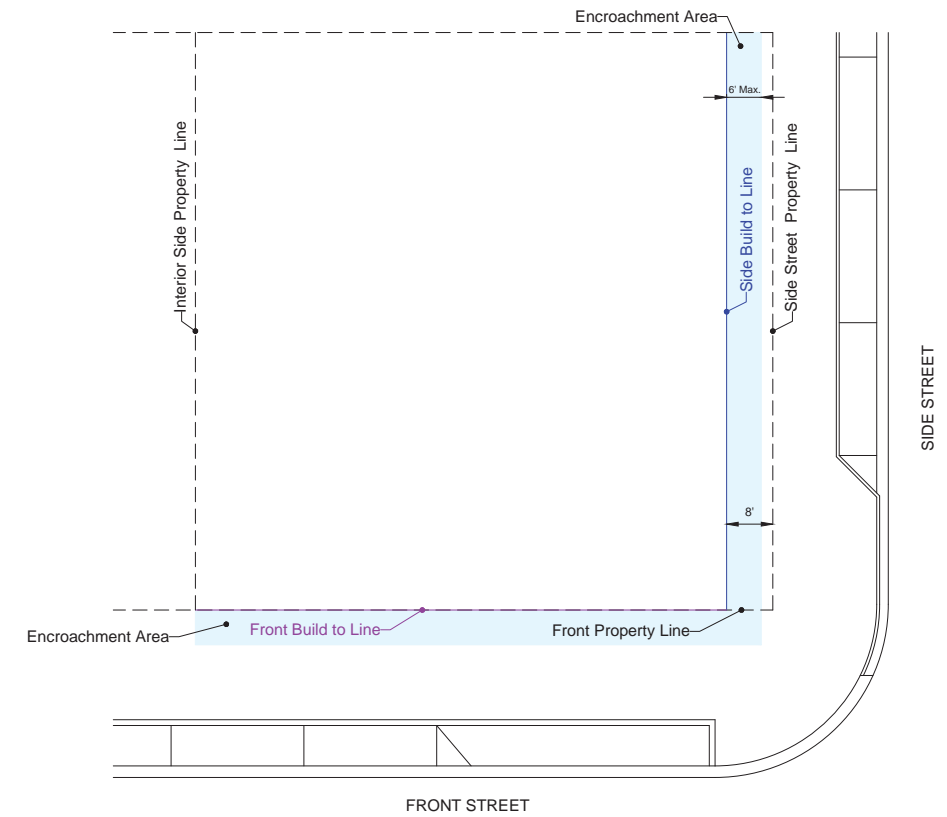
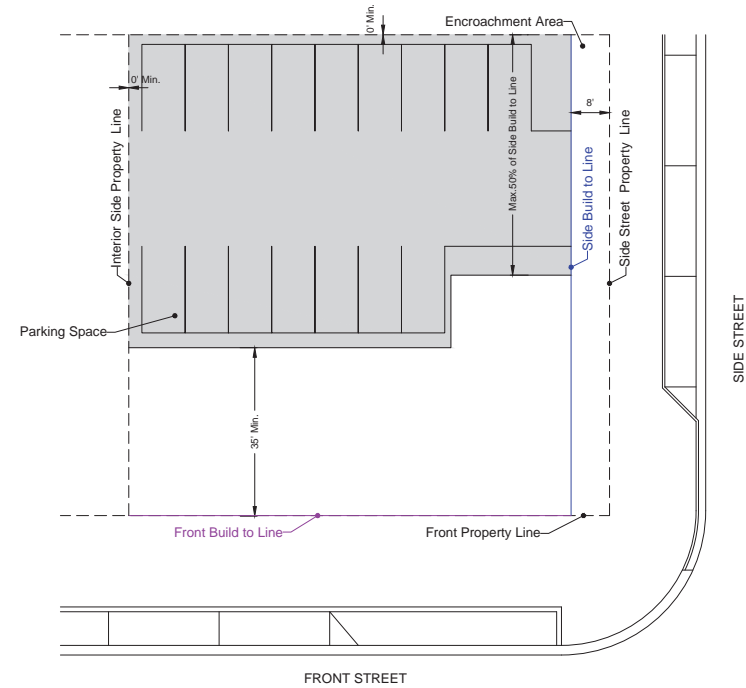


		BUILDING HEIGHT						
		UC-MS	UC-O	UC-L	RM-M	ENT	INST	CIVIC
<b>F</b>	Principal Building Height (in stories)	4 min	4 min	3 min	2 min	no min	no min	no min
		6 max	6 max	4 max	4 max	no max	no max	no max
<b>D</b>	Potential Bonus Height (in stories)	na	na	2 stories	2 stories	na	na	na
		na	na	2 stories	2 stories	na	na	na
	Accessory Building Height (in stories)	2.5 max	2.5 max	2.5 max	2.5 max	2.5 max	2.5 max	2.5 max
<b>H</b>	First Floor Height (floor to ceiling)	16' min	16' min	16' min	10' min	na	na	na
<b>C</b>	Floor Height (floor to ceiling)	9' min	9' min	9' min	9' min	na	na	na
<b>G</b>	Ground Finished Floor (above sidewalk or finished grade)	0' min (commercial)						
		18" min (residential)						

		BUILDING FORM						
		MU-MS	MU-O	MU-L	RM-M	ENT	INST	CIVIC
	Frontage Occupancy	100% min	75% min	75% min	75% min	na	na	na
	Side Street Occupancy	50% min	50% min	50% min	50% min	na	na	na
	Front Street Habitable Space	35' min	35' min	35' min	25' min	na	na	na
	Side Street Habitable Space	25' min	25' min	25' min	25' min	na	na	na
	Front Build-to-Zone	0' min	8' min	8' min	8' min	no min	no min	no min
		2' max	10' max	10' max	10' max	no max	no max	no max
	Side Build-to-Zone (street)	8' min	8' min	8' min	8' min	na	na	na
	Side Setback (mid-block)	0' min	0' min	0' min	0' min	na	na	na
	Rear Setback (lot)	0' min	0' min	0' min	0' min	na	na	na
	Rear Setback (alley)	0' min	0' min	0' min	0' min	na	na	na

1. Front and Side orientation shall be determined by the Street Hierarchy.
2. Loading docks and other service entries shall not be located facing the Primary Facade.

URBAN CENTER - MAIN STREET (UC-MS)



PARKING							
PARKING PLACEMENT	MU-MS	MU-O	MU-L	RM-M	ENT	INST	CIVIC
General Location							
Front Setback	35' min	35' min	35' min	25' min	na	na	na
Side Setback (mid-block)	0' min	0' min	0' min	0' min	na	na	na
Side Build-to-Zone (street)	8' min	8' min	8' min	8' min	na	na	na
Side Setback (mid-block)	0' min	0' min	0' min	0' min	na	na	na
Rear Setback (lot)	0' min	0' min	0' min	0' min	na	na	na
Rear Setback (alley)	5' min	5' min	5' min	5' min	na	na	na
Rear Setback (accessory)	0' min	0' min	0' min	0' min	na	na	na
REQUIRED SPACES	MU-MS	MU-O	MU-L	RM-M	ENT	INST	CIVIC
PARKING	no parking requirement	see parking table	see parking table	see parking table	see parking table	see parking table	see parking table

ENCROACHMENTS							
PERMITTED ENCROACHMENTS	MU-MS	MU-O	MU-L	RM-M	ENT	INST	CIVIC
Maximum Encroachment	8' max	15' max	15' max	6' max	na	na	na
Front Street Encroachment	8' max	15' max	15' max	6' max	na	na	na
Awning / Marquee	x	x	x	x	na	na	na
Balcony	x	x	x	x	na	na	na
Bay Window	x	x	x	x	na	na	na
Arcade	x	x	x	x	na	na	na

1. Parking Setbacks apply to off-street; structured parking may be located forward of the Parking Setback above the second floor.
2. Driveways are permitted forward of the parking SETBACK line.

1. Above elements may encroach forward of the BUILD-TO-ZONE and/or into the RIGHT-OF-WAY barring any additional restrictions by the public entity that has control over the public RIGHT-OF-WAY. Elements may not encroach within 2' of the curb.
2. Additional standards may apply in Historic Downtown District.



**FLORIDA KEY WEST**

**STYLE**

Architectural elements that distinguish this style are horizontal wood siding, wood shutters, large canopies, metal roofs, and an overall human scale.

**COMPOSITION**

The building massing is typically wrap with rased porches and layered with covered semi-private spaces.

**BALCONIES & COLONNADES**

Typically they extend over the front building setback. The colonnades have a vertical proportion and the balconies are protected from the weather.

**WINDOWS & DOORS**

Vertical proportions with heavy frames.

**ROOFS**

Limited to metal roofs and asphalt shingles.



**FLORIDA ROSEMARY**

**STYLE**

A simple vocabulary that plays with light color stucco finishes and detailed with dark materials, dormer windows, and plenty of celebrated openings.

**COMPOSITION**

The building massing is composed of vertical openings that are interrupted with canopying balconies.

**BALCONIES & COLONNADES**

Typically they extend into the public right-of-way.

**WINDOWS & DOORS**

Vertical proportions made of wood or metal.

**ROOFS**

Limited to wood or asphalt shingles.



**FLORIDA MODERN**

**STYLE**

The architectural elements that stand out for this architectural style are the large openings, combination of finishes, and repetition of the openings.

**COMPOSITION**

The massing tends to be relatively flat with creative detailing of the facades.

**BALCONIES & COLONNADES**

Not a requirement of this style, but, they reappear in the form of loggias.

**WINDOWS & DOORS**

Allows for horizontal and vertical proportions made of metal.

**ROOFS**

Limited to asphalt shingles, flat rooftops, and barrel tile.



**FLORIDA CARIBBEAN**

**STYLE**

The architectural elements from this style draws from historical precedents; with wrap around porches, vertical openings, and light finishes set against more solid material finishes.

**COMPOSITION**

The building massing is layered with detailed porches and arcades.

**BALCONIES & COLONNADES**

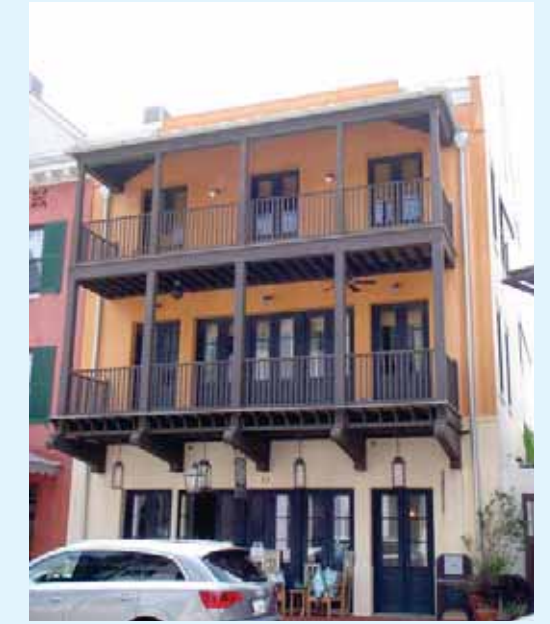
Typically they extend into the public right-of-way.

**WINDOWS & DOORS**

Vertical proportions made of metal.

**ROOFS**

Limited to wood or asphalt shingles.



**FLORIDA ST. AUGUSTINE**

**STYLE**

The elements that distinguish this style are the use of wood finishes on top of lightly colored stucco ground floor, the large canopying balconies and deep overhangs.

**COMPOSITION**

The building massing is composed of canopying porches and courtyard spaces behind thick walls.

**BALCONIES & COLONNADES**

Typically they extend into the public right-of-way.

**WINDOWS & DOORS**

Vertical proportions made of metal.

**ROOFS**

Limited to asphalt shingles, flat rooftops, and barrel tile.

The intent of the proposed urban standards is to outline a redevelopment scenario that the City of Homestead can implement in the short term (0 to 5 years) following the adoption of the charrette master plan. These standards are designed to guide the city's growth and transformation in a way that aligns with the community's vision and goals. A key element of all the redevelopment scenarios is the need for a comprehensive plan that seamlessly integrates all the districts, ensuring that they collectively contribute to what will become the heart of the city. This integrated approach will help create a cohesive urban environment that balances historical preservation, modern growth, and community vitality. The key difference between the districts lies in the parking requirements and the intensity of uses permitted within each area. Some districts may prioritize walkability and urban character by reducing or eliminating on-site parking requirements, while others might accommodate higher parking needs due to the nature of their uses. Additionally, the intensity of uses—ranging from residential to commercial, civic, or academic—will vary across districts, with some areas allowing for higher-density developments and a broader mix of activities, while others may be more focused or specialized. This differentiation helps to create a diverse and dynamic urban landscape, where each district can fulfill its unique role within the overall plan for the city.

### CIVIC DISTRICT

**ASSUMPTION #1:** In this redevelopment option, the assumption is that the area will become the heart of the city due to the presence of prominent civic and academic institutions. These institutions are expected to drive a high level of activity and engagement, making the area a central hub for the community. The redevelopment plan aims to leverage this concentration of important institutions to foster a vibrant and dynamic environment, enhancing the area's role as a focal point for civic life, education, and cultural engagement within the city.

**REDEVELOPMENT #1:** The master site plan outlines the development of the district with a focus on creating a vibrant and walkable environment. The plan includes the construction of pedestrian-friendly streets and pedestrian-only paseos that connect seamlessly to the civic and academic institutions. These design elements aim to enhance connectivity, promote a strong sense of place, and encourage active engagement within the district. By integrating these walkable pathways, the plan enriches the area, making it more accessible and inviting for residents, students, and visitors while reinforcing the district's role as a central hub for civic and academic activities.

**STRATEGY #1:** This case study highlights the importance of designing complete blocks to create safe and effective streets. Complete blocks incorporate all necessary elements, such as sidewalks, crosswalks, and street amenities, to ensure safety and accessibility for all users. By focusing on complete blocks, the design promotes a more cohesive and secure urban environment, which supports pedestrian activity, reduces traffic hazards, and enhances overall street safety. This approach helps in creating a well-connected and inviting urban space that fosters community interaction and improves the quality of life within the district.

### EAST CIVIC DISTRICT

**ASSUMPTION #2:** In this redevelopment option, the assumption is that the district will become the primary area for meeting the Civic District's housing needs. Given its proximity to civic and academic institutions, this district is poised to become a central hub for spin off medical related research, offering specialized housing for seniors and students. Additionally, it will be ideal to include a major brand convention hotel to cater to the city's hospitality needs.

**REDEVELOPMENT #2:** The master site plan illustrates how the area, with its existing street network and largely vacant parcels, can be developed to meet the unique programmatic needs of the study area. The plan leverages the current infrastructure to efficiently integrate new uses and developments, addressing the specific requirements of the area. By utilizing the existing street network and strategically developing the empty parcels, the plan aims to create a well-organized and functional space that supports the district's diverse needs, including housing, medical research, academic facilities, and hospitality services.

**STRATEGY #2:** This strategic development aims to create a vibrant and integrated community, leveraging its location to enhance the district's role as a focal point for various key activities.

### CAMPBELL DRIVE DISTRICT

**ASSUMPTION #3:** Given the strategic location of the district at the crossroads of US 1 and the Turnpike exit, integrating a mixed-use program with extensive retail options is a practical and effective approach. This area, being the gateway to the city, has the potential to serve both local residents and commuters, making it an ideal spot for a vibrant mix of uses.

**REDEVELOPMENT #3:** The build-out of six-story mixed-use buildings with integrated parking and public spaces aligns well with the vision of creating a vibrant, accessible, and well-connected district.

**STRATEGY #3:** The unique aspect of this district, where large box retail coexists with residential development, creates an interesting dynamic that can serve as a model for other urban areas. The transformation of dying malls into urban centers has become a notable trend in urban redevelopment. As traditional retail declines, especially in the wake of e-commerce growth, many malls are being repurposed into mixed-use urban centers that serve as vibrant hubs for communities.

### KROME AVENUE DISTRICT

**ASSUMPTION #4:** Given the district's prime location within the historic corridor, the redevelopment plan can play a pivotal role in revitalizing the area while respecting its heritage. By carefully planning the integration of new mixed-use buildings with the historic fabric, this redevelopment project can reinvigorate the district, bringing commerce and vitality back to the heart of the city while preserving its rich heritage.

**REDEVELOPMENT #4:** The master site plan proposes this district should Incorporating the local cultural roots and the unique natural environment of the region into the redevelopment plan is a powerful way to create a distinctive and vibrant district. By embracing and celebrating the region’s cultural roots and natural environment, this redevelopment plan can create a unique and appealing district that not only serves the community but also attracts visitors who want to experience the essence of South Florida.

**STRATEGY #4:** Leveraging the district’s unique location near major attractions like the Florida Everglades and the Miami-Homestead Speedway can significantly enhance its appeal and draw more visitors. By embracing strategies such as Visitors Center, Eco-Friendly Accommodations, Wildlife Exhibits, Cultural and Educational Events, Motorsport Events, Race Viewing Events, Speciality Retailing, Festivals and Races, and Holiday Events, the district can become a vibrant destination that appeals to a broad range of visitors, enhancing its role as a hub for culture, entertainment, and tourism.

**INTERIM CONSIDERATIONS**

- ☑ Implement a strategy to accommodate projects that redevelop within a short term (0-5 year) window after the adoption of the charrette master plan.
- ☑ Broadcast the implementation of new urban standards and zoning code that supports all the concepts described in this report.
- ☑ Reconsider how parking is handled within each of the districts, so that they can keep their intended urban appeal.

The steps provided in these pages speak of government initiated programs that have been tested throughout the State of Florida and geared for redevelopment. To instigate the redevelopment of the study area, steps need to be taken by the City of Homestead that will draw interest to this region of the county.

**NEXT STEPS**

The City of Homeatead needs to direct the staff to take the steps necessary to realize the redevelopment potential of the four mixed-use districts. It is our recommendation that the Commission consider these specific strategies for the management and policy improvement of the study area.

**SCHEDULE**

*Short Term: 0-2 Years*

- ☑ Adopt the “Charrette Master Plan.”
- ☑ Amend the City’s Comprehensive Plan to address the “Charrette Master Plan” concepts; where applicable.
- ☑ Create Land Development Regulations (LDR) for compatible infill and redevelopment

addressed in the “Charrette Master Plan” inclusive of the four (4) zoning categories proposed within the Mixed-Use Districts: 1) Civic District; 2) East Civic District; 3) Campbell District; and, 4) Krome Avenue Downtown District.

- ☑ Prepare a Pattern Book for the districts. This would be used to guide all new construction to a set of architectural standards specific to the corridor.
- ☑ Implement development regulations that will encourage increased pedestrian access between neighborhoods and non-residential uses.
- ☑ Prepare a “Finding of Necessity” to establish the Mixed-Use District as a Community Redevelopment Area (CRA) as permitted under Florida Law (Chapter 163, Part III).
- ☑ The City of Homestead should consider implementing, as appropriate, the best practice techniques identified under “Incentives” that provides various organizational, streamlining, grants, and financing techniques.
- ☑ Prepare a “Market Study” for the study area to understand the development potential and the target market for this region.
- ☑ Setup a web link within the City of Homestead web site exposing the development potential of this districts.
- ☑ Implement architectural style standards for all new construction and building rehabilitation.
- ☑ Create landscape standards for improvements within the districts.
- ☑ Identify and acquire land for civic and public improvements in the districts.
- ☑ Coordinate a study of the proposed road network proposed within the districts. The study as designed will look at the FDOT and private property ownership pattern.
- ☑ Tailor Transit Oriented Development (TOD) LDR’s that favorably reward projects located adjacent to the busway. The LDR’s should craft transit supportive design guidelines, provide effective pedestrian and bicycle access, manage parking, provide for Park-and-Ride lots, and address car sharing programs.
- ☑ City needs to establish a community foundation to help attain funding.
- ☑ Establish design guidelines for minimal “Site Plan Layout Improvements Program” (SPLIP) for projects within the districts.

*Mid Term: 2-10 Years*

- ☑ Adopt incentive programs for each of the districts.
- ☑ Create a non-profit Land Development Corporation (LDC) to identify and acquire land for civic and public improvements within the districts.
- ☑ Create a community pilot project within any of the districts. The pilot project should include a feeder road, hardscape, and landscaping.

- ☑ Craft a marketing action plan for the study area. This may include participation in national, state, and local lecture circuits promoting the study area, web site, and advertising.
- ☑ Study the feasibility of placing utility lines underground in the alleys between Krome Avenue and Washington Street.
- ☑ Implement Leadership in Energy and Environmental Design (LEED) requirements for all developments within the study area. Provide incentive programs to assist at various scales of development.
- ☑ Develop incentive programs to assist with hardscape and landscaping of pocket parks, paseos, and existing green areas.
- ☑ Upgrade existing parks and recreational facilities.
- ☑ Require that all new public facilities and open public spaces shall incorporate Crime Prevention through Environmental Design (CPTED) principles into the design and construction.
- ☑ Work with the Department of Transportation (DOT) to improve traffic signal timing.
- ☑ Develop strategies to implement within the region a Stormwater Ecological Enhancement Project (SEEP) Watershed. The benefits includes species diversity, wildlife habitat, aesthetics, improved water quality, research and educational opportunities.
- ☑ Establish guidelines for addressing gaps along the study area edges with hardscape and landscape. This may in fact be triggered after a minimum of 40% of the area is getting redeveloped.
- ☑ Prioritize providing new sewer service with emphasis the East Civic District.
- ☑ Formalize a landscape maintenance program agreement on all arterial and collector roads.
- ☑ Prepare a Parking Fee mechanism in lieu of building the required on-site parking. A study should also be prepared that recommends the maximum distance that the parcel can be from identified future locations of public parking structures or temporary surface parking areas.
- ☑ Develop and implement a U.S. 1 corridor aesthetics plan. This would be inclusive of modifications to the existing infrastructure, utilities, hardscape, and landscaping.
- ☑ Prioritize street lighting according to safety, aesthetic, and identification issues.
- ☑ Develop guidelines requiring bicycle connection between all green areas and dedicated bicycle lanes.
- ☑ Work with the "CRA Agency" to oversee the redevelopment and implementation of the unique needs of the targeted area. Select a five to seven member CRA "Board" of local government officials and other individuals.
- ☑ Negotiate with DOT any identified encroachments in support of the "Charrette Master Plan" goals and objectives.

#### *Long Term: 10+ Years*

- ☑ Based on the adopted "Charrette Master Plan" identify all the infrastructure, streetscape, and public open space needs within the targeted area and prepare a long term "Capital Improvements Plan."
- ☑ Coordinate design and expansion of infrastructure, including telecommunication, water and sewer, local cable, natural gas, drainage, and electricity. Replace utility infrastructure concurrent with any new road construction.
- ☑ Identify deficiencies in the established level of service for drainage through the districts and prioritize projects and funding.
- ☑ Where possible in any of the districts, develop indoor sports facilities which can be utilized by youth sports organizations.
- ☑ Provide adequate streetlightings, including decorative lighting upgrades through the districts and prioritize projects and funding.
- ☑ Identify road improvement projects that can incorporate local drainage into construction plans.
- ☑ Identify deficiencies in the established level of service for drainage through the districts and adjacent neighborhoods.
- ☑ Reconfigure the traffic intersections along all arterial, collector roads, and the Busway as necessary within the districts.
- ☑ Plant mature trees and hardscape such as benches and street lamps along all arterial, collector roads, and the Busway as necessary within the districts.
- ☑ Create new recreational programs and services from surveys conducted within the City of Homestead. The intent of the survey would be to see what interest the community has with bonding more outdoor activities.
- ☑ Continue to identify and acquire land for civic and public improvements within the districts through the non-profit Land Development Corporation.
- ☑ Address the transportation needs of youths, elderly and low-income neighbors.

#### **PILOT PROJECTS**

The City of Homestead should identify pilot projects that will demonstrate its commitment to realize the development potential within the districts.

- ☑ Place car barriers at the surface parking facing Civic Plaza Road and provide generators in support of weekend farmers markets and other events.
- ☑ Conduct search for an artist to create a mural on the surface of the same mentioned parking lot.

- ☑ Take the fenced lot along Flager street and get environmental approvals so that this area can start to be identified as the place for holding music festivals. Provide raised platforms, shaded areas, lighting, spaces for food trucks and public bathrooms.
- ☑ Identify, a demonstration street along Krome Avenue that will encourage the public to come back to Mian Street. Don't allow any ground level uses other than retail, entertainment and restaurants.

Funding sources include the following:

- ☑ **Tax Increment Revenues:** Tax Increment Revenue is typically the major source of funding for redevelopment projects under the State of Florida Community Redevelopment Act.
- ☑ **Redevelopment Revenue Bonds:** Section 163.385 of the Florida Statutes empowers the City to issue Revenue Bonds to finance redevelopment projects with the security of the bonds based on the anticipated assessed valuations of the completed community redevelopment. In this way, "tax increment" is used to finance the long-term bond debt.
- ☑ **Interest on Redevelopment Trust Fund:** Any interest that may be earned from deposit of Trust Fund monies may become a part of the funds used for redevelopment activities.
- ☑ **Industrial Revenue Bonds:** Chapter 159, Florida Statutes, cites the Florida Industrial Development Act, which authorizes the use of Industrial Development Bonds to finance certain types of capital projects for private development.
- ☑ **General Obligation Bonds:** Some jurisdictions have also issued General Obligation Bonds for projects within the CRA area. These bonds are secured by debt service millage on the real property within the Town and typically must receive vote approval. This type of bond may only be used for acquisition and improvement of real property.
- ☑ **Limited Obligation Bonds:** This type of bond financing is secured by a specified amount of existing revenues received from a local source, such as property sales taxes. Local taxes may not need to be increased.
- ☑ **Special Improvement District:** A Special Improvement District is a true public/private partnership used to develop or revitalize communities. In it, special units of developments can be assessed a fair share of the necessary public improvements. It also enables taxation, as well as allows downtown property owners and merchants to form a local management association with the authority to collect assessments.
- ☑ **Parking Revenue Bonds:** This type of bonds require the existence of Town-Wide parking facilities' net revenues, including parking meters and parking garages. Typically a feasibility study is recommended to strengthen credit so that bonding attorneys are satisfied that there is sufficient revenue to back the bond.
- ☑ **Special Assessments Districts:** This is a tax system whereby property owners within the district agree to pay an additional fee or an ad valorem tax to raise funds for specific projects, which will benefit them.
- ☑ **Land Sales and Leases:** Town may acquire and sell land or property.
- ☑ **Contributions and Donations:** Voluntary contributions by private companies, service

organizations, individuals or foundations are a potential source of income for special or popular projects, particularly those of a high civic nature, such as building parks, or perhaps a beautiful bridge or public building.

- ☑ **Foundations:** Several communities have researched the purpose and intent of foundations and designed portions of their Plan to attract grants from a particular foundation. Foundation money is often a good source for training and education programs.
- ☑ **Public/Private Ventures and Partnerships:** Some redevelopment projects have been designed to stimulate additional private investment and were accomplished through public/private ventures or partnerships. The Town can give assistance to a developer in the assembly of land for a private development. In return, the developer may be obligated for building renovations, street, landscaping, sidewalk and other redevelopment improvements. The private contribution may also be through direct contributions, or payment to assessment districts.
- ☑ **Community Contribution Tax Incentive Program:** This program was created by the Florida legislature to encourage corporate involvement in community revitalization. This program allows businesses a fifty-percent tax credit on Florida corporate income tax or insurance premium tax for donations to local community development projects. Donations must be made through an eligible non-profit corporation conducting a Town approved community development project such as affordable housing.
- ☑ **Direct Borrowing:** The Town is empowered to fund redevelopment projects and programs through direct borrowing of funds. Depending on the particular projects, the Town may utilize both short and long-term borrowing.
- ☑ **Community Development Block Grant Program:** The Community Development Block Grant (CDBG) program may be used for legitimate economic development purposes. CDBG funds may be used as grants, loans, and for capital improvements. Local, state, and federal agencies must agree to create a CDBG program. Findings of blighted conditions must be found within the target area.
- ☑ **Enterprise Zone Investment:** This program is designed to encourage increased business in distressed areas. The State provides property tax credits, jobs tax credits, partial building tax refunds, and partial sales tax refunds on business equipment purchased.
- ☑ **Private Business Development Program with Banks:** Banks may incorporate a subsidiary to provide loan assistance not normally permitted for commercial banks. The loans are used to help start or expand business operations, as long as the purpose is related to community development and not to just simply provide a conventional commercial loan.
- ☑ **Utility Enterprise Funds:** Several communities in Florida have used "enterprise funds" to fund infrastructure improvements in their redevelopment areas.
- ☑ **Jobs Tax Credit: Urban Enterprise Zone:** Allows a business located within an Urban Enterprise Zone to take a sales and use tax credit for 20 or 30 percent of wages paid to new employees who reside within an enterprise zone. To be eligible, a business must create at least one new job. The Sales Tax Credit cannot be used in conjunction with the Corporate Tax Jobs Credit.
- ☑ **Business Equipment Sales Tax Refund: Enterprise Zone:** A refund is available for sales taxes paid on the purchase of certain business property, which is used exclusively in an Enterprise Zone for at least 3 years.

SOURCES: TREASURE COAST REGIONAL PLANNING COUNCIL, URBAN LAND INSTITUTE, AND U.S. DEPT. OF HOUSING AND URBAN DEVELOPMENT

- Building Material Sales Tax Refund: Enterprise Zone:** A refund is available for sales taxes paid on the purchase of building materials used to rehabilitate real property located in an Enterprise Zone.
- Property Tax Credit: Enterprise Zone:** New or expanded businesses located within an enterprise zone are allowed a credit against Florida corporate income tax equal to 96% of ad valorem taxes paid on the new or improved property.
- Sales Tax Exemption for Electrical Energy: Enterprise Zone:** A 50% sales tax exemption is available to qualified businesses on the purchase of electrical energy, if the municipality has reduced the municipal utility tax by at least 50%.
- Community Contribution Tax Credit Program: Enterprise Zone:** Allows businesses a 50% credit on Florida corporate income tax, insurance premium tax, or sales tax refund for donations made to local community development projects. Businesses are not required to be located in an enterprise zone to be eligible for this credit.
- Bank Reinvestment Pools:** Many towns have developed a cooperative approach with local lending institutions to supplement the funding for their community redevelopment program. The Community Reinvestment Act of 1977 requires banks to define a service area, assess local credit needs and make efforts to meet the community's needs. The Community's Master Plan may serve as the basis for goal establishment and planning by local lending institutions.
- Property Improvement Grant Programs:** Several communities have established grant programs that are used for façade improvements and building renovation. These programs are usually directed towards improvements that have a high potential for stimulating additional private development in the area. Several communities have used State Programs and private investments to initiate a revolving grant program. For example, Chapter 80-249 of Laws of Florida offers a 50% credit against state corporate income taxes for contributions of up to \$200,000, for community development with the contributions used as a direct grant or to start a revolving loan fund.
- County, State and Federal Grant Programs:** Funding may be available from several Federal and State agencies, such as the Department of Community Affairs and the Florida Department of Transportation.
- Economic Development Administration Grants:** This federal agency provides grants to fund public works projects. This grant/loan program assists distressed communities to attract industries, encourages business expansions and primarily focuses on generating long-term, private sector employment opportunities.
- Small Business Administration (SBA):** The Small Business Administration is a federal agency that provides low-interest loans to business people who cannot qualify for standard commercial loans. This loan program has been used to encourage economic development by assisting small business start up and expansion within the CRA districts.
- Gas Tax:** Taxes collected from the sale of gasoline within the Town are used to fund transportation related improvements. The Town Commission approves specific projects that may be funded under the gas tax program.

Best Practice Techniques	Type of Technique	Major Advantages (opportunities)	Major Disadvantages (constraints)
Delineation of Urban Infill Development & Redevelopment Areas	Action primarily used by local governments	Identifies area of focus for acquisition, incentives, other programs & actions and funding.	Unless combined with other programs & actions, burden remains with developer to negotiate and buy site(s).
Special Districts and Redevelopment Areas	Funding Technique (some require legislative authorization)	Legislation can authorize sources of funding for districts.	Management and Techniques may place burden or may exempt certain types of properties.
Streamlining Assistance	Action by government agency or other entity	May avoid need for financial incentives if sufficient to stimulate redevelopment.	Financial incentives may also be required.
Regulatory Incentives	Action by government agency or other entity	Time-limited zoning, TDR's, payment-in-lieu of, and numerous parking incentives	Requires specialist staff and elected officials to buy-into the approval process.
Financial Incentives	Financing Technique	To close financing gap use grants, loans & tax credits.	May be limited.
Green Incentives	Financing Technique	Development fees are discounted some percentage.	Requires getting LEED-ND and/or LEED certification.
Tax Increment Financing (TIF) District	Legislatively authorized Financing Technique	Provides source of funding for public improvements without requiring up front public investment.	Limited to funding for public improvements and does not create source of funds to assist more directly in project financing.
Tax Exemptions	Financing Technique	Provides source of gap financing without up-front expenditure of public funds.	Depending on extent of exemption, developer may not significantly benefit.
Tax Abatement	Financing Technique	Provides source of gap financing without up-front expenditure of public funds.	Depending on extent of abatement, developer may not significantly benefit.
Public/Private Partnerships (PPP)	Organizational and Financing Technique	Can be used to build financing consortiums and leverage private sector investment.	May not directly provide access to private sector institutional investors.
Inventory of Parcels	Action by public or private sector	Relatively low cost; does not require major public investment.	Unless combined with other actions, burden remains with developer to negotiate and buy.
Acquisition by Government or other Authorized Entity	Organizational Technique	Entity may act to assemble parcels; shift burden from Developer to negotiate and acquire multiple sites.	Requires source of funding and authorized entity with capacity to administer.
Land Bank	Organizational Technique	Provides entity to assist in overcoming barrier to development	Requires authorizing legislation and funding sources.
Tax Foreclosure and Sale	Action by government agency or other authorized entity	May be used as technique to clear title and to shift burden from developer to negotiate and acquire multiple sites.	Depending on authorizing legislation, may be lengthy process.
Acquisition by Eminent Domain	Action by government agency or other authorized entity	May be used to assemble parcels; shift burden from developer to negotiate and acquire multiple sites.	Limited use may be acceptable, but negative perception associated with forced taking by government.

SOURCES: TREASURE COAST REGIONAL PLANNING COUNCIL, URBAN LAND INSTITUTE, AND U.S. DEPT. OF HOUSING AND URBAN DEVELOPMENT