RESOLUTION No. 07 – 13

A RESOLUTION OF THE MAYOR AND THE CITY COUNCIL OF THE CITY OF DORAL, FLORIDA ADOPTING THE DORAL BOULEVARD BEAUTIFICATION MASTER PLAN; AUTHORIZING THE CITY MANAGER TO BEGIN THE SELECTION PROCESS, WHICH INCLUDES BUT IS NOT LIMITED TO THE ISSUANCE OF REQUESTS FOR PROPOSALS, FOR ACCESS MANAGEMENT AND LANDSCAPE IMPROVEMENT SERVICES; AND PROVIDING FOR AN EFFECTIVE DATE

WHEREAS, the City of Doral seeks to beautify Doral Boulevard for the enjoyment of its residents and the enhancement of the overall value of the City; and

WHEREAS, Resolution #04-66 and #04-05 respectively authorized the City Manager to negotiate and enter into an agreement with Calvin, Giordano & Associates for the provision of a beautification plan for Doral Boulevard which has been completed and submitted herewith as Exhibit "A;" and

WHEREAS, after review and endorsement by Staff, Staff respectfully recommends that the City Council of the City of Doral adopt the Doral Boulevard Beautification Master Plan as presented in Exhibit "A" by Calvin, Giordano & Associates and authorize the City Manager to begin the selection process, which includes but is not limited to the issuance of Requests for Proposals (RFP's), for access management and landscape improvement services consistent with the Master Plan.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF DORAL, FLORIDA, AS FOLLOWS:

Section 1. The City Council of the City of Doral, Florida hereby adopts the Doral Boulevard Beautification Master Plan and authorizes the City Manager to begin the selection process, which includes but is not limited to the issuance of RFP's, for access management and landscape improvement services consistent with the Master Plan.

Section 2. This Resolution shall take effect immediately upon adoption.

The foregoing resolution was offered by Vice Mayor Cabrera who moved its adoption. The motion was seconded by Councilwoman Ruiz and upon being put to a vote, the vote was as follows:

Mayor Juan Carlos Bermudez	Yes
Vice Mayor Pete Cabrera	Yes
Councilman Michael DiPietro	Absent
Councilwoman Sandra Ruiz	Yes
Councilman Robert Van Name	Yes

PASSED and ADOPTED this 14th day of March, 2007.

JUAN CARLOS BERMUDEZ, MAYOR

ATTEST:

BARBARA HERRERA, CITY CLERK

APPROVED AS TO FORM AND
LEGAL SUFFICIENCY:

for

JOHN HEARN, ESQ., CITY ATTORNEY

DORAL BOULEVARD

NW 36th/41st STREET

STREET BEAUTIFICATION MASTER PLAN

Prepared for
THE CITY OF DORAL

Prepared by
CALVIN GIORDANO & ASSOCIATES, INC.

Acknowledgements.

The City of Doral

Mayor	Juan Carlos Bermudez
Vice Mayor	Pete Cabrera
Councilman	Michael DiPietro
Councilwoman	Sandra M. Ruiz
Councilman	Robert Van Name
City Manager	Sergio Purriños
Asst. City Manager	Mark Taxis
City Clerk	Barbara Herrera
City Attorney	John Hearn
Public Works Director	Eric T. Carpenter, PE
Planning & Zoning Director	Nathan Kogon

A special thanks to all City staff that contributed to the development of this document.

Calvin Giordano & Associates, Inc.
Master Plan Team

President	Dennis Giordano
Associate-In-Charge	Tammy Cook-Weedon, RLA
Project Manager	Gianno Antonio Feoli, ASLA AIA Landscape Architecture - Planning
Support Staff	Shahin Hekmat, PE Joe Aldacosta Pia Hansson-Nunoo, PE Silvia Bolivar Ruben Colon Freddy Padilla-Hodges

Contents.

Organization of the Master Plan.

This Master Plan is a composite of two components: a planning component and a landscape architectural component.

The Master Plan's organization follows the following criteria:

First the plan describes the project area and details the surrounding conditions affecting Doral Boulevard. As a part of this inventory, the Plan includes an assessment that is made of all the existing conditions and components present throughout the corridor.

The Plan then describes the planning component of the Master Plan. This includes the description of the conceptual ideologies that form the basis for design. The Plan illustrates the areas of a 'General Plan' that serves as the main regulating plan for all design components.

Finally, the Master Plan describes the landscape architectural components of the design. These include the detailing of all the site furnishing, plant palettes, and installation details.

Introduction.

Doral Boulevard sits today at a poignant place in its history – the beginning. As the recently incorporated city takes on the arduous labor of meeting the needs of its residents, it also takes on the challenge to develop its infrastructural framework, one that will establish the foundation for the City's future development. As a part of the City's intent to develop a character and an identity that will allow it to separate herself from the bouillabaisse of Mediterranean-replicating municipalities prevalent of the region, the City of Doral has commissioned this Streetscape Beautification Master Plan for Doral Boulevard, NW 36th/41st Street.

The development of this master plan sets the City of Doral aside by intrinsically breaking with the typical mode of development rampant of the area. Instead of allowing development to occur in an uncontrolled fashion, the City has become proactive in steering her progress growth and development in a way that is in accordance to a vision for high standards of quality spaces and experiences. This master plan is one of several 'pieces' in this ongoing process.

Doral Boulevard lies at the heart of the city. Being that it is one of the main corridors within the city, coupled with the fact that it is the only one of the west-east corridors that provides access to both the Florida Turnpike and the Palmetto Expressway, Doral Boulevard is destined and predetermined to be the city's Main Street.

Purpose and Intent.

The intent for this master plan is to describe the parameters and criteria which will guide the development patterns for any and all parcels fronting Doral Boulevard. The master plan addresses two components of the corridor's beautification process: these two being the planning component and the landscape architectural component.

The planning component covers issues such as building heights and scale, while the landscape architectural component covers issues including sidewalk improvements and amenities, architectural features, median planting improvements, gateways, and other Right-of-Way improvements typical of most streetscape beautification projects.

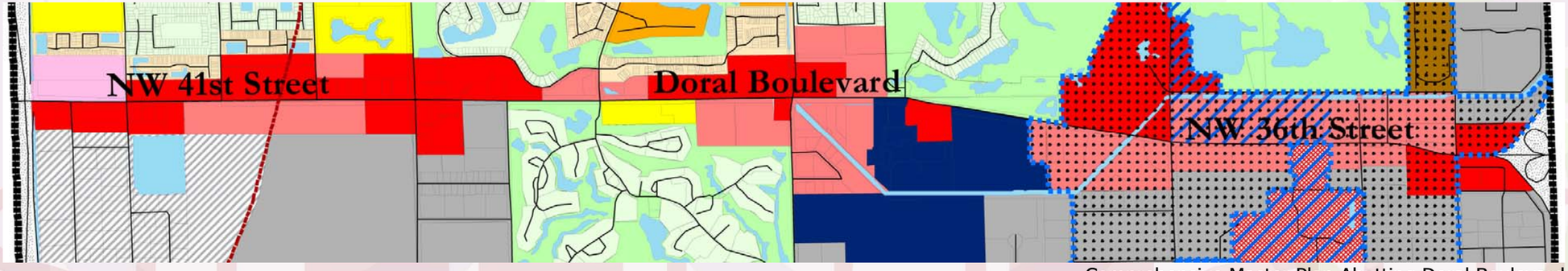
The purpose of the master plan is to serve as a vision and guidance, if not as a determinant, as to what and how the physical environment along Doral Boulevard should be built and articulated.

Land Use.

The master plan for Doral Boulevard has been developed as a vision specifically for the Boulevard corridor. The City of Doral has developed a city-wide comprehensive master plan. This Street Beautification Master Plan will serve to specifically guide the development pattern along the Boulevard, as an overlay to the city's Land Development Regulations, in order to ensure the quality of spaces and character expressed and envisioned by the residents of the City.

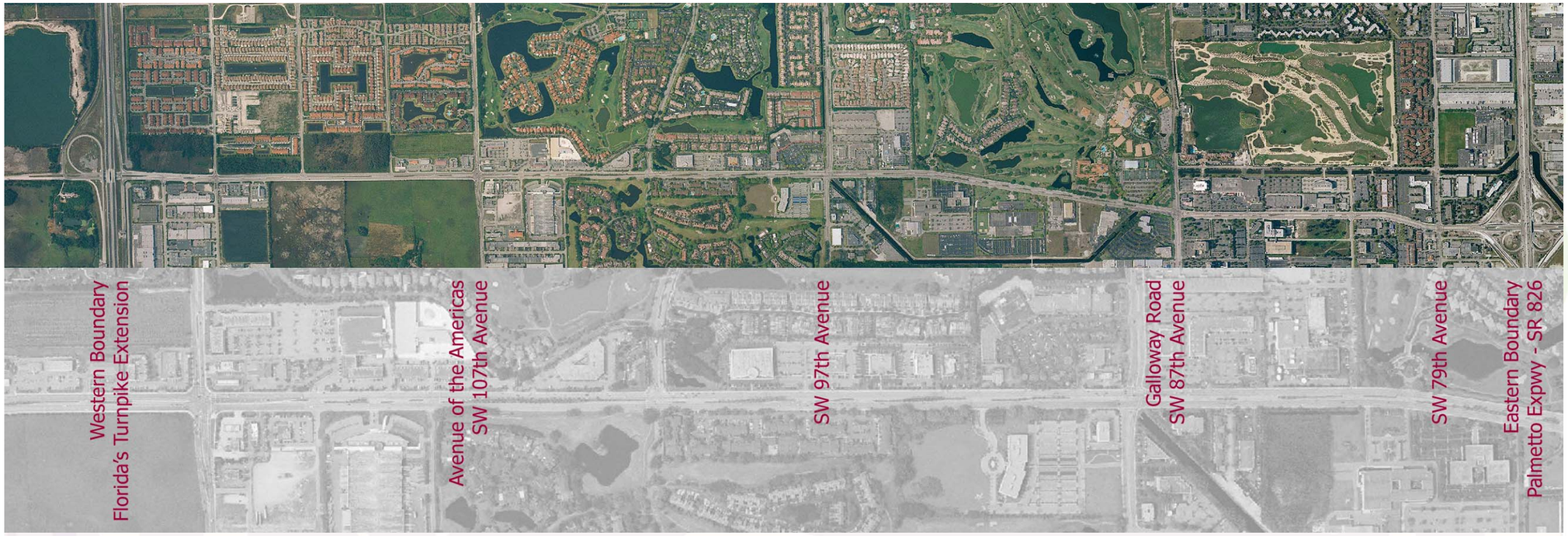
The Doral Boulevard Streetscape Master Plan envisions Doral Boulevard as the 'Main Street' of the City, a vibrant, active and pedestrian-oriented environment where residents and visitors can live, shop and recreate. To this effect, the Master Plan takes as a base that all properties fronting Doral Boulevard shall encourage mixed-use type zoning with commercial- and office-uses lining the street frontages onto the sidewalks with residential- or hotel-uses above.

Comprehensive Master Plan Legend



Comprehensive Master Plan Abutting Doral Boulevard

Analysis: Streetscape Assessment



Study Boundaries.

This study comprises those elements and conditions within the 4-mile Right-of-Way boundaries of Doral Boulevard, NW 36/41st Street, within the following extents:

- Western boundary: Florida's Turnpike Ronald Regan Extension
  State Road
  Approximately Northwest 117th Avenue
- Eastern Boundary: Palmetto Expressway
  Florida State Road 826
  Approximately Northwest 75th Avenue

Introduction.

The Doral Boulevard, NW 36/41st Street, Corridor is located within the boundaries of the City of Doral. This thoroughfare can be characterized as one of the primary veins of access to and within the city. The corridor has an approximate length of 4 miles, running East-West from Florida's Turnpike Ronald Reagan Extension on the West to the Palmetto Expressway on the East.

This assessment will examine the Doral Boulevard Corridor Area, using a series of criteria derived from literature review on the subject, coupled with on-site expert analysis of the existing conditions present within the study area. After initial expert investigation leading up to the development of this study, it was noted that the conditions affecting Doral Boulevard are consistent throughout the entire corridor, except for minor locations. Therefore, this assessment will define and examine each condition affecting the Doral Boulevard Corridor in a general-fashion, with a specific reference to those areas that require special attention.

This generalized streetscape assessment will serve as a foundation for future site-specific analyses examining the corridor. Likewise, this assessment will serve to elucidate the potential of Doral Boulevard for developing a unique character, reflective of its economic and social make-up. Lastly, this assessment will benefit the City of Doral by providing information on criteria beneficial for the future development of the area.

Methodology.

The streetscape assessment studies the character-giving elements of the areas of study. The Doral Boulevard Corridor's overall streetscape assessment is substantiated by literary review on the subjects of streets, streetscape planning/design, and urban planning/design. An inventory of existing visual conditions was compiled through on-site examination. These existing conditions are then examined with reference to criteria extracted from the literary review to produce an assessed value for the different existing conditions that are present in the area. Finally, these examinations suggest the development of opportunities that may enhance the streetscape conditions along the corridor.

The following is a list of conditions utilized to assess the existing streetscape environment:

- Overall Street-Corridor Conditions
- Architectural Conditions
- Sidewalk Conditions
- Parking Conditions
- Street Conditions
- Vegetation Conditions
- Overall Aesthetic Conditions
- Safety Conditions

The Overall Street-Corridor Condition.

The street-corridor conditions have many aspects that will be detailed in the following sections, such as sidewalk culture, architectural interaction with the street, overall character of the area, etc. In this section, the assessment will primarily address the issue of overall scale.

The interaction between the street and building scales is important in defining the spatial characteristic of the street corridor. A more defined street corridor increases the public's perception of the corridor's spatial characteristics.[1] Wide streets with a low building height profile produce a sense of emptiness and of uninhabitable spatial spread. Conversely, narrow streets with extremely tall building profiles produce a sense of claustrophobia, tightness, over-enclosure and constriction that deprive a corridor of sunlight and ample air circulation, and create a public perception of un-cleanliness. Typically, a good average relative scale between the corridor and the buildings' profiles is of equal proportion, or 1:1.[2] This proportional relationship provides a spatial definition of enclosure for the street-corridor, while allowing ample sunlight and air circulation to penetrate the perceived space.

Existing Conditions.

Throughout most of the immediate study area, there are two primary north-south corridors and five north-south arterials that show the dominance of that traffic pattern. These are, from West to East, the Florida Turnpike, 117th Avenue, 107th Avenue, 97th Avenue, 87th Avenue, 79th Avenue, and the Palmetto Expressway. Throughout most of Doral Boulevard, spatial definition along the street-corridor is very poor.

- Along the corridor, the building façades range from single story buildings up to 5-stories. The width of the Right-Of-Way (ROW) corridor varies throughout, usually occupying no less than 80 feet, allowing for up to six traffic lanes, median and/or turning lanes, and sidewalks on both sides.

- Along the corridor, the buildings' heights range mostly between one and eight stories. The taller buildings are spread out along the corridor, mostly belonging to corporate buildings beyond large setbacks.

- The street corridors are disproportionately wide when compared to adjacent building heights and are not conforming to a 1:1 ratio for proper spatial definition.

- The lack of street definition is further enforced by the adjacency of vacant lots and deep setbacks in front of the streets and sidewalks. The inconsistencies in the heights of buildings along the corridors deprive the areas of a sense of scale and further detract from their spatial definition.

- There is not a sense of consistency or continuity in bldg setbacks throughout the corridor.

Opportunities.

- There is an opportunity use vegetation to establish consistency and mitigate some of the proportions in spatial- height relationships throughout the corridor that will help define and maintain a proper spatial perception.

- Where disproportionate street scales exist, there is an opportunity to use street trees to resolve the spatial problems.

Architectural Conditions.

Architectural conditions are possibly the most noticeable of the elements that provide a character to an area. They include the following elements:

Overall Color Scheme
Prevalent Architectural Vocabulary
Sidewalk Architectural Features

These elements begin to create the ambiance and "experience" of areas, and in turn spark the development of uniqueness and character that make them "successful" pleasant places to live and work. An example of this in South Florida is the Art Deco District in Miami Beach's South Beach area. Together, the elements listed above, working in conjunction with other factors, help to create and consolidate a sense of place.

A 'sense of place' is an important necessity for cities to establish in order to promote civic pride among the residents, a sense of belonging and pride in ownership. These perceptions, together, can be a great force in stabilizing, solidifying and even incrementing real estate property values or even increasing the tax-base.

Existing Conditions.

- Throughout the corridor, color schemes are unremarkable. Corporate buildings are predominantly colored in pastels or neutral, earth tones. Commercial buildings are characterized by their typical, branded images and color schemes. Within the residential areas, warm tones of color are predominantly used. Because most of the residential units prescribe to a Home Owner's Association, similar palettes of color are typical of large areas.

- Architectural styles vary throughout the corridor and include a wide array of examples from classically inspired, Old Spanish, Contemporary and Post-modern Architecture. Most of the Contemporary and Post-Modern architecturally styled buildings are the larger corporate buildings, mostly made with pre-fabricated exterior curtain walls. The quainter Old Spanish and Classically-inspired examples are found in the residential areas or the smaller-scale buildings.

- There are no sidewalk architectural features, such as fountains, planters, corner meeting areas, etc.

- There is no dominant architectural vocabulary throughout the area of study.

Opportunities.

- Because there isn't a dominant architectural vocabulary throughout the corridor, the architectural features that may be proposed for the corridor in the forms of signage and entry features may serve as an opportunity to unify the disparate architectural perception of the corridor.

- There is an opportunity to provide sidewalk architectural features that would allow for safety at corner crosswalks, help define the edge of neighborhoods and provide pedestrian with safety zones and meeting places along the street.

- Architectural features can serve as reservoirs for the use of public art.

Sidewalk Conditions.

Sidewalk conditions are possibly the most important element of a total streetscape. They are comprised of many elements, including paving patterns, sidewalk zoning, street furniture, and curb conditions.

These elements are primary contributors to the development of design-clarity along a street corridor. They define the manner in which users will interact with the street, with the commercial establishments and with other pedestrians. They serve to enhance the perception of place, identity and culture. In many cases, the summation of the presence of these elements creates a successful design that serves to invigorate and stimulate pedestrian activity along a street.[3]

Paving Patterns.

Paving patterns serve to inform pedestrians about designated areas for different functions and direction. Their complexities serve to provide interest as well as affecting the speed of pedestrian activity. Their colors, textures and patterns can provide pedestrians with a sense of place, working in conjunction with architectural conditions and strengthening the efficacy of the overall design.[4]

Sidewalk Zoning.

Sidewalk zoning is the designation of specific "zones" or areas within the sidewalk environment. Pedestrian zones, commercial-use zones and street furniture zones allow for multiple and varied functions of the sidewalk to occur simultaneously and without interruption. The effective implementation of sidewalk zoning, coupled adjacent activity and pedestrian presence, serve to activate the area, increasing the sidewalk's perception of security and its perception as a destination, instead of only transport.[5]

Street Furniture.

Street furniture is tangible evidence of pedestrian use of the sidewalk space. It includes benches, planters, trash receptacles, etc. These elements add to the character of the area, while providing functions and uses by pedestrians.[6]

- Benches provide habitation on the sidewalk, by supplying a resting place for pedestrians. When located alongside the curb, they also provide protection from vehicular traffic.

- Bus stops also provide places of habitation, but most importantly, they serve to demarcate major intersections where heavy pedestrian activity may be expected. Their design also contributes to the overall character of the area.

- The incorporation of cyclists as a user group helps to accommodate people who would rather ride their bicycles from neighboring areas, alleviating vehicular traffic. In addition, cyclists add another dimension to the number of activities that help make a great street viable. Providing facilities for cyclists increase their patronage of the street.

- Bollards provide protection for pedestrians, while limiting vehicular traffic. When used around a corner's curb, bollards help protect pedestrians, waiting to cross the street, from vehicles attempting to bend the curve at a smaller radius than the street itself.

- Trash receptacles help to keep the areas clean. It is proven that when present, a majority of the pedestrians will use trash receptacles. The adherence to their use by pedestrians is so strong, that when full to capacity, in the majority of cases, people will still feel the responsibility to dump trash next to the trash receptacles.

- Planters provide opportunities to designate zoned areas, provide protection from vehicular traffic, help beautify the sidewalk areas and are typically low maintenance.

- Telephone booths at corners allow for communication for individuals who need public facilities when away from their homes.

- Street signage informs pedestrians of where they are and help to define the character and the sense of place of the area.

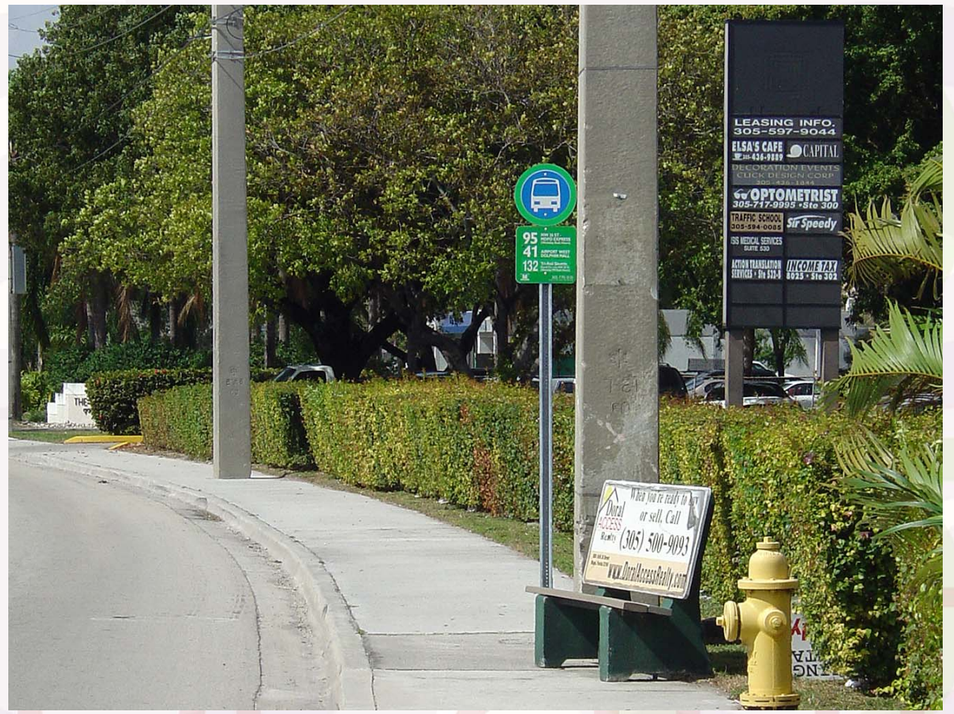
- Street maps placed at corners provide pedestrians with information, as well as encourage visitors to explore the mapped district.

- Sidewalk canopies provide protection against the over-powering summer sun and shield against rain, thus promoting moments of respite during activity along the sidewalk areas.

- Streetlights illuminate pathways, create drama and interest with light and color and provide pedestrians with a sense of security. There are two types of streetlights. Streetlights that illuminate the street help to prevent vehicular-pedestrian accidents. Streetlights that illuminate the sidewalk create ambiance and provide perceptions of security by clearly displaying the surroundings.

- Water features and corner landmarks help define location and place within an area. They help inform pedestrians about the end of a commercial strip, a change in land-use, or a transition from one neighborhood to another.

- Curbs provide the pedestrian with an important protection tool against the possibility of vehicular accidents. Curbs are, in fact, the first line of defense for the pedestrian against traffic. Their conditions help define the edge of the sidewalk and the beginning of the street. Changes in curb heights accommodate for pedestrians with disabilities and for cyclists.



Existing Conditions

- An overwhelming majority of the sidewalks within the corridor are lacking of character.
- Most of the sidewalks are in fairly good to excellent condition.
- There are instances along the sidewalks when a sense of interest is provided by adjacent property landscaping or signature water features.
- Most of the sidewalks are too narrow to accommodate activities or plantings in conjunction to pedestrian activity.
- There are occasions along the sidewalk when property landscaping is overgrown and hinders proper sidewalk-use.
- The edge condition along the sidewalks varies along the corridor. In older areas (eastern portions), the sidewalks are separated from adjacent property by hedges, fences or walls. They imbue the sidewalk with a claustrophobic character. In the newer areas, larger landscaped areas are present, allowing for a more open, less obstructed sense of comfort along the sidewalk.
- The typical Metro bus bench, unprotected from climatic conditions and providing no cultural or aesthetic character, characterizes transit stops in the area of study.
- Bus stops are characterized by up to four journal dispensers at times, each in different colors, tied together by chains, and at times, collapsed onto the sidewalk's pathway.
- The are no trash receptacles present.
- The are no parking meters present.
- Telephone booths are well situated in some areas
- The signage that designates the streets and avenues at their intersections are the typical street signs found throughout Miami-Dade County.
- There are no sidewalk canopies present.
- The predominant type of streetlights present in the area is vehicular streetlights. Many pedestrian pathways benefit from adjacent commercial lighting to help illuminate the way.
- All of the corner intersections are ADA accessible. They are seemingly well-maintained.
- Intersections are characterized by overhead utility wires.
- Water hydrants, electrical boxes and overhead utility poles at times encroach onto into the sidewalk's areas.

Opportunities

- There is an opportunity to extend the use of pavement patterns in sidewalks throughout the area, providing the corridor with different character to enhance its identity.
- There is an opportunity to enhance the definition of corners as edges by using different pavers throughout those areas and by treating the pavement differently.
- There is an opportunity to design paving patterns that will be unique to each intersection, providing interest for the pedestrian and vehicular conductor, a sense of location, and an overall sense of design.
- There is an opportunity to develop a relationship between the paving patterns and curb cuts/intersections to increase the safety of each.
- There is an opportunity to extend the perceived width of sidewalks onto the pavement, as a method to increase a sense of security along the sidewalk and its width perception.
- There are opportunities to use minimal planting, because of the space constraints, alternated with lighting and signage to create interest along the sidewalk.
- There are opportunities to designate use-zones within street intersections.

Parking Conditions.

Parking conditions are important for providing parking solutions that do not impede or obstruct pedestrian activity, that are safe for vehicular drivers and that promote commercial activity. Elements of parking conditions include curb conditions, parking meters, designated parking areas, lighting, and parking methods.

Curb Conditions.

Curbs provide pedestrians with important protection tools against the possibility of vehicular accidents. Curbs are, in fact, the first line of defense against traffic for the pedestrian. Their conditions help define the edge of the sidewalk and the beginning of the street. Changes in curb elevations accommodate pedestrians with disabilities.[7]

Parking Meters.

Parking meters, while providing the City with revenue, can double as protective elements to prevent vehicular-pedestrian accidents. In addition, parking meters serve as signals that inform vehicle owners of legitimate parking opportunities.

Designated Parking Areas.

Designated parking areas provide vehicular owners with a sense of security that those parking areas are either patrolled or often frequented by other vehicular drivers. Designating each parking space allows for appropriate parking spaces to be allocated to a sustainable number of vehicles.

Lighting Conditions.

Good lighting is possibly the most important element in creating a perception of safety among the users and pedestrians of an area. While its illumination lessens the likelihood of pedestrian-vehicular accidents, it also provides the vehicular owner with a sense of security.

Parking Methods.

Parking methods can have a detrimental effect on pedestrians crossing the street, if not well planned. Parking vehicles parallel to the curb, typical street-side parking, allows for ease of penetration by the pedestrians into the street. Angled, drive-in parking along the curb impede and deter pedestrian movement across the street. Regardless, parking should not be taken to the corners, allowing a safe area for pedestrians to wait for an opportunity to cross the street.

Existing Conditions.

- Good parking conditions exist throughout the entire corridor. These are provided by commercial establishments and normally abut the sidewalk with varying degrees of separation, depending on their location.
- Good lighting in parking lots is prevalent.
- Most establishments provide a landscape buffer between their parking lots and the abutting sidewalks
- Parking lots abutting the sidewalk west of 97th Avenue tend to provide a landscape buffer of greater dimension than those east of 97th Avenue.

Opportunities.

- There is an opportunity to utilize adjacent parking lot lighting for increased safety along the sidewalk.
- There are opportunities, where permissible by utilities, to use a landscape buffer requirement to provide shade trees for pedestrians and to help define the sidewalk space.

Street Conditions.

Street conditions provide for the safe transport of vehicular traffic, while allowing for safe crossing by pedestrians. Elements that play a role in street conditions include crosswalks, pavement conditions, medians, and traffic controllers.

Crosswalks.

Crosswalks designate safe zones for pedestrians to cross the street. Crosswalk boundaries should be painted and well defined. Methods of making distinctions include simple painting of crosswalk boundaries, hatching the crosswalk with painted lines, or adding a paving pattern that creates an extension of the sidewalk into the street.[8]

Pavement Conditions.

The condition of the pavement laid on the roadway is very important. If the pavement has holes or is worn, it increases the risk of vehicular accidents, and the chances for drivers to lose vehicular control and invade the sidewalk areas.

Medians.

Medians help to prevent head-on vehicular collisions. Where present, they also serve as mid-point safe havens acting as stepping-stones when attempting to cross wide roads. In addition, medians provide an opportunity for vegetation and beautification of the street. The use of adequate vegetation can help resolve the problematic spatial conditions posed by wide streets.

Traffic Controllers.

The best traffic controllers, other than stop signs and traffic lights, are sidewalk activity and the complexity of streetscape design. High pedestrian activity along a street will catch and hold a driver's attention. As a result, traveling speeds are reduced. Complex streetscape compositions have similar effects on drivers. Detailed and articulate streetscapes increase drivers' perception of speed as they drive through the corridor, thus compelling them to slow down.[9]

Existing Conditions.

- In most cases, crosswalks are well-maintained or newly painted throughout the area of study.
- Along most of Doral Boulevard, the pavement is in good condition. There are minor needs of repair between the 79th Avenue intersection and the Palmetto Expressway Ramp Expansion due to the ongoing construction, scheduled to be completed in the latter half of 2006. An item in the scope of work being performed includes the repaving of Doral Boulevard from the expansion work to 79th Avenue intersection and a few feet beyond..
- There is a network of medians of varying widths along the thoroughfare. Medians east of 97th Avenue are characterized by smaller dimensions, more frequent cub cuts, and fewer planting areas, while those west of 97th Avenue are more expansive and can accommodate more plantings.
- There is adequate traffic control in the forms of traffic lights and street signage.
- Varying building setbacks provide spatial interest along the street but encourage a sense of discontinuity along the corridor.

Opportunities.

- There is an opportunity to utilize pavers and colors in crosswalks to add a sense of character to intersections.
- There is an opportunity to create a narrowing of turning lanes to create a wider sidewalk condition along major intersections.
- There are opportunities to enhance the pedestrian safety at median points where roadways are too wide to be crossed on one vehicular cycle.
- There is a need to slow traffic down along the roads to make it safe and inviting for pedestrians to use the sidewalks.

Vegetation Condition.

Vegetation conditions within a street corridor provide a naturalistic experience while help protect pedestrians from vehicular mishaps and climatic conditions. The presence of vegetation is a major factor in achieving beauty and in establishing both boundaries between the street space and the sidewalk space. Further, it aids in providing traffic control by increasing drivers' perception of speed, forcing them to slow down. Elements that contribute to an overall vegetation condition include street trees, median trees, shrubs and groundcovers.

Street Trees

Street trees interact with pedestrians in many ways. They provide places of respite and of protection. Trees provide shade, a sense of civic beauty and of pride. Trees help provide an overall sense of well being for pedestrians and drivers that serves as an attraction for people to make their use of the space habitual. In addition, street trees help resolve spatial problems within the corridor by altering proportions in favorable ways. Most importantly, street trees provide habitat for wildlife, such as birds, that append an additional character of liveliness to the complexity of the street corridor.[1]

Median Trees

Median trees serve similar functions to street trees, but their benefits are more tangible for the vehicular drivers. Median trees protect cars from each other when traveling in opposite directions. They provide a secure, shaded area where pedestrians can wait to cross the street if they have only made it half way. Lastly, median trees add to the overall sense of civic beauty and pride.[1]

Shrubs and Groundcovers

Shrubs and groundcovers offer pedestrians and vehicular drivers with elements of interest along the corridor. They provide texture and color that is in direct relationship to the human scale of the pedestrian. They are evidence of season and time, while also providing fragrance and overall beauty to the street habitat.

Existing Conditions

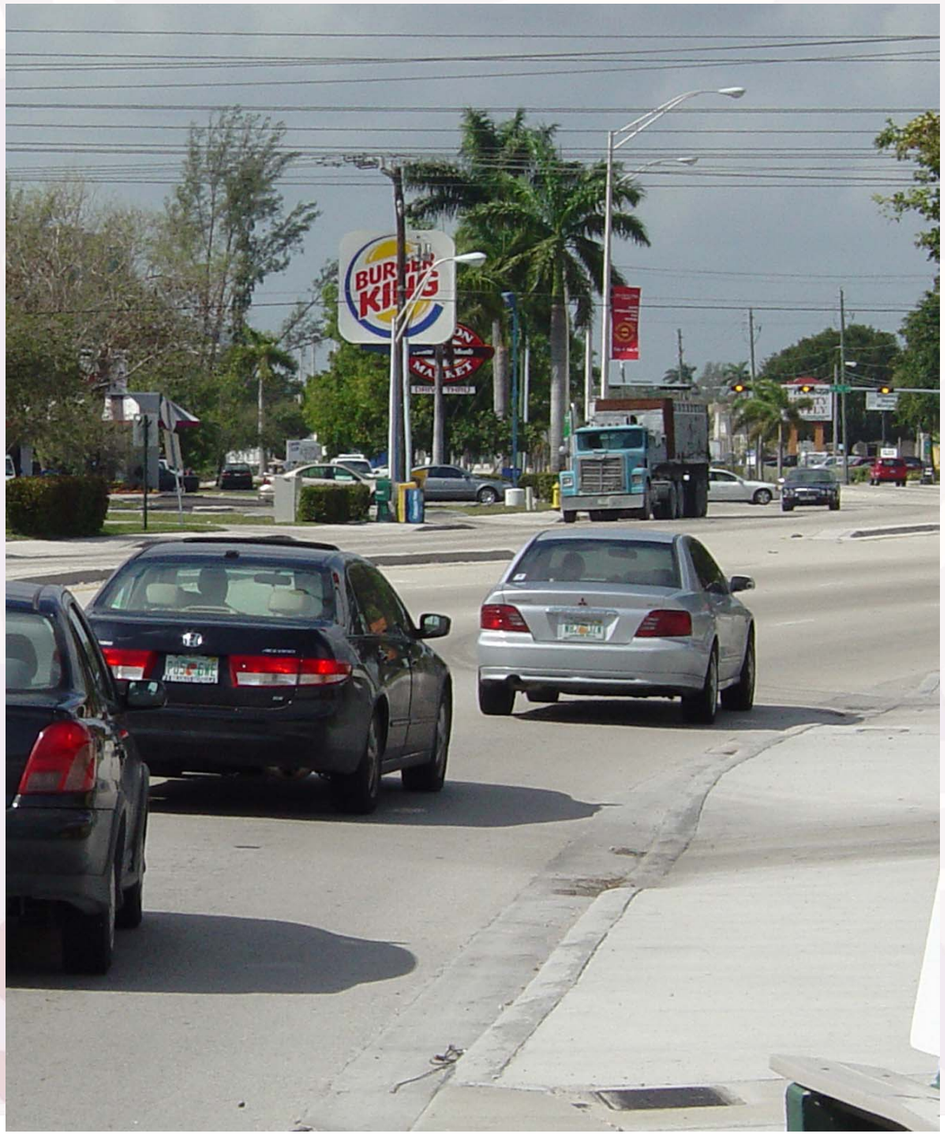
- There are no street trees along the corridor, as a result of the overwhelming amount of overhead utility wires and their restrictions on plantings.
- Many of the existing trees alongside the corridor are the result of sporadic tree planting or landscape schemes initiated by abutting properties.
- Median planting are the most prevalent from of vegetation in the corridor.
- The predominant median planting scheme along the corridor, initially done by the Florida Department of Transportation and possibly contributed by Miami-Dade County, is typical of recently widened roadways, such as Kendall Drive (SW 88 Street), SW 8th Street, Sunset Drive (SW 72nd Street), Miller Road SW (56th Street), among many more. The planting scheme consists of repetitively planted rows of Royal Palms, *Roystonea elata*.
- Other plantings used when median dimensions are limiting include Christmas Palms, *Adonidia merrillii*, and Alexander Palms, *Pstychosperma elegans*.
- The only instance where character plantings occur within the median happens at the Boulevard's intersection with 97th Avenue, where three Canary Date Palms, *Phoenix canariensis*, are located.
- There are no shrubs in the medians.
- Right-Of-Way dimensions are not allowing of additional planting areas, because most of the R.O.W. has been built-out to accommodate the overwhelming amounts of traffic transiting on the Boulevard.

Opportunities

- There is an opportunity to develop a scheme of landscape planting that relates to a sense of direction and a sense of arrival.
- There is an opportunity to immediately create a sense of identity and of difference by shifting away from the prevalent Royal Palm planting scheme.
- There is an opportunity to use different vegetation types to demarcate edges between major intersections
- There is an opportunity for a varied use of different street trees to provide diverse habitat qualities for different types of wildlife.
- There is an opportunity to use shrubs and groundcovers to add texture, color and character to the different neighborhoods.
- While few, there are opportunities to create planting areas within the sidewalk areas and without compromising accessibility.

Overall Aesthetics Conditions.

The overall aesthetic condition of an area seeks to describe the presence of a predominant character that is distinguishable in the area. This character is a result of the presence of many of the previous conditions, in addition to unique conditions, such as culture and ethnicity, which have not been previously described.



Existing Conditions.

- The overall aesthetic condition of the area of study varies. Areas closer to the Florida Turnpike have a tendency to have better streetscape and maintenance.
- The area of study, in general, has no predominant character that helps to create and define neighborhoods and a sense of place.
- Visual clutter is a major problem for the area of study. Billboards and aboveground utilities clutter the view and add to the overall present sense of danger. Possibly the most abundant type of clutter are fences and utilities. They tend to vary in height, material and scale, and abut the sidewalk pavement. They deprive pedestrians of a sense of openness and approachability. It gives segments of the corridor an overwhelming character of defense, anonymity, and of deprivation.
- There is no predominant evidence of the demographic types or cultural presence of predominant groups within the elements that comprise the streetscape.
- There is no sense of arrival upon entering Doral Boulevard from either end and there is not sense of there being a center, either culturally or geographically.
- Important moments along the Boulevard are present at the entrance to the Doral Spa and Country Club and at the entrance to the Doral Park Residential Area. These features rival the nodal needs of the Boulevard and increase the sense of design disparity along the corridor.

Opportunities.

- There is an opportunity to lessen the visual impact of the above-ground and overhead utilities by exploring opportunities for locating them below-ground.
- There is an opportunity to create gateway entry experiences at both the Palmetto Expressway and at the Florida Turnpike.
- There is an opportunity to reinforce a geographic center within the Boulevard that is characteristic of the Boulevard's identity.

Safety Conditions.

Security Needs

- There is an evident need for security throughout the area, from the perspective of the pedestrian or cyclist utilizing the Boulevard. This perception of danger is a result of the Boulevard's wide and expansive area. Its predominant width of 6 traffic lanes creates a perception of it being a highway, and handicaps the Boulevard with all the lack-of-safety stigmatic perceptions associated with highways.

- The minimum but adequate lighting along the street provides the necessary lighting for vehicular transit, but is not adequate for pedestrian safety. At night, the Boulevard feels like a "no-man's" land.

- Ways to increase perceptions of security in the area through the use of streetscape include:

  - Easier access and manageability of the area by police
  - Extensive use of proper lighting
  - Addition of safety zones at street corners
  - Widening of sidewalks
  - Fencing-off and barricading desolate vacant lots abutting sidewalks
  - Maintaining clear visual areas beneath tree canopy and above shrubs for clearer visibility from either sides of the street
  - Maintaining clean, trash-free, open intersections
  - Promoting commercial land-use along-side the Boulevard
  - Increasing visual connectivity between commercial activities abutting the sidewalk, bringing more people to the area and keeping it from being desolate.

Conclusion.

As a result of the streetscape assessment of the study area, a series of needs have been determined that should be addressed in order to achieve a successful streetscape design. These include the following:

- Disproportional building scales should be mitigated with the use of planting schemes that address differences in scale.
- The use of street-side architectural detailing should be regulated to provide the most visual benefits.
- The sidewalk experience should be enhanced through the use of paving patterns, sidewalk zoning, and the extensive use of street amenities.
- Intersections should be developed to provide the maximum amount of safety and aesthetic character, through the use of architectural detailing, crosswalks, median strips and adequately displayed and functioning traffic controlling devices.
- Repetitive, healthy vegetation should be installed, in order to provide an adequate microclimate within the streetscape that will encourage individuals to use the sidewalk.
- Billboards, utilities, and any other visual cluttering elements should be resolved to deter the area's perception as having visual clutter.

Endnotes.

1 Allan B Jacobs. *Great Streets*. Cambridge and London: The MIT Press, 1993, 277.

2 Cliff Moughtin. *Urban Design: Street and Square*. Oxford: Butterworth-Heinemann, 1992, 147.

3 Clare Cooper Marcus, Ed., and Carolyn Francis, Ed. *People Places: Design Guidelines for Urban Open Space – Second Edition*. New York: Van Nostrand Reinhold, 1998, 8.

4 ibid., 51.

5 ibid., 36.

6 ibid., 40.

7 Allan B. Jacobs. *Great Streets*. Cambridge and London: The MIT Press, 1993, 273.

8 Donald Appleyard. *Livable Streets*. Berkeley and Los Angeles: University of California Press. 1981, 298.

9 ibid., 295.

10 ibid., 66.

11 ibid., 95.

References.

Appleyard, Donald. 1981. *Livable Streets*. Berkeley and Los Angeles: University of California Press.

Cooper Marcus, Clare, Ed., and Carolyn Francis, Ed. 1998. *People Places: Design Guidelines for Urban Open Space – Second Edition*. New York: Van Nostrand Reinhold.

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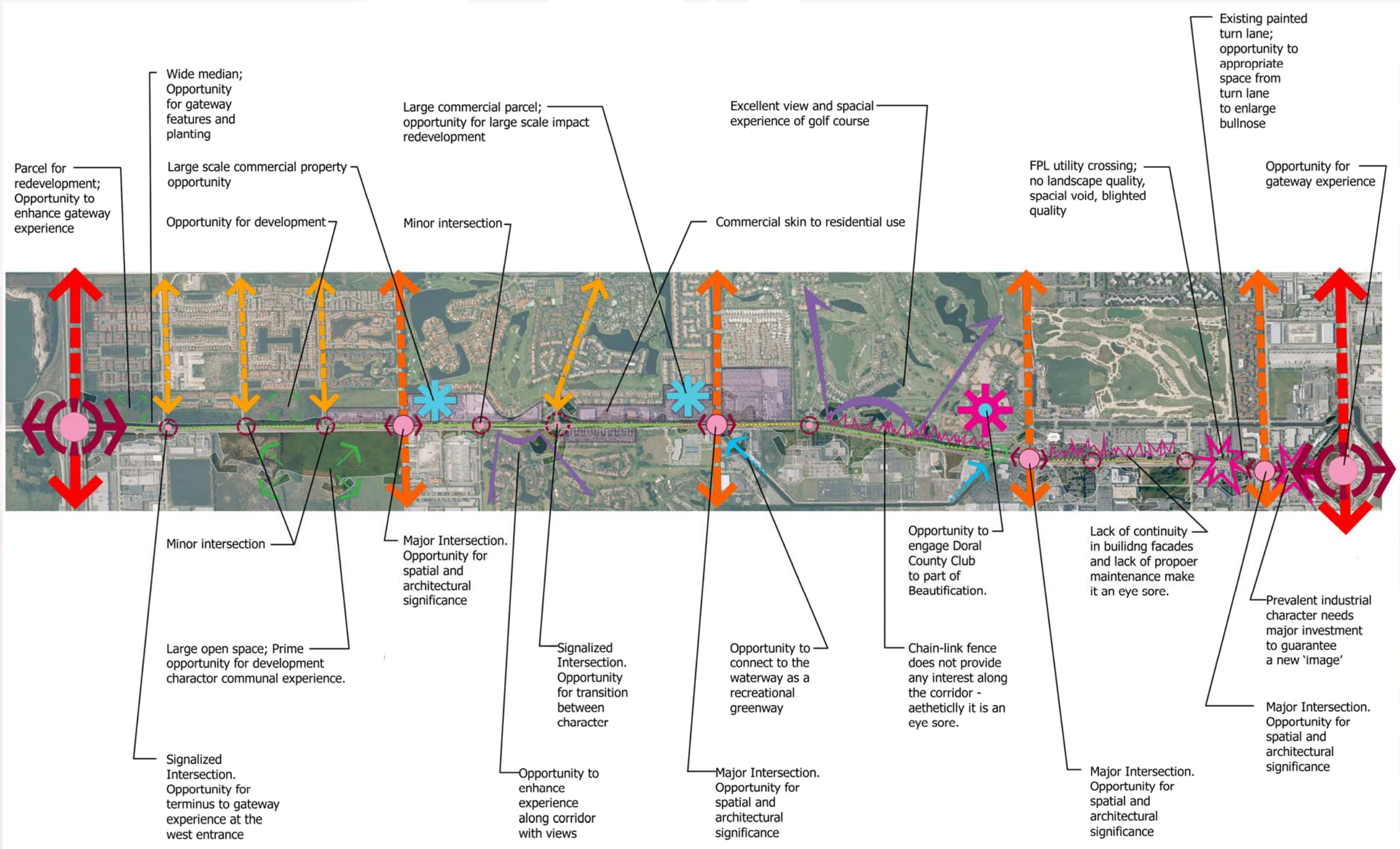
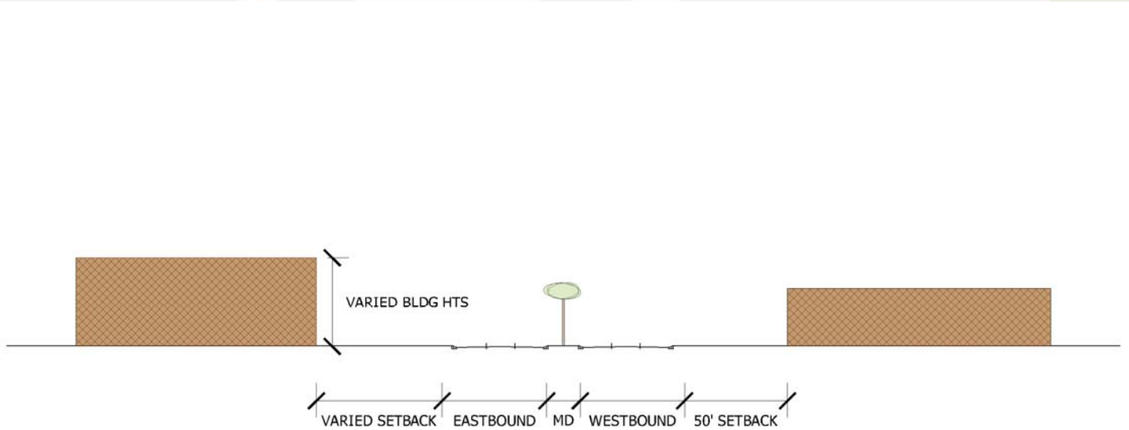


Corridor Site Analysis.

The Corridor Site Analysis examines the physical conditions along the corridor, as they relate and impact the overall conditions of the Boulevard. The analysis particularly examines and sets the foundation for the exploration of planning opportunities that inform the design resolution to the identified constraints and maximizes its potentials.



TYPICAL EXISTING STREET SECTION
DORAL BLVD.
N.T.S.

Existing Street-Wide Section.

Description.

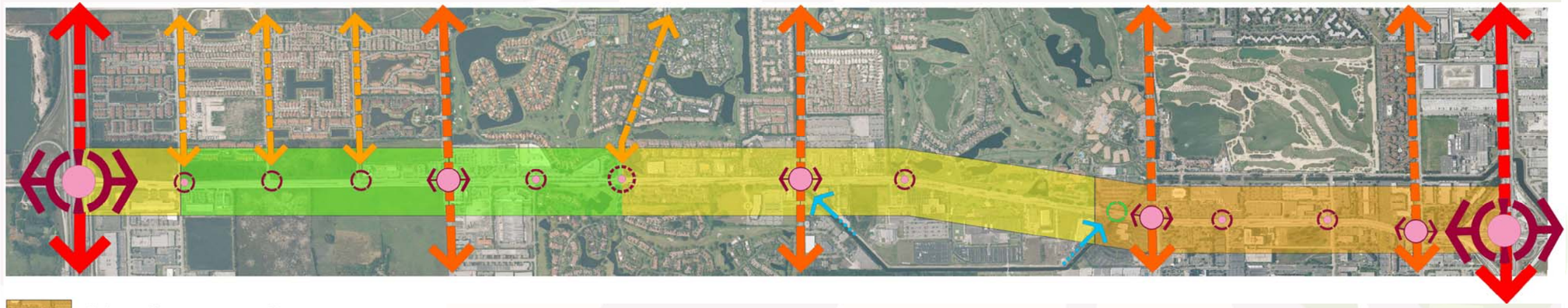
Well-built streets are built upon a proven cross-sectional proportional relationship range between the width of the open space and the total height of the buildings fronting the open space, respectively X-Y. Proven ratios over the centuries have been defined as within a range of 2:1 to 1:1. These proportional ranges describe the optimum for human spatial perception and relates to our cultural perceptions of beauty. It is futile to address issues of streetscape beautification without addressing the fundamental proportional conditions of the corridor's space.

All major cosmopolitan cities and their character streets maintain these proportional relationships, approximating the 1:1 where possible. These include:

- La Gran Via, Madrid, Spain
- Las Ramblas, Barcelona, Spain
- Champs Elysee, Paris, Spain
- Via della Conciliazione, Rome, Italy
- Piccadilly Road, London, England
- Avenida de Mayo, Buenos Aires, Argentina

The typical spatial proportions in the existing street section of the Boulevard, as is, varies continuously along the corridor. Proportionally, the ratio of the building heights to right-of-way width deviates from the preferred 2:1 or the optimal 1:1 proportional ratio design standards. Presently, an average descriptive ration of the existing conditions approximates a ratio of 8:1, and at times 10:1, providing little to no spatial definition for the corridor. Because the spatial cross-sectional void is so vast, the existing vegetation does very little in contributing to a better definition of space.

General Plan



Urban Streetscape Character

Semi-Urban Streetscape Character

Semi-Suburban Streetscape Character

General Plan.

Introduction.

The purpose of the General Plan is to assign and describe general over-arching characteristics of the Beautification Master Plan and to describe specific programmatic relevancies that are continuous throughout the corridor.

The General Plan outlines four (4) different segments of the corridor, each assigned to one of three (3) uniquely different Character Districts:

- Urban Streetscape Character,
- Semi-urban Streetscape Character,
- Semi-suburban Streetscape Character.

Each character district is exemplified by the unique design elements that comprise its character-building conditions. These unique elements include:

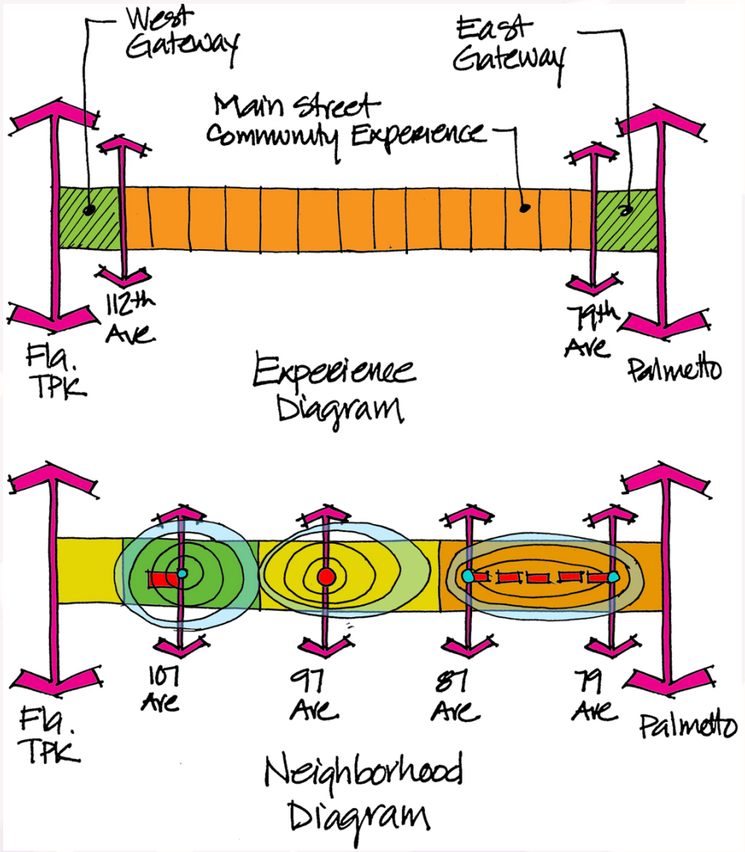
- Overall Building Heights
- Typical Street Section,
- Typical Sidewalk Section,

The General Plan makes provisions for the use of General Design Elements. General Design Elements are elements whose appearance is consistent throughout the entire length of the corridor. Their use establishes a design coherence and a sense of continuity that is unchanging throughout the Boulevard. These include:

- Typical Vehicular Lighting Fixtures,
- Typical Trash Receptacles,
- Typical Bicycle Racks,
- Typical Newspaper and Publications Dispensers, *
- Typical Bollards,
- Typical Moveable Planters,
- Typical Tree Grates, *
- Typical Street Signs, *
- Typical Monumental Signs, *
- Typical Community Informational Signs,
- Typical Local Transportation Signs
- Typical Bus Shelters,
- Typical Sidewalk Kiosks,
- Typical Landscape Planting Palettes, *
- Typical Concrete Colors,
- Typical Sidewalk Paving Patterns,
- Typical ADA Access Ramp Treatment, *
- Typical Pedestrian Crosswalk Treatment, *
- Typical Intersection Pavement Treatment *
- Typical Vehicular Lane Pavement Treatment. *

The General Plan also makes provisions for the use of Character Design Elements. Character Design Elements are elements whose appearance varies throughout the corridor and are specifically designated to a Character District. Their use provides for variations in the experience of the corridor, without deviating from the established design standard established by the Master Plan. These elements include:

- Typical Pedestrian Lighting Fixtures,
- Typical Bench Seating Options.



Conceptual Elements of the General Plan.

The General Plan's objective is to maximize the existing potentials present along Doral Boulevard's 4-mile stretch. To this effect, the General Plan defines three distinct areas along the Boulevard, changing the perception of the corridor's stretch from one of a long, vast corridor to a composite of three main-streets. By establishing the fragmentation of the Boulevard into three distinct experiential sections, layered with and informed by the existing matrix of intersecting arterial avenues, the General Plan is able to create a series of 3 differentiable human-scale experiences. The General Plan responds to the existing conditions to achieve the following:

- The creation of gateway experience zones respondent to the limitations of space for the construction of beautification elements.
- The creation of three neighborhood-quality experiences along the Boulevard, each with a length of approximately 1-mile and each with a central core, defined by the presence of arterial intersecting avenues and their respondent "Major Arterial Node" designation in the General Plan (Diagram B).

General Plan Conceptual Districts Descriptions.
Described from West to East.

Semi-Suburban Streetscape Character District Conceptual Description.

The Semi-Suburban Streetscape Character District has at its core the 107th Avenue (Avenue of the Americas) Major Node. The adjacency of this node to the large vacant land immediately southwest of the intersection provides a prime opportunity to become a central core development, in essence a small township center or nucleus for the immediate area.

Semi-Urban Streetscape Character District Conceptual Description.

The Semi-Urban Streetscape Character District has at its core the 97th Avenue major node. The existing large-scale shopping center on the northwest corner, coupled with the historical perception as this intersection marking the 'center' of the City, make this the prime location for locating the District's core. With proper development incentives, redevelopment of the shopping center can be created to create a character core nucleus. The adjacency of the Canal Access provides great opportunity for further design development and integration.

Urban Streetscape Character District Conceptual Description

The Urban Streetscape Character District, unlike the previous two districts, does not have a designated core. The District's boundaries instead are defined by two smaller core experiences, the 87th node and 79th node. These two nodes generate a central core corridor or region that responds to the increased density of the District's and presently conducted studies that are aimed at converting that area into a downtown area and in essence it in itself will be a core for the entire city. Responding to these planning initiatives, the major nodes at each end of the Urban District provides a gateway experience into the planned downtown environment.

Parking and Service Areas.

Parking Location.
In a manner consistent with typical main street developments, all parking should be located behind those buildings fronting the Boulevard. This allows the fronting buildings to define the street spatial corridor. Shared parking among adjacent parcels is highly encouraged for those parcels fronting the Boulevard as a tradeoff for the setback provisions established in the General Plan. Refer to the Streetscape Character Districts descriptions for more information on setback requirements.

Service Entrances.
Service areas, ideally, are to be located behind the buildings, where possible. When loading cannot be located to the rear of a building, service from the street side should be located within the building envelope and shall have closing doors. The service bay should be designed to be compatible with the primary building façade. Service entrance openings shall only extend for two stories – habitable building space shall be located above any garage openings. It is also encouraged that entries shall be architecturally rendered in a way to disguise the service appearances of the entrance. All trash and recycling service areas shall be enclosed so as not to be visible nor shall be perceived by pedestrians on the sidewalk.

Loading Spaces.
Loading areas, like service areas, are to be located to the rear of the buildings, where possible. Loading that does not occur behind the buildings will be located on a lateral driveway and signed as a "Loading Zone."

Parking Garages.
Parking garages are highly encouraged, yet should not be situated fronting Doral Boulevard, where possible. If any garage space or part thereof is located on the vertical plane defined by the Build-to-Line, it shall only occur on or above the building's third story or a minimum of 30 feet above the sidewalk's finished grade and it shall be architecturally rendered to assimilate fenestrations and treatments prevalent of the chosen architectural style of the building's façade. These treatments shall effectively disguise, to the best of their abilities, the use of the space for parking.

Garage parking use immediately abutting the sidewalk, as shown above, creates a void along the activity zones of sidewalks and are highly discouraged by this master plan.

Building Configuration.

In general, buildings are to provide continuous frontage onto the street and sidewalk. In instances where a space between buildings results in an exposed area, the spatial opening shall be defined by a six-foot (6') height stucco wall with a 30" minimum hedge. All surface parking shall always be screened from the street by walls and hedges. No wall surface shall extend, continuously beyond a length of 20 feet without a minimum 2' horizontal and vertical setback variation.

Architectural Styles.

The Doral Boulevard Master plan does not selectively prescribe a specific style or group of styles for new architectural constructions. The richness of many of the world's most cosmopolitan cities is a result of the variety of architectural styles present, sometimes representing a living timeline of the city's history. Instead of prescribing a style for all architectural constructions, the plan seeks to establish standards to facilitate as much of a seamless continuity between buildings and to elevate the quality of construction to reflect the new high standards that will define the Doral "image".

Horizontal relationships between buildings.
All new construction shall keep a close relationship to abutting buildings facades. While architectural elements may vary from building to building, their location on the building façade should be informed by those of the adjacent façade in order to achieve a continuous horizontal experience across the façade of the street's elevation.

Architectural detailing.
All fronting facades onto the Boulevard shall be composed of high quality architectural detailing. The richness of the detailing shall be true to the chosen architectural style. This plan severely discourages big-box constructions where architectural detailing is not present. Cornices, sills, moldings or architectural interpretations of these shall be an integral part of the façade construction.

Quality of materials and maintenance.
This plan encourages the use of high quality materials for construction and all detailing. Architectural foam finishes, poor grade woods, and other materials which cannot stand the test of time shall not be part of any façade fronting Doral Boulevard or any major intersecting arterial avenue. All property owners shall be responsible for maintaining all elements on the building facades in order to prevent and/or immediately repair any decomposing, fractured, or damaged element. All facades shall be painted with one of the approved hues for the Boulevard and shall be maintained to a satisfactory level of color vibrancy. Additionally, all property owners shall be responsible for maintaining their bldg. facades clean and free from soot, mold, lime, dirt, or any other indication of filth. Graffiti, if occurring, shall not remain unpainted and shall be covered with a fresh coat of paint.

Wall mounted trellises or the use of Climbing Ficus (*Ficus pumila*) is encouraged as a method for preventing and deterring graffiti on walled surfaces.

Architectural features and elements.
Architectural features and elements, such as rooftop gardens, tower or beacon elements, and corner plazas are encouraged by this plan. All major arterial intersections along Doral Boulevard are programmed under the general plan. In instances where additional features may be used, their articulations must comply with all other provisions of this plan.

Beacon elements shall be defined as an architectural element located and confined to the corners of buildings only. These elements may be of an architectural decorative quality or they may be comprised of habitable space, provided that the total floor space per story for both interior and exterior uses does not exceed two thousand (2000) square feet. Only under these criteria shall Beacon elements be allowed to exceed the total building height limitations for the specific character district for a total not to exceed 20 (twenty) feet.

For definitions of Beacon elements and corner plazas, or their programmed and required locations, see the chapter on Major Intersections.

Terrace gardens
Roof tops
Beacon elements
Lighting and 24 hour life of the building façade.
Habitable space fronting Bldg. for first 2 stories of the pedestal element.

History and Character

THE ART DECO STYLE, was the first of the modernistic styles to become popular in America. It represented a complete break with traditional design, emphasizing futuristic concepts rather than invoking architectural antecedents. The style received its name from the Exposition Internationale des Arts Decoratifs and Industriels Modernes held in Paris in 1925. Like the European Art Nouveau movement of the 1890s and early twentieth century, Art Deco was an artistic movement that transcended all areas of the art world from painting to architecture. Art Deco was most popular as a commercial building style during the 1920s and early 1930s because its decorative designs were especially suited to tall buildings. The Art Moderne, which was an outgrowth of the Art Deco Style, emphasized more smooth streamlined and gently curving surfaces

Some general characteristics of the Art Deco Style include:

1. Angular forms.
2. Vertical compositions in the facades.
3. Bass reliefs.
4. Etched glass or murals.
5. Some Art Deco traditions alert the eye to change in the contour of a building with the vertical decoration and horizontal decorative bands.
6. Handsome ornamental metalwork.

ART DECO STYLE

WINDOWS

Rectangular window openings with recessed windows
Casement windows or double-hung sash
Multi-pane units of faux divided lights
Upper story windows may be smaller and less elaborate than the windows below.
Working shutters

DOORS

Hard-edged low relief ornamentation found around door and openings.

MASSING

Flat roofs.

DETAILS

Low-relief geometrical designs often in the form of parallel straight lines, zigzags, and stylized floral motifs.
Setbacks emphasizing geometry.
Colored glazed bricks, mosaic tiles, or some material as the building used as ornamentation.

DETAILS

Hard-edged low relief ornamentation found around window openings.
Straight-headed metal sash or casement windows.
Receding or fluting often found around windows.
Strips of windows with decorative spandrels.

TYPICAL MATERIALS

Cladding: Combination of concrete, stucco, and brick.
Roofing: Flat roof.
Windows: Straight-headed metal sash or casement windows.
Trim: Concrete, stucco, and brick.
Shutters: None.
Gutters: Aluminum.
Columns: Stone, cast stone, stucco
Colors: Subtropical pastels (white stucco, pink, green, and peach).

History and Character

THE COLONIAL REVIVAL STYLE is based on Colonial Revival styles that were prevalent throughout the country in the late nineteenth and early twentieth centuries. During this time, elements from Classical and Colonial houses were combined with and modified to produce a new vocabulary that became popular in the latter part of the nineteenth century. The mixing of influences produced a wide variety of expression and from in the Colonial Revival house. Many of these homes have more elaborate entrances, cornice treatments, and window compositions. Accent windows are often used over the central door location.

Some general characteristics of the Colonial Revival style include:

1. Simple, straightforward massing with side wings and porches added to make more complex shapes.
2. Orderly, symmetrical relationship between windows, doors, and building mass.
3. Simplified versions of Classical details and columns, occasionally with classical orders used at the entry.
4. Eaves with small to moderate overhangs.
5. Usually one or two large chimneys.
6. Decorative crown above the door and columns on either side of it.

COLONIAL STYLE

ARCHITECTURAL PATTERNS

WINDOWS

Multi-pane windows.
Windows have vertical proportions.
Standard windows are double-hung and are often paired.

DOORS

Doors typically have six panels.
Decorative crown above the door and columns on either side of it.

MASSING

Broad front hipped roof.

DETAILS

Wood shutters.
The first floor of the main body is set three feet above the finished grade.
Trim: Windows and doors have a 6-in wide flat trim with or without a cap molding.

DETAILS

Half round gutters with round or rectangular downspouts in copper, painted, or prefinished metal.
Wood composite finishes.
Brick chimneys.

TYPICAL MATERIALS

Cladding: Smooth finished wood.
Roofing: Broad front hipped roof.
Windows: Multi-pane windows.
Trim: Wood composite, stucco or stone trims.
Shutters: Wood.
Gutters: Copper, painted, or pre-finished metal.
Colors: Pale hues, or warm earth Tones.

History and Character

THE CONTEMPORARY STYLE is characterized by the simplification of form. Contemporary architecture is a term given to a number of building styles with similar characteristics. The Contemporary style is not simply the anti-vernacular but also architecture that can have a number of influences but still tries to be aspirational, visionary, risky, and uses new materials in an innovative way. Contemporary styles attempt to push at the boundaries of materials and technology and in recent decades, geometry.

Some general characteristics of the Contemporary Style include:

1. Simplification of form.
2. Elimination of "unnecessary detail".
3. No ornamentation.
4. Materials and functional requirements determine the result.

CONTEMPORARY STYLE

ARCHITECTURAL PATTERNS

WINDOWS

Rectangular window openings.
Double-hung sash.

DOORS

Wood/glass doors.

MASSING

Low pitched or flat roofs.

DETAILS

Wood shutters.
The first floor of the main body is set three feet above the finished grade.
Trim: Windows and doors have a 6-in wide flat trim with or without a cap molding.

DETAILS

Half round gutters with round or rectangular downspouts in copper, painted, or prefinished metal.
Wood composite finishes.
Brick chimneys.

TYPICAL MATERIALS

Cladding: Smooth stucco.
Roofing: Low pitched roof.
Windows: Double-hung sash.
Trim: Plaster, stone.
Shutters: Metal.
Gutters: Copper, painted, or pre-finished metal.
Colors: Pale hues, or warm earth Tones.

History and Character

THE MEDITERRANEAN REVIVAL STYLE, a hybrid style developed for Surfside, draws on the distinctive architectural character of the Spanish Colonial style. The first revival started around 1925 amidst a very popular renaissance of Spanish architectural forms throughout Florida. The Mediterranean Revival homes start with the essential characteristic of simple massing (usually rectangular). The style's fundamental charm lies in the contrast of warm sunlight and cool shadows (light and shade), in the use of materials, in texture and color, and in austere simplicity.

Some general characteristics of the Mediterranean Revival Style include:

1. Simple rectangular symmetrical massing and façade composition.
2. Hipped roof with shallow pitch (4:12 or 5:12).
3. Central emphasis on primary façade with focal element.
4. Smooth stucco finish.
5. Red barrel tile roof.
6. Eaves with large overhangs.
7. Entry areas are usually accentuated.

Mediterranean Revival Style

WINDOWS

Rectangular window openings with recessed windows
Casement windows or double-hung sash
Multi-pane units of faux divided lights
Upper story windows may be smaller and less elaborate than the windows below.
Working shutters

DOORS

Recessed double door.
Heavy wood door
Multi-paneled door
Decorative entry door with trim

MASSING

Low Pitched-Hipped Roof

Simple forms
Horizontal massing
Symmetrical massing

DETAILS

Moderate to large overhangs
Wooden brackets under eaves
Smooth stucco or plaster
Some ornamentation
Mouldings and details are Neo-Classical

DETAILS

Wrought iron grilles and railings.
Columns and pier proportions are Neo-Classical.
Arched openings.
Stone or cast stone columns.

TYPICAL MATERIALS

Cladding: Smooth stucco
Roofing: Red barrel tile
Windows: Casement or double-hung Sash with divided lights
Trim: Plaster, stone/cast stone, Stucco
Shutters: Wood or none.
Gutters: None or invisibly integrated I into the roof
Columns: Stone, cast stone, stucco
Colors: White, pale hues, or warm earth tones

History and Character

THE MIAMI MODERN "MiMo" STYLE is a product of the 1950's and 1960's, reflecting all the stylistic influences of the era, including lavish Hollywood sets, automobile styling, and the space race. The American fascination with speed influenced many designs. Miami Modern "MiMo" architecture includes essentially two major strands of Modernism: the Resort MiMo and Subtropical Modernism. Applied symbols of acute angles, boomerangs, and trapezoids capitalized on the new shape of speed. Lighting, color, and materials make one aware that this style of architecture is more about the spatial experience.

Some general characteristics of the MIMO style:

1. Acute angles employed in two dimensions as a decorative element.
2. Fixed concrete louvers used as shading devices.
3. Built-in planters found on bases of exterior walls and corners to anchor the structure to the landscaping.
4. Different sized round holes on exterior and interior walls which provide visual interest.
5. Horizontal cantilivers and vertical elements of various depths.
6. Curtain wall construction which is a non-structural exterior wall made of glass, aluminum or steel.

MIAMI MODERN "MIMO" STYLE

WINDOWS

Boxed windows are elongated in both horizontal and vertical decorative elements.
Canted windows composed of tilted windows.
Operative narrow glass louvers known as jalousies.
Horizontal window bands known as ribbon windows.

DOORS

Plain wood or wood-paneled doors.

MASSING

Flat or low-pitched roofs.

DETAILS

Acute angles used in two dimensions as a decorative element.
Fixed concrete louvers used as shading devices.
Horizontal cantilevers and vertical elements of various depths.
Built-in planters found on bases of exterior walls.

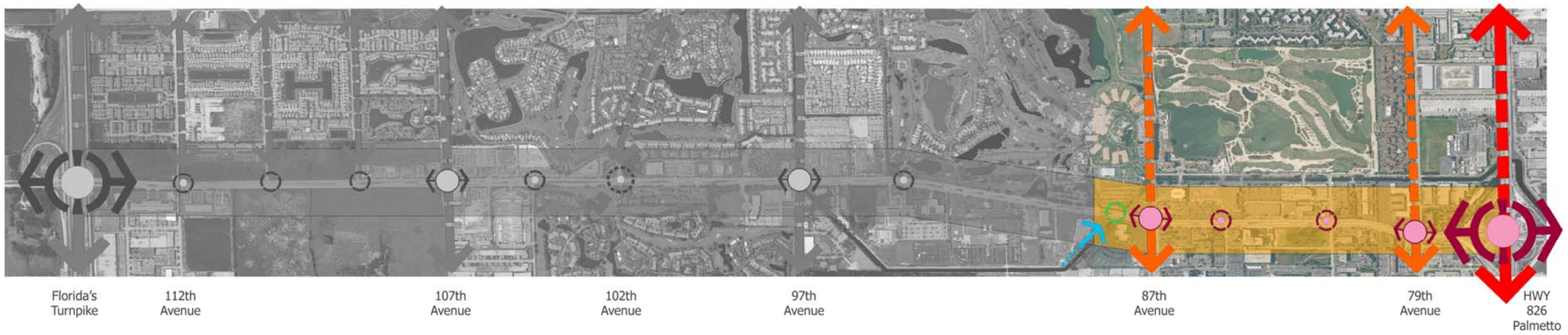
DETAILS

Thin, metal rods used as decoration often projecting from planters known as beanpoles.
Brise-Soleils which are fixed concrete louvers.
Round holes of various sizes used in interior and exterial walls provide visual interest.
Clerestories: Narrow window bands set close to the roofline let in natural light and emphasize airy structural compositions.

TYPICAL MATERIALS

Cladding: Textured stucco.
Roofing: Flat or low-pitched roofs.
Windows: Boxed and jalousies Windows.
Trim: Screen blocks used to create abstract compositions, thin metal rods used as decoration also known as beanpoles.
Shutters: Fixed concrete louvers.
Gutters: Aluminum.
Colors: Subtropical pastels (white stucco, pink, green, and peach).

Streetscape Character Districts



Aerial View - Urban Character District

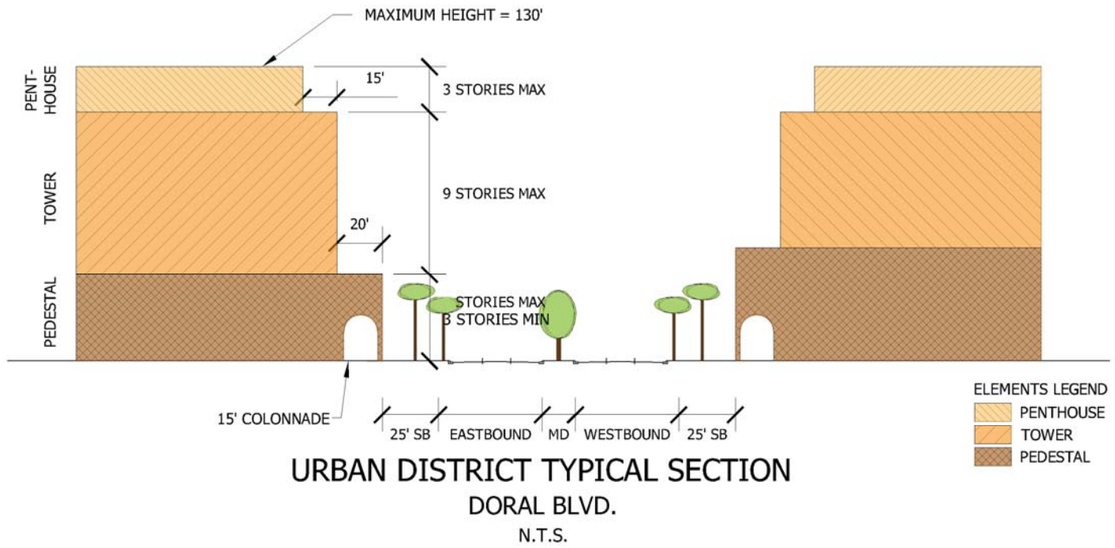
Urban Streetscape Character District.

Description.

The Urban Streetscape Character District encompasses the most urbane experience along the Boulevard. The sidewalk areas fronting the buildings, though spacious, are the narrowest along the corridor. The designation of the boundaries for the urban streetscape character district are established in close relationship to the ongoing city-wide comprehensive master plan and current redevelopment efforts. Its location, along the eastern most end of the boulevard relates to the immediate adjacent urban quality of the abutting urban fabric. The vision for the experience of the urban streetscape District is one that encourages ample pedestrian use. The sidewalk pedestrian zones are ample enough to accommodate pedestrians, bicyclists, and outdoor commercial use, such as café and restaurant uses. The street is lined by a double row of large palm trees, evenly spaced with ample, lush tropical planting in the under story, forming a landscape buffer between the roadway and the pedestrian zone. Sidewalk benches and trash receptacles are located approximately every 100 feet in areas surrounded by shrubs and beneath shade and not in conflict with the pedestrian zone. Fronting the sidewalk areas, all building facades will provide a continuous covered walkway, in the form of a colonnade. This allows the users to have refuge from direct sunlight, from rain and it is beneficial for storefront commerce.

Boundaries.

The Urban Streetscape Character District is bound to the limits of the Boulevard corridor from one thousand (1,000) feet west of 87th Avenue east to the Palmetto Expressway, SR 826. Any parcel which is within or whose part thereof lies within these boundaries shall be defined as belonging to the Urban Streetscape Character District and shall conform to its governing design principles.



Typical Street-wide Section – Urban Character District

Typical Proposed Street Section.
The Urban Streetscape Character District allows for a maximum building height of one hundred and thirty feet (130'). This allows for approximately a 12-story building. The massing of the building shall be a subdivided into a tri-partite section, composed of a pedestal, tower, and a penthouse. The Urban Streetscape Character District allows a minimum of 3 stories and a maximum of 5 stories for the pedestal element; a maximum of 9 stories for the tower element; and a maximum of 3 stories for the penthouse element.

There shall be a setback between each of the building mass elements as follows:

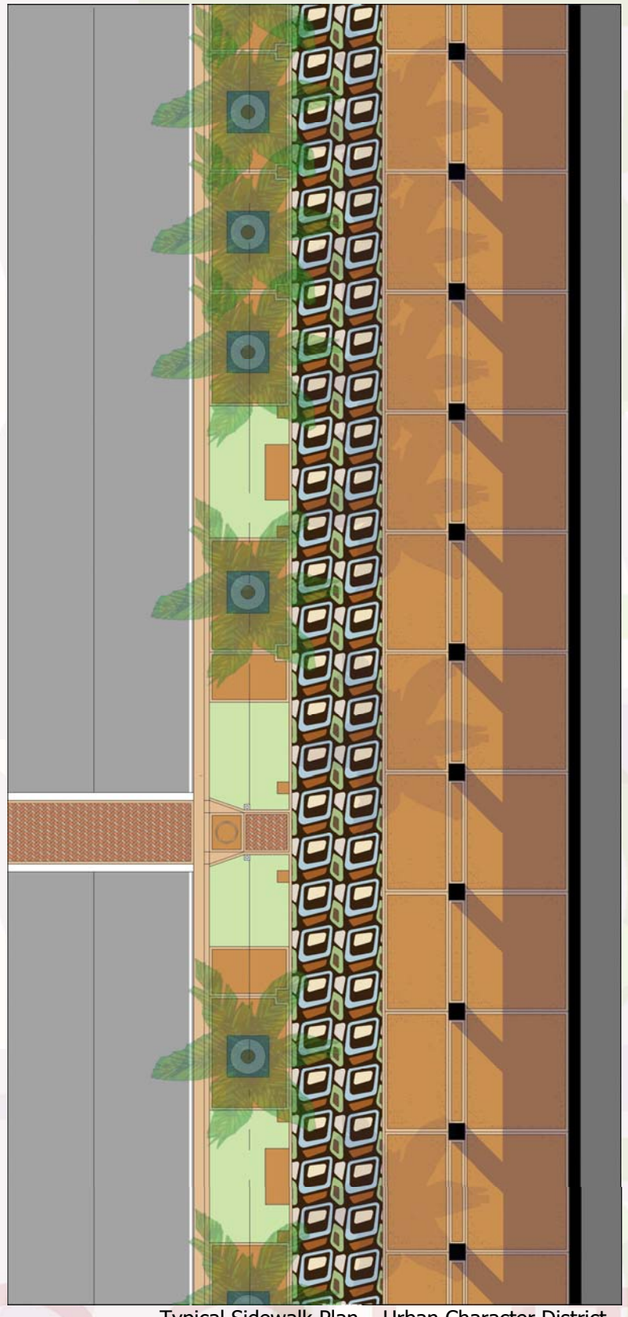
- The pedestal shall be constructed at the Build-to-Line and shall include a 15' wide continuous colonnade fronting Doral Boulevard for the entirety of the building's facade.
- The tower shall be setback 20' from the Build-to-Line. No enclosed space shall be allowed to encroach within the established setback.
- The a penthouse shall be setback 35' from the Built-to-Line (resulting in a 15' setback from the tower's facade fronting edge).

Allowable uses for the resulting setback areas shall be exclusive to outdoor uses, such as terrace gardens or outdoor lounge facilities. Landscape architectural elements such as arbors, trellises, outdoor non-enclosed shelters, planters, pools and vegetation shall be allowed.

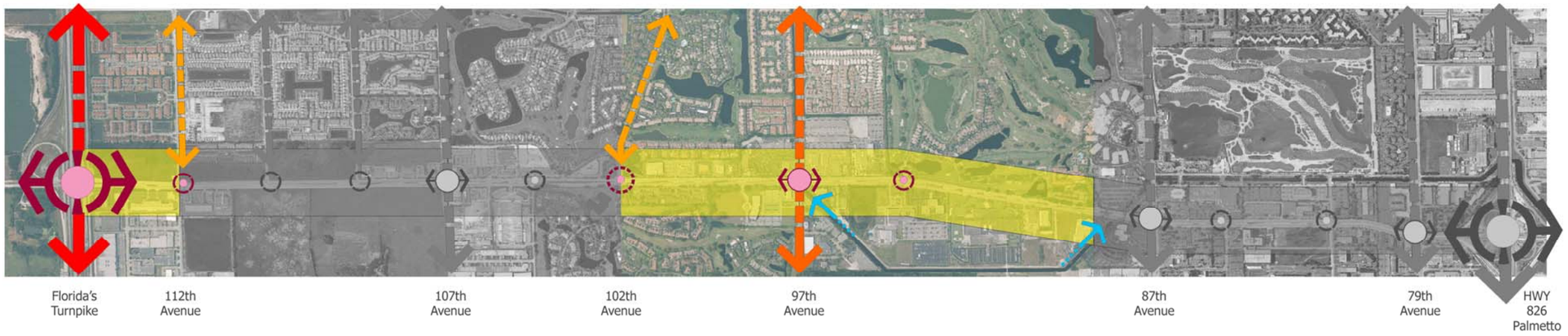
Sidewalk construction and amenities shall be constructed in a manner consistent with the illustrational diagrams in this section.

Typical Sidewalk Section – Urban Character District.

Typical Street Plan – Urban Character District.



Typical Sidewalk Plan – Urban Character District.

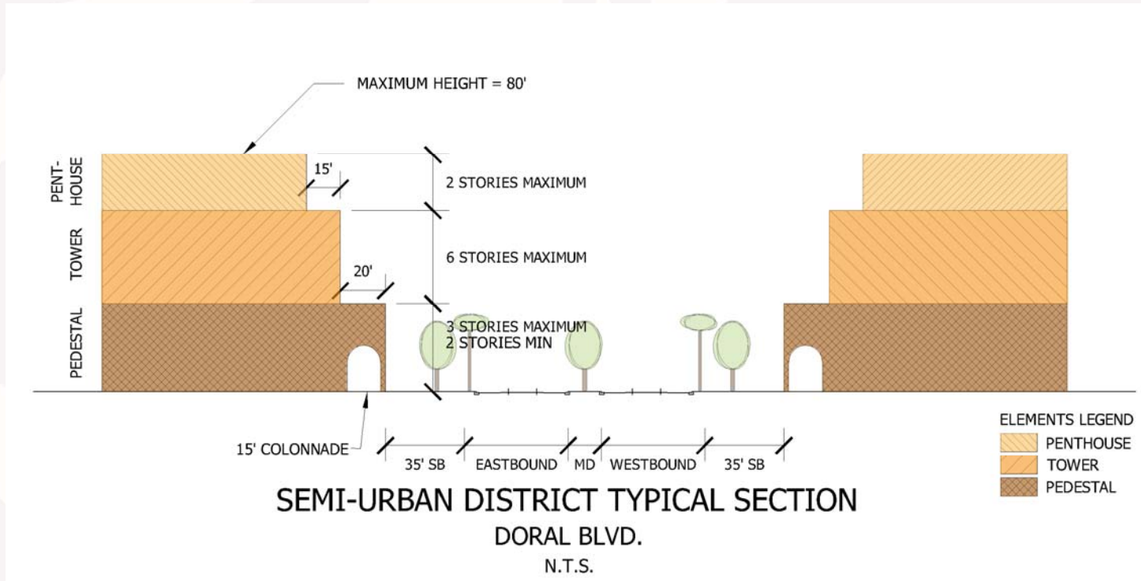


Aerial View - Semi-Urban Character District

Semi-Urban Streetscape Character District.

Description.
The Semi-Urban Streetscape Character encompasses a quasi-urban experience along the Boulevard. The sidewalk areas fronting the corridor are the middle ground between the Urban and the Semi-Suburban Character Districts. The boundaries of the Semi-Urban Districts are defined by 102nd Avenue to the west and the western boundary of the urban district, one thousand feet (1,000) west of 87th Avenue. The Semi-Urban Character District lies at the Heart of Doral Boulevard, centered on the present day core perception surrounding the 97th Avenue intersection. The Semi-Urban Streetscape Character bridges and creates a transition both in scale and in quality of experience between the two adjacent character districts. Like the Urban Condition, the Semi-Urban Condition provides amenities to introduce and invigorate a true pedestrian realm. The setbacks are greater than the urban districts allowing for a greater landscape buffer that encourages recreational use of the Boulevard, much like a greenway. The street is lined by a double row of palms and trees, evenly spaced with ample, lush tropical planting in the under-story. Sidewalk benches and trash receptacles are located every 150 feet in shaded areas, and surrounded by shrubs. Like both the urban and the semi-suburban districts, fronting all sidewalk areas, all building facades will provide a continuous covered walkway, in the form of a colonnade, or an architectural interpretation of such.

Boundaries.
The Semi-Urban Character District is bound to the limits of the Boulevard corridor from 102nd Avenue east to one thousand (1,000) feet west of 87th Avenue (the west boundary of the Urban Character District). Any parcel which is within or whose part therefore lies within these boundaries shall be defined as belonging to the Semi-Urban Streetscape Character District and shall conform to its governing design principles.



Typical Street Section – Semi-Urban Character District

Typical Proposed Street Section.
The Semi-Urban Streetscape Character District allows for a maximum building height of eighty feet (80'). This allows for approximately a 8-story building. The massing of the building shall be a subdivided into a tri-partite section, composed of a pedestal, tower, and a penthouse. The Semi-Urban Streetscape Character District allows a minimum of 2 stories and a maximum of 3 stories for the pedestal element; a maximum of 6 stories for the tower element; and a maximum of 2 stories for the penthouse element.

There shall be a setback between each of the building mass elements as follows:

- The pedestal shall be constructed at the Build-to-Line and shall include a 15' wide continuous colonnade fronting Doral Boulevard for the entirety of the building's facade.
- The tower shall be setback 20' from the Build-to-Line. No enclosed space shall be allowed to encroach within the established setback.
- The penthouse shall be setback 35' from the Built-to-Line (resulting in a 15' setback from the tower's facade fronting edge).

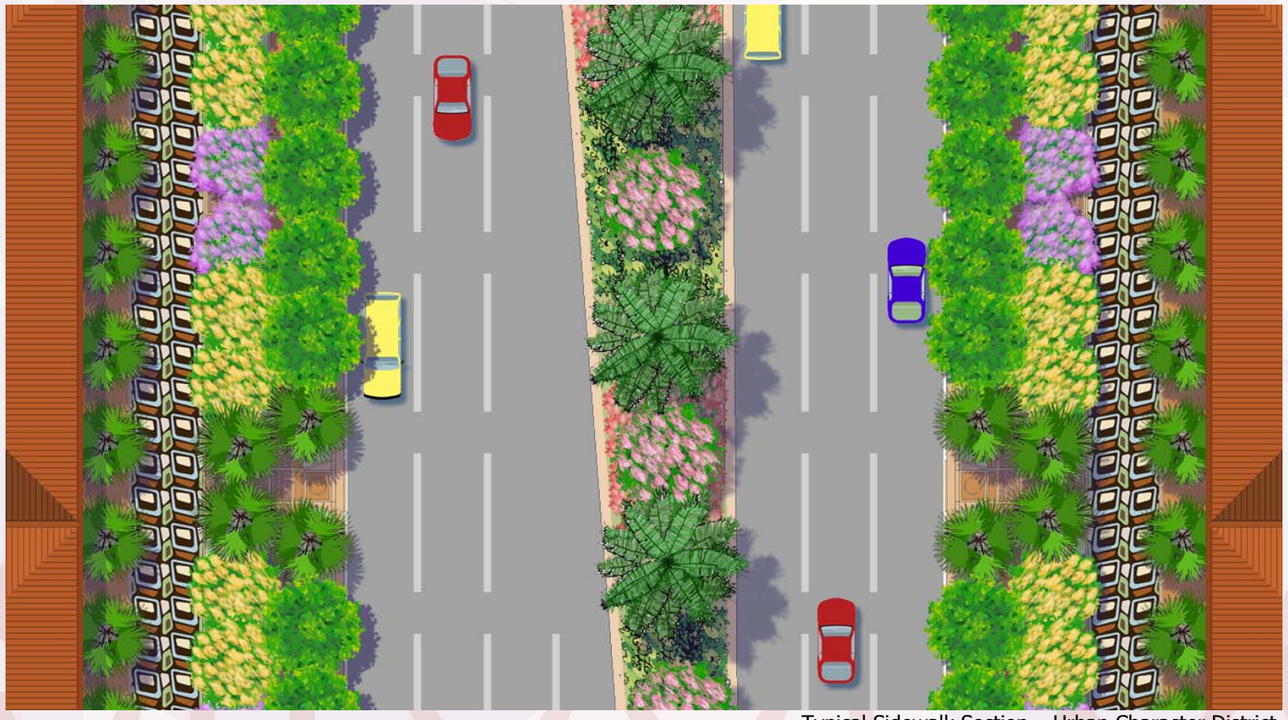
Allowable uses for the resulting setback areas shall be exclusive to outdoor uses, such as terrace gardens or outdoor lounge facilities. Landscape architectural elements such as arbors, trellises, outdoor non-enclosed shelters, planters, pools and vegetation shall be allowed.

Sidewalk construction and amenities shall be constructed in a manner consistent with the illustrational diagrams in this section.

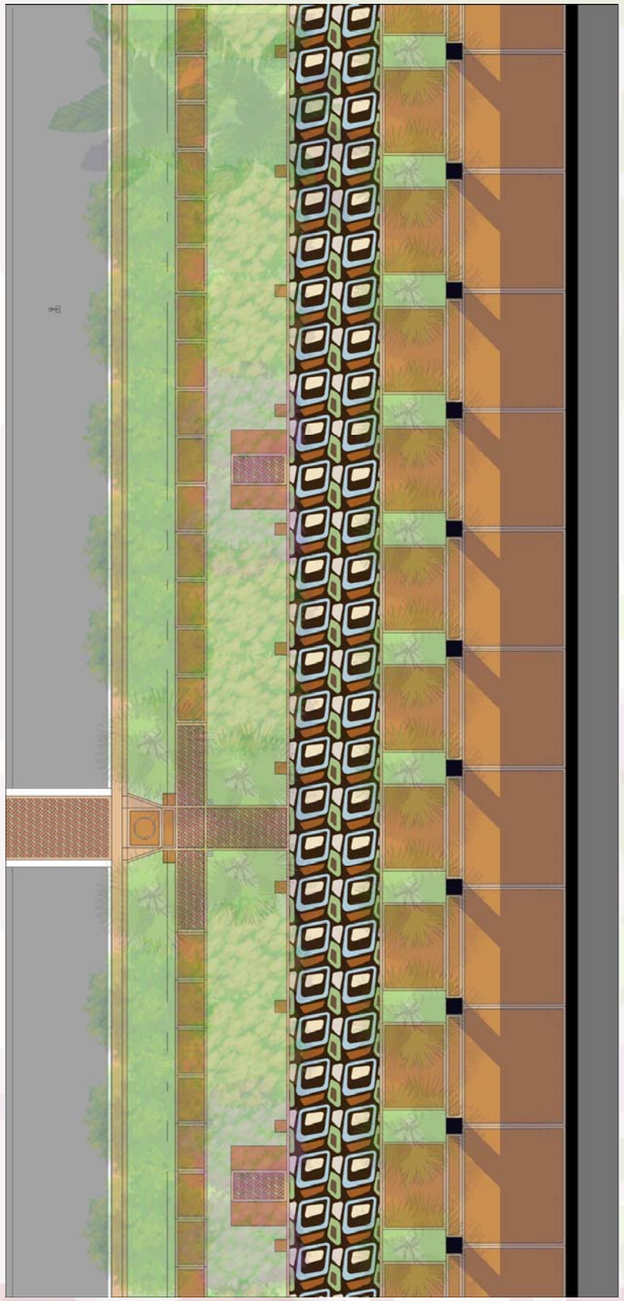
All setbacks shown herein are originated from the property line edge. The setback line is defined as the Build-to line.

Typical Sidewalk Section – Urban Character District

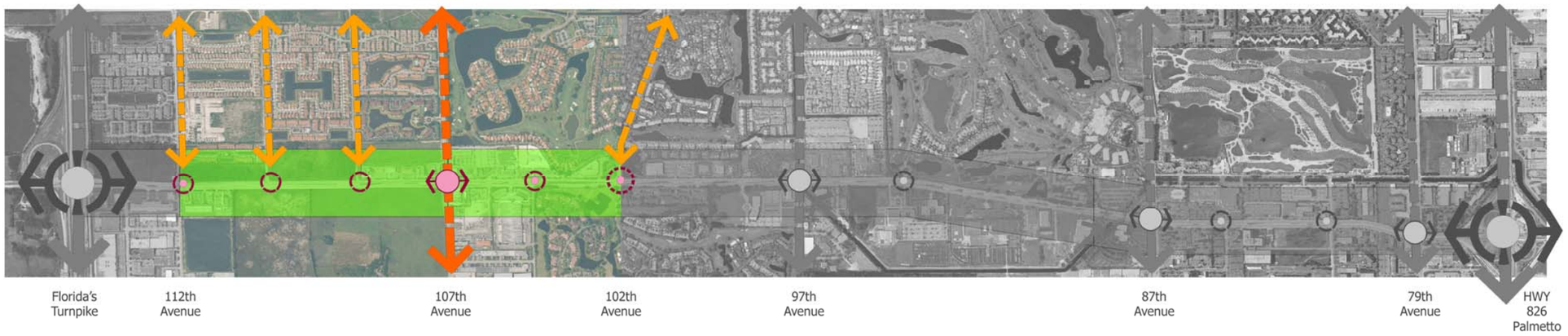
Typical Sidewalk Section – Urban Character District



Typical Sidewalk Section – Urban Character District



Typical Sidewalk Plan View – Semi-Urban Character District



Aerial View - Semi-Suburban Character District

Semi-Suburban Streetscape Character District.

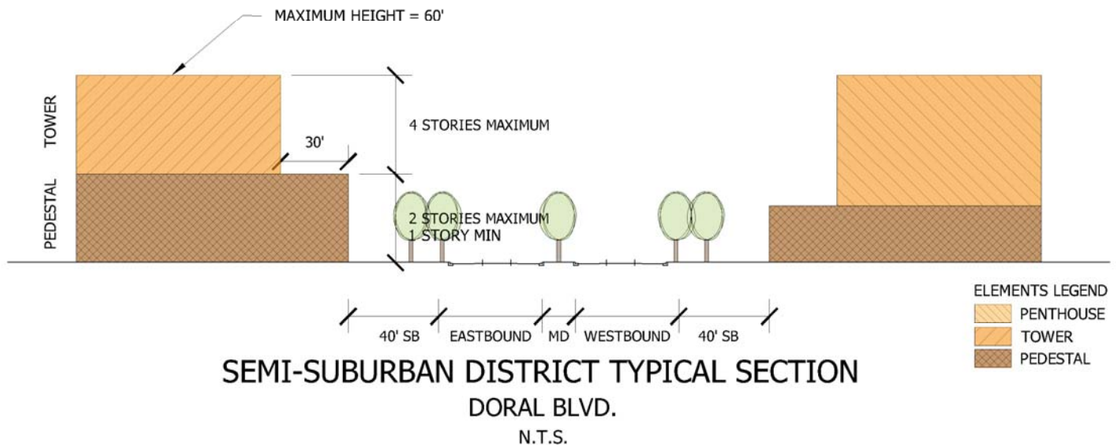
Description.

The Semi-Suburban Streetscape Character District encompasses a quasi-suburban experience along the Boulevard, relating in location to the areas of the Boulevard closest to the newer single family and town-house developments, modeled after the typical suburbanized developments prevalent of the area. The sidewalk areas fronting the corridor are similar to that of the Semi-Suburban Character District, with the exception that the landscape buffer is wider and it accommodates a meandering greenway able to serve both pedestrians and cyclists. The location of the Semi-Suburban Character District is closest to the western boundary of the Boulevard, completing the transition in scale from east-to-west established by the shift in heights and intensities of development from the Urban to Semi-Urban and finalizing in the Semi-Suburban District. Because of its lower building scale and its more ample public spaces, the Semi-Suburban Character District provides an appropriate transition and relationship to the 'Lakebelt Region' directly west of the Florida Turnpike. The 'Lakebelt Region' is characterized by a series of remnant lakes, resulting from extensive mining of limerock, and a remaining network of roads and pathways interconnecting the bodies of water. In the long-term, the 'Lakebelt Region' may potentially serve to provide recreational opportunities on a regional scale, including hiking trails, campgrounds, water sports, blueways, nature restoration demonstration areas, and bicycle trails, among others. Because of its proximity to the boundaries of the Boulevard, coupled with the inevitable increase of population growth and its resulting increase in density, the 'Lakebelt' Region may serve as an invaluable opportunity for commercial activity along the western end of the Corridor.

Following the paradigm established in the Urban and the Semi-Urban Character Districts, the Semi-Suburban Character District provides amenities that generate a more varied utilization of the public pedestrian realm. The setbacks are greater than the urban conditions, allowing for a greater landscape buffer that further encourages recreational use of the Boulevard with the establishment of a green way. The street is lined by a palpable density of palms and trees with ample, lush tropical planting in the under-story. Sidewalk benches and trash receptacles are located every 150 feet in shaded areas facing each other to encourage conversational experiences, and surrounded by shrubs. Similar to the more urban conditions, building facades are encouraged to provide a continuous covered walkway, in the form of a colonnade, or an architectural interpretation of such fronting all sidewalk areas.

Boundaries.

The Semi-Urban Character District is bound to the limits of the Boulevard corridor from 112th Avenue east to 97th Avenue (the west boundary of the Semi-Urban Character District). Any parcel which is within or whose part therefore lies within the boundaries shall be defined as belonging to the Semi-Suburban Streetscape Character District and shall conform to its governing design principles.



Typical Street Section – Semi Suburban Character District

Typical Proposed Street Section.
The Semi-Suburban Streetscape Character District allows for a maximum building height of sixty feet (60'). This allows for approximately a 5-story building. The massing of the building shall be a subdivided into a two-part section, composed of a pedestal and a tower. The Semi-Suburban Streetscape Character District allows a minimum of 1 stories and a maximum of 2 stories for the pedestal element; and a maximum of 4 stories for the tower element.

There shall be a setback between each of the building mass elements as follows:

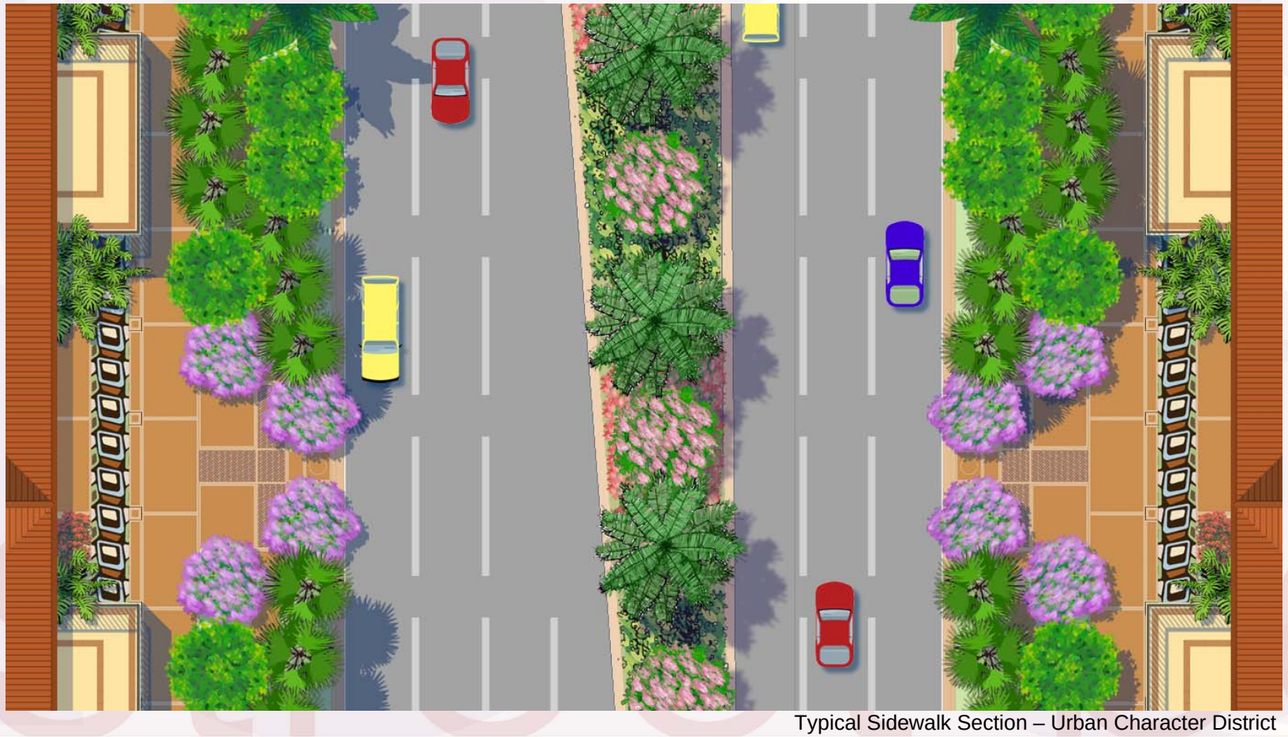
- The pedestal shall be constructed at the Build-to-Line. The pedestal shall be allowed to encroach onto the setback only if the building provides a 15' wide continuous colonnade fronting Doral Boulevard for the entirety of the building's facade.
- The tower shall be setback 30' from the Build-to-Line. No enclosed space shall be allowed to encroach within the established setback.
- There shall be no penthouse element required for the Semi-Suburban Streetscape Character.

Allowable uses for the resulting setback areas shall be exclusive to outdoor uses, such as terrace gardens or outdoor lounge facilities. Landscape architectural elements such as arbors, trellises, outdoor non-enclosed shelters, planters, pools and vegetation shall be allowed.

Sidewalk construction and amenities shall be constructed in a manner consistent with the illustrational diagrams in this section.

All setbacks shown herein are originated from the property line edge. The setback line is defined as the Build-to line.

Typical Sidewalk Section – Urban Character District



Typical Sidewalk Section – Urban Character District

Typical Sidewalk Plan – Semi-Suburban Character District

Zoning and Design Guidelines Recommendations.

I. SPECIFIC DEVELOPMENT STANDARDS

A. URBAN STREETSCAPE CHARACTER DISTRICT

Buildings

Overall Height:	130 feet
Pedestal:	5 stories maximum
	3 stories minimum
Tower:	9 stories maximum
Penthouse:	3 stories maximum

Setbacks

Pedestal	25 feet
Tower	45 feet
Penthouse	60 feet

**All setbacks shown shall be measured from the property line fronting Doral Boulevard or any intersection major intersection.*

Habitable Liners

Minimum Depths

Doral Boulevard	20 feet
Intersecting major intersection	16 feet

B. SEMI-URBAN STREETSCAPE CHARACTER DISTRICT

Buildings

Overall Height:	80 feet
Pedestal:	3 stories maximum
	2 stories minimum
Tower:	6 stories maximum
Penthouse:	2 stories maximum

Setbacks

Pedestal	35 feet
Tower	55 feet
Penthouse	70 feet

**All setbacks shown shall be measured from the property line fronting Doral Boulevard or any intersection major intersection.*

Habitable Liners

Minimum Depths

Doral Boulevard	20 feet
Intersecting major intersection	16 feet

C. SEMI-SUBURBAN STREETSCAPE CHARACTER DISTRICT

Buildings

Overall Height:	60 feet
Pedestal:	2 stories maximum
	1 story minimum
Tower:	4 stories maximum

Setbacks

Pedestal	40 feet
Tower	70 feet

**All setbacks shown shall be measured from the property line fronting Doral Boulevard or any intersection major intersection.*

Habitable Liners

Minimum Depths

Doral Boulevard	20 feet
Intersecting major intersection	16 feet

MINIMUM DESIGN STANDARDS

VOLUMETRICS

- The exterior design of the Pedestal and Tower shall be distinctive from each other within the same building by the use of differentiations in color, material, finishes or textures.
- An exterior architectural feature shall visually separate the Pedestal from the Tower. This feature may be placed at the top of the second floor when the first and second floors appear as a unified design distinct from the remainder of the building.
- Building volumes and heights shall be articulated to express different building components, features and programmatic elements. Buildings with one continuous height are prohibited.
- Building lengths shall not exceed two-hundred fifty (250) feet.
- Additional height articulation beyond those regulated by these requirements is encouraged to provide appropriate scale, rhythm and articulation.
- Ground level facades are encouraged to align with neighboring buildings, except when breaks for courtyards and breezeways are provided.

APPEARANCE OF HEIGHT

Wall Plane

- Building facades shall incorporate breaks in the wall plane to provide massing and articulation compatible with the historic context. No single wall plane shall exceed 60 feet in length on any exterior façade and shall provide a minimum of a 5-foot offset separation from abutting wall planes.

First Floor

- The exterior appearance of the height of the first floor shall not be less than fourteen feet (14') nor exceed twenty-five feet (25').

Height Variations

- Height variations shall have an expression of no less than 5 feet in variation. Buildings with one continuous height shall not be allowed.

FLOOR TO FLOOR SEPARATION

Commercial, Retail, Office

- The minimum separation between the first and second floors for commercial uses shall be 14 feet.

Residential

- The minimum separation for all other floors shall be 8 feet.

ENTRANCES, WINDOWS & STOREFRONTS

- Pedestrian entrances should be easily recognizable and oriented towards the street.
- Divided light window mullions, where provided, shall be through the pane (i.e. true divided).
- Exterior burglar bars, fixed "shutters" or similar security devices are prohibited.
- Security shutters, if provided, shall be constructed of a see-through, non-solid grate material. Roll-up casings and attachment hardware shall be obscured by architectural features or awnings and should be finished to blend with the overall architectural character of the building and its surface materials.
- Impact resistant glass shall be used in all window exposures, except ground level non-residential uses.
- Window and storefront articulations should be primarily oriented towards the street.
- Multiple storefronts within a larger building should have consistent material qualities and articulation and should relate to the detailing of the entire building.
- The bottom edge of windows should be no less than 24 inches above the fronting finished sidewalk elevation
- For non-residential uses, the first vertical 10 feet of building elevation shall be composed of 50% minimum transparency.
- Mirrored and heavily tinted glass shall not be permitted.
- The use of exterior shading devices and insulated glass is highly encouraged.

AWNINGS, CANOPIES, 'EYEBROWS' AND BALCONIES

- Balconies may not extend into the frontage setbacks but shall not be less than five feet (5') in depth.
- Awnings and canopies should be incorporated to provide pedestrian protection from the elements as well as reduce overall building heat gain. Overhangs over the public sidewalk are permitted, but should not be greater than 6'.
- Awnings, canopies, "eyebrows" and balconies should have consistent height and depth;
- Awnings, canopies, "eyebrows" and balconies should remain consistent with architectural shapes and proportions, harmonious with the overall building design and historic context;
- Awnings, canopies, "eyebrows" and balconies should be consistent on multiple storefronts within a larger building.
- Awnings shall be fabric or metal. Plastic awnings shall be prohibited.
- Awnings should be solid colors rather than patterned.
- Awnings should utilize down lighting. Backlighting is prohibited.
- Awning valances should generally be straight rather than curved, except for special architectural elements.

SERVICE AREAS AND MECHANICAL EQUIPMENT

- Service bays, mechanical equipment and delivery areas, to the greatest extent possible, shall be fully enclosed, screened or located within the interior of the building. These areas shall not be visible from the Boulevard and should not be visible from streets or properties with adjacent residential or hotel uses.
- It is preferred that all exterior equipment be placed on the roof and shall be architecturally screened.

UNDERGROUND AND ABOVE-GROUND UTILITIES

- All utilities including telephone, cable, and electrical systems shall be installed underground.
- Large transformers shall be placed on the first floor/ground and contained with pad mounts, enclosures or vaults.
- All exterior facilities, including but not limited to electrical raceways and transformers, permitted above ground shall be fully concealed and screened by landscape.

SURFACE PARKING

- Surface parking shall occur behind buildings or on the side of buildings and shall not occur within setback areas.
- Where surface parking is visible from the Boulevard, it shall be concealed behind a minimum 10-foot landscape buffer and shall provide a 4-foot tall decorative wall.

PARKING STRUCTURES

- Entrances to parking garages shall not be from the frontages fronting Doral Boulevard.
- Enclosed parking levels shall have an exterior architectural treatment designed to be compatible with neighboring buildings.
- All levels of a parking structure fronting Doral Boulevard or a major intersecting road shall be lined shall be lined with a habitable liner and shall provide for active uses where required.

MATERIALS AND FINISHES

- The predominant surface material within the district is stucco and cultured stone with various finish applications. Similar finishes are encouraged, as well as the use of prevalent vernacular materials, such as stone (with native characteristics), metal, glass block and accent wood. Materials vernacular or characteristic to other regions such as flagstone, adobe, etc. are highly discouraged.
- Materials shall be true and genuine, rather than simulated. Multiple storefronts within a larger building should have consistent material qualities and articulation.
- Within high traffic areas, higher quality materials that are easily maintained (in lieu of painted stucco) should be incorporated at the pedestal level.
- The predominant pitched-roof material should be clay barrel tile. Additional materials, suitable to the overall building design, may include light colored metal roofs and concrete tiles. Asphalt shingles shall be prohibited.

RESIDENTIAL USES

- Separating elements, such a fences or walls shall not be permitted between the residential uses and fronting streets or property lines.
- Entrances to residential uses shall be kept separate from entrances to other uses in the building.

COMMERCIAL USES

- Commercial uses shall be required along all frontages onto the Boulevard, especially in the urban character district.
- External street-level entrances shall be recessed and centered a minimum of 36” from the building frontage.
- Restaurant uses shall have air conditioned trash and garbage facilities and these shall not front the Boulevard.
- All first floor retail uses shall be flood-proofed per FEMA requirements.

SIGNAGE

- Signage for individual retail storefronts should be oriented towards the pedestrian. Small scale hanging and projecting signs that compliment the building design are encouraged. These signs should not be larger than 3 square feet in area with a maximum letter height of 6 inches. The bottom of such signs shall have a minimum clearance of 7'-6" above the sidewalk.
- Signs should be constructed of high quality and durable materials. Plastic panels are prohibited.
- Painted signs shall not be permitted.
- Awning signs should be limited to the valance drop. Lettering should not exceed 8" in height nor exceed 3 square feet in area.
- Roof top signs are not permitted. Signs should not extend above the parapet and should have sufficient clearance from eave/overhang lines.
- Multiple storefronts within a larger building should have signage similar in scale, proportion and placement and should reflect the overall design of the building.
- Window signage should be limited to 10% of the window or storefront area.

EXTERIOR LIGHTING

- All exterior lighting shall avoid unnecessary, excessively strong or inefficient lighting though selection of appropriate fixtures for each application, use of high-efficiency fixtures and photocell controls to turn lights off during daylight.
- Energy efficient fixtures and lamps such as Metal Halide cut-off lamps with efficient light distribution and up-to-date energy-efficient light bulbs are encouraged.
- Solar power (photovoltaic panels) energy supply for outdoor lights is encouraged.

PAVING

- The extent of paved areas shall be limited and designed to increase groundwater recharge and reduce heat gain.
- Paving shall be either 50% shaded by trees or other shading devices or shall be of high solar reflectance materials as defined by the USGBC LEED rating system.
- All paved areas shall be designed to facilitate surface drainage to pervious areas to retain, detain and filter all storm water through natural surface flow to planted areas or other pervious surfaces.
- Pervious paving materials such as pervious asphalt or pervious concrete, gravel, or washed shell are encouraged to reduce storm runoff and increase groundwater recharge, except within required setbacks.

ENVIRONMENTAL STANDARDS

- All new construction is highly encouraged to achieve LEED certification. Higher LEED certifications (silver, platinum, etc.) are highly encouraged.
- Structures should achieve the following standards to the greatest feasible extent:
- Provision of bicycle racks or storage facilities in recreational, office, commercial and multifamily residential areas;
- Use of energy-efficient features in window design (exterior shading devices, low-E and insulated glass, etc);
- Use of operable windows and ceiling fans to promote natural ventilation when weather permits;
- Installation of energy-efficient appliances and equipment;
- Reduced coverage by asphalt, concrete, rock and similar substances parking lots and other areas to improve storm-water retention and reduce heat island effects.
- Installation of energy-efficient lighting in buildings, parking areas, recreation areas, and other interior and exterior public areas;
- Selection, installation and maintenance of native plants, trees, and other vegetation and landscape design features that reduce requirements for water, maintenance and other needs;
- Planting of native shade trees to provide reasonable shade for all recreation areas, sidewalks and parking areas;
- Passive solar orientation of structures, as possible, to reduce solar heat gain by walls and to utilize the natural cooling effects of the wind;
- Provision for structural shading (e.g., trellises, awnings and roof overhangs) wherever practical when natural shading cannot be used effectively;
- Inclusion of shaded porch/patio areas in residential units; and
- Use of recycled materials.

POTABLE WATER STANDARDS

- All development should make adequate provisions for water conservation in accordance with the standards established by the USGBC LEED Rating System.

SECURITY SHUTTERS STANDARDS

- Security shutters should be constructed of a see-through, non-solid grate material. Roll-up casings and attachment hardware should be obscured by architectural features or awnings and should be finished to blend with surface materials.

LANDSCAPE STANDARDS

- The intent of all development should promote the enhancement of the Boulevard's character and its ecological health.
- Parking lots shall not be located with frontage onto Doral Boulevard where existing lot configurations do not allow for this, then the surface parking lot shall be organized in a way so as to minimize its linear frontage onto the Boulevard and shall be screened. Screening of parking lots and vehicular use areas shall be required according to the following standards:
    - 10' wide perimeter landscape area (2' car overhang, 8' landscaped area).
    - Soil shall be placed for the entire 10' perimeter planting
    - 6" curb recommended at back of sidewalk
    - Continuous screening planting between a height of 36-48"
    - Live groundcover is recommended in car overhang area where maintenance will be provided; otherwise gravel or mulch is required
    - Tree planting is required in buffer landscape area equal to 1 tree per 25' of linear feet or part thereof. Flexible spacing is permitted, not to exceed 30 feet.
    - 4-foot high ornamental wall or decorative fencing shall be provided at parking lots and vehicular use areas; frontage onto the Boulevard 6' high ornamental fencing shall be provided around all secured areas. Fencing shall be located 5' from setback in the 10' buffer landscape area.
    - Landscape screening shall be provided along all visible parking lot frontages on the Boulevard.
    - Chain-link fencing is prohibited.

- Parking lots shall be developed as "parking gardens" with trees planted in islands and circulation flanked by planted areas according to the following standards.
    - Required landscape area for parking lots and other vehicular use areas:
        - Parking lots below 3,000 sf: no required internal planting areas;
        - Parking lots between 3,000-4,500 sf: internal planting areas shall provide a minimum of 5% of the total area;
        - Parking lots between 4,500-30,000 sf: internal planting areas shall provide a minimum of 10% of the total area

Landscape requirements for parking structures where liner uses are not required:

- Trees, shrubs and groundcovers shall be planted in all required set-back areas allowable
- Vines may be provided at the base of parking structures, providing that they establish a minimum visual screen no less than 80% in 1 year of growth.
- One hundred percent of total linear feet of frontage without liner uses facing any public right of way is required to have perimeter planters, landscaped upper level setbacks, hanging baskets, flower boxes or trellises with plants distributed along the entire length of the façade.
- Unscreened openings facing residential uses or other sensitive conditions and not facing a public right of way may be required to have planting methods per above
- Uncovered parking on the top level of a parking structure shall require roof top planters around the entire perimeter of the top floor.

All landscape and irrigation system designs shall be consistent with the principles of the Florida Friendly Lawns and Landscapes established by the Florida DEP.

- All non-building site area should include 50% planted open space
- Site plans shall identify all vegetated areas to be preserved.
- All invasive exotic species shall be removed for each site prior to development.
- Gravel, river rock, shell and similar materials shall not be used as ground cover or in lieu of mulch.
- The solar orientation of a property and its relationship to other properties should be considered to minimize undesirable microclimatic exposure, principally heat islands.
- Landscape construction documents shall include:
    - Location of all underground and overhead utility lines;
    - Existing and proposed trees, shrubs, groundcovers and turf areas;
    - Plants by botanical name and cultivar name, spacing, quantities;
    - Existing and proposed buildings, features, etc;
    - Location and square footage of various landscape hydrozones, and
- Irrigation plans shall be designed to recognize the differential irrigation requirements of the landscape hydro-zones on the site.

Developments shall meet soil requirements to include:

- Existing horticulturally suitable topsoil shall be stockpiled and re-spread during final site grading.
- Any new soil required shall be similar to the existing soil in pH, texture, permeability and other characteristics

Developments shall meet plant requirements to include:

- Plant selection should be based on the plants adaptability to existing conditions present in the landscaped areas, particularly hardiness zone, soil type, moisture conditions, light, mature plant size, desired effect, color and texture. Plant species that are drought tolerant are encouraged.
- Turf areas shall be consolidated and limited to those areas on the site that receive pedestrian traffic, provide for recreation use or provide cover for septic tanks drain fields and required drain field reserves.
- All provided trees shall be Florida Number 1 quality.
- All provided palms shall be Florida Fancy quality.
- All site trees shall be a minimum of fourteen (14) feet high and have a minimum caliper of three inches (3") diameter at breast height at the time of planting, except for palms, street trees and plantings located beneath power lines.
- Trees located under power lines shall be planted with consideration of the utility owner's recommendations for plantings under or near its equipment

Developments shall provide efficient irrigation systems to include:

- Irrigation systems shall be designed and constructed in accordance with FBC and operated and maintained according to the Florida Green Industries Best Management Practices for Water Resources in Florida or the Florida Yards and Neighborhoods program.
- The Irrigation system shall be designed to correlate to the organization of plants into zones as described under plant selection above.
- Yard waste management, Fertilizer Management, Pesticide Management, Landscape and Irrigation Maintenance shall be in accordance with the recommendations in the Florida Green Industries Best Management Practices for Water Resources in Florida

Gateways

Description.
The articulation Gateway Experiences have as a foundation a-typical architectural column. Historically, arches, walls and columns have been staples of gateway constructions. Because of the limited space and the relative speed of the transient views, the columnar archetype is the best solution.

The architectural column is of a contemporary style, expressing in proportions a classical relationship but modern in finish and detailing. The feature consists of a proportioned, white contemporary column with a stainless steel deconstructivist skin that changes dimension and form as it moves around the column, and an aluminum, extended emblem of the City's logo. The articulation of the column takes its inspiration from two sources. First, it's a modern interpretation of the details expected of rich, luxurious spa environments. Secondly, because it's proportions are based on worldly, classic standards, it ensures its relationship to the typical Mediterranean-inspired architecture that predominates in the residential districts.

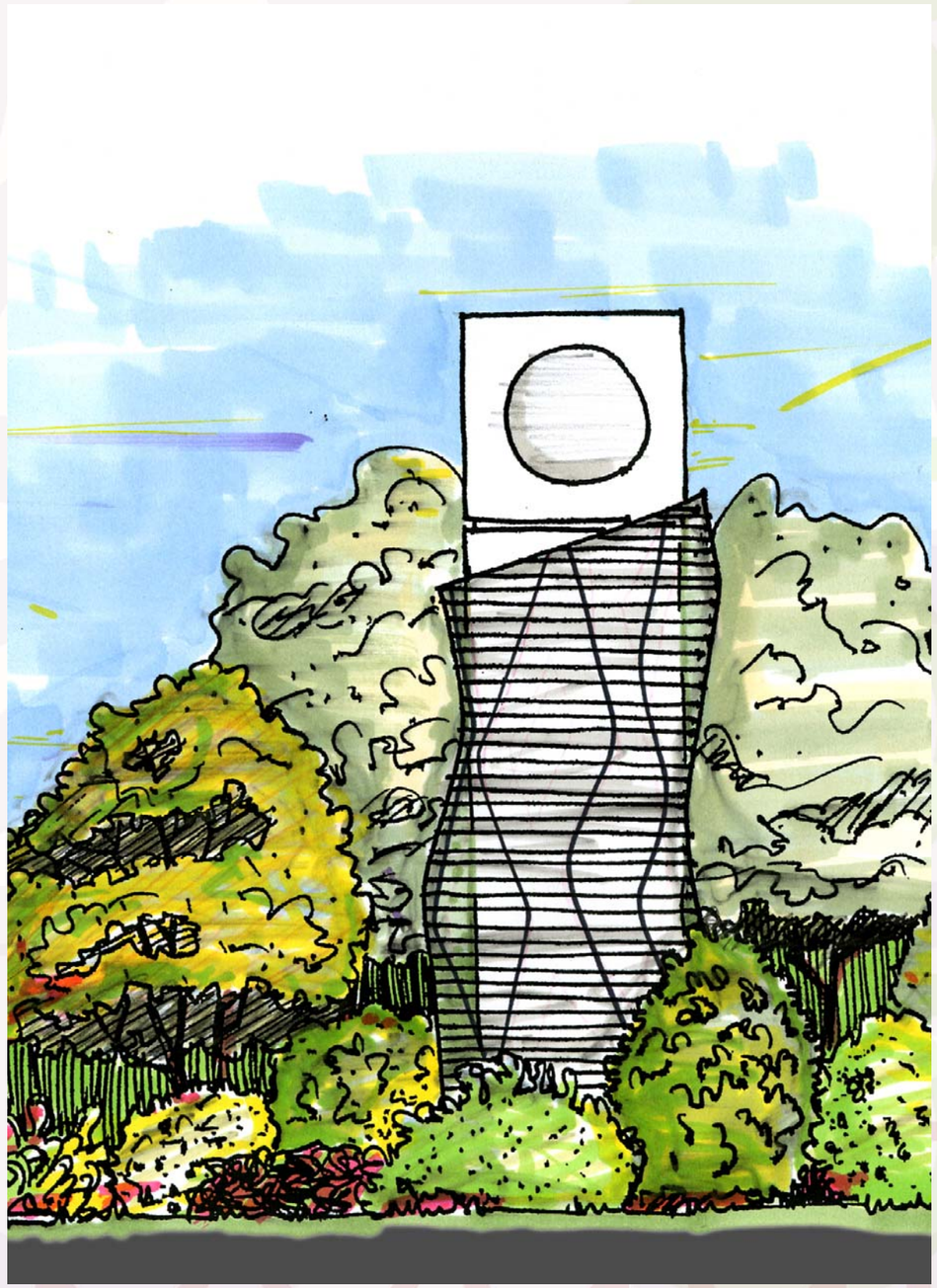
The design of the column expresses the City's strong and solid foundation represented in the column. The metallic, sheer skin represents the City's modern outlook, its investment in the future and its faith in the promises of change.

Gateways are entry points to the City. They mark both the beginning and end of the streetscape experience, while they give the visitor or viewer a first-impression of what to expect.

The gateways are of three types, each relative to a specific location.

- Palmetto Expressway – East Gateway
- Turnpike – West Gateway
- Avenue Edge – Nodal Gateways

Entry Sign Hierarchy.


Column - Elevation View.




Sign Feature – Front View.

Sign Feature – Front View.

Sign Feature – Front View
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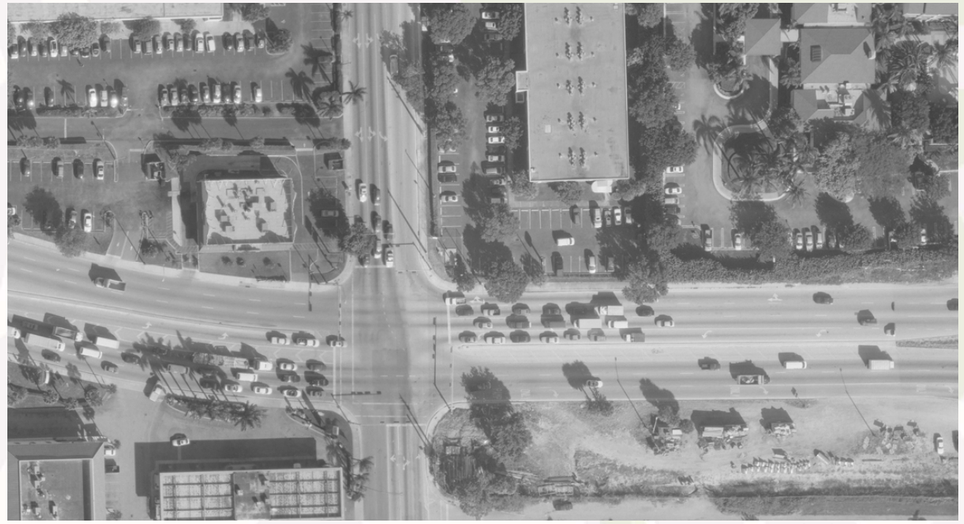
Sign Feature – Front View.

Sign Feature – Front View.

West Gateway– Aerial Photograph
Existing Conditions



East Gateway– Aerial Photograph
Existing Conditions

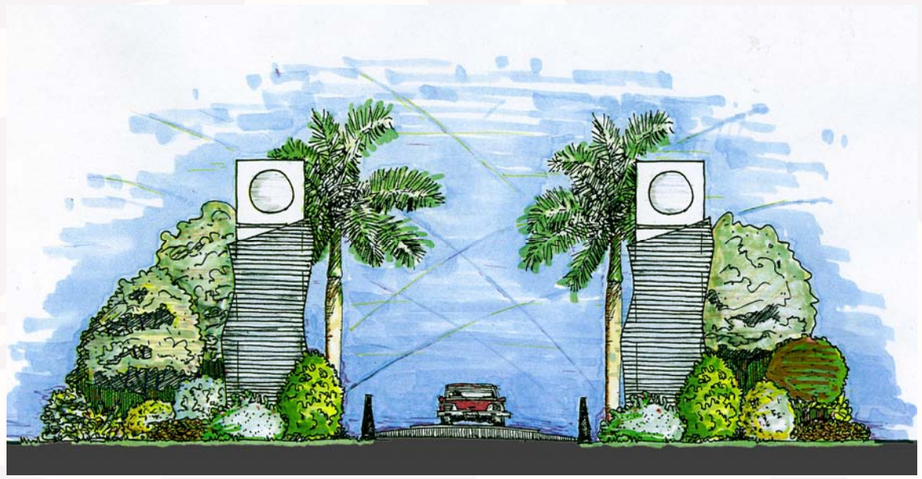
Existing Conditions – West Gateway.

The existing conditions surrounding the area designated for the gateway at the Boulevard's terminus at the Florida's Turnpike, similar to its opposing terminus, is characterized by limitations. The ROW does not accommodate any further construction, because it has been fully developed with roadway components. There is the opportunity though to take advantage of a 15 + wide median to locate signature features. In addition, there is an opportunity to locate architectural features within setbacks beyond the ROW areas. The limitations primarily consist in the fact that the entire median shown above is blanketed by sight visibility restrictions, resulting from the left-turn provision from the Florida's Turnpike's off-ramp.

Existing Conditions – East Gateway.

The existing conditions surrounding the area designated for the gateway at the Boulevard's terminus at the Palmetto Expressway, SR 826, is one of great limitations. The areas affording footprint availability for construction of architectural features is minimal. Because the ROW has been maximize3d in construction with as many lanes as it fits, there is little to no space that can accommodate plantings in the medians or lane separators that do not conflict with sight clearance restrictions and clear-visibility criteria required by the state agency. The greater opportunities lie in enhancing the off-ramp experiences with landscaping and signage elements.

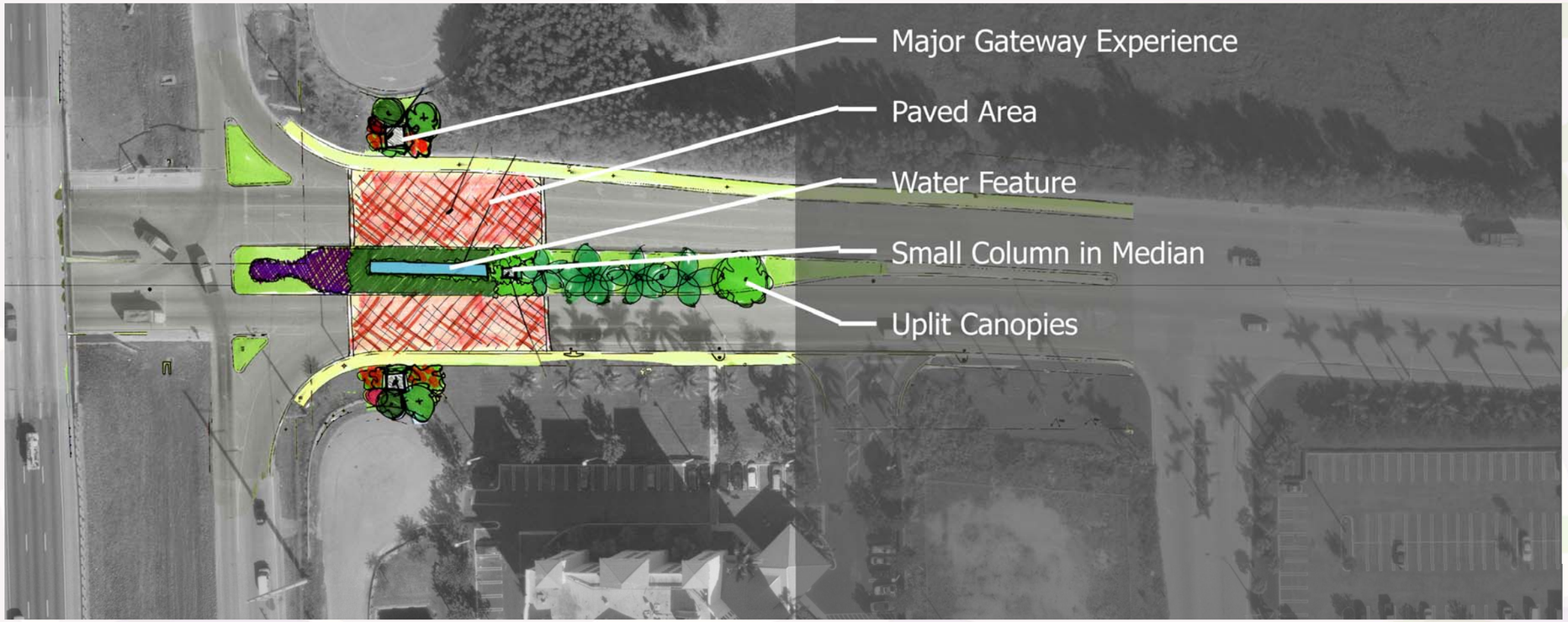
Gateway Concept Illustration – Palmetto Expressway East Gateway.



Minor Gateway Concept Illustration – Palmetto Expressway Access Ramps.

The Palmetto gateway experience utilizes the columns as signifiers of entry points. The condition illustrated above demonstrates the quality of the experience at the entry and exit points on the access ramps to the Palmetto Expressway.

Major Gateway Concept Illustration – Doral Boulevard.



Gateway Concept Illustration – Palmetto Expressway West Gateway.

The west gateway experience utilizes the columns as signifiers of entry points. The condition illustrated above demonstrates the quality of the experience. Because the median is more ample, it provides an opportunity for improvements and features.

Gateway Concept Illustration – Doral Boulevard.

Nodal Gateways.
Each of the major nodes are planned as minor gateway experiences. They mark access and arrival to the Boulevard from both the north and south. These nodal gateways will occur at all the intersections of Doral boulevard with the major arterial avenues:

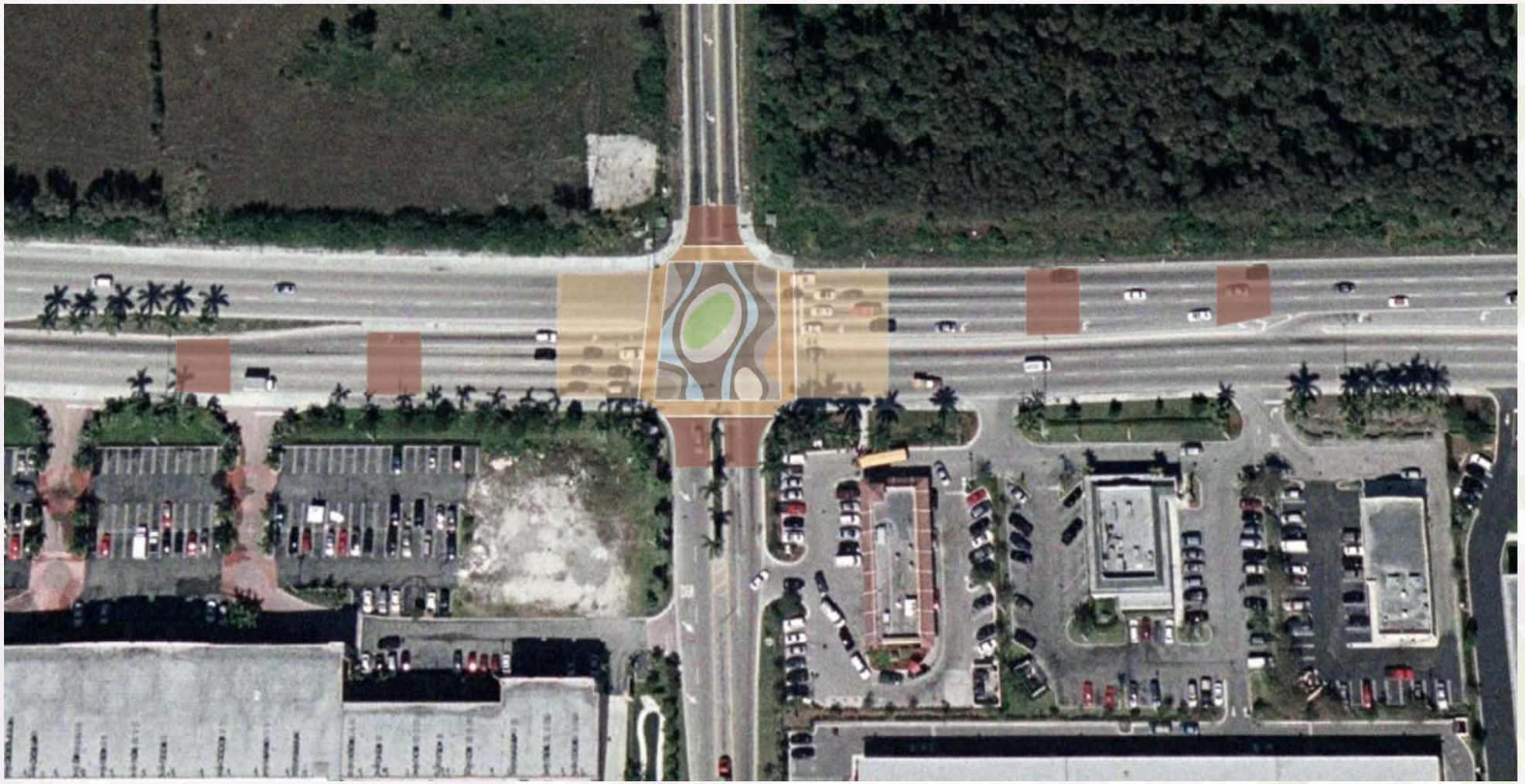
- 79th Avenue
- 87th Avenue
- 97th Avenue
- 107th Avenue

Because these arterial avenues also suffer from the lack of available space for improvements, all gateway signage and plantings will occur on the right side of the approaching traffic's Right-of-Way.

The gateway signage will be a smaller version of the typical gateway column, standing at approximately 8 feet in height. It will be surrounded by lush, layered planting. The experiences, much like the major gateway experiences, will be characterized by color, both in the use of color plantings and with lighting fixtures incorporated into the signage. Additional lighting will be used to illuminate the underside of the trees and palms to add drama and character at night.

Nodal Gateway Concept Illustration.

Major Intersections



Intersection with 114th Avenue Intersection Treatment – Plan View.

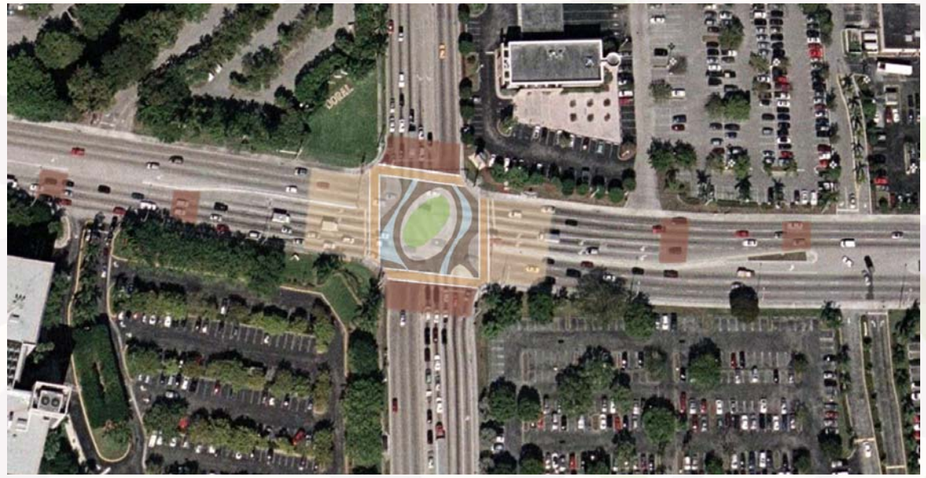
Description.
The improvements corresponding to the intersections go beyond being a beautification component. The master plan designates several paved elements to be incorporated, each with the intent of designating areas or serving as signifiers to increase safety at the intersections. Upon approaching an intersection, a driver will encounter a couple of paved warning strips. Their textures are intended to strategically alert and warn drivers of the upcoming intersection. The decorative stop bar treatment designates the end of the travel lane before the designated pedestrian crosswalk. Lastly, the paved intersection has a high-quality design character, intended on creating additional alertness for the driver. A particular attention was given to creating a design that suggested that the street intersection be experienced like an urban plaza in an attempt to humanize the expansive roadway and to attempt to make the experience of crossing the road by foot at least one of interest.

Lastly, the master plan acknowledges that the Boulevard is in-line with the landing flight path of airplanes headed for Miami International Airport. The design strategy for the intersection's beautification provides for legibility of design and character from a bird's eye perspective, extending the branding quality of the design to the experience of a macro-community.

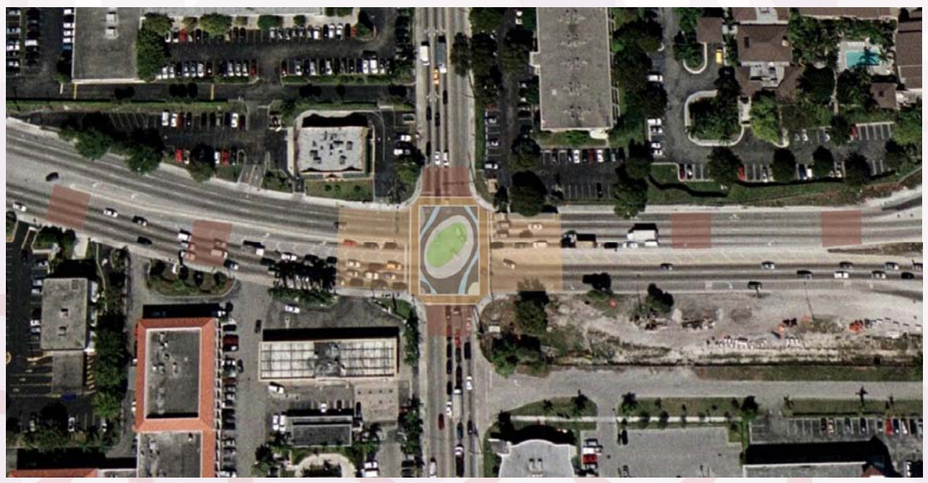
Intersection with 107th Avenue Intersection Treatment – Plan View.

Intersection with 102nd Avenue Intersection Treatment – Plan View.

Intersection with 97th Avenue Intersection Treatment – Plan View.



Intersection with 87th Avenue Intersection Treatment – Plan View.



Intersection with 79th Avenue Intersection Treatment – Plan View.

Crosswalk Security.
The master plan recommends the use of an intelligent crosswalk safety system for use within the pedestrian crosswalks. The system is composed of surface mounted illuminators that warn drivers of the presence of pedestrians in the crosswalk.

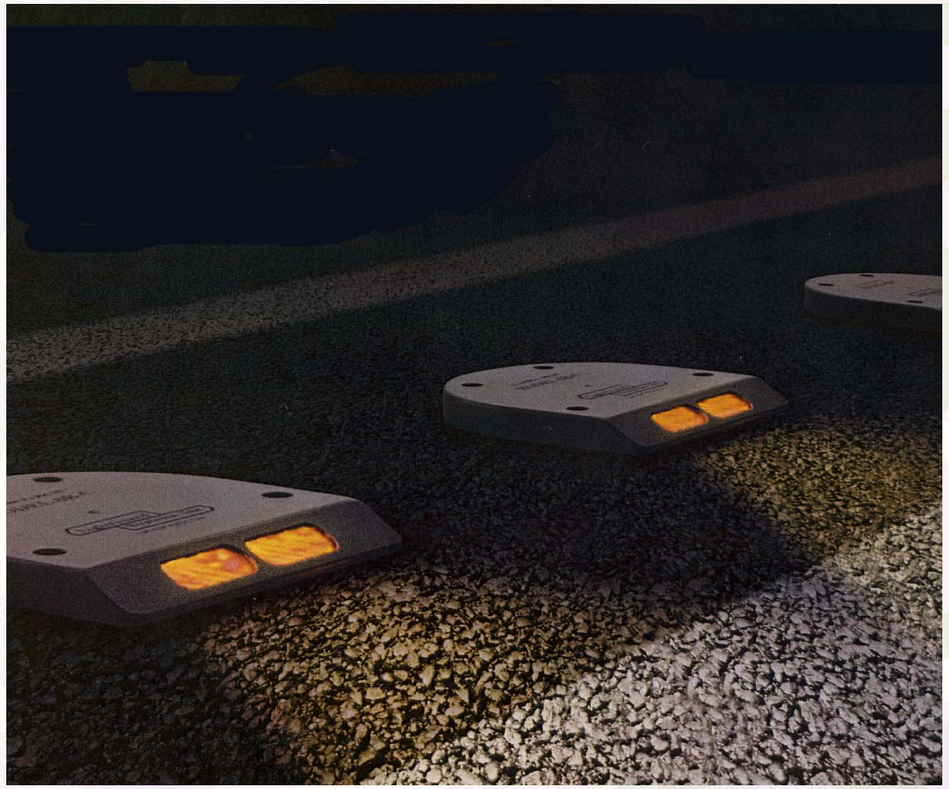
The system has been used throughout California for over ten years. It significantly raises driver awareness of crosswalks and pedestrians. In most instances, the total percent increase for driers yielding to pedestrians had an average increase of 6-fold with the implementation of the system.

Over 65% of accidents where pedestrians are injured by oncoming vehicular traffic occur at night. In 8 out of 10 incidents where a driver strikes a pedestrian at night, the driver did not see the pedestrian until it was too late.

Agencies that highly recommend the use of the system include:

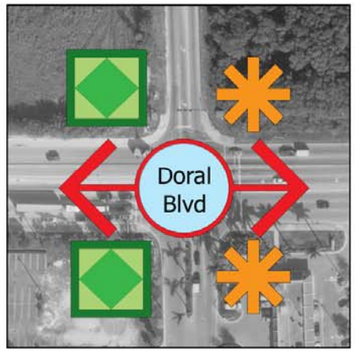
- Federal Highway Administration
- California Traffic Control Devices Committee
- California Office of Traffic Safety
- North Carolina Highway Safety Research Center
- Transportation Research Board
- Institute for Traffic Engineers

The intent of the master plan is to recommend that this system be implemented at all crosswalks along the Boulevard, with particular attention to the major intersections and to those areas that will have increased pedestrian foot-traffic resulting from new redevelopment.

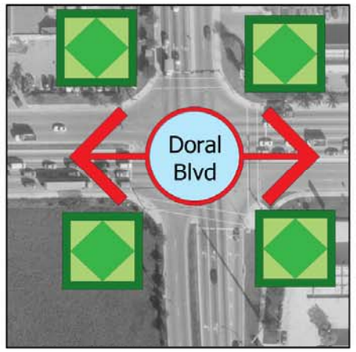


Existing Speed Limit and Safety.
The master plan makes note that the existing posted speed limit along the entire corridor is posted at 40 miles per hour. In order to ensure the safety of pedestrians in an environment expressed and envisioned by the community and its leaders as one characterized by a place of high livability and walkability, it is essential that the City takes steps to reduce the posted speed limit from 40 mph to a maximum of 30 mph.

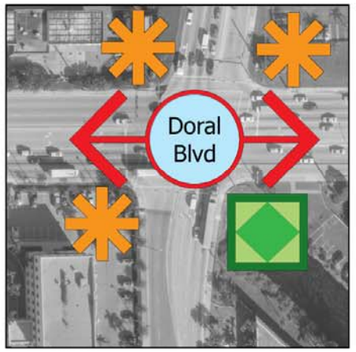
Neighboring cities with 'Main Street' conditions and roadways, both County-Owned and State Owned, have successfully reduced the speed limits of their main vehicular corridor to ensure the safety of their pedestrians.



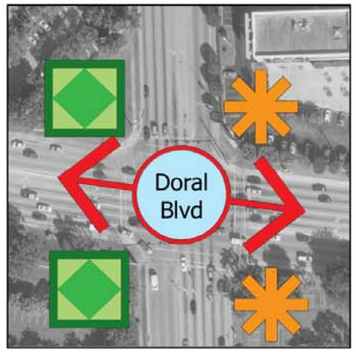
112th Avenue Intersection



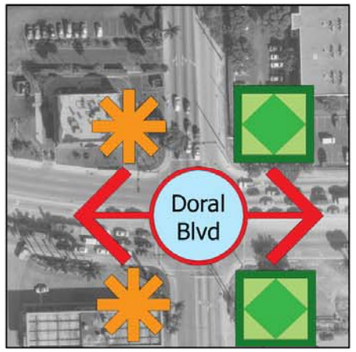
107th Avenue Intersection



97th Avenue Intersection



87th Avenue Intersection



79th Avenue Intersection

Legend

Plaza Design Element

Architectural Beacon Design Element

Intersection Programming Diagram

Intersection Programming.
The intent and objective for adding architectural program elements and designating their locations at major intersections lies in their ?? as effective markers to enhance experiences along the Boulevards. This plan utilizes only two program elements designated as:

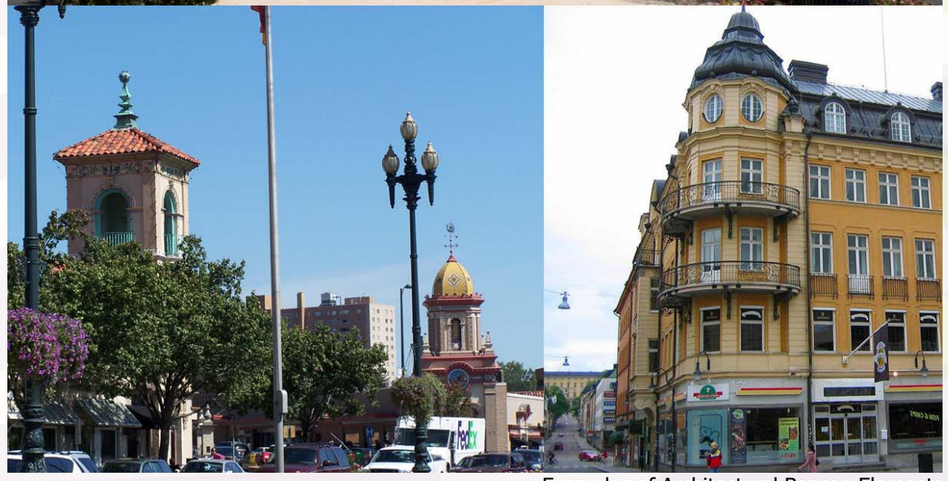
- Public plaza element
- Architectural beacon element

These elements are strategically located to enhance the experience along the Boulevard by reinforcing the experiences of gateways or of communal centers. These requirements are described for the following 5 intersections and are highly encouraged for all corner conditions along the corridor:

- 79th Avenue
- 87th Avenue
- 97th Avenue
- 107th Avenue
- 112th Avenue

At these intersections, the program elements shall be incorporated as plan of any new or redevelopment of any parcel.

Examples of Small Urban Plazas



Examples of Architectural Beacon Elements

A plaza shall be defined as an exterior space with the minimum criteria:

- Minimum 3,500 square feet
- Maximum 50% pervious, planted area
- Minimum 4 large specimen trees (2 palms can be substituted per each tree)
- Minimum 12 shrubs per tree
- Minimum 2 benches and 1 trash receptacle
- Maximum 20% of pervious area may be sodded.

An architectural beacon element shall be defined as an architectural element that provides a sculptural component to a building, normally at a corner. Beacon elements shall be located at a building's corner location where a major arterial intersection occurs. Additionally, any corner element of a building's façade immediately fronting Doral Boulevard on the build-to line with an adjacent public plaza of a minimum coverage of 3,500 square feet shall be allowed to exceed the total buildable height limitations by 20 feet and shall not exceed 2000 square feet per story.

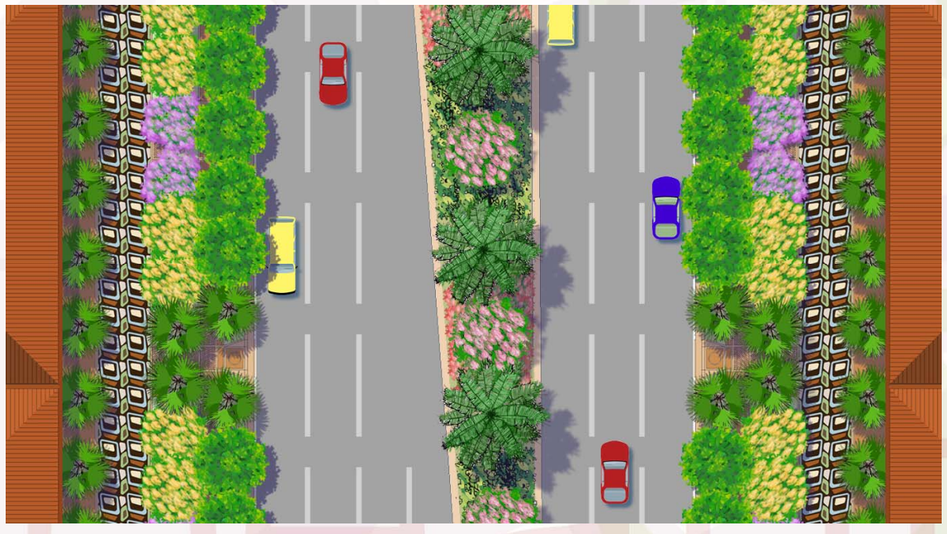
Roadway Medians Streetscape Improvements

Regulating Agency.
The governmental agency which will have jurisdiction over all regulating conditions and criteria for the planting designs along Doral Boulevard will be Miami-Dade County.

Because Doral Boulevard is a County-owned road and is under the jurisdiction of Miami-Dade County, it must abide by all design criteria utilized by the County's Public Works Department.

The expressed standards for design of planting will be the same as those utilized by the State in reviewing similar projects. The State's standards regulating all sight visibility issues is based on national AASHTO standards, which will be elaborated further as they apply to the conditions on Doral Boulevard.

The City has expressed that they will absorb the responsibilities of managing and maintaining all aesthetic improvements on the Boulevard.



Access Management.

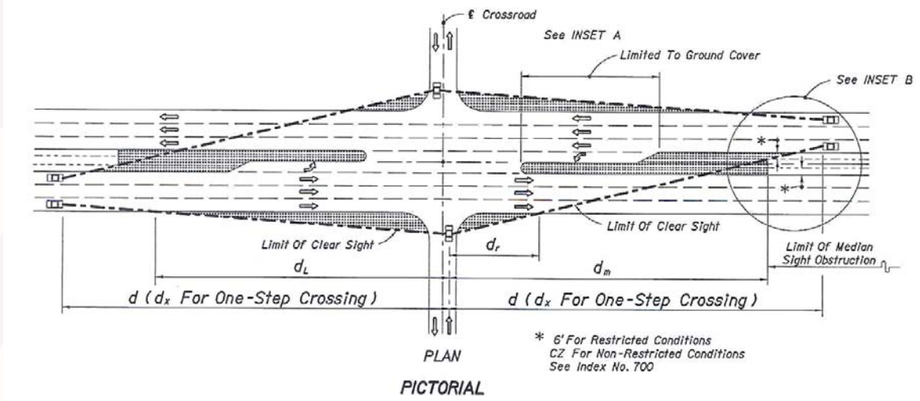
Presently, Doral Boulevard has a large number of contiguously located vehicular entrances in abutting parcels. This large quantity of access points burdens and poses a challenge for a the creation of a continuous sidewalk environment throughout the corridor. Additionally, access driveways cause severe restrictions on sight-line visibilities and quantifiably reduce the allowable plantings in median spaces that are already limited. Furthermore, the necessary turn lane associated with these access driveways and their respective median cuts further impede the allowance of large, character-giving vegetation and limits these areas to low-lying shrubs and "break-away" palms with a maximum caliper of 4" in diameter.

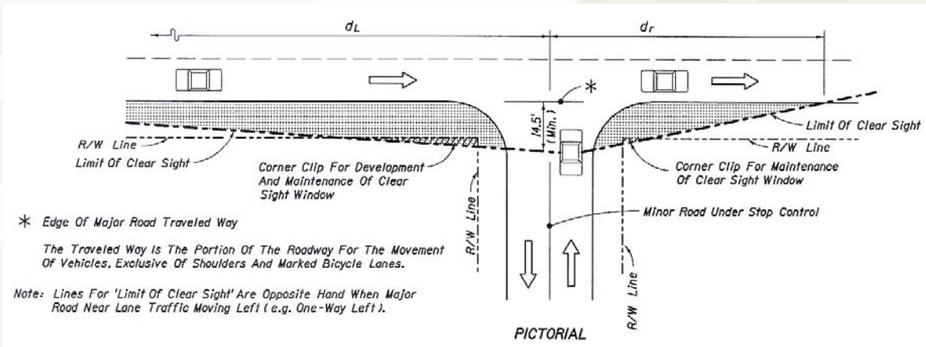
As a further study for the implementation of this plan and in order to successfully achieve the beautification objective laid out herein seeking to maximize the full potential of the Boulevard's beautification, it is crucial that an access management plan be conducted and implemented under the careful auspices of qualified Traffic Engineers working collaboratively with Landscape Architects and in congruence with the recommendations established in this Master Plan. The Access Management Plan should make emphasis on consolidating entry and exit access driveways off and onto the Boulevard, in order to lessen their numbers. It should also limit the number of driveways and establish a minimum distance between access points onto the roadway. The plan should also encourage shared access points among adjacent parcels. Lastly, the plan should seek for opportunities to reduce the number allowances for left-turns onto the Boulevard, and by doing so reducing the impact of sight visibility restrictions on potential median planting.

This Master Plan will provide recommendations for closure of median cuts or the re-articulation of its geometry in order to maximize the opportunities for median planting. While the City should construct and maintain the improvements on the corridor, it is imperative to note that it must be permitted and approved by Miami-Dade County, since it is a County-owned road. The standards utilized by Miami-Dade County for the review of sight-triangle visibility are equal to those implemented by the Florida's Department of Transportation, as identified on FDOT's Design Standards Index 546. The FDOT's standards for the determination of site triangle restrictions are based on standard provisions by AASHTO (American Association of State Highway and Transportation Officials). The access management recommendations provided in this plan reflect an implementation of the latest revision to the FDOT's document, dated 2006 Revision 4.

The criteria utilized for the sight visibility existing conditions constraints analysis and the generation of access management recommendations are as follows:

Design Speed:	40 miles per hour (same as speed limit as presently-posted)
Type of Roadway:	6-Lane Divided Roadway
Type of Vehicle:	Passenger Vehicle
Max Median Width:	22 Feet





ORIGIN OF CLEAR SIGHT LINE ON MINOR ROAD

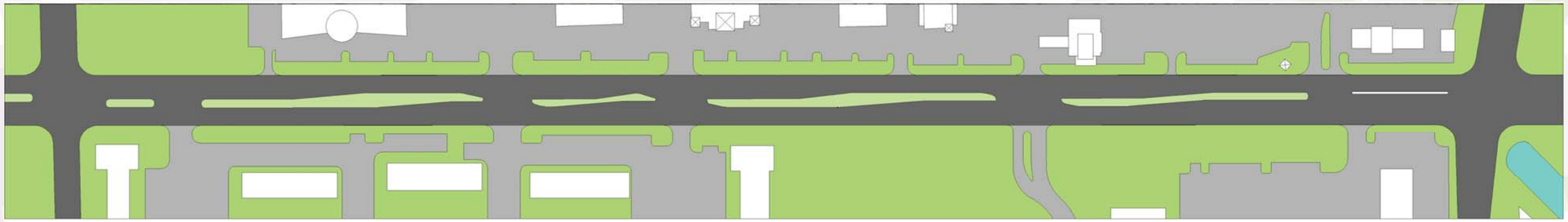
MEDIAN 22' OR LESS				
Design Speed	d_X	d_L	d_r	d_m
30	410	290	80	350
35	480	340	90	410
40	550	390	100	470
45	620	440	110	530
50	690	490	130	580
55	760	540	140	640
60	830	590	150	700
65	900	640	170	760

25'-64' MEDIAN				
Design Speed	d	d_L	d_V	d_{VL}
30	310	220	330	230
35	360	250	390	280
40	410	290	440	310
45	460	330	500	350
50	510	360	550	390
55	570	400	610	430
60	620	440	660	470
65	670	470	720	510

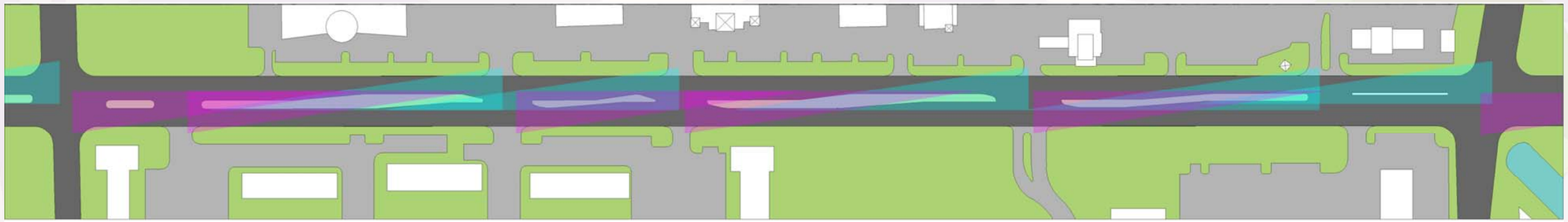
PASSENGER VEHICLE (P)

FDOT Index 546 – Applicable Criteria.

Existing Conditions – Aerial Image.



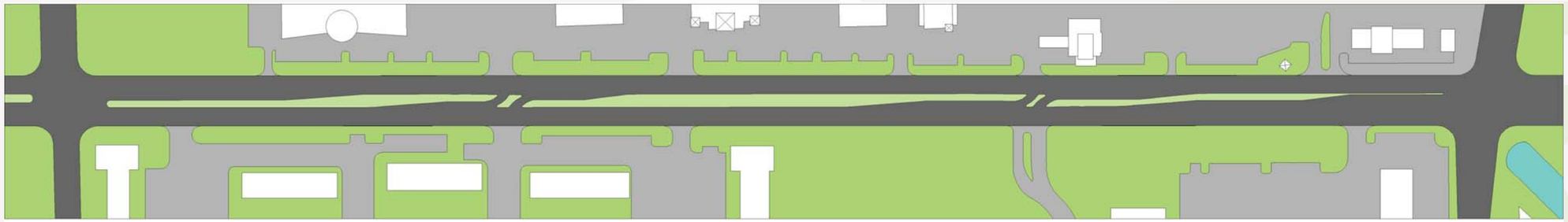
Existing Conditions – Diagram.



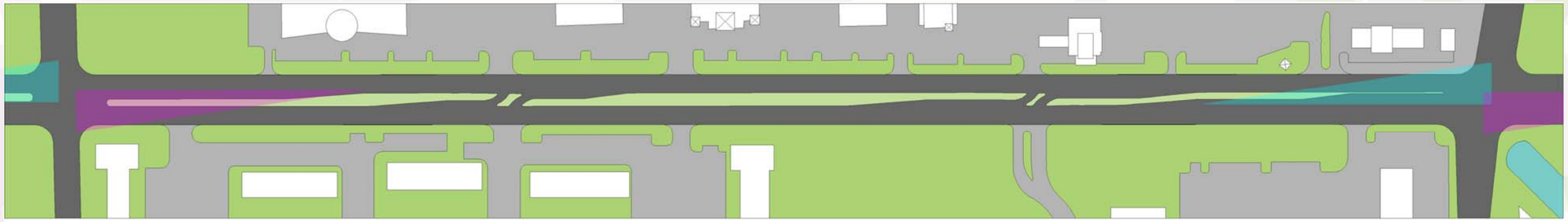
Existing Conditions – Cross-traffic Sight Visibility Planting Restrictions.

Existing Access Conditions.
In this illustrated excerpt of a segment of the Boulevard between 102nd Avenue and 97th Avenue, the diagrams illustrate the sight triangle restrictions on cross-traffic standards. The areas shaded in cyan and magenta illustrate the areas of the median that are affected. The restrictions limit the planting of any vegetation larger than 11 inches in diameter (any large palm or tree) to be planted at an spacing less than 126 feet from each other.

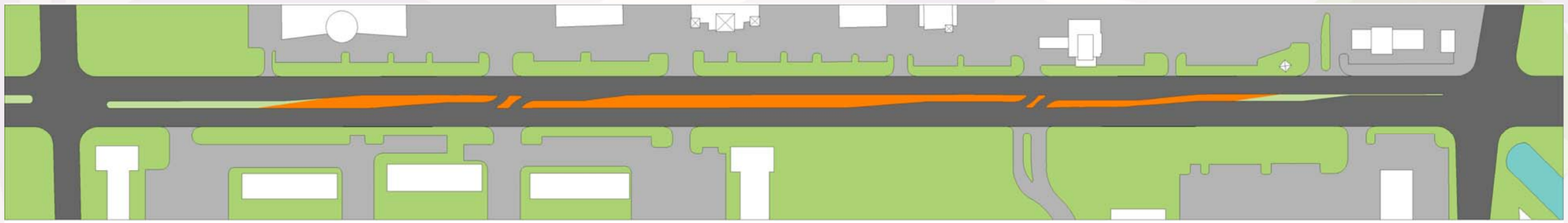
The areas highlighted in cyan are those areas necessary to provide clearances for vehicles making a left turn onto the boulevard originating from a parcel on he north side of the street and vice versa for those areas shown in magenta. The diagram illustrates that all the existing medians shown should be free of plantings that do not meet the present-day criteria.



Access Management Median Reconfiguration Recommendation - Diagram.



Resulting Cross-traffic Sight Visibility Planting Restrictions – Diagram.



Allowable Planting Areas - Diagram.

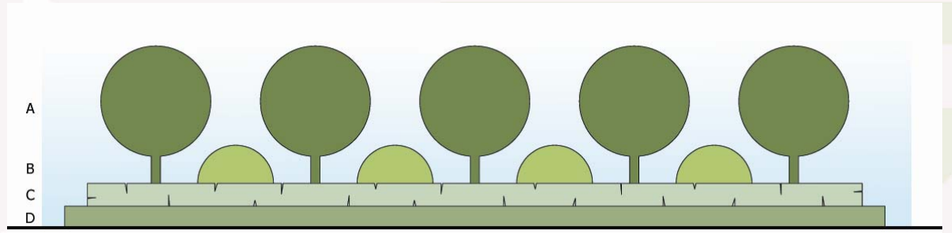
Access Management Recommended Solutions.
The master plan recommends that existing median cuts be re-designed to allow for access onto parcels from the Boulevard in a way that minimizes the affecting sight visibility restrictions. The re-designed medians should limit vehicles existing frontage parcels to make right-turns only, in order to eliminate the incidences of planting restrictions these accesses generate, to increase resulting planting opportunities, and to reduce the existing unsafe conditions of multiple accesses and the present-day volume of traffic. The master plan recommendations ensures that commercial establishments area easily accessible from the Boulevard. Additionally, assessments of all accesses were conducted to determine which median were essential to remain as-is or provided opportunities to be reconfigured. Accesses that generate a lot of cross-traffic have been taken into consideration when making recommendations, so as to not create additional conflicts or not to negatively impact the community. Lastly, parcels that had several median cuts associated with several accesses to the Boulevard were analyzed to recommend the closure of unnecessary openings, as is the example in some parcels which have access driveways that remain closed for security purposes and therefore do not have a need for an associated median cut.

Conceptual Planting Design and General Plan.
One of the overall characteristics present in the existing planting in the medians along Doral Boulevard is a general lack of diversity. Throughout the entirety of the corridor there are Royal Palms planted, with little variation.

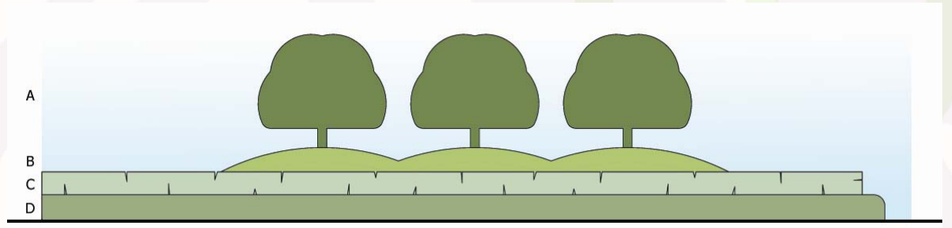
Variation in planting schemes is a useful tool to add a sense of variety and to enhance the perception of vehicular rhythm and speed along the corridor. For a moving vehicle, as the planting schemes change, they begin to establish a perceived velocity for the driver. If the planting scheme is rich in texture, it further increases the driver's perception of velocity. As the perceived velocity increases, the driver will tend to drive slower. In effect, a richly planted, diverse median can act as a traffic calming component.

On the other hand, a planting scheme that is too varied creates a sense of discontinuity along the roadway. This is detrimental to the establishment of a cohesive design and character experience in a streetscape design.

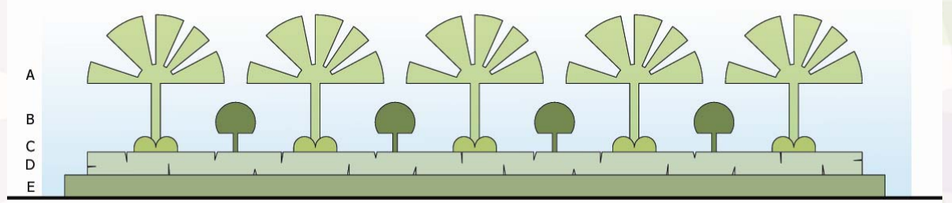
In an effort to provide a sense of variety along the Boulevard and yet maintain a sense of design continuity, this master plan employs the use of design templates as the basis for all planting along the corridor. Each template is composed of generic components: Large Palm, Small Palm, Canopy Tree, Accent Tree, Large Shrub, Shrub and Groundcover. Each of these templates, when assembled alternatively with each other, establish a sense of rhythm. Based on the plant palette established in this master plan, species can be selected to fit the criteria of the templates, in order to establish a sense of variety.



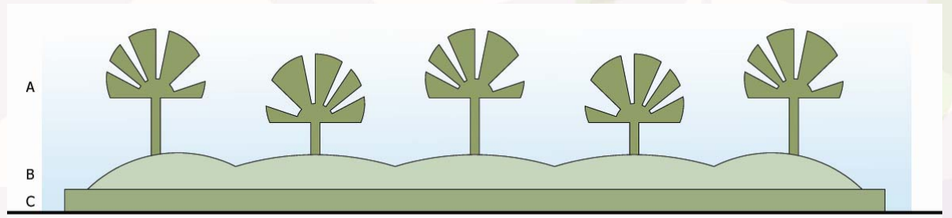
Tree Template A.



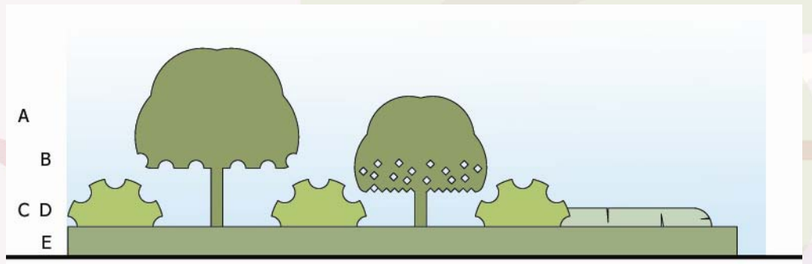
Tree Template B.



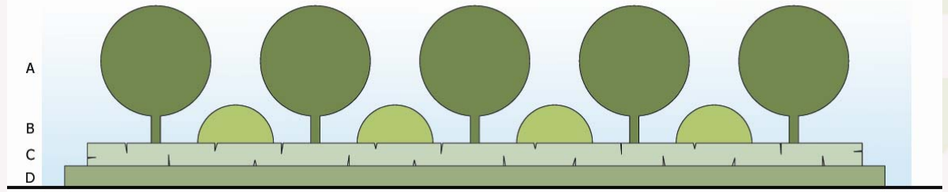
Palm Template A.



Palm Template B.



End Cap Template.



Tree Template A.

Palette Tree A1.

Palette Tree A2.

Palette Tree A1

A Large Shade Tree:	Quercus virginiana
B Large Shrub/Small Tree:	Acasia farnesiana
C Hedge Shrub:	Pittosporum tobira 'Variegatum'
D Trim Shrub:	Ilex vomitaria

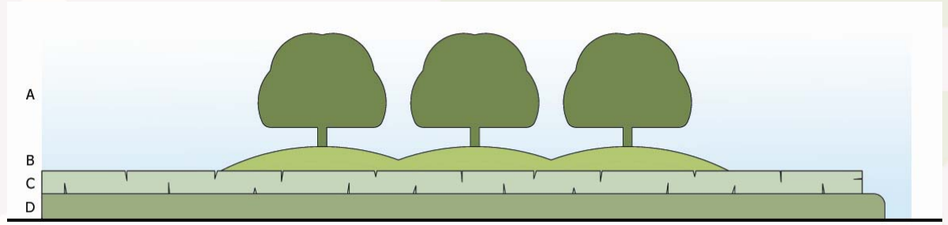
Palette Tree A2

A Large Shade Tree:	Lysiloma lastiliqua
B Hedge Shrub:	Bougainvillea spectabilis
C Trim Shrub:	Ilex vomitaria

Palette Tree A3

A Large Shade Tree:	Magnolia grandiflora var. 'Little Gem'
B Large Shrub/Small Tree:	Tabernaemontana divaricata
C Hedge Shrub:	Podocarpus macrophyllus
D Trim Shrub:	Ilex vomitaria

Palette Tree A3.



Tree Template B.

Palette Tree B1.

Palette Tree B2.

Palette Tree B1

A Large Shade Tree:	Delonix regia
B Large Shrub/Small Tree:	Ilex cassine
C Hedge Shrub:	Jasminum volubile
D Trim Shrub:	Ilex vomitaria

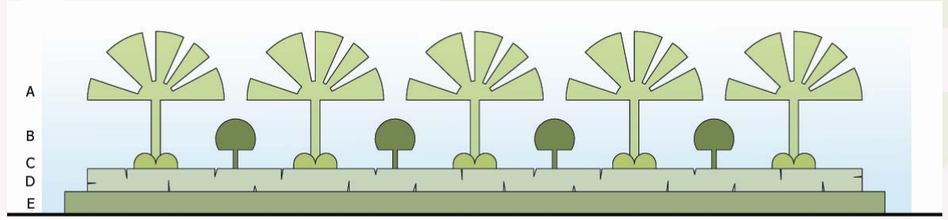
Palette Tree B2

A Large Shade Tree:	Borisia arboricola
B Hedge Shrub:	Pennistum setaceum
C Hedge Shrub:	Pennistum setaceum var. 'Rubrum'
D Trim Shrub:	Ilex vomitaria

Palette Tree B3

A Large Shade Tree:	Chorisia speciosa
B Hedge Shrub:	Monstera deliciosa
C Trim Shrub:	Ilex vomitaria

Palette Tree B3.



Palm Template A.

Palette Palm A1.

Palette Palm A2.

Palette Palm A3.

Palette Palm A1

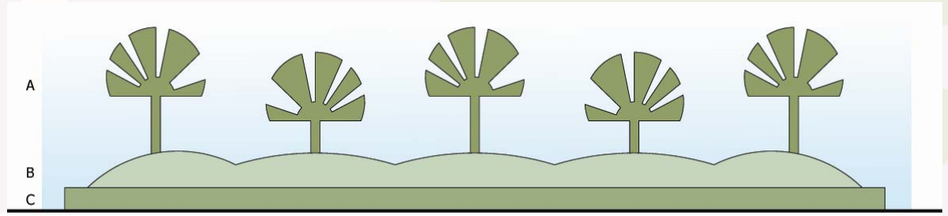
A Large Palm Tree:	Roystonea elata
B Large Shrub/Small Tree:	Lagestroemia speciosa
C Accent Shrub:	Pheonix dactylifera
D Hedge Shrub:	Ixora coccinea var. 'Nora Grant'
E Trim Shrub:	Ilex vomitaria

Palette Palm A2

A Large Palm Tree:	Phoenix canariensis var. "Medjool"
B Large Shrub/Small Tree:	Senna suratensis
C Accent Shrub:	Aechmea blanchetiana
D Hedge Shrub:	Codiaeum variegatum var. 'Curlyboy'
E Trim Shrub:	Ilex vomitaria

Palette Palm A3

A Large Palm Tree:	Phoenix canariensis
B Large Shrub/Small Tree:	Ligustrum japonicum
C Accent Shrub:	Crinum augustum var. "Queen Emma"
D Hedge Shrub:	Schefflera arboricola var. 'Trinette'
E Trim Shrub:	Ilex vomitaria



Palm Template B.

Palette Palm B1.

Palette Palm B2.

Palette Palm B1

A Palm Tree:	Bismarkia nobilis
B Large Shrub:	Codiaeum variegatum
D Hedge Shrub:	Ixora coccinea 'Maui Yellow'
C Trim Shrub:	Ilex vomitaria

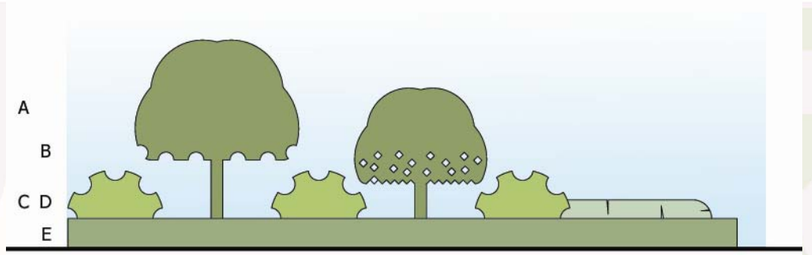
Palette Palm B2

A Palm Tree:	Livingstonia chinensis
B Hedge Shrub:	Hamelia patens
C Trim Shrub:	Ilex vomitaria

Palette Palm B3

A Palm Tree:	Sabal palmetto
B Hedge Shrub:	Zamia furfuracea
C Trim Shrub:	Ilex vomitaria

Palette Palm B3.



End Cap Template.

Palette End Cap 1.

Palette End Cap 2.

End Cap 1

A Palm Tree:	Pheonix canariensis var. 'Medjool'
B Tree and Large Shrub:	Bulnesia arborea, Ligustrum japonicum
D Hedge Shrub:	Crinium asiaticum var. 'Queen Emma'
E Accent Shrub:	Aechmea blanchetiana
F Trim Shrub:	Duranta erects var. 'Gold Mound'

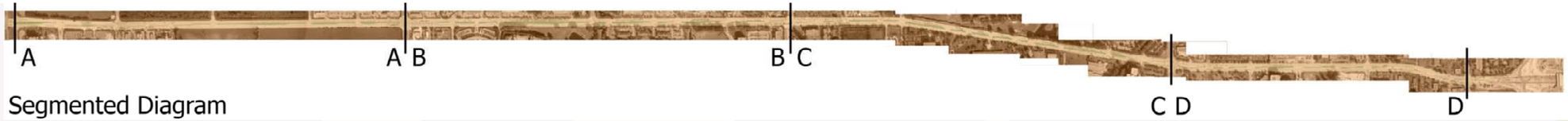
End Cap 2

A Palm Tree:	Roystonea elata
B Tree and Large Shrub:	Magnolia grandiflora, Lagestoemia speciosa
D Hedge Shrub:	Codiaeum variegatum
E Accent Shrub:	Bougainvillea spectabilis
F Trim Shrub:	Duranta erects var. 'Gold Mound'

End Cap 3

A Palm Tree:	Bismarkis nobilis
B Tree and Large Shrub:	Livingstonia chinensis
D Hedge Shrub:	Sterlitzia reginae
E Accent Shrub:	Tradescantia pallida var. 'Purpurea'
F Trim Shrub:	Duranta erects var. 'Gold Mound'

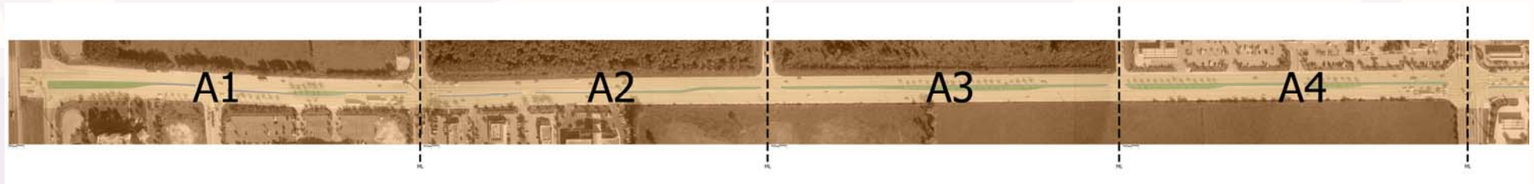
Palette End Cap 3.



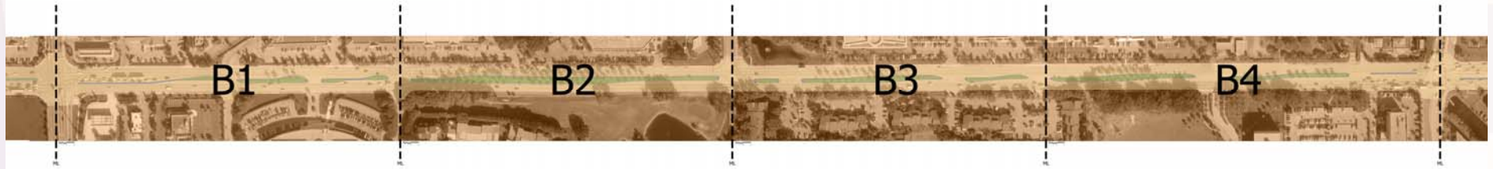
Segmented Diagram

The Segmented Diagram illustrates the division between the four map segments. The boundaries of each segment coincide with an intersection of Doral Boulevard with a major arterial avenue. The dividing avenues are:

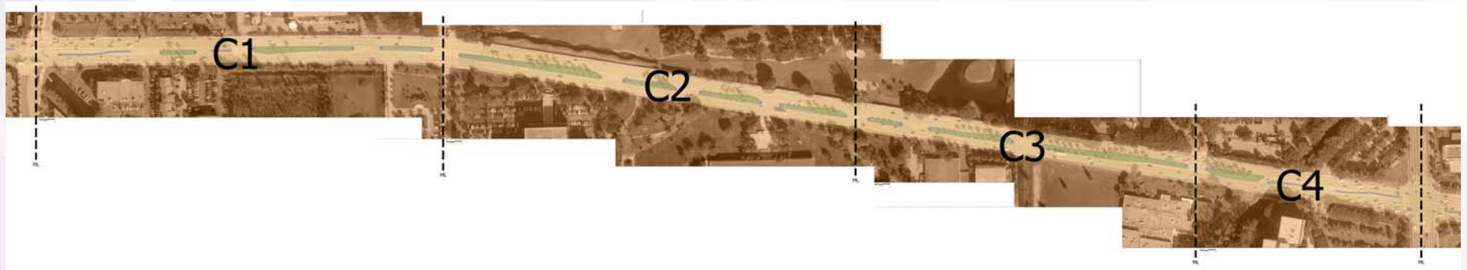
- 107th Avenue Segments A-B
- 97th Avenue Segments B-C
- 87th Avenue Segments C-D



Segmented Diagram A.

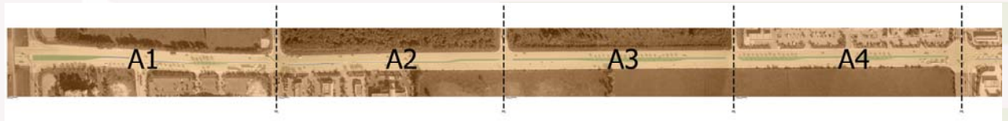


Segmented Diagram B.



Segment Diagram C.

Segment Diagram D.



Key Diagram.

Existing Medians - Segment A-1

Existing Planting Restrictions Diagram.

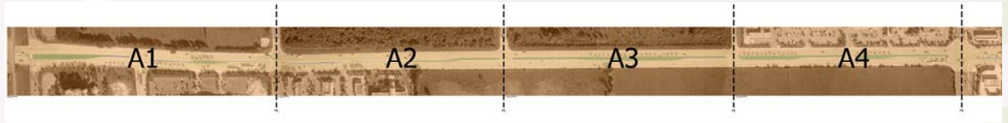
Access Management Recommendations.
None per segment.

Legend.

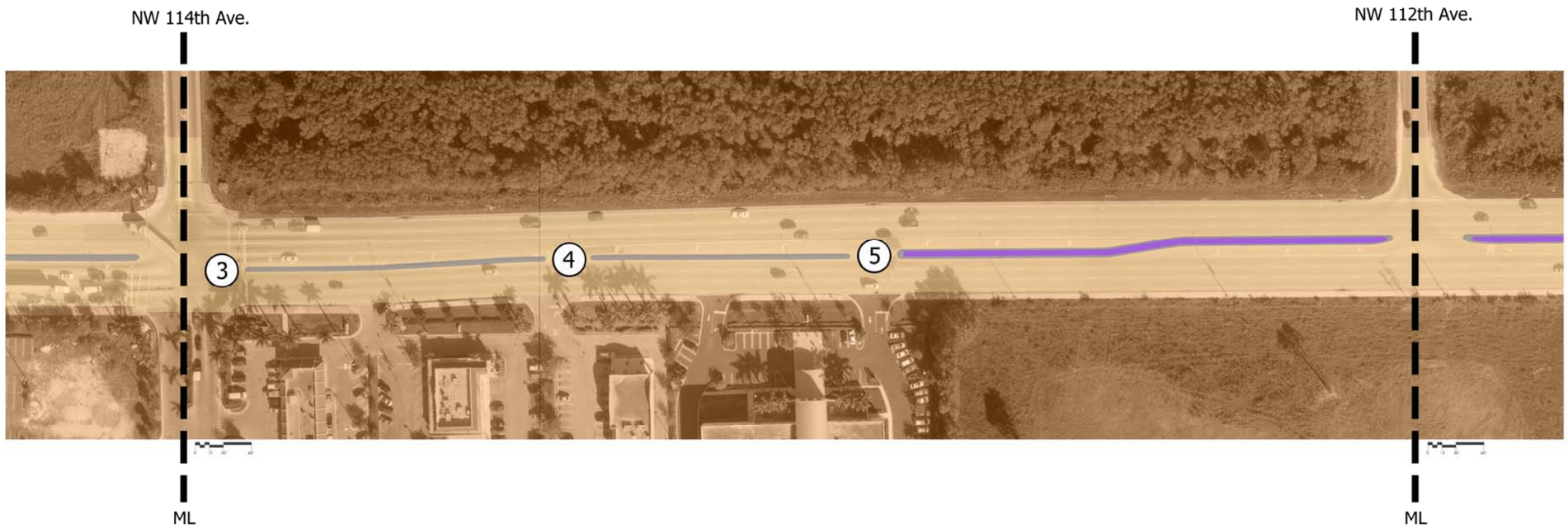
Sight Visibility Restrictions Apply

Opportunities for character planting

Note: Existing plantings are located within areas restricted by sight visibility triangles and may need to be removed.



Key Diagram.



Existing Medians - Segment A-2

Existing Planting Restrictions Diagram.

Access Management Recommendations.

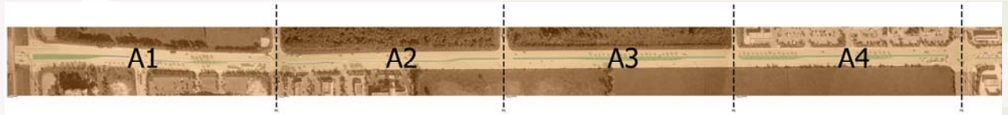
Median Cut 5. Median to be re-engineered to allow left-turn access from Blvd. to south-side parcel only.
Access to Blvd. limited to right turn only.
See Planting sheet L-07 Segment G-H

Legend.

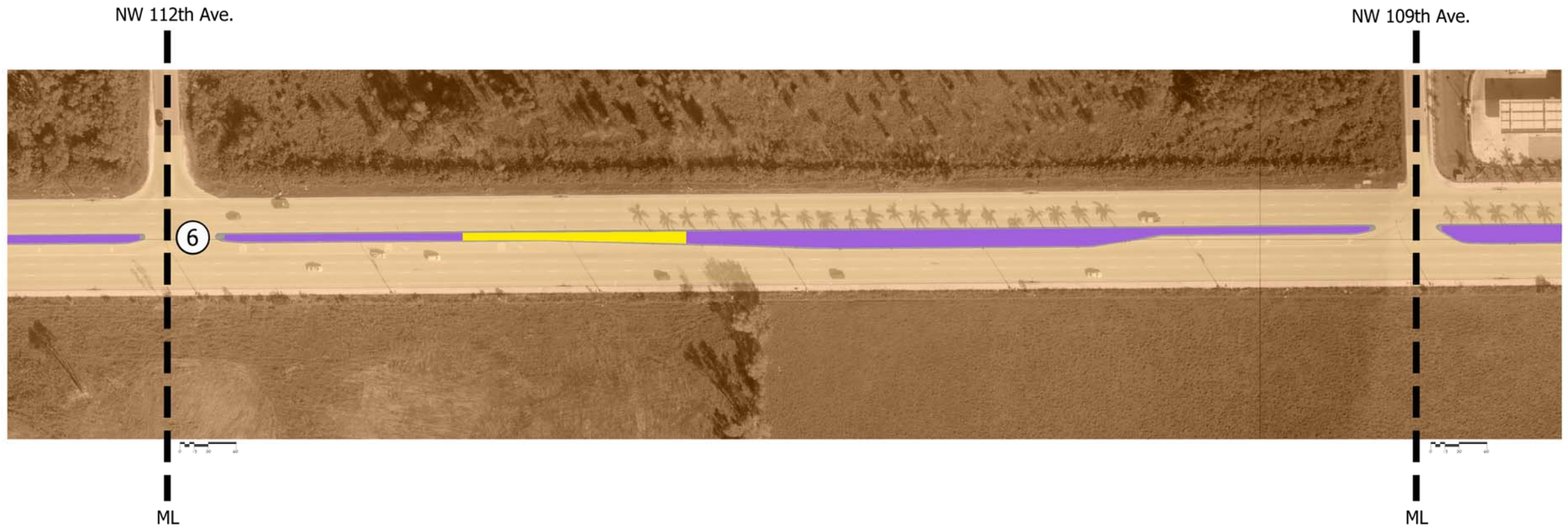
Sight Visibility Restrictions Apply

Opportunities for character planting

Note: Existing plantings are located within areas restricted by sight visibility triangles and may need to be removed.



Key Diagram.



Existing Medians - Segment A-3

Existing Planting Restrictions Diagram.

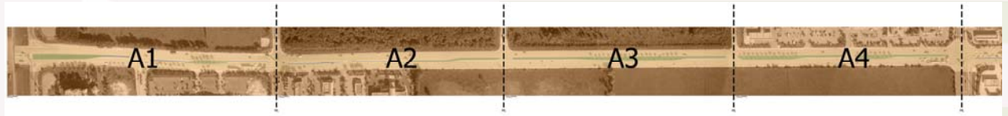
Access Management Recommendations.

Median Cut 6. Median to be re-engineered to allow left-turn access from Blvd. to north-side roadway only.
Access to Blvd. limited to right turn only.
See Planting sheet L-09 Segment I-J.

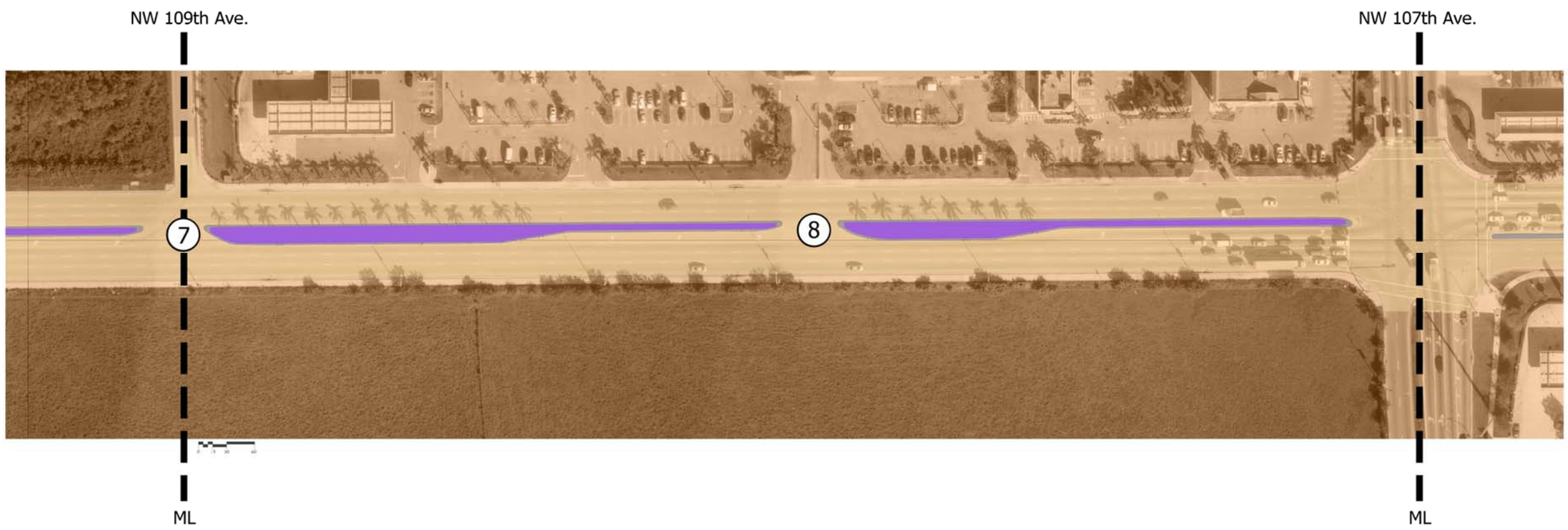
Legend.

	Sight Visibility Restrictions Apply
	Opportunities for character planting

Note: Existing plantings are located within areas restricted by sight visibility triangles and may need to be removed.



Key Diagram.



Existing Medians - Segment A-4

Existing Planting Restrictions Diagram.

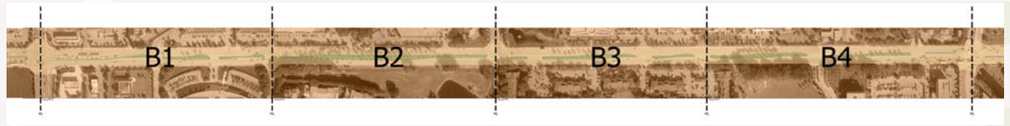
Access Management Recommendations.

Median Cut 7.	Median to be re-engineered to allow left-turn access from Blvd. to south-side parcel only. Access to Blvd. limited to right turn only. See Planting Sheet L-12 Segment L-M
Median Cut 8	Median to be closed. See Planting Sheet L-15 Segment O-P

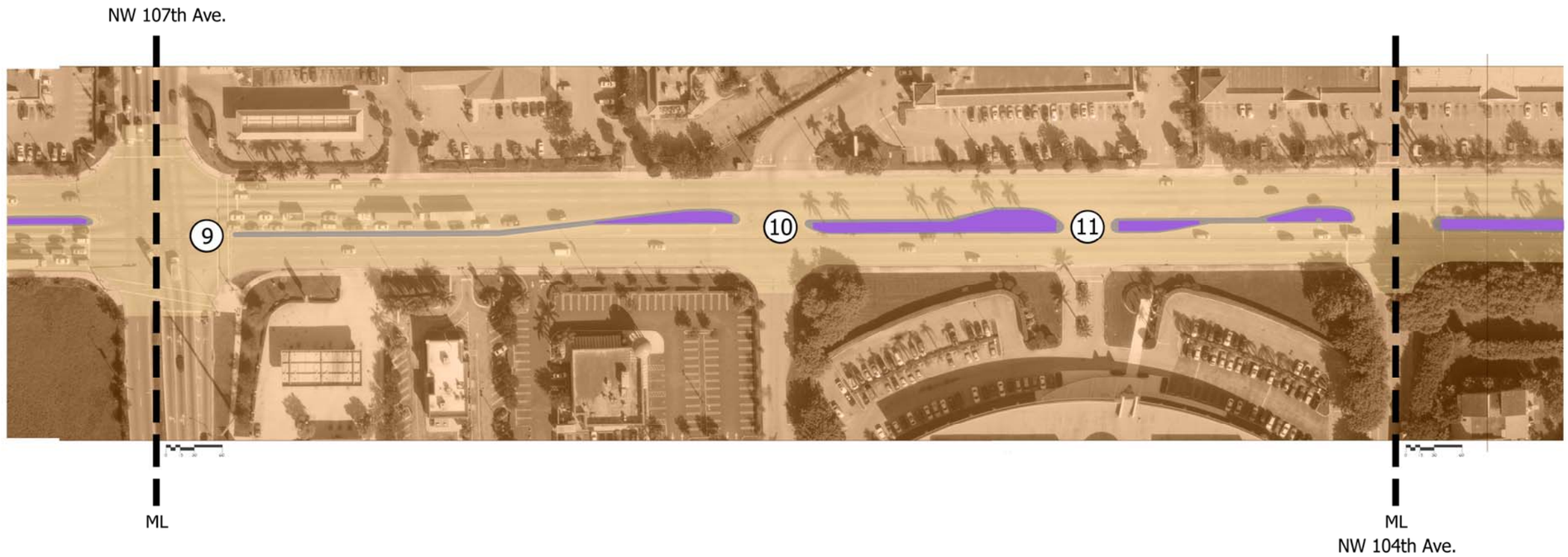
Legend.

- Sight Visibility Restrictions Apply
- Opportunities for character planting

Note: Existing plantings are located within areas restricted by sight visibility triangles and may need to be removed.



Key Diagram.



Existing Medians - Segment B-1

Existing Planting Restrictions Diagram.

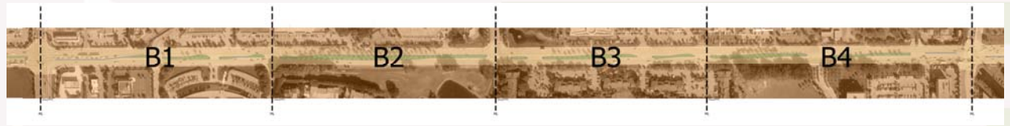
Access Management Recommendations.

Median Cut 10	Median to be closed. See Planting Sheet L-18 Segment R-S
Median Cut 11	Median to be closed. See Planting Sheet L-19 Segment S-T

Legend.

- Sight Visibility Restrictions Apply
- Opportunities for character planting

Note: Existing plantings are located within areas restricted by sight visibility triangles and may need to be removed.



Key Diagram.

Existing Median - Segment B-2

Existing Planting Restrictions Diagram.

Access Management Recommendations.

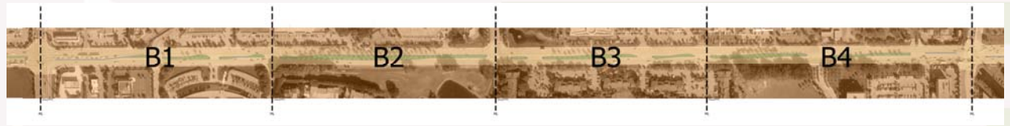
Median Cut 12. Median to be re-engineered to allow left-turn access from Blvd. to north and south-side parcel access ways.
Access to Blvd. limited to right turn only.
See Planting Sheet L-20 Segment T-U

Legend.

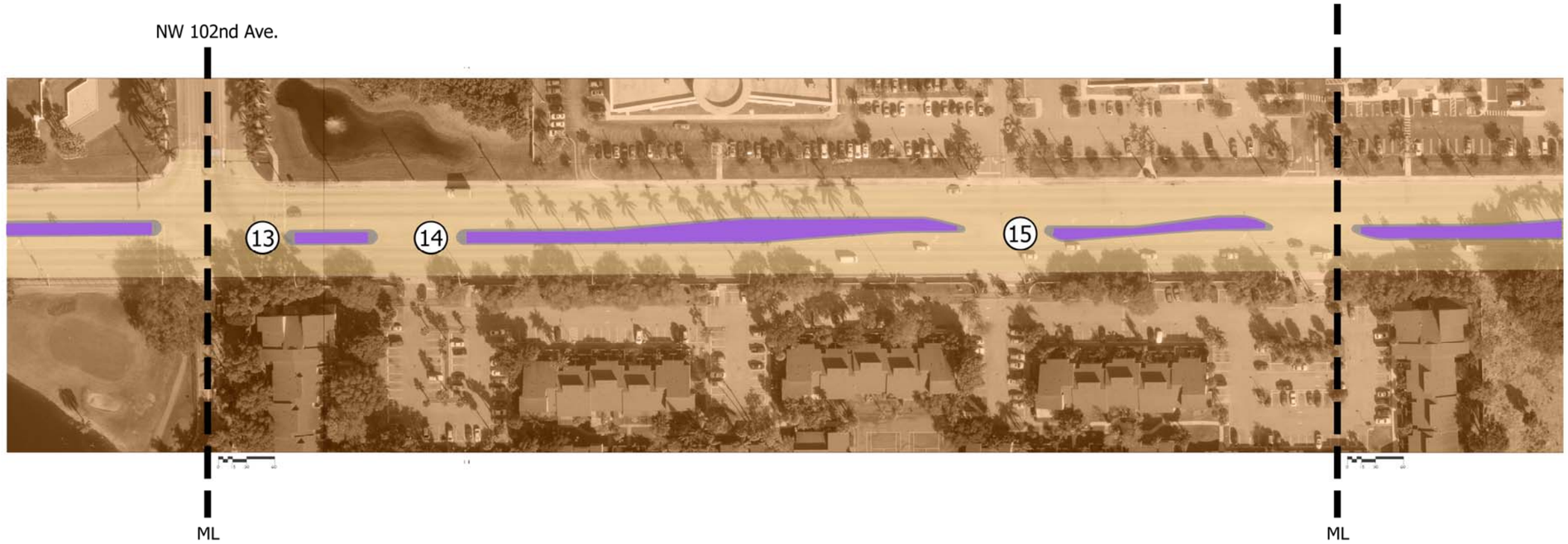
Sight Visibility Restrictions Apply

Opportunities for character planting

Note: Existing plantings are located within areas restricted by sight visibility triangles and may need to be removed.



Key Diagram.



Existing Medians - Segment B-3

Existing Planting Restrictions Diagram.

Access Management Recommendations.

Median Cut 14. Median to be closed.
See Planting Sheet L-24 through 25 Segment X-Z.

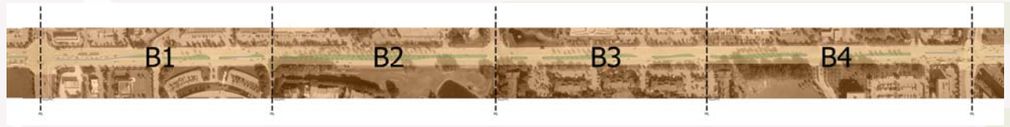
Median Cut 15. Median to be re-engineered to allow left-turn access from Blvd. to north and south-side parcel access ways.
Access to Blvd. limited to right turn only.
See Planting Sheet L-26 Segment Z-AA

Legend.

Sight Visibility Restrictions Apply

Opportunities for character planting

Note: Existing plantings are located within areas restricted by sight visibility triangles and may need to be removed.



Key Diagram.

Existing Medians - Segment B-4

Existing Planting Restrictions Diagram.

Access Management Recommendations.

Median Cut 16. Median to be closed.
See Planting Sheet L-27 Segment AA-BB.

Median Cut 17. Median to be re-engineered to allow left-turn access from Blvd. to north and south-side parcel access ways.
Access to Blvd. limited to right turn only.
See Planting Sheet L-29 Segment CC-DD.

Median Cut 18. Median to be closed.
See Planting Sheet L-31 Segment EE-FF.

Note: Existing plantings are located within areas restricted by sight visibility triangles and may need to be removed.

Legend.

Sight Visibility Restrictions Apply

Opportunities for character planting

Key Diagram.

Existing Medians - Segment C-1

Existing Planting Restrictions Diagram.

Access Management Recommendations.

Median Cut 20. Median to be closed.
See Planting Sheet L-33 Segment GG-HH.

Median Cut 21. Median to be closed.
See Planting Sheet L-33 Segment GG-HH.

Median Cut 22. Median to be closed.
See Planting Sheet L-34 Segment HH-II.

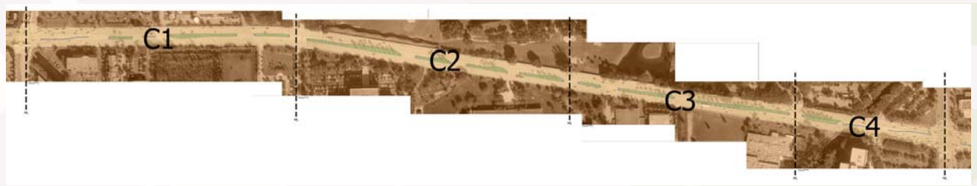
Median Cut 23. Median to be re-engineered to allow left-turn access from Blvd. to north-side parcel access way.
Access to Blvd. limited to right turn only.
See Planting Sheet L-35 Segment II-JJ.

Note: Existing plantings are located within areas restricted by sight visibility triangles and may need to be removed.

Legend.

Sight Visibility Restrictions Apply

Opportunities for character planting



Key Diagram.

Existing Medians - Segment C-2

Existing Planting Restrictions Diagram.

Access Management Recommendations.

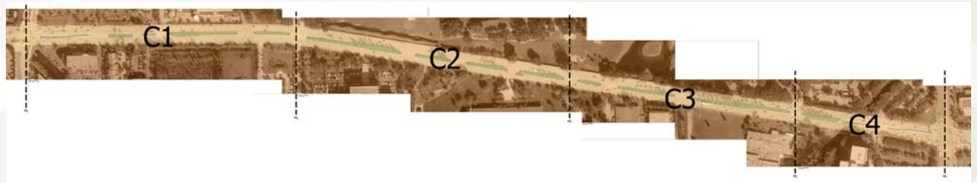
Median Cut 24. Median to be re-engineered to allow left-turn access from Blvd. to north and south-side parcel access ways.
Access to Blvd. limited to right turn only.
See Planting Sheet L-36 Segment JJ-KK.

Median Cut 25. Median to be closed.
See Planting Sheet L-38 Segment LL-MM.

Median Cut 27. Median to be closed.
See Planting Sheet L-40 Segment NN-OO.

Note: Existing plantings are located within areas restricted by sight visibility triangles and may need to be removed.

Legend.



Key Diagram.

Existing Medians - Segment C-3

Existing Planting Restrictions Diagram.

Access Management Recommendations.

Median Cut 28. Median to be closed.
See Planting Sheet L-41 Segment OO-PP.

Median Cut 29. Median to be re-engineered to allow left-turn access from Blvd. to south-side parcel access way.
See Planting Sheet L-41 Segment OO-PP.

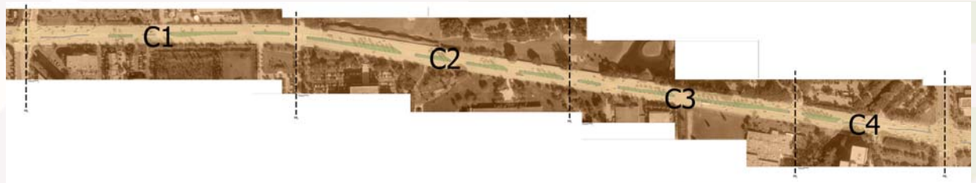
Median Cut 30. Median to be closed.
See Planting Sheet L-42 Segment PP-QQ.

Legend.

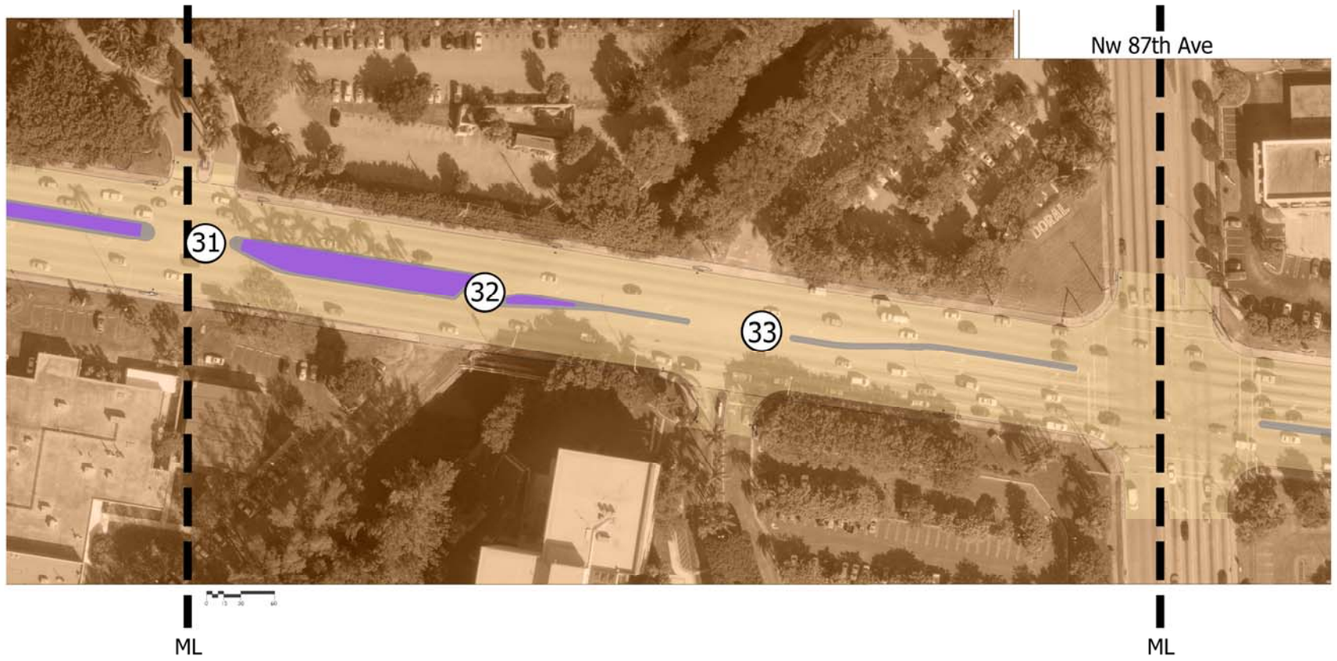
Sight Visibility Restrictions Apply

Opportunities for character planting

Note: Existing plantings are located within areas restricted by sight visibility triangles and may need to be removed.



Key Diagram.



Existing Medians - Segment C-4

Existing Planting Restrictions Diagram.

Access Management Recommendations.

Median Cut 31. Median to be re-engineered to allow left-turn access from Blvd. to north and south-side parcel access ways.
Access to Blvd. limited to right turn only.
See Planting Sheet L-44 Segment RR-SS.

Median Cut 33. Median to be closed.
See Planting Sheet L-46 Segment TT-UU.

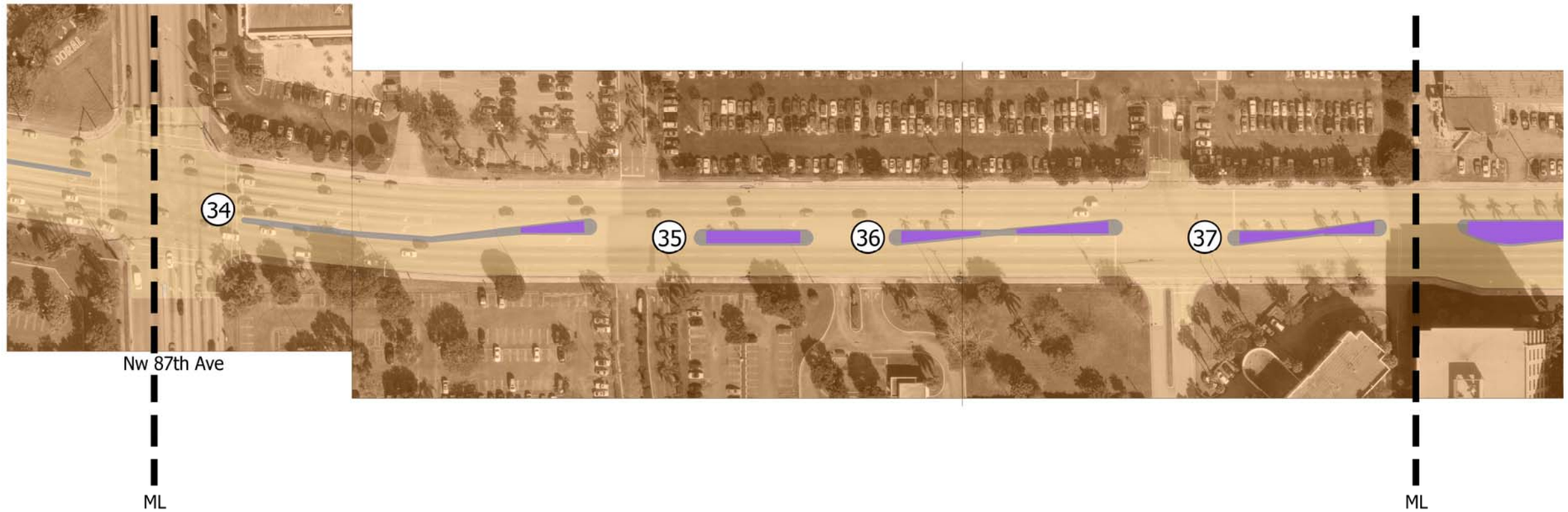
Legend.

Sight Visibility Restrictions Apply

Opportunities for character planting

Note: Existing plantings are located within areas restricted by sight visibility triangles and may need to be removed.

Key Diagram.



Existing Medians - Segment D-1

Existing Planting Restrictions Diagram.

Access Management Recommendations.

Median Cut 35. Median to be re-engineered to allow left-turn access from Blvd. to north and south-side parcel access ways.
Access to Blvd. limited to right turn only.
See Planting Sheet L-48 Segment VV-WW.

Median Cut 36. Median to be closed.
See Planting Sheet L-49 Segment WW-XX.

Median Cut 37. Median to be re-engineered to allow left-turn access from Blvd. to north and south-side parcel access ways.
Access to Blvd. limited to right turn only.
See Planting Sheet L-50 Segment XX-YY.

Note: Existing plantings are located within areas restricted by sight visibility triangles and may need to be removed.

Legend.

Sight Visibility Restrictions Apply

Opportunities for character planting

Key Diagram.

Existing Medians - Segment D-2

Existing Planting Restrictions Diagram.

Access Management Recommendations.

Median Cut 38. Median to be closed.
See Planting Sheet L-51 Segment YY-ZZ.

Median Cut 39. Median to be re-engineered to allow left-turn access from Blvd. to north and south-side parcel access ways.
Access to Blvd. limited to right turn only.
See Planting Sheet L-52 Segment ZZ-AAA.

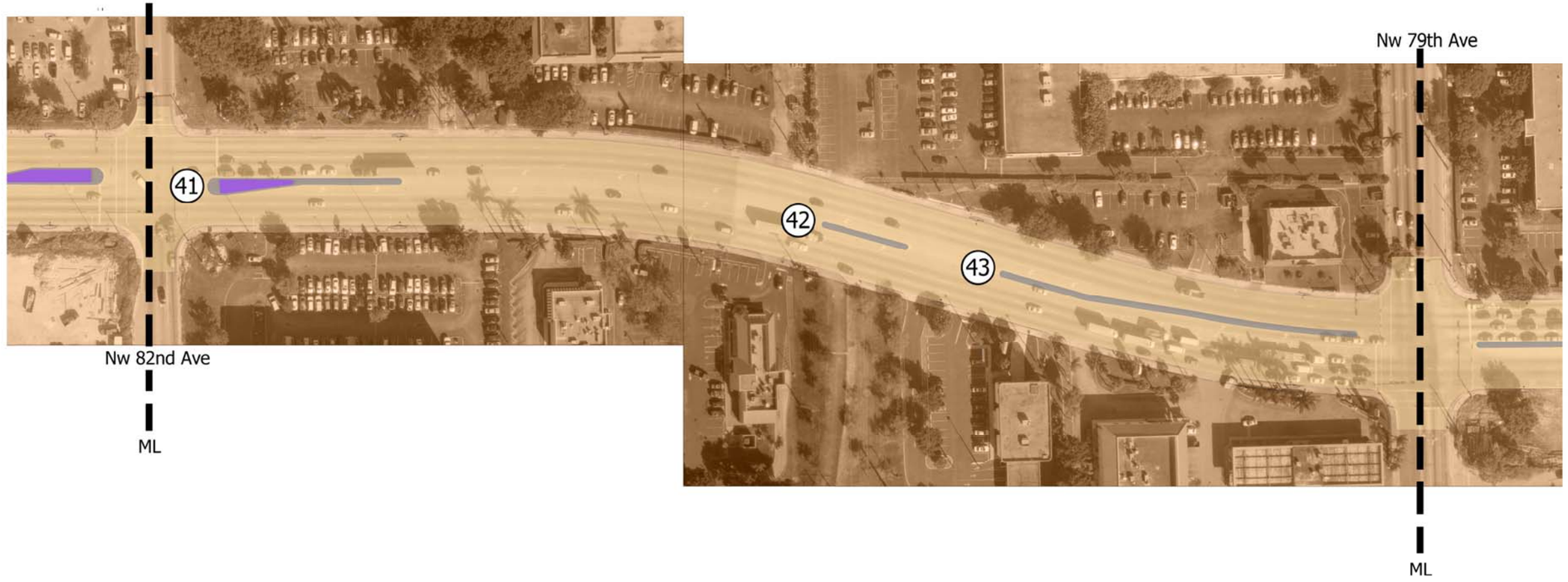
Median Cut 40. Median to be closed.
See Planting Sheet L-53 Segment AAA-BBB.

Legend.

Sight Visibility Restrictions Apply

Opportunities for character planting

Key Diagram.



Existing Medians - Segment D-3

Existing Planting Restrictions Diagram.

Access Management Recommendations.

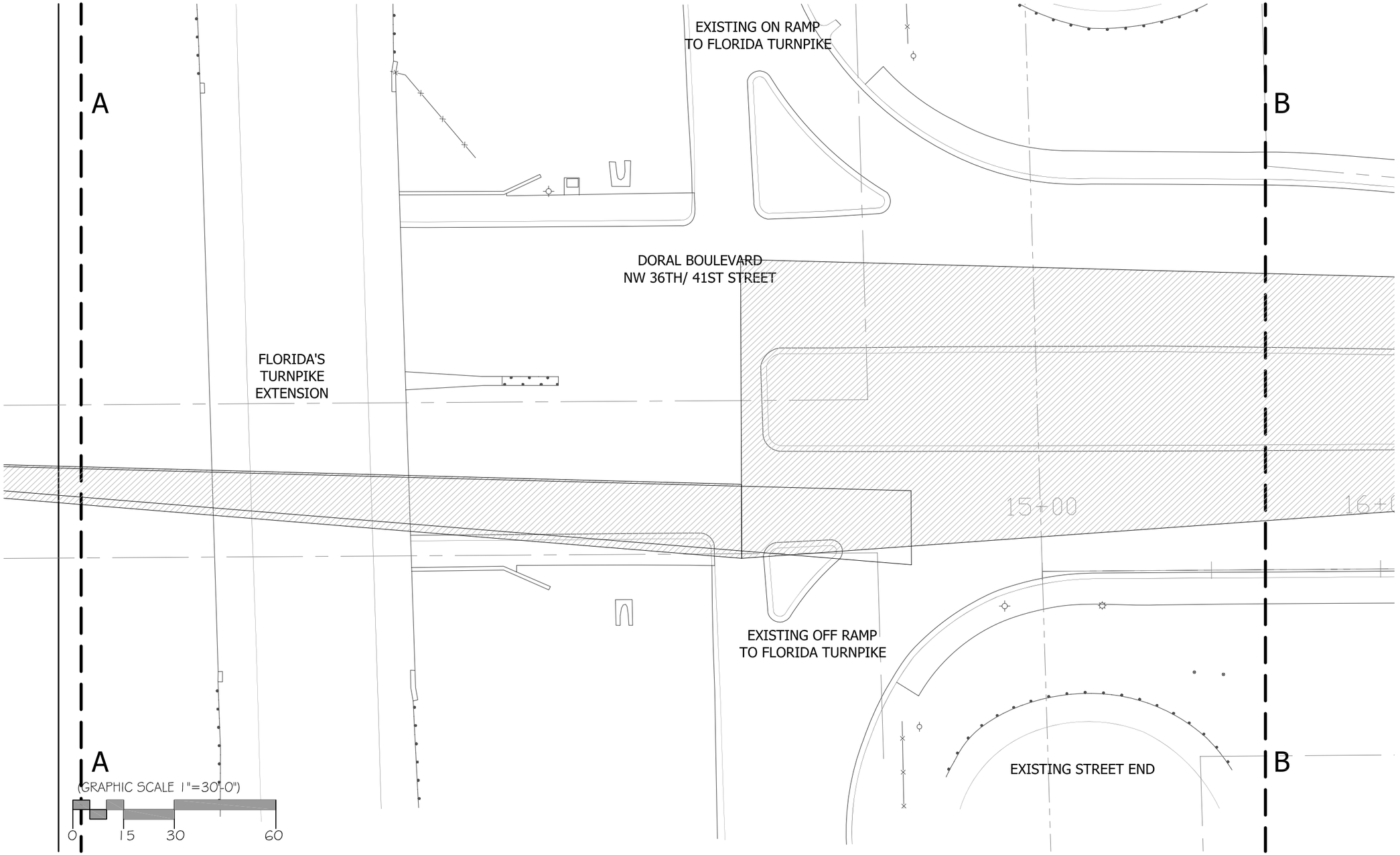
Median Cut 42. Median to be re-engineered to allow left-turn access from Blvd. to north and south-side parcel access ways.
Access to Blvd. limited to right turn only.
See Planting Sheet L-56 Segment DDD-EEE.

Median Cut 43. Median to be closed.
See Planting Sheet L-57 Segment EEE-FFF.

Legend.

Sight Visibility Restrictions Apply

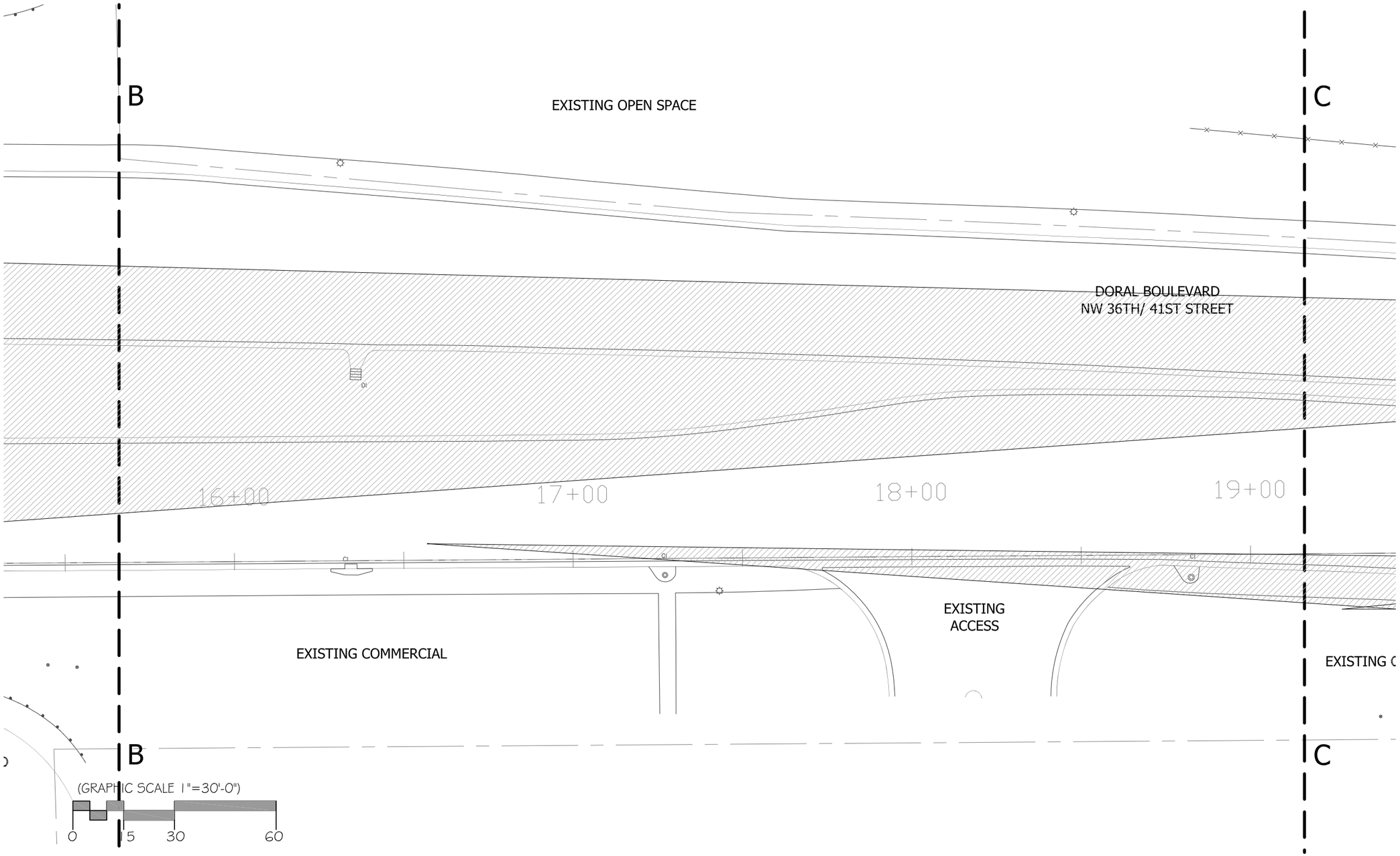
Opportunities for character planting



DORAL BOULEVARD
NW 36th / 41st STREET
STREET BEAUTIFICATION MASTER PLAN

CONCEPTUAL MEDIAN PLANTING DESIGN

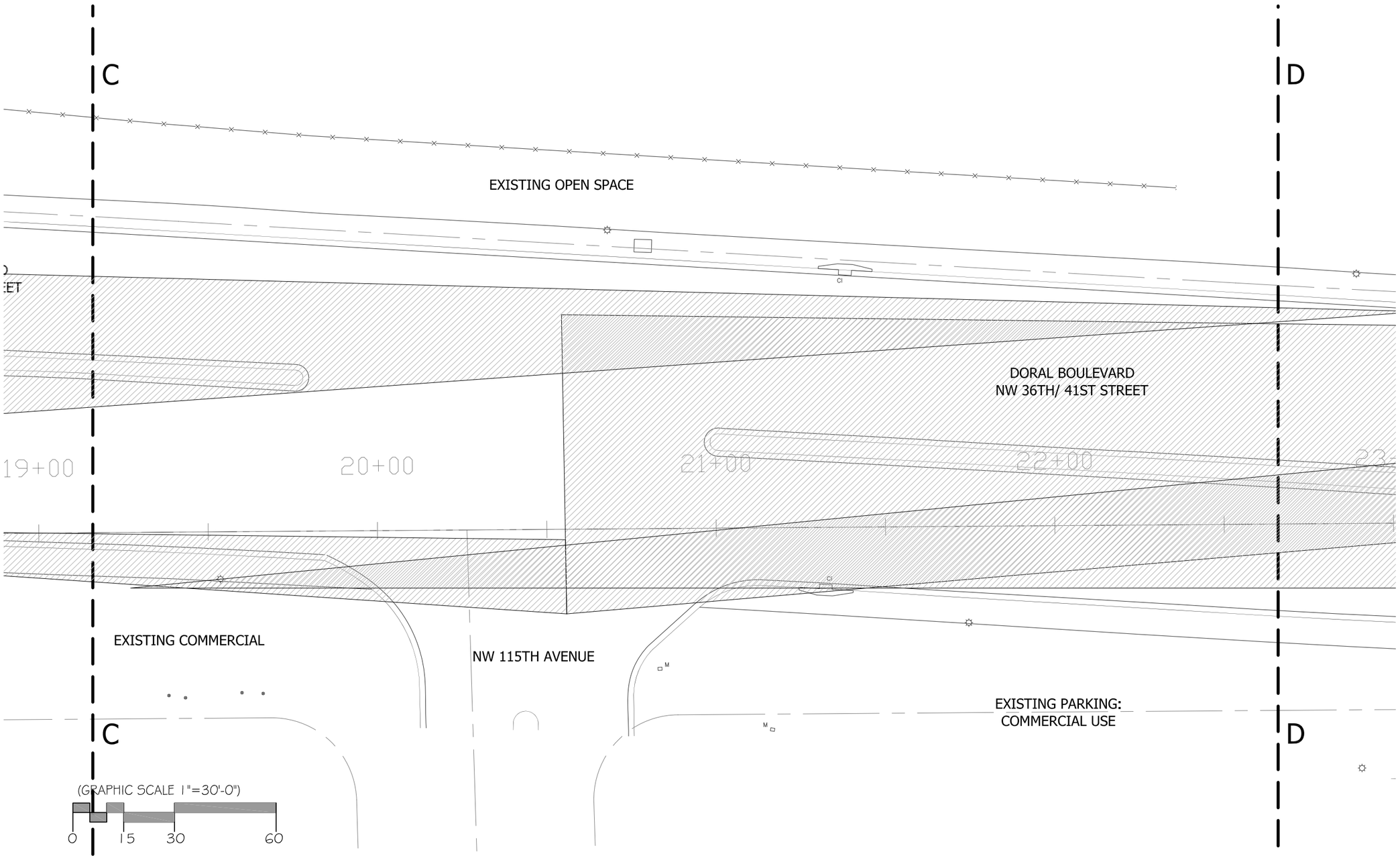
L-01
SECTION A-B



DORAL BOULEVARD
NW 36th / 41st STREET
STREET BEAUTIFICATION MASTER PLAN

CONCEPTUAL MEDIAN PLANTING DESIGN

L-02
SECTION B-C



DORAL BOULEVARD
NW 36th / 41st STREET
STREET BEAUTIFICATION MASTER PLAN

CONCEPTUAL MEDIAN PLANTING DESIGN

L-03
SECTION C-D

D

E

EXISTING OPEN SPACE

DORAL BOULEVARD
NW 36TH/ 41ST STREET

ALEXANDER PALMS

ALEXANDER PALMS

23+00

24+00

25+00

26+00

VIETCHIA PALM

EXISTING
ACCESS

EXISTING
ACCESS

D

E

EXISTING PARKING:
COMMERCIAL USE

EXISTING PARKING:
COMMERCIAL USE

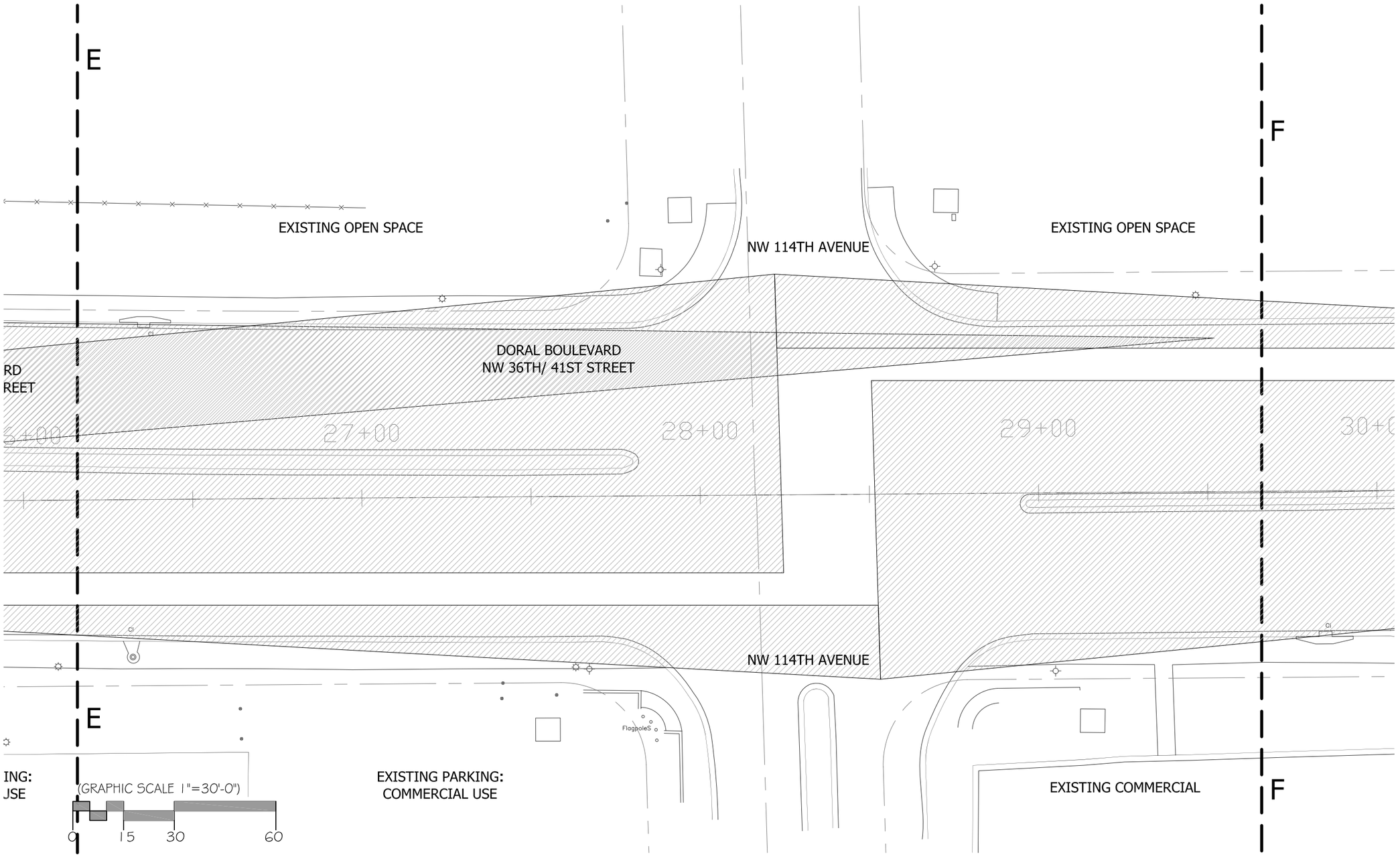
(GRAPHIC SCALE 1"=30'-0")

0 15 30 60

DORAL BOULEVARD
NW 36th / 41st STREET
STREET BEAUTIFICATION MASTER PLAN

CONCEPTUAL MEDIAN PLANTING DESIGN

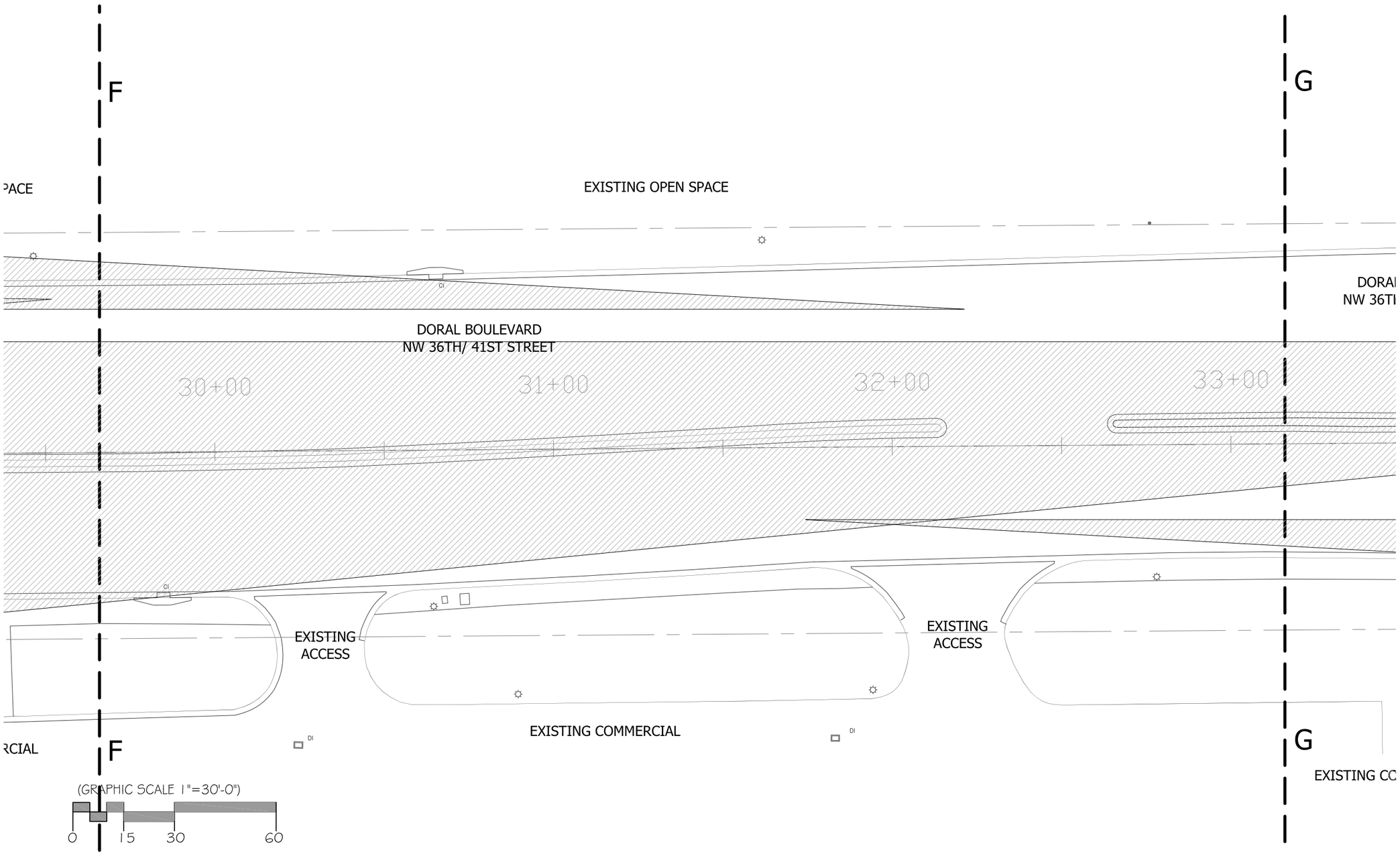
L-04
SECTION D-E



DORAL BOULEVARD
NW 36th / 41st STREET
STREET BEAUTIFICATION MASTER PLAN

CONCEPTUAL MEDIAN PLANTING DESIGN

L-05
SECTION E-F



DORAL BOULEVARD
NW 36th / 41st STREET
STREET BEAUTIFICATION MASTER PLAN

CONCEPTUAL MEDIAN PLANTING DESIGN

L-06
SECTION F-G

G

H

EXISTING OPEN SPACE

DORAL BOULEVARD
NW 36TH/ 41ST STREET

ALEXANDER PALMS

33+00

34+00

35+00

36+00

37+

VIETCHIA PALM

EXISTING
ACCESS

EXISTING
ACCESS

EXISTING PARKING:
COMMERCIAL USE

EXISTING COMMERCIAL

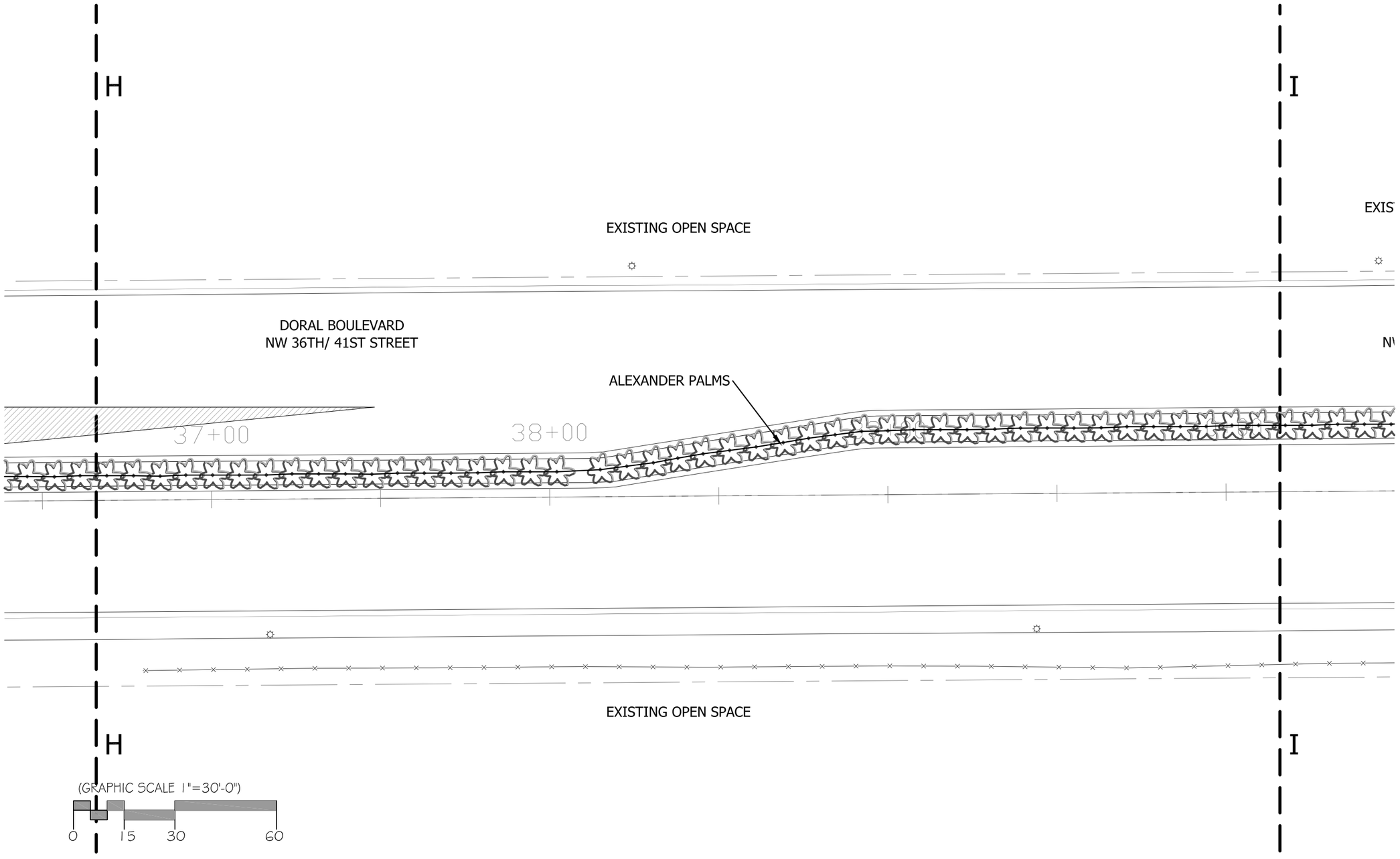
(GRAPHIC SCALE: 1" = 30')

0 15 30 60

DORAL BOULEVARD
NW 36th / 41st STREET
STREET BEAUTIFICATION MASTER PLAN

CONCEPTUAL MEDIAN PLANTING DESIGN

L-07
SECTION G-H



DORAL BOULEVARD
NW 36th / 41st STREET
STREET BEAUTIFICATION MASTER PLAN

CONCEPTUAL MEDIAN PLANTING DESIGN

L-08
SECTION H-I

I

J

EXISTING OPEN SPACE

NW 112TH AVENUE

EXISTING OPEN SPACE

DORAL BOULEVARD
NW 36TH/ 41ST STREET

PALM B3

PALM A2

ALEXANDER PALMS

TREE A2

EXISTING OPEN SPACE

I

J

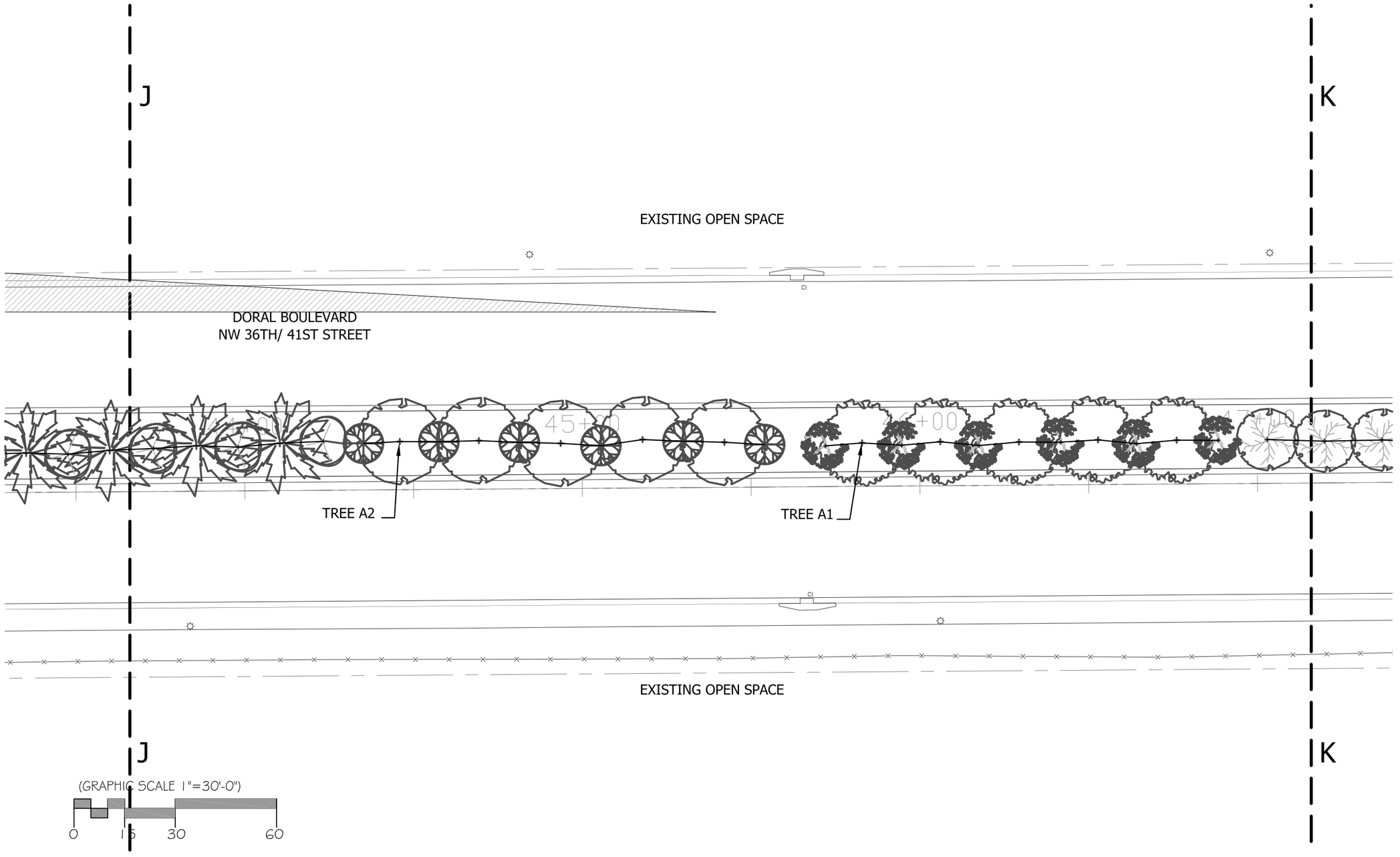
(GRAPHIC SCALE 1"=30'-0")

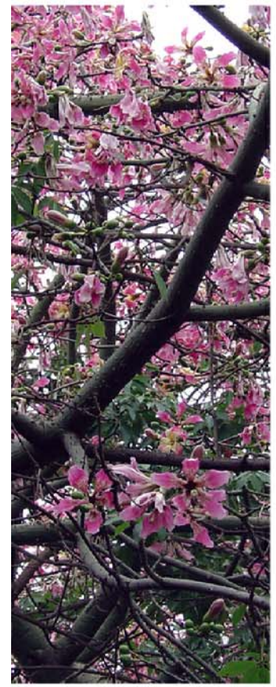
0 15 30 60

DORAL BOULEVARD
NW 36th / 41st STREET
STREET BEAUTIFICATION MASTER PLAN

CONCEPTUAL MEDIAN PLANTING DESIGN

L-09
SECTION I-J

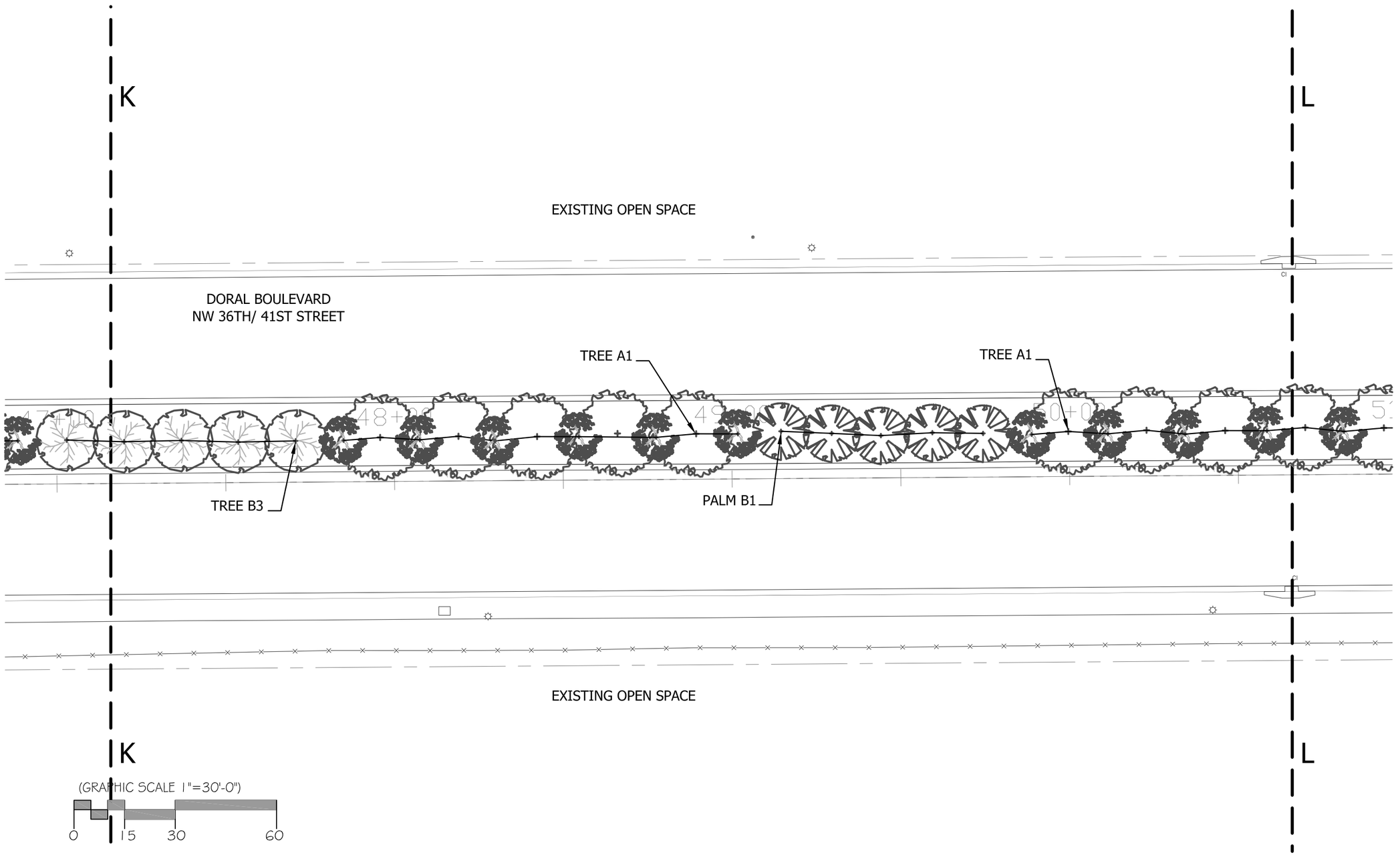




DORAL BOULEVARD
NW 36th / 41st STREET
STREET BEAUTIFICATION MASTER PLAN

CONCEPTUAL MEDIAN PLANTING DESIGN

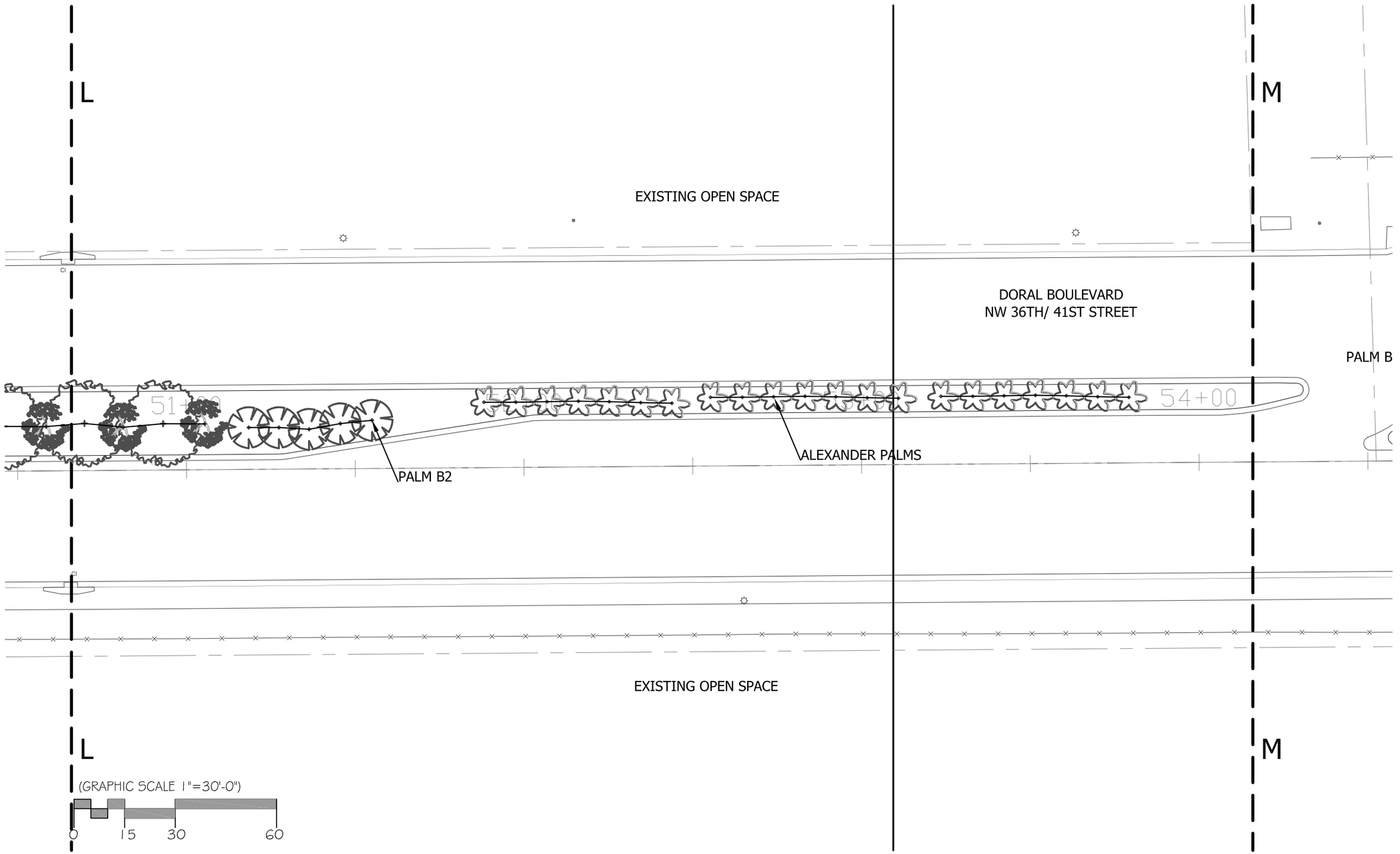
L-10
SECTION J-K

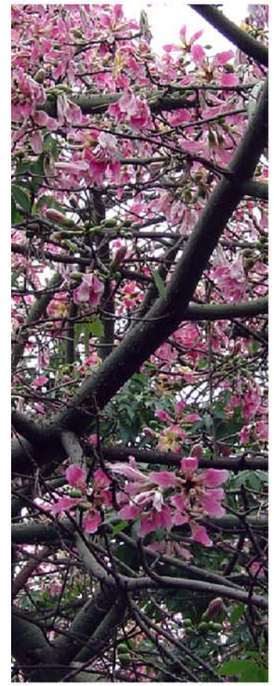


DORAL BOULEVARD
NW 36th / 41st STREET
STREET BEAUTIFICATION MASTER PLAN

CONCEPTUAL MEDIAN PLANTING DESIGN

L-11
SECTION K-L

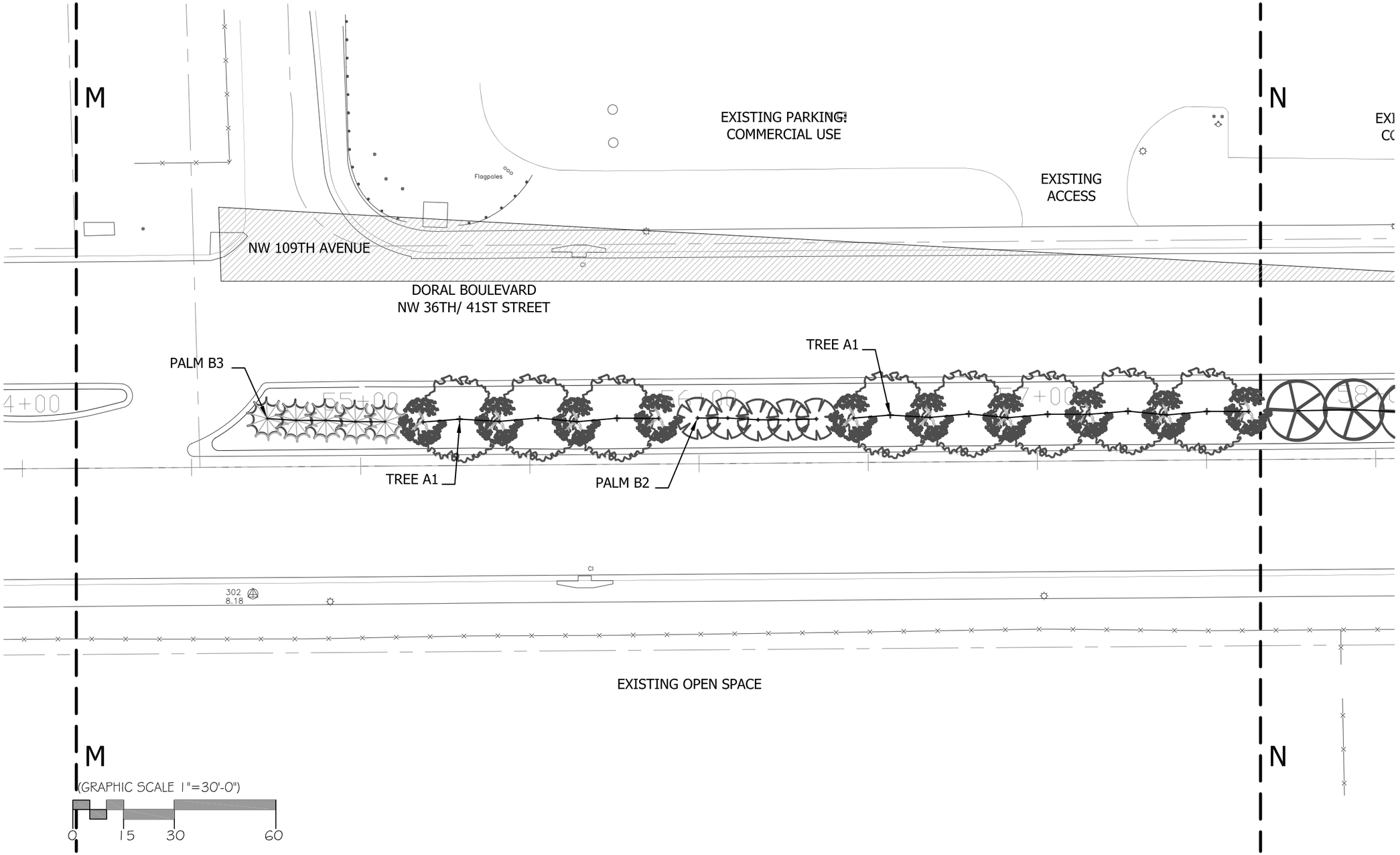




DORAL BOULEVARD
NW 36th / 41st STREET
STREET BEAUTIFICATION MASTER PLAN

CONCEPTUAL MEDIAN PLANTING DESIGN

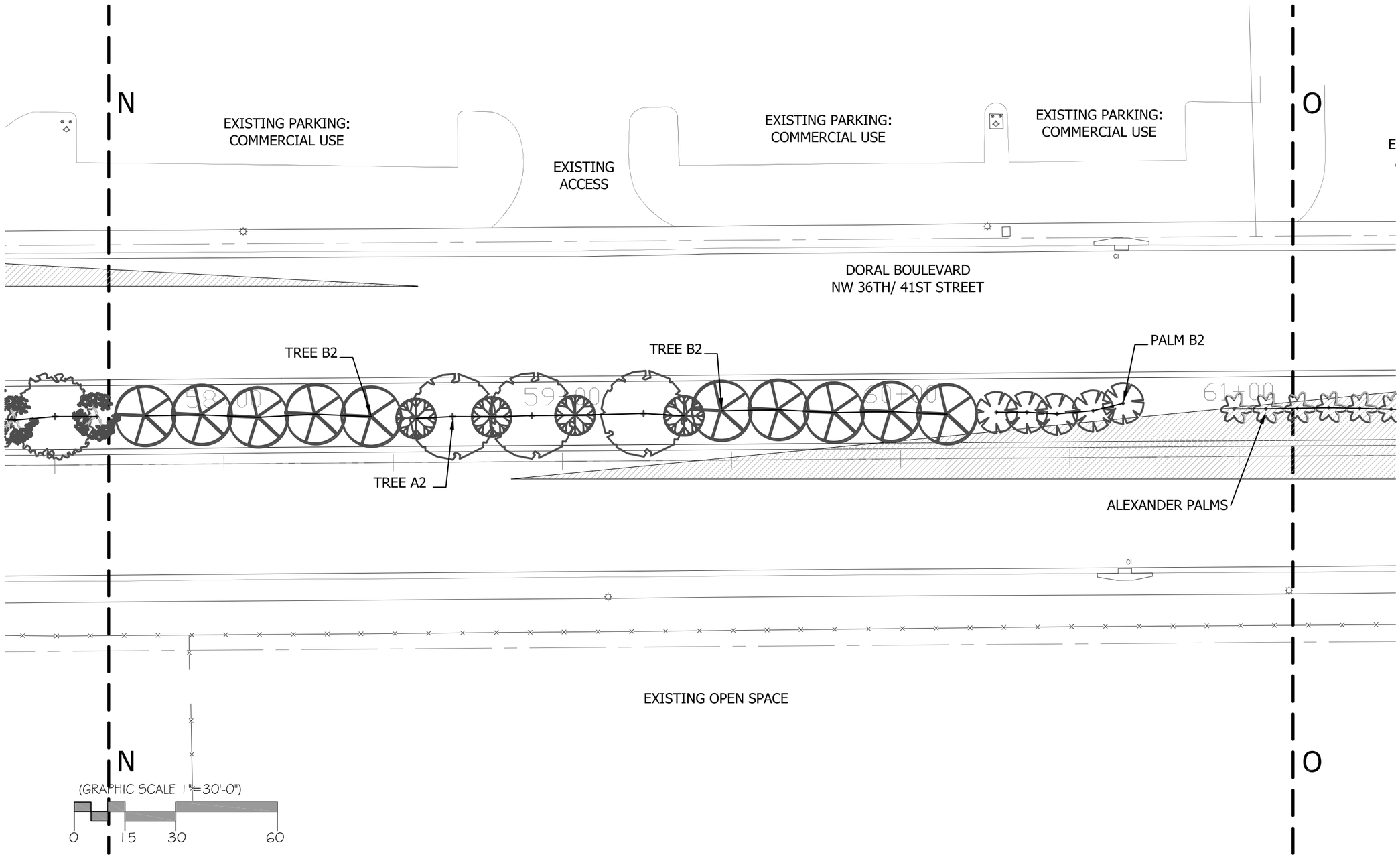
L-12
SECTION L-M



DORAL BOULEVARD
NW 36th / 41st STREET
STREET BEAUTIFICATION MASTER PLAN

CONCEPTUAL MEDIAN PLANTING DESIGN

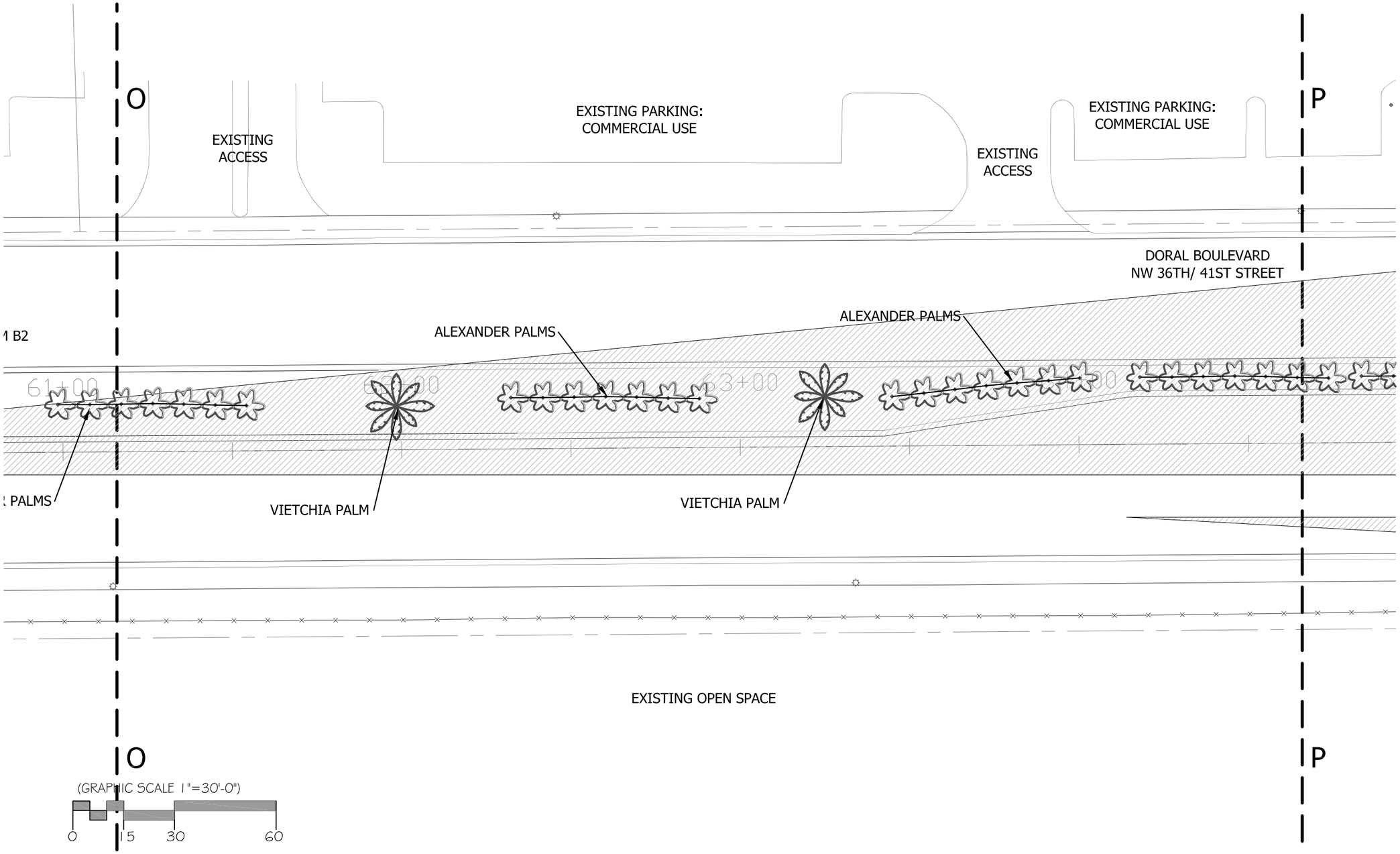
L-13
SECTION M-N



DORAL BOULEVARD
NW 36th / 41st STREET
STREET BEAUTIFICATION MASTER PLAN

CONCEPTUAL MEDIAN PLANTING DESIGN

L-14
SECTION N-O



DORAL BOULEVARD
NW 36th / 41st STREET
STREET BEAUTIFICATION MASTER PLAN

CONCEPTUAL MEDIAN PLANTING DESIGN

L-15
SECTION O-P

P

EXISTING PARKING:
COMMERCIAL USE

EXISTING
ACCESS

EXISTING PARKING:
COMMERCIAL USE

Q

NW 107TH AVENUE

DORAL BOULEVARD
NW 36TH/ 41ST STREET

ALEXANDER PALMS

67+00

68+00

EXISTING OPEN SPACE

NW 107TH AVENUE

P

Q

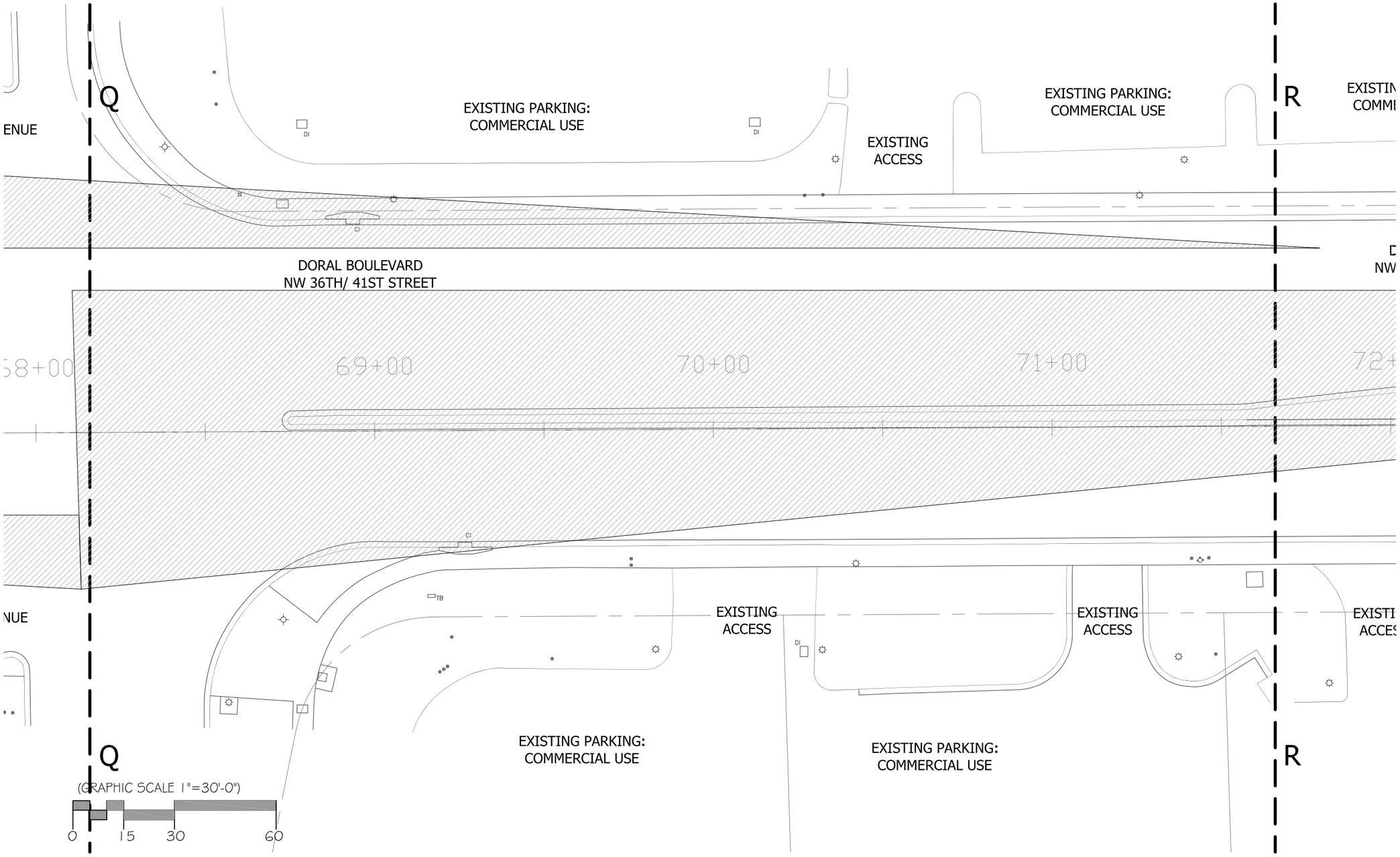
(GRAPHIC SCALE 1"=30'-0")

0 15 30 60

DORAL BOULEVARD
NW 36th / 41st STREET
STREET BEAUTIFICATION MASTER PLAN

CONCEPTUAL MEDIAN PLANTING DESIGN

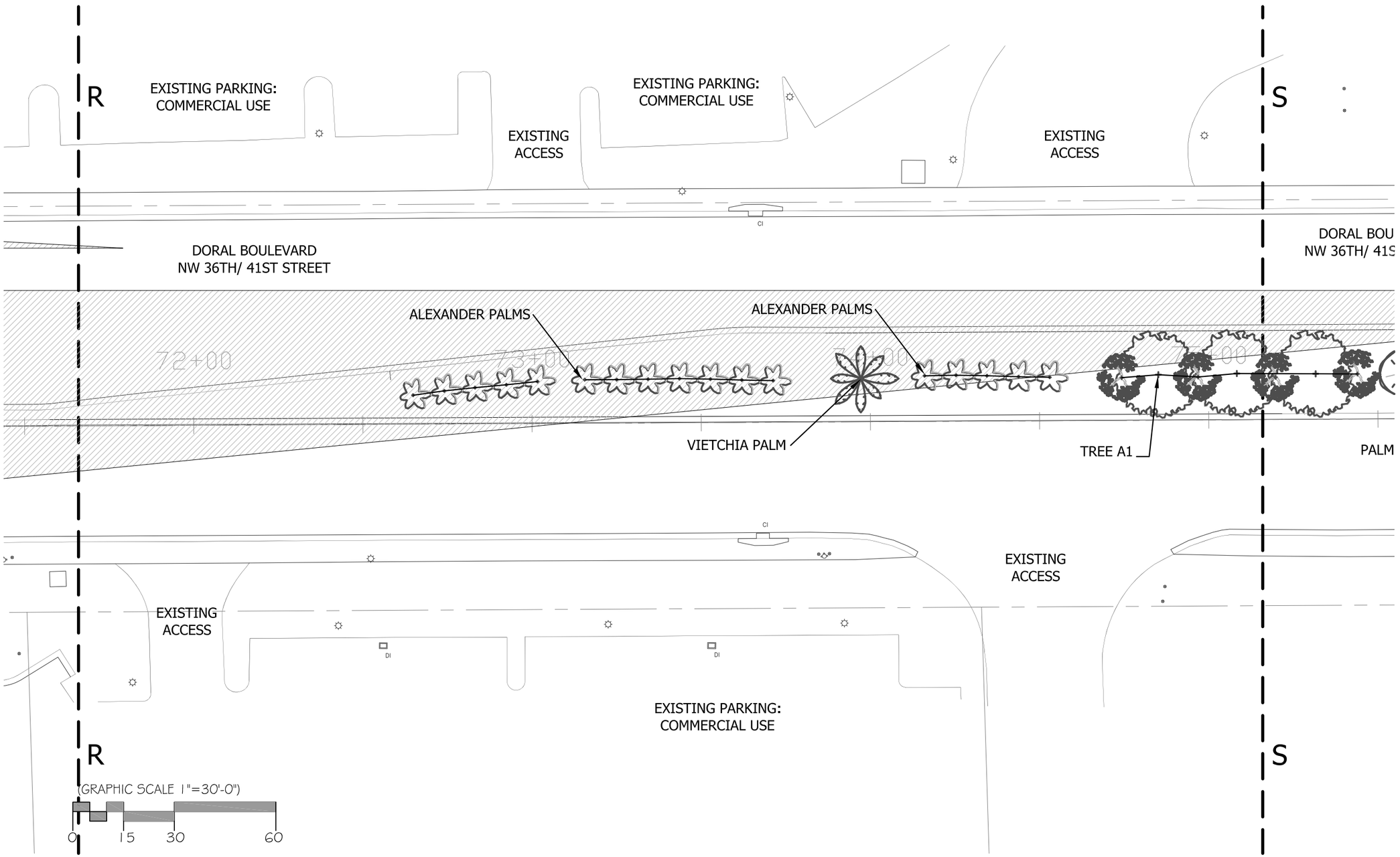
L-16
SECTION P-Q

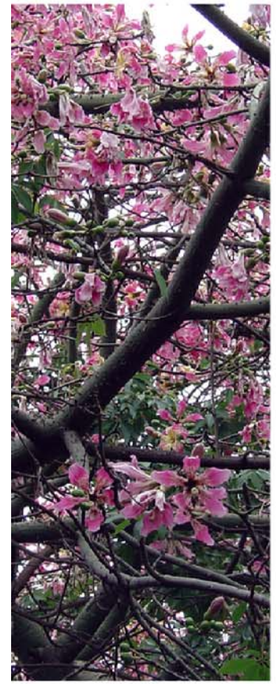


DORAL BOULEVARD
NW 36th / 41st STREET
STREET BEAUTIFICATION MASTER PLAN

CONCEPTUAL MEDIAN PLANTING DESIGN

L-17
SECTION Q-R

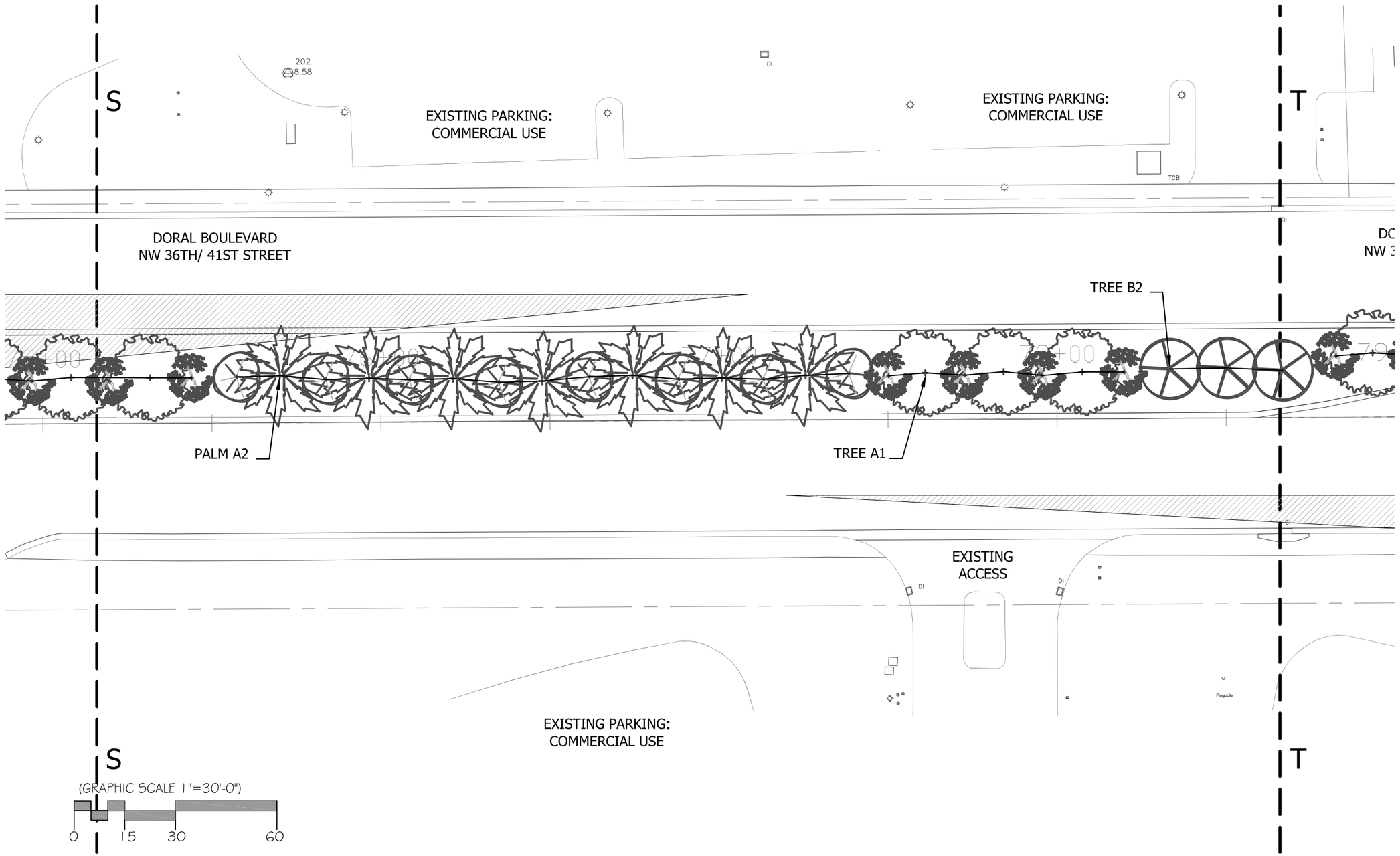


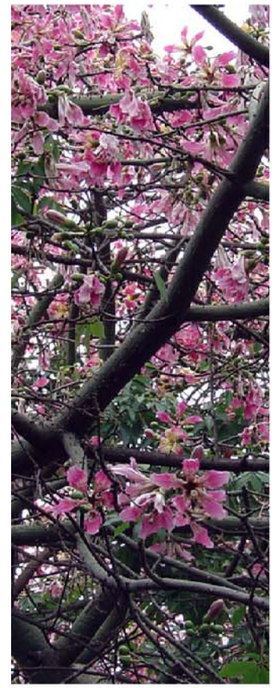


DORAL BOULEVARD
NW 36th / 41st STREET
STREET BEAUTIFICATION MASTER PLAN

CONCEPTUAL MEDIAN PLANTING DESIGN

L-18
SECTION R-S

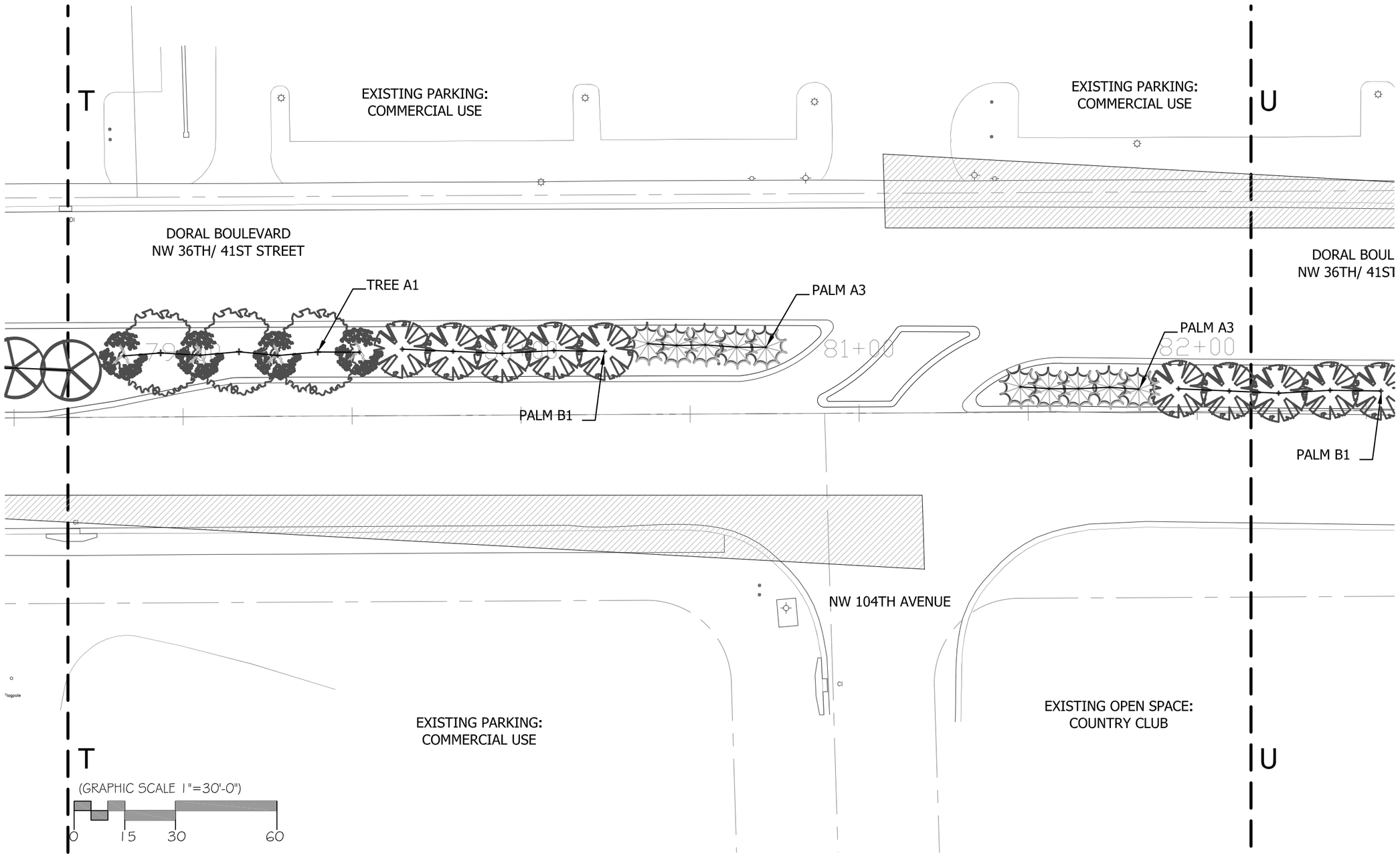


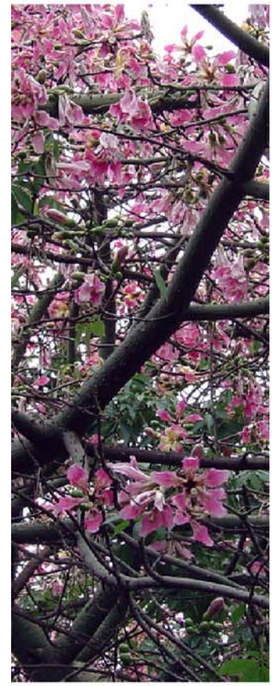


DORAL BOULEVARD
NW 36th / 41st STREET
STREET BEAUTIFICATION MASTER PLAN

CONCEPTUAL MEDIAN PLANTING DESIGN

L-19
SECTION S-T

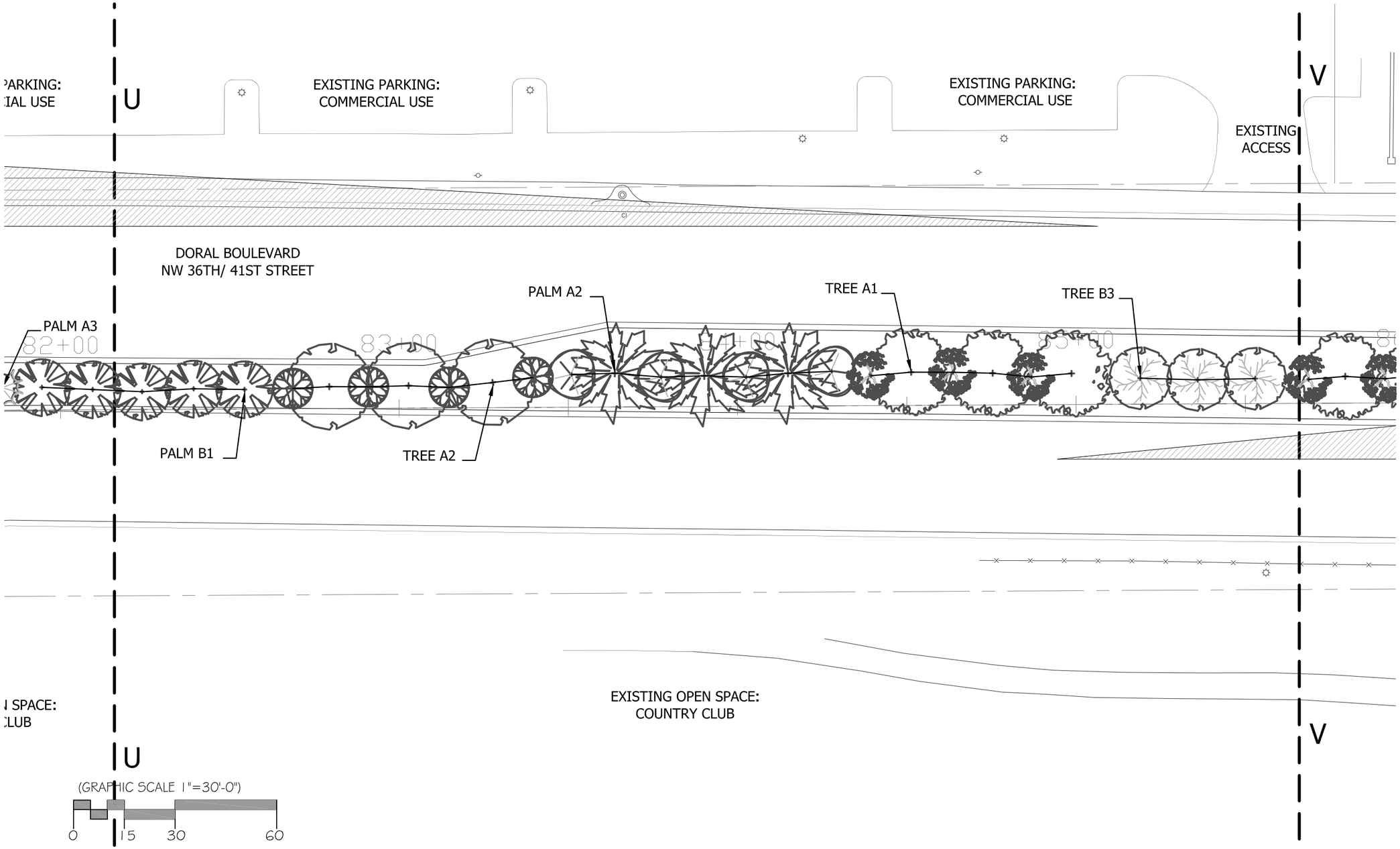


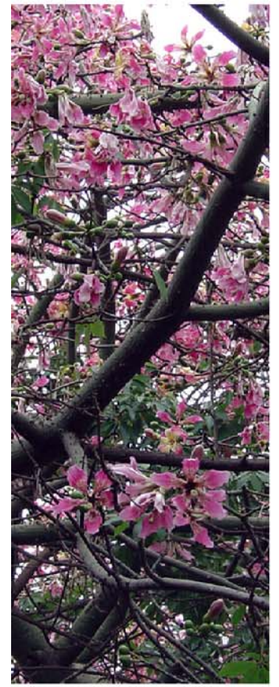


DORAL BOULEVARD
NW 36th / 41st STREET
STREET BEAUTIFICATION MASTER PLAN

CONCEPTUAL MEDIAN PLANTING DESIGN

L-20
SECTION T-U

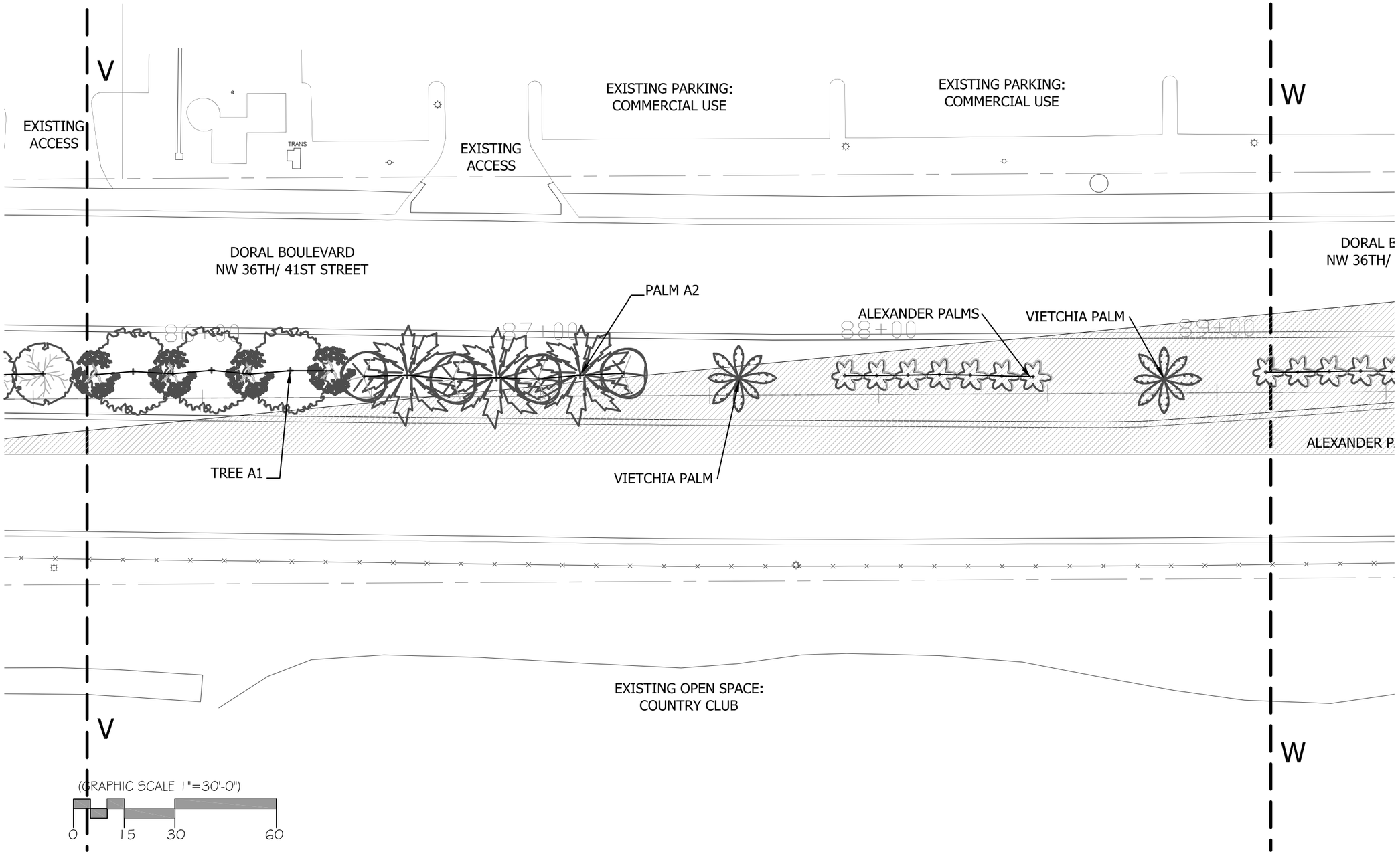




DORAL BOULEVARD
NW 36th / 41st STREET
STREET BEAUTIFICATION MASTER PLAN

CONCEPTUAL MEDIAN PLANTING DESIGN

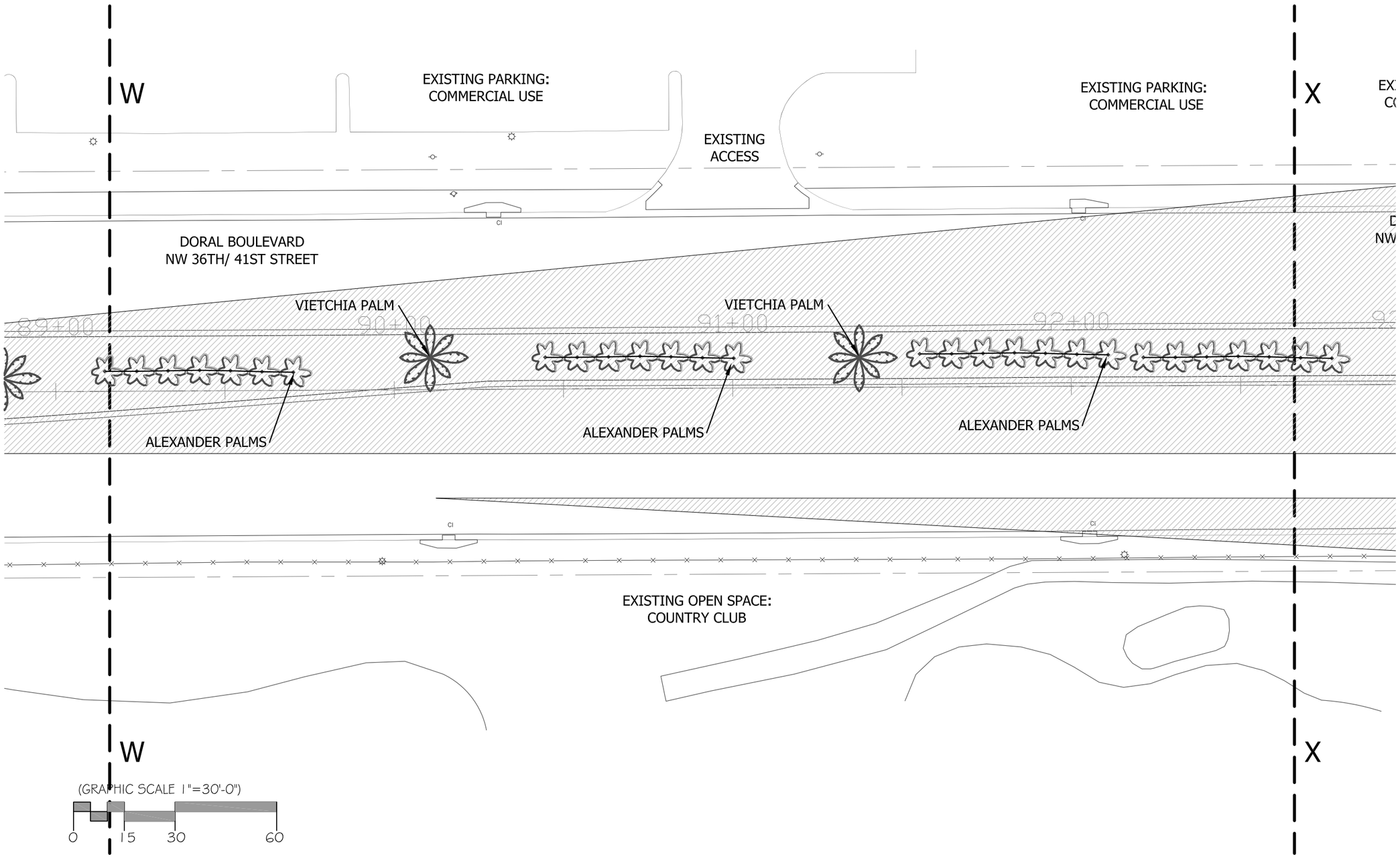
L-21
SECTION U-V



DORAL BOULEVARD
NW 36th / 41st STREET
STREET BEAUTIFICATION MASTER PLAN

CONCEPTUAL MEDIAN PLANTING DESIGN

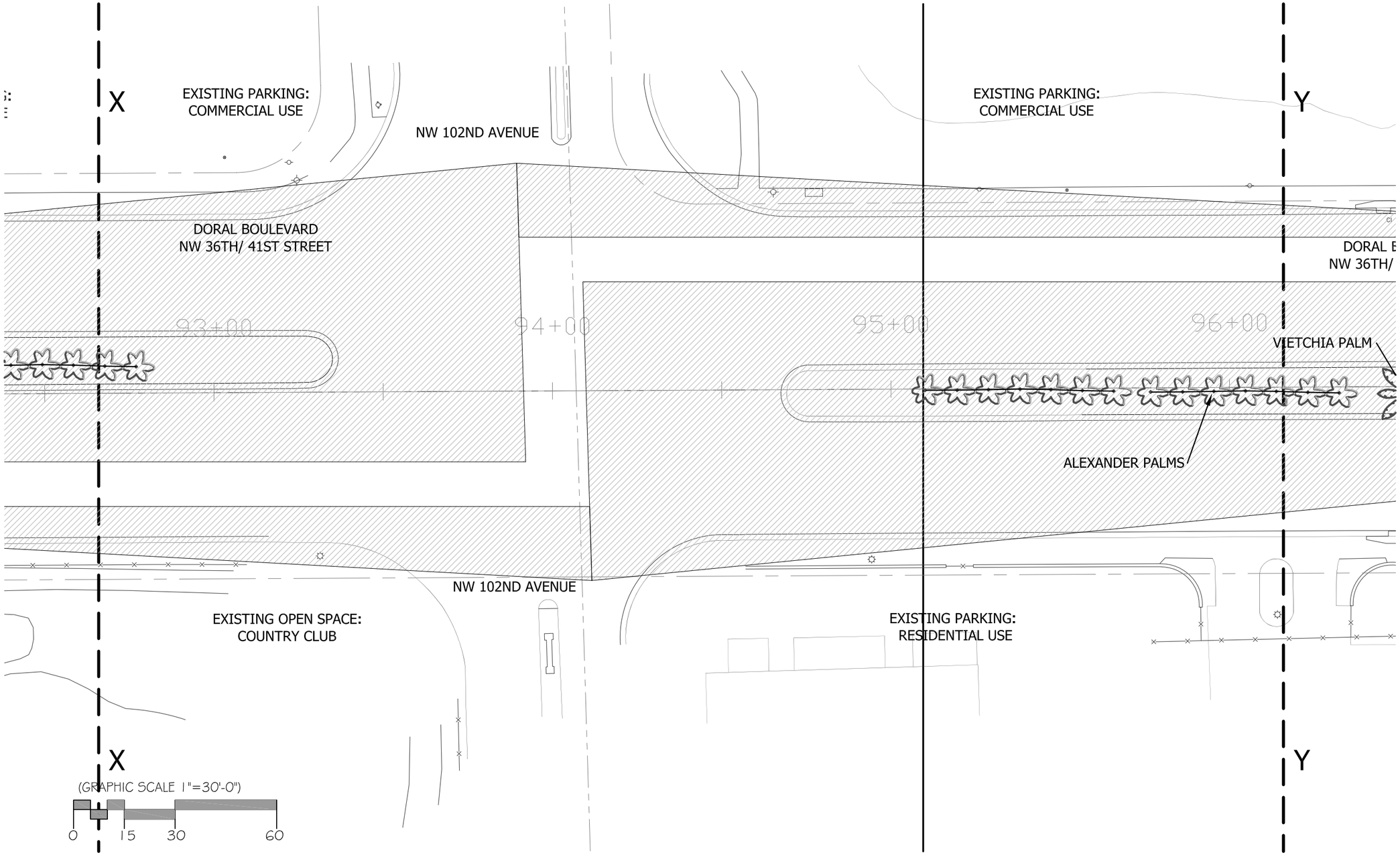
L-22
SECTION V-W



DORAL BOULEVARD
NW 36th / 41st STREET
STREET BEAUTIFICATION MASTER PLAN

CONCEPTUAL MEDIAN PLANTING DESIGN

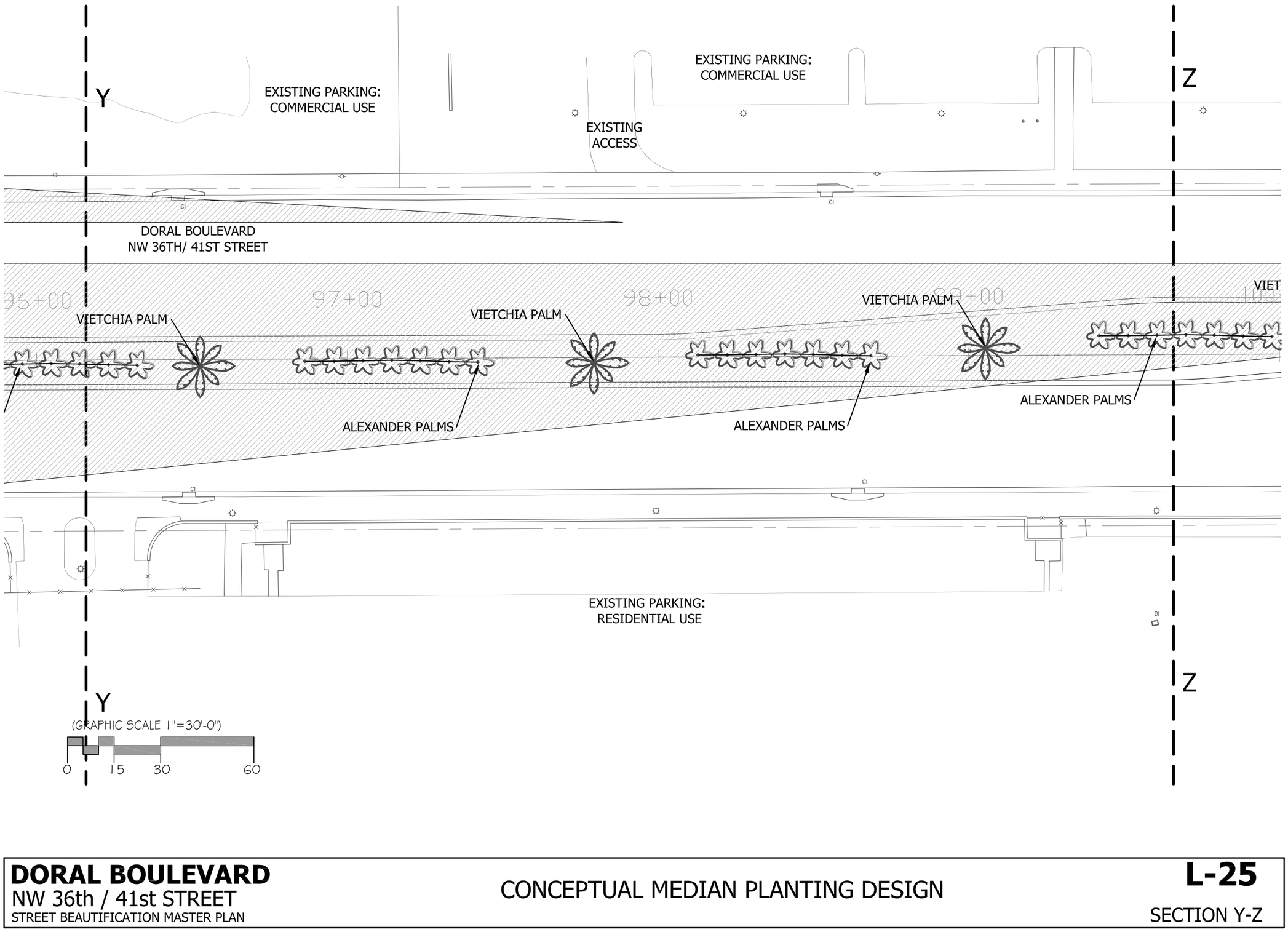
L-23
SECTION W-X



DORAL BOULEVARD
NW 36th / 41st STREET
STREET BEAUTIFICATION MASTER PLAN

CONCEPTUAL MEDIAN PLANTING DESIGN

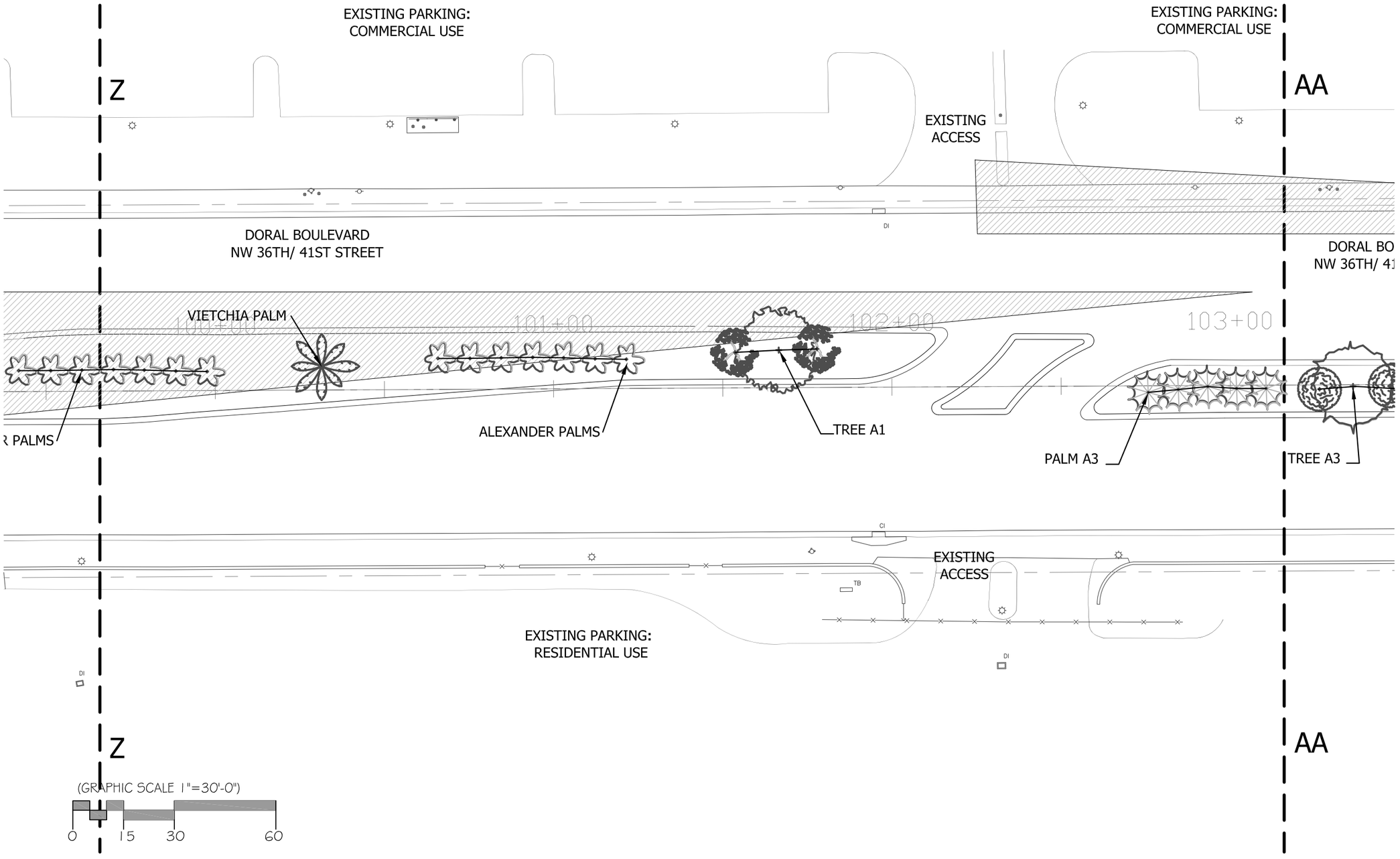
L-24
SECTION X-Y



DORAL BOULEVARD
NW 36th / 41st STREET
STREET BEAUTIFICATION MASTER PLAN

CONCEPTUAL MEDIAN PLANTING DESIGN

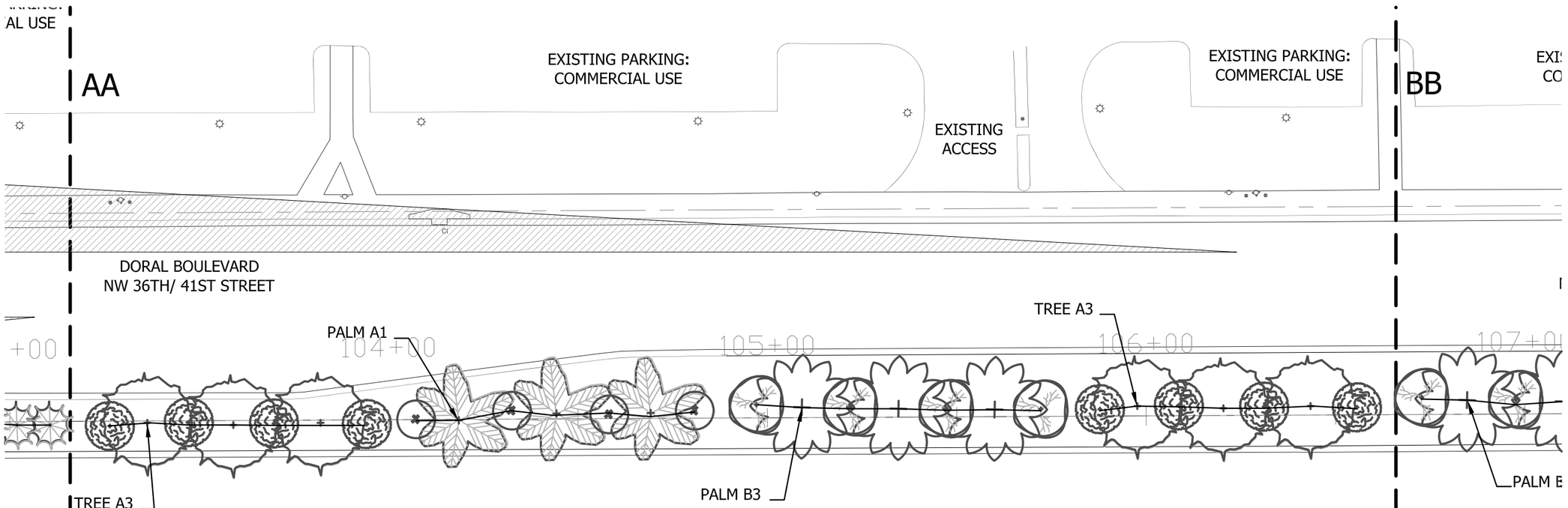
L-25
SECTION Y-Z



DORAL BOULEVARD
NW 36th / 41st STREET
STREET BEAUTIFICATION MASTER PLAN

CONCEPTUAL MEDIAN PLANTING DESIGN

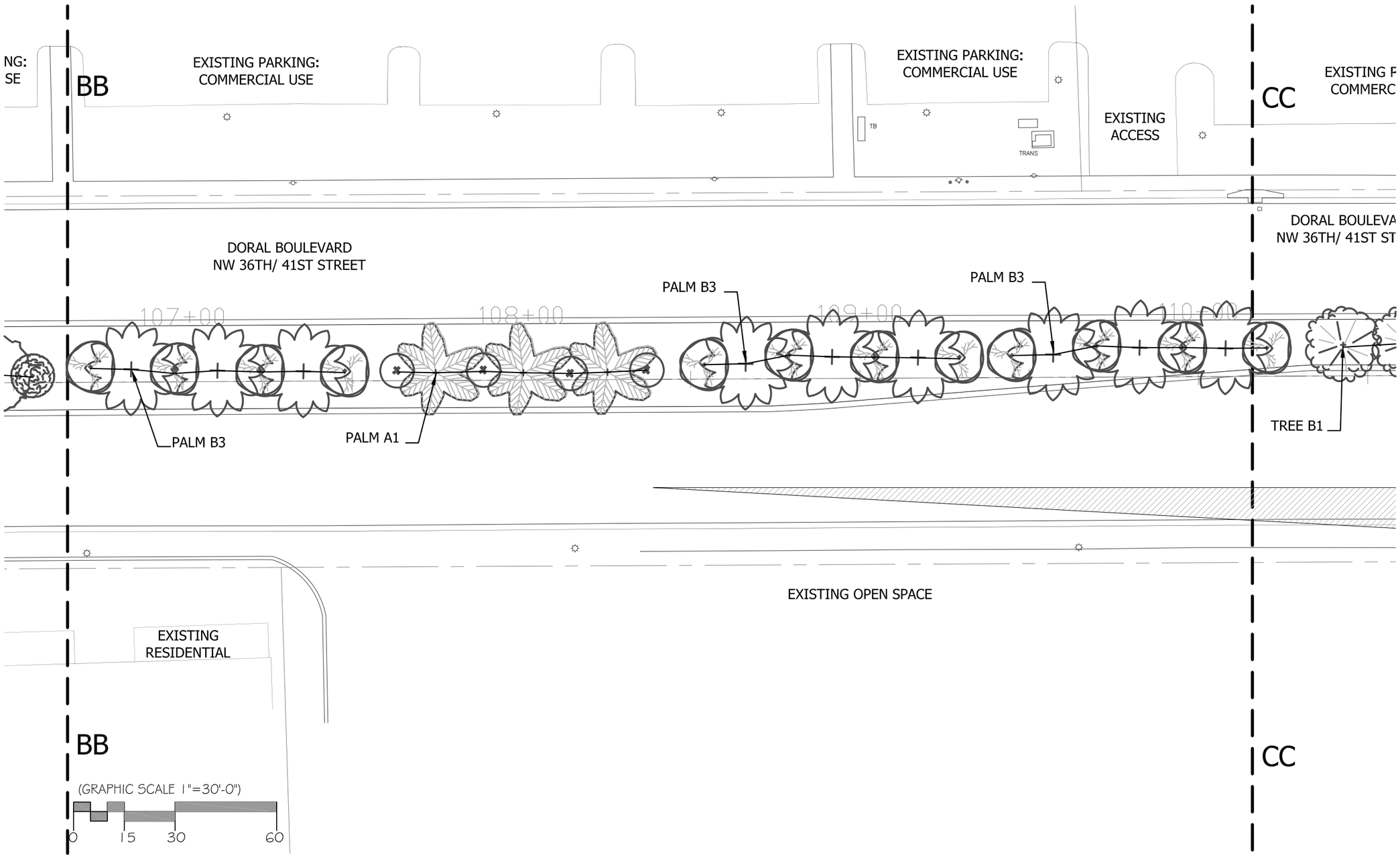
L-26
SECTION Z-AA

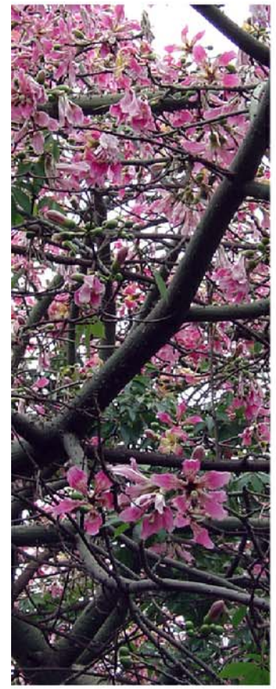


DORAL BOULEVARD
NW 36th / 41st STREET
STREET BEAUTIFICATION MASTER PLAN

CONCEPTUAL MEDIAN PLANTING DESIGN

L-27
SECTION AA-BB

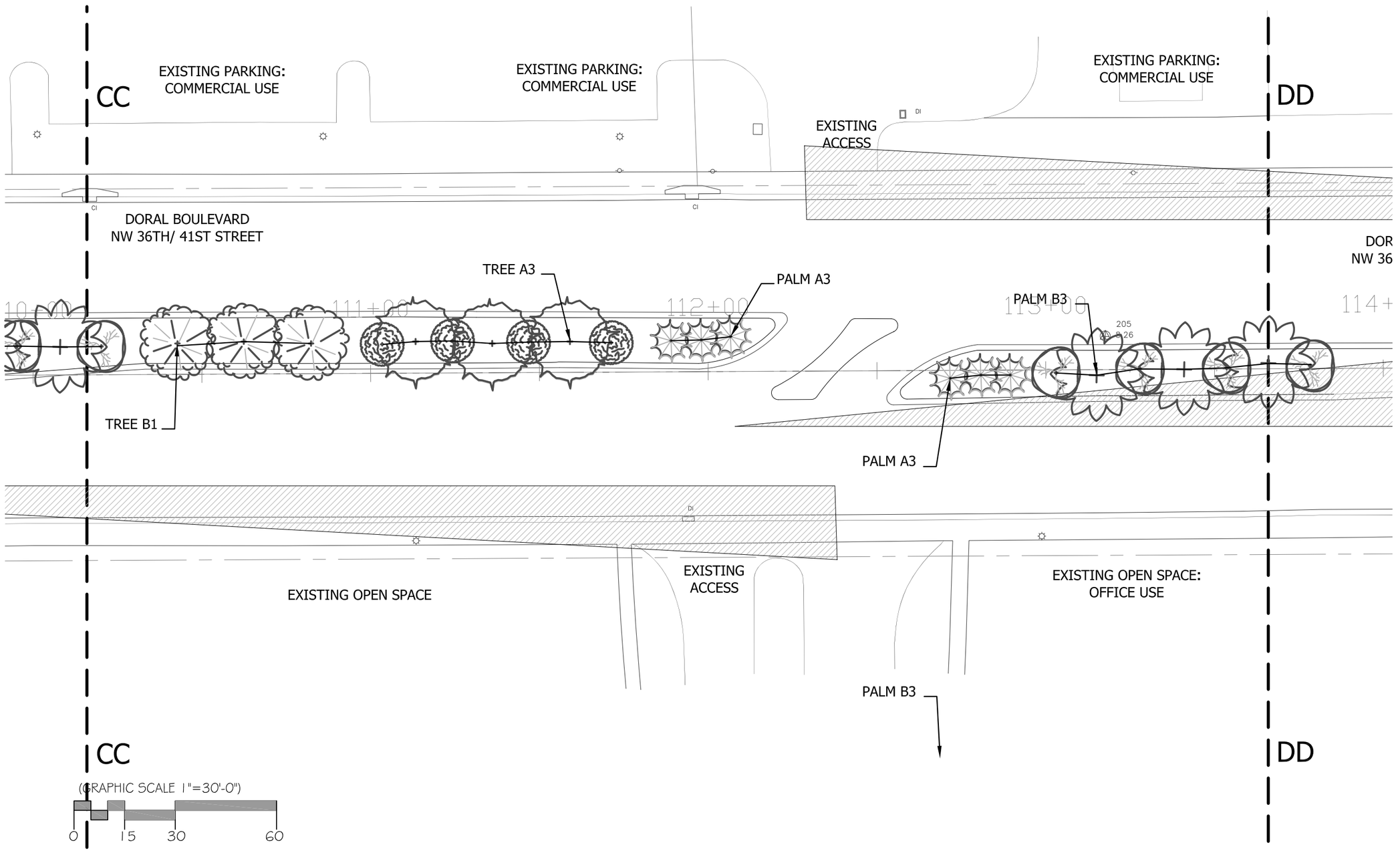




DORAL BOULEVARD
NW 36th / 41st STREET
STREET BEAUTIFICATION MASTER PLAN

CONCEPTUAL MEDIAN PLANTING DESIGN

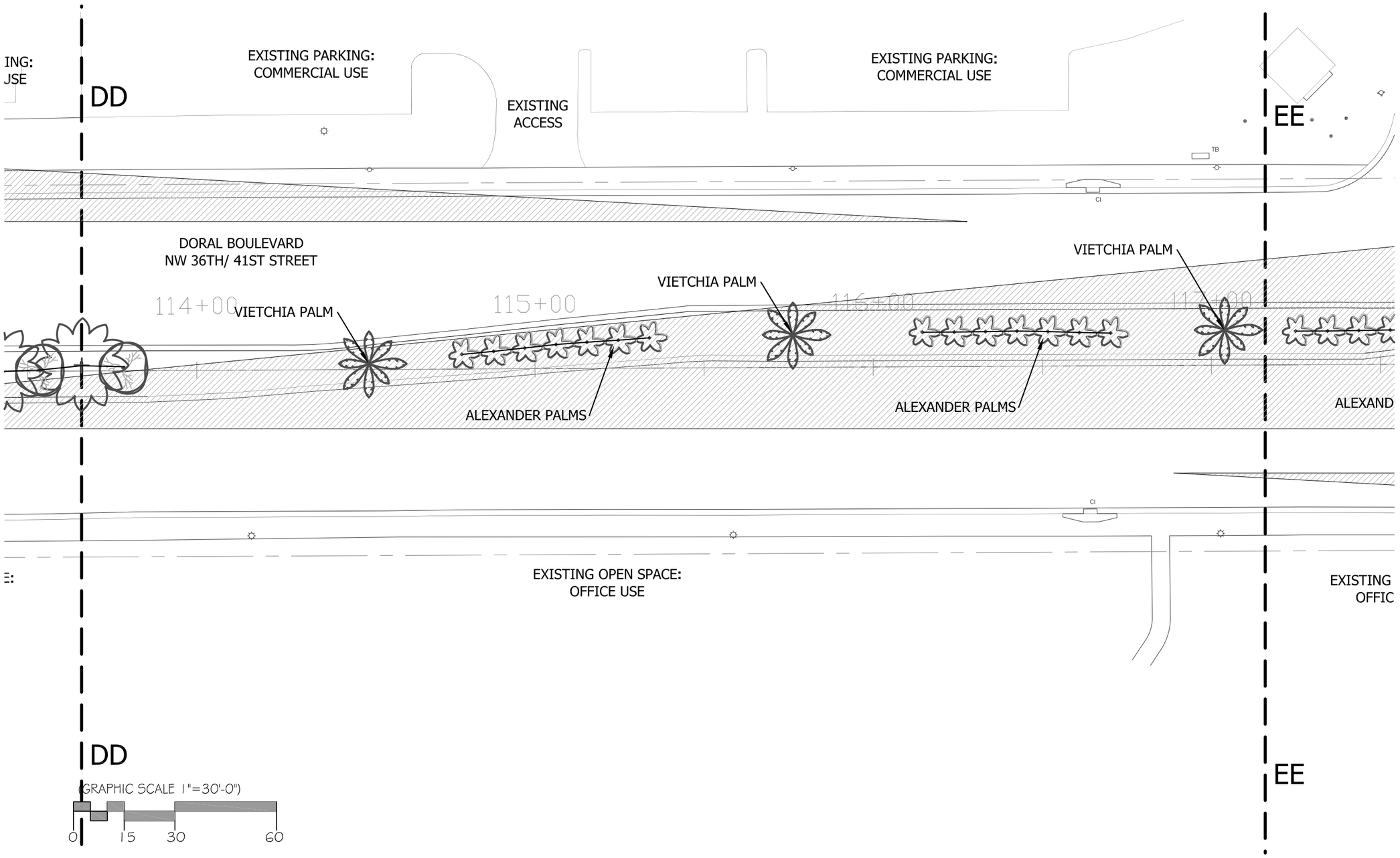
L-28
SECTION BB-CC



DORAL BOULEVARD
NW 36th / 41st STREET
STREET BEAUTIFICATION MASTER PLAN

CONCEPTUAL MEDIAN PLANTING DESIGN

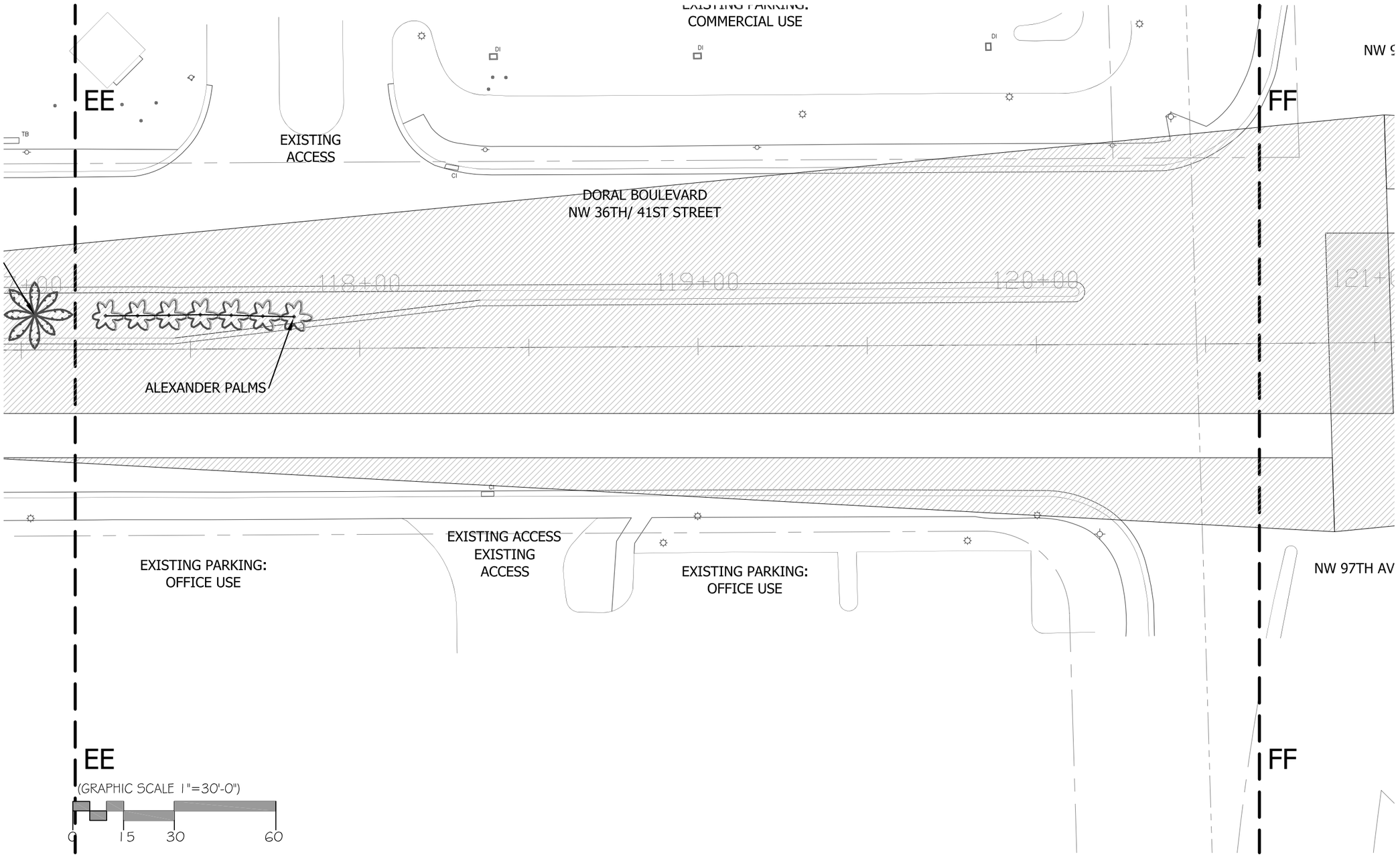
L-29
SECTION CC-DD

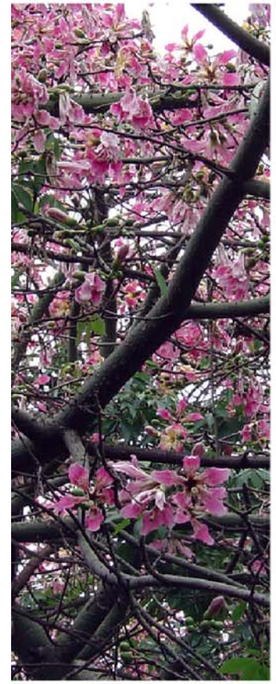


DORAL BOULEVARD
NW 36th / 41st STREET
STREET BEAUTIFICATION MASTER PLAN

CONCEPTUAL MEDIAN PLANTING DESIGN

L-30
SECTION DD-EE

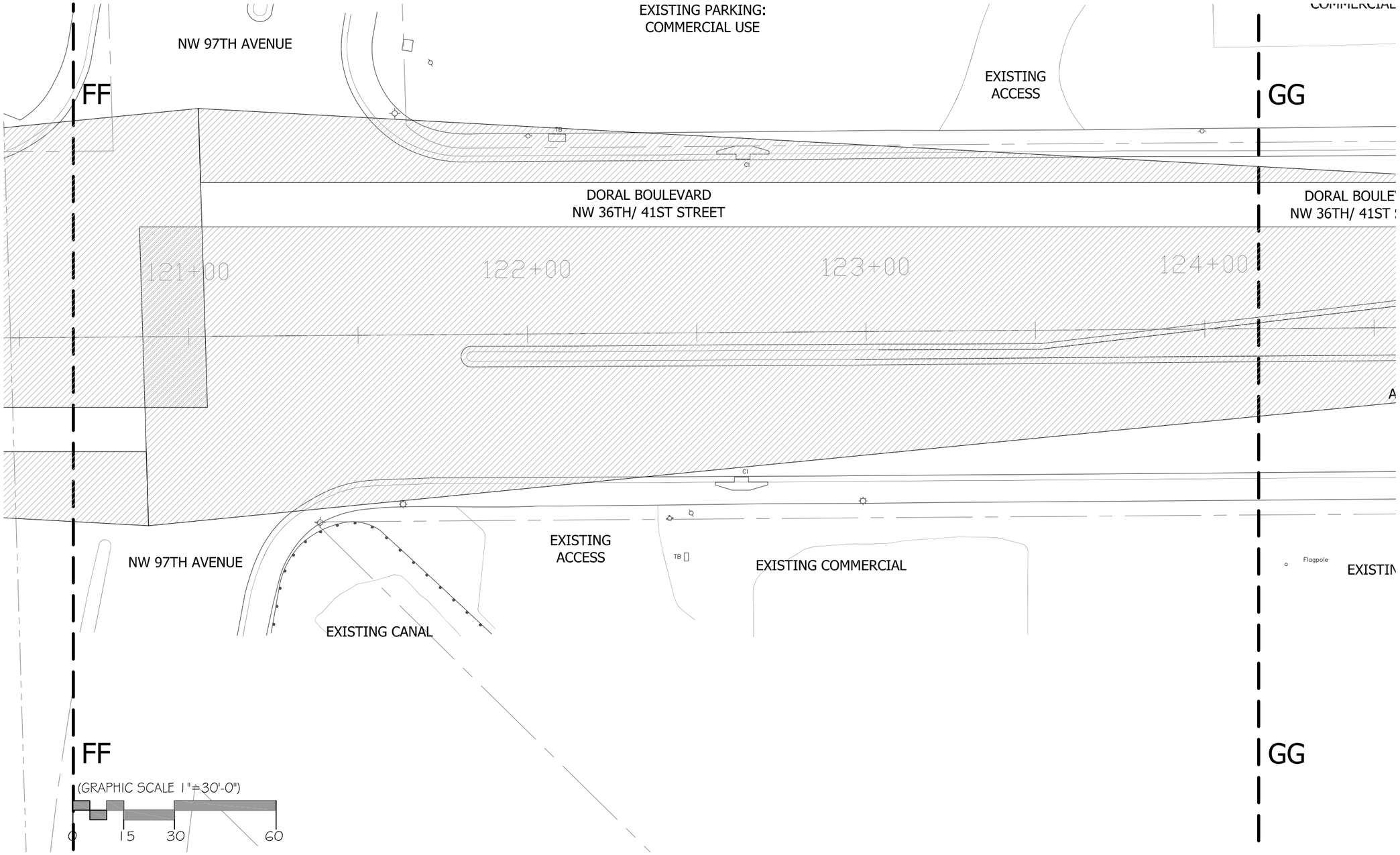




DORAL BOULEVARD
NW 36th / 41st STREET
STREET BEAUTIFICATION MASTER PLAN

CONCEPTUAL MEDIAN PLANTING DESIGN

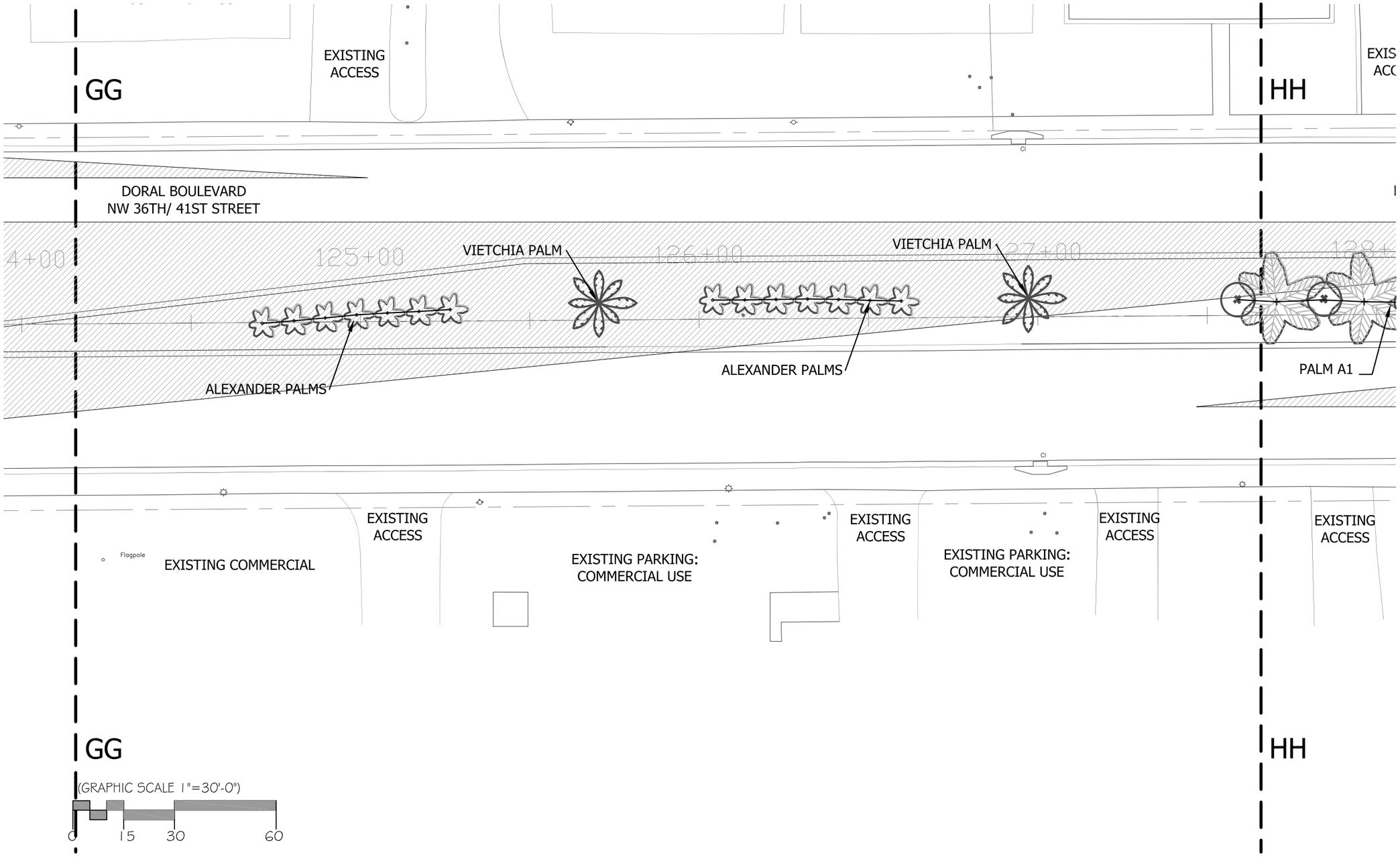
L-31
SECTION EE-FF

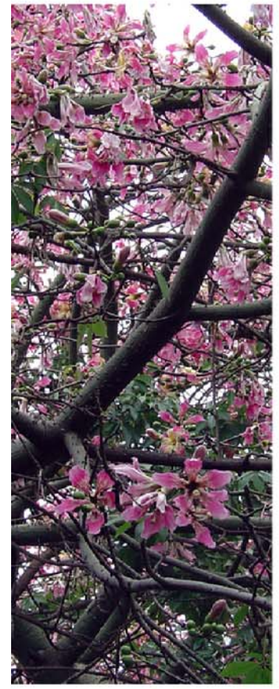


DORAL BOULEVARD
NW 36th / 41st STREET
STREET BEAUTIFICATION MASTER PLAN

CONCEPTUAL MEDIAN PLANTING DESIGN

L-32
SECTION FF-GG

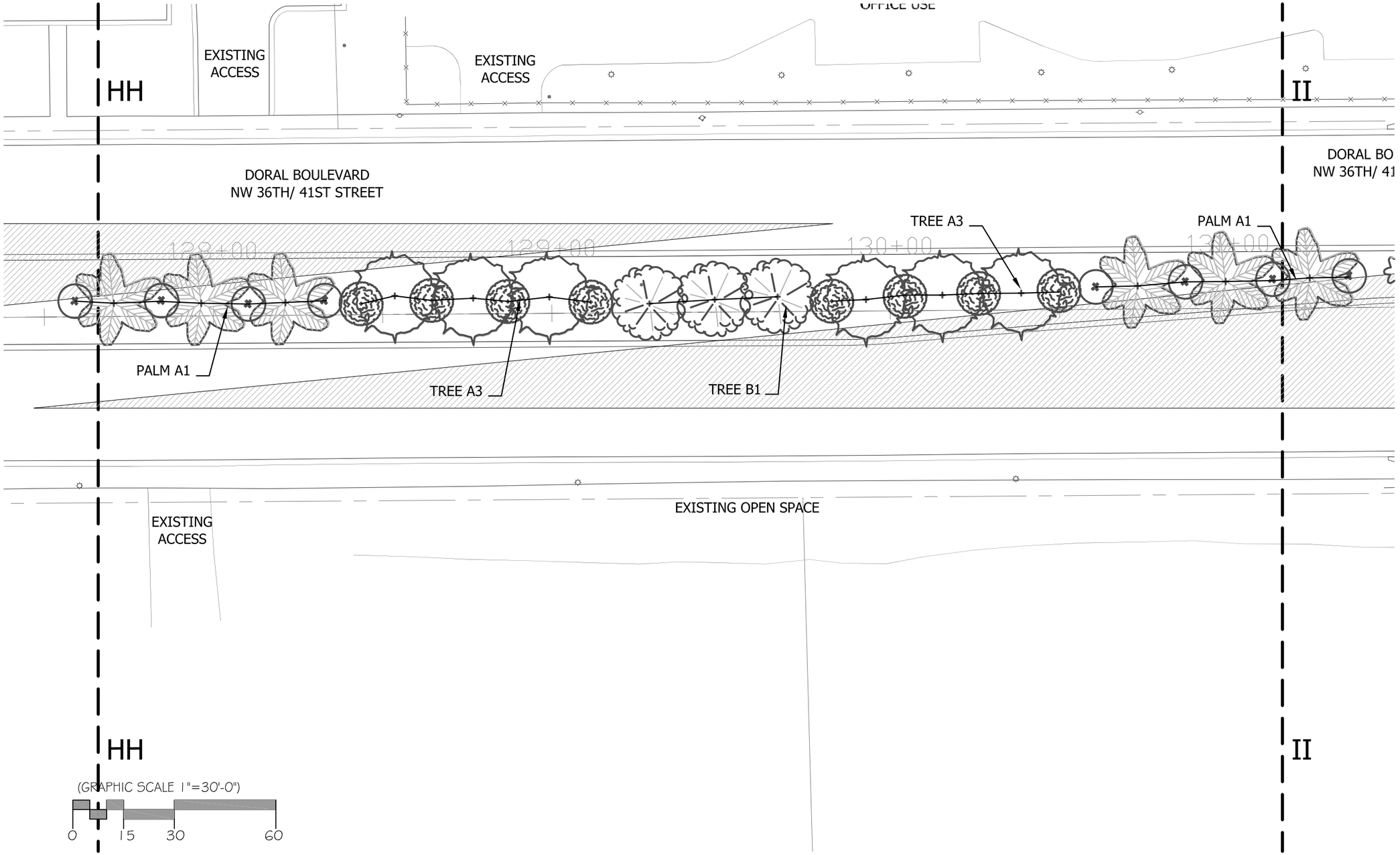




DORAL BOULEVARD
NW 36th / 41st STREET
STREET BEAUTIFICATION MASTER PLAN

CONCEPTUAL MEDIAN PLANTING DESIGN

L-33
SECTION GG-HH



DORAL BOULEVARD
NW 36th / 41st STREET
STREET BEAUTIFICATION MASTER PLAN

CONCEPTUAL MEDIAN PLANTING DESIGN

L-34
SECTION HH-II

EXISTING PARKING:
OFFICE USE

EXISTING PARKING:
OFFICE USE

EXISTING
ACCESS

II

JJ

DORAL BOULEVARD
NW 36TH/ 41ST STREET

ALM A1

132+00

133+00

VIETCHIA PALM

134+00

ALEXANDER PALMS

EXISTING OPEN SPACE

II

JJ

GRAPHIC SCALE 1"=30'-0"

0 15 30 60

DORAL BOULEVARD
NW 36th / 41st STREET
STREET BEAUTIFICATION MASTER PLAN

CONCEPTUAL MEDIAN PLANTING DESIGN

L-35
SECTION II-JJ

EXISTING OPEN SPACE:
COUNTRY CLUB

JJ

DORAL BOULEVARD
NW 36TH/ 41ST STREET

EXISTING
ACCESS

EXISTING OPEN SPACE:
COUNTRY CLUB

KK

135+00

136+00

137+00

138+00

ALEXANDER PALMS

PALM B3

TREE B3

PALM A1

PALM A1

EXISTING OPEN SPACE:
OFFICE USE

EXISTING
ACCESS

EXISTING
ACCESS

EXISTING PARKING:
OFFICE USE

JJ

KK

(GRAPHIC SCALE 1"=30'-0")

0 15 30 60

DORAL BOULEVARD
NW 36th / 41st STREET
STREET BEAUTIFICATION MASTER PLAN

CONCEPTUAL MEDIAN PLANTING DESIGN

L-36
SECTION JJ-KK

KK

EXISTING OPEN SPACE:
COUNTRY CLUB

DORAL BOULEVARD
NW 36TH/ 41ST STREET

LL

PALM A1

PALM A3

PALM B1

PALM A1

EXISTING PARKING:
OFFICE USE

KK

EXISTING PARKING:
OFFICE USE

LL

(GRAPHIC SCALE 1"=30'-0")

0 15 30 60

DORAL BOULEVARD
NW 36th / 41st STREET
STREET BEAUTIFICATION MASTER PLAN

CONCEPTUAL MEDIAN PLANTING DESIGN

L-37
SECTION KK-LL

LL

EXISTING OPEN SPACE:
COUNTRY CLUB

TREE A3

DORAL BOULEVARD
NW 36TH/ 41ST STREET

143+00

144+00

145+00

PALM B1

TREE A3

PALM A1

MM

DOR
NW 36

NG:

EXISTING PARKING:
OFFICE USE

EXISTING
ACCESS

LL

EXISTING OPEN SPACE:
OFFICE USE

EXISTING
ACCESS

EXISTING OPEN SPACE:
OFFICE USE

EXISTIN
ACCESS

MM

(GRAPHIC SCALE 1"=30'-0")

0 15 30 60

DORAL BOULEVARD
NW 36th / 41st STREET
STREET BEAUTIFICATION MASTER PLAN

CONCEPTUAL MEDIAN PLANTING DESIGN

L-38
SECTION LL-MM

MM

EXISTING OPEN SPACE:
COUNTRY CLUB

DORAL BOULEVARD
NW 36TH/ 41ST STREET

NN

145+00

146+00

147+00

148+00

149+00

DORA
NW 36T

VIETCHIA PALM

ALEXANDER PALMS

ALEXANDER

EXISTING
ACCESS

MM

EXISTING OPEN SPACE:
OFFICE USE

EXISTING
ACCESS

NN

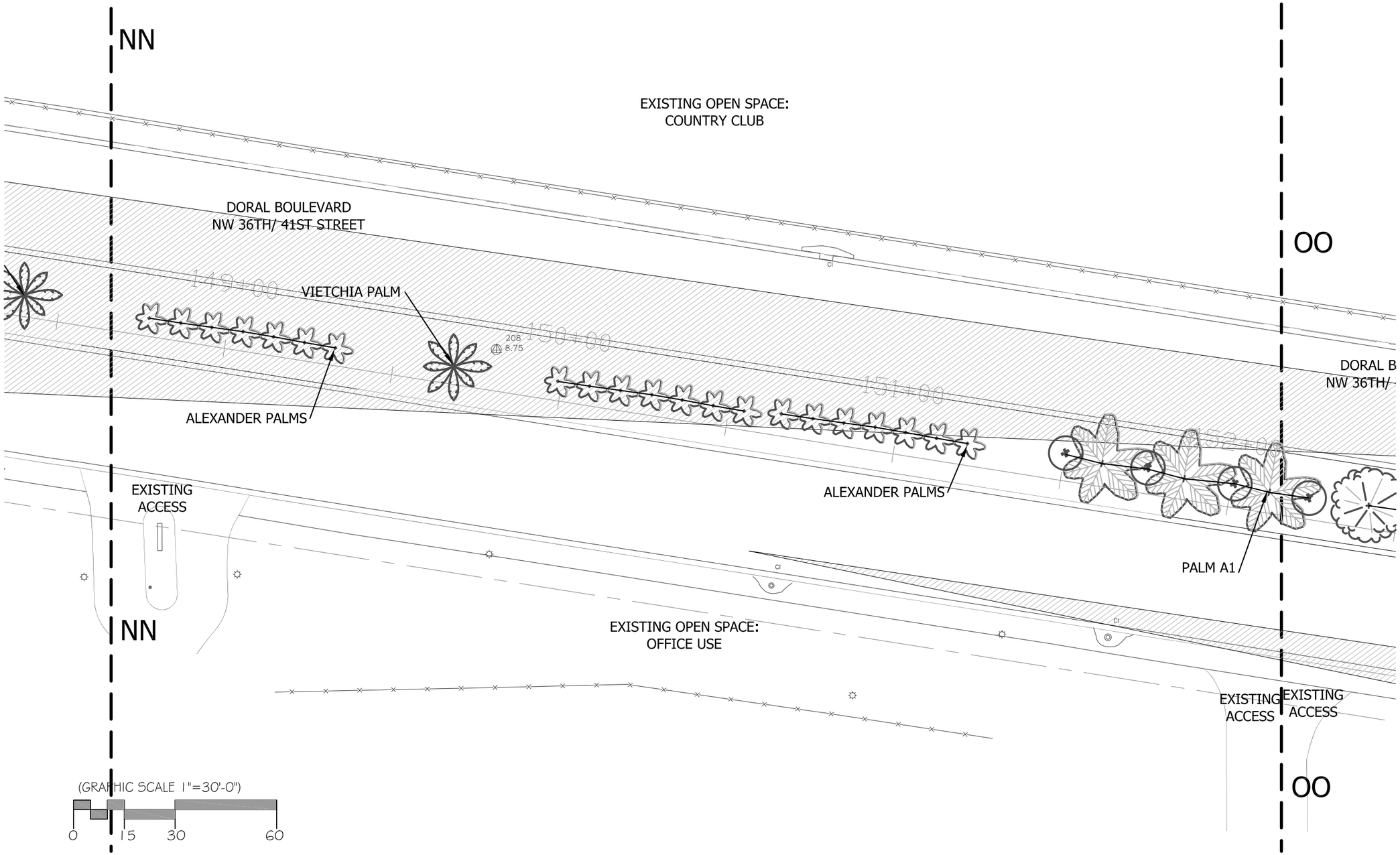
(GRAPHIC SCALE 1"=30'-0")

0 15 30 60

DORAL BOULEVARD
NW 36th / 41st STREET
STREET BEAUTIFICATION MASTER PLAN

CONCEPTUAL MEDIAN PLANTING DESIGN

L-39
SECTION MM-NN



DORAL BOULEVARD
NW 36th / 41st STREET
STREET BEAUTIFICATION MASTER PLAN

CONCEPTUAL MEDIAN PLANTING DESIGN

L-40
SECTION NN-OO

OO

PP

EXISTING OPEN SPACE:
COUNTRY CLUB

DORAL BOULEVARD
NW 36TH/ 41ST STREET

PALM A1

PALM A1

TREE B1

TREE A3

PALM B3

EXISTING ACCESS

EXISTING ACCESS

EXISTING ACCESS

OO

EXISTING OPEN SPACE:
OFFICE USE

EXISTING OFFICE

PP

(GRAPHIC SCALE 1"=30'-0")

0 15 30 60

DORAL BOULEVARD
NW 36th / 41st STREET
STREET BEAUTIFICATION MASTER PLAN

CONCEPTUAL MEDIAN PLANTING DESIGN

L-41
SECTION OO-PP

PP

EXISTING OPEN SPACE:
COUNTRY CLUB

QQ

DORAL BOULEVARD
NW 36TH/ 41ST STREET

DORAL BC
NW 36TH/ 4

TREE A3

156+00

157+00

158+00

159+00

PALM A1

TREE B3

PALM A1

TREE B3

PP

EXISTING OFFICE

EXISTING
ACCESS

QQ

(GRAPHIC SCALE 1"=30'-0")

0 15 30 60

DORAL BOULEVARD
NW 36th / 41st STREET
STREET BEAUTIFICATION MASTER PLAN

CONCEPTUAL MEDIAN PLANTING DESIGN

L-42
SECTION PP-QQ

QQ

EXISTING PARKING:
COUNTRY CLUB

D
EET

DORAL BOULEVARD
NW 36TH/ 41ST STREET

RR

159+00

160+00

161+00

162+00

E B3

PALM A1

TREE A3

TREE B1

TREE A3

TREE

QQ

EXISTING OPEN SPACE:
OFFICE USE

RR

(GRAPHIC SCALE 1"=30'-0")

0 15 30 60

DORAL BOULEVARD
NW 36th / 41st STREET
STREET BEAUTIFICATION MASTER PLAN

CONCEPTUAL MEDIAN PLANTING DESIGN

L-43
SECTION QQ-RR

RR

EXISTING PARKING:
COUNTRY CLUB

SS

TREE A1

TREE B1

PALM A3

PALM B3

EXISTING
ACCESS

DORAL BOULEVARD
NW 36TH/ 41ST STREET

PALM B3

PA

EXISTING
ACCESS

EXISTING PARKING:
OFFICE USE

EXISTING
ACCESS

EXISTING P
OFFICE

RR

SS

(GRAPHIC SCALE 1"=30'-0")

0 15 30 60

DORAL BOULEVARD
NW 36th / 41st STREET
STREET BEAUTIFICATION MASTER PLAN

CONCEPTUAL MEDIAN PLANTING DESIGN

L-44
SECTION RR-SS

SS

EXISTING PARKING:
COUNTRY CLUB

DORAL BOULEVARD
NW 36TH/ 41ST STREET

EXISTING CANAL

EXISTING CANAL

TT

167+00

168+00

169+00

PALM A1

PALM A1

TREE A2

PALM A1

PALM A1

ALEXANDER PALMS

EXISTING PARKING:
OFFICE USE

EXISTING
ACCESS

EXISTING CANAL

SS

TT

(GRAPHIC SCALE 1"=30'-0")

0 15 30 60

DORAL BOULEVARD
NW 36th / 41st STREET
STREET BEAUTIFICATION MASTER PLAN

CONCEPTUAL MEDIAN PLANTING DESIGN

L-45
SECTION SS-TT

NAL

TT

EXISTING
ACCESS

EXISTING PARKING:
COUNTRY CLUB

UU

ALEXANDER PALMS

DORAL BOULEVARD
NW 36TH/ 41ST STREET

172+00

173+00

TT

EXISTING
ACCESS

UU

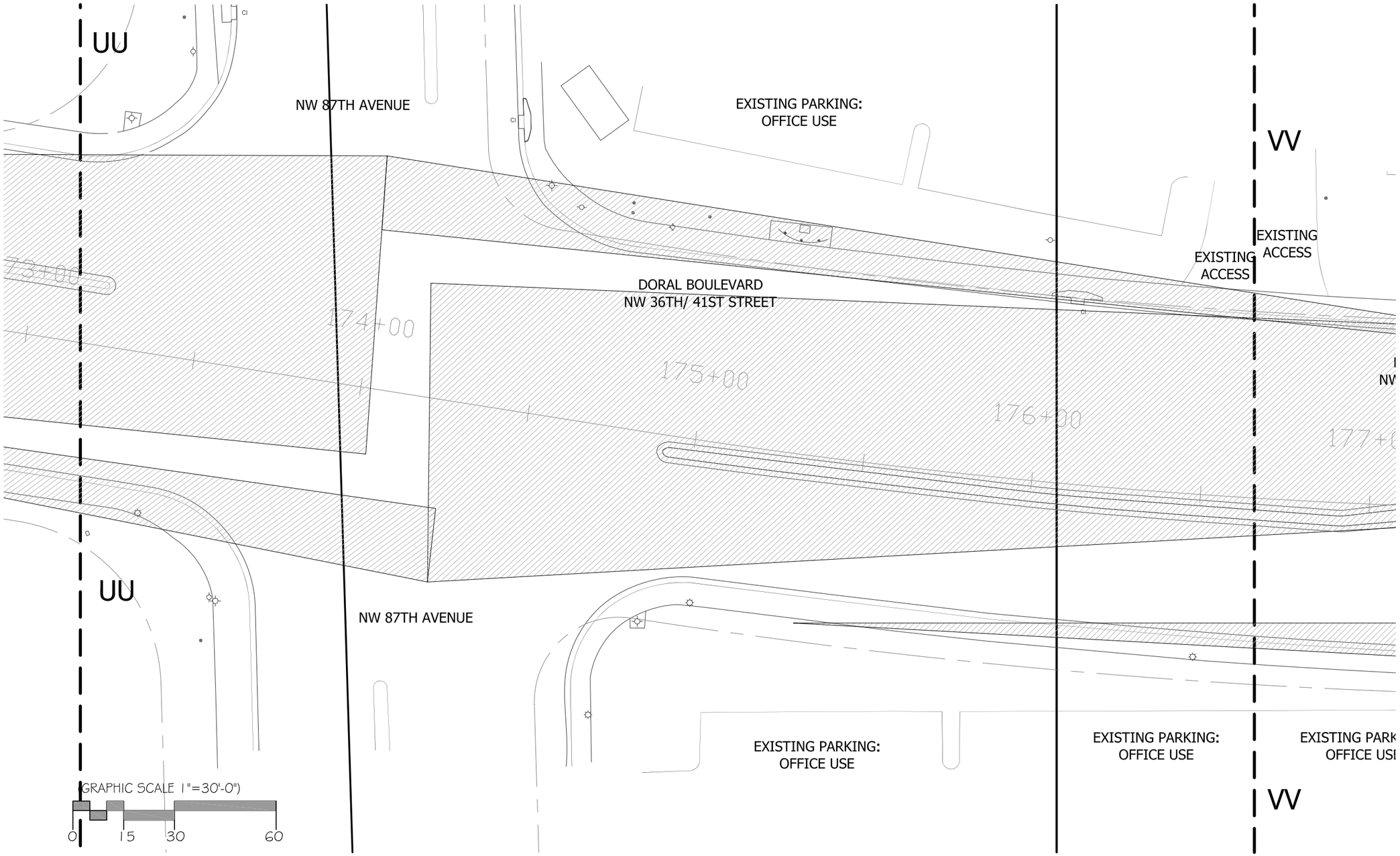
(GRAPHIC SCALE 1"=30'-0")

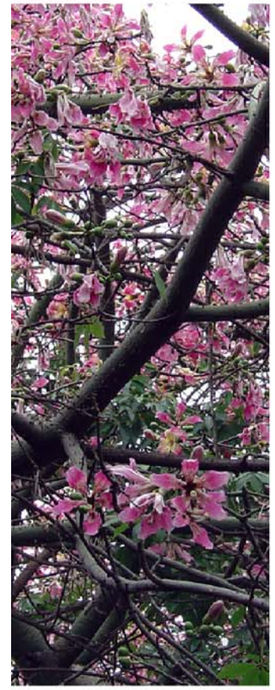
0 15 30 60

DORAL BOULEVARD
NW 36th / 41st STREET
STREET BEAUTIFICATION MASTER PLAN

CONCEPTUAL MEDIAN PLANTING DESIGN

L-46
SECTION TT-UU

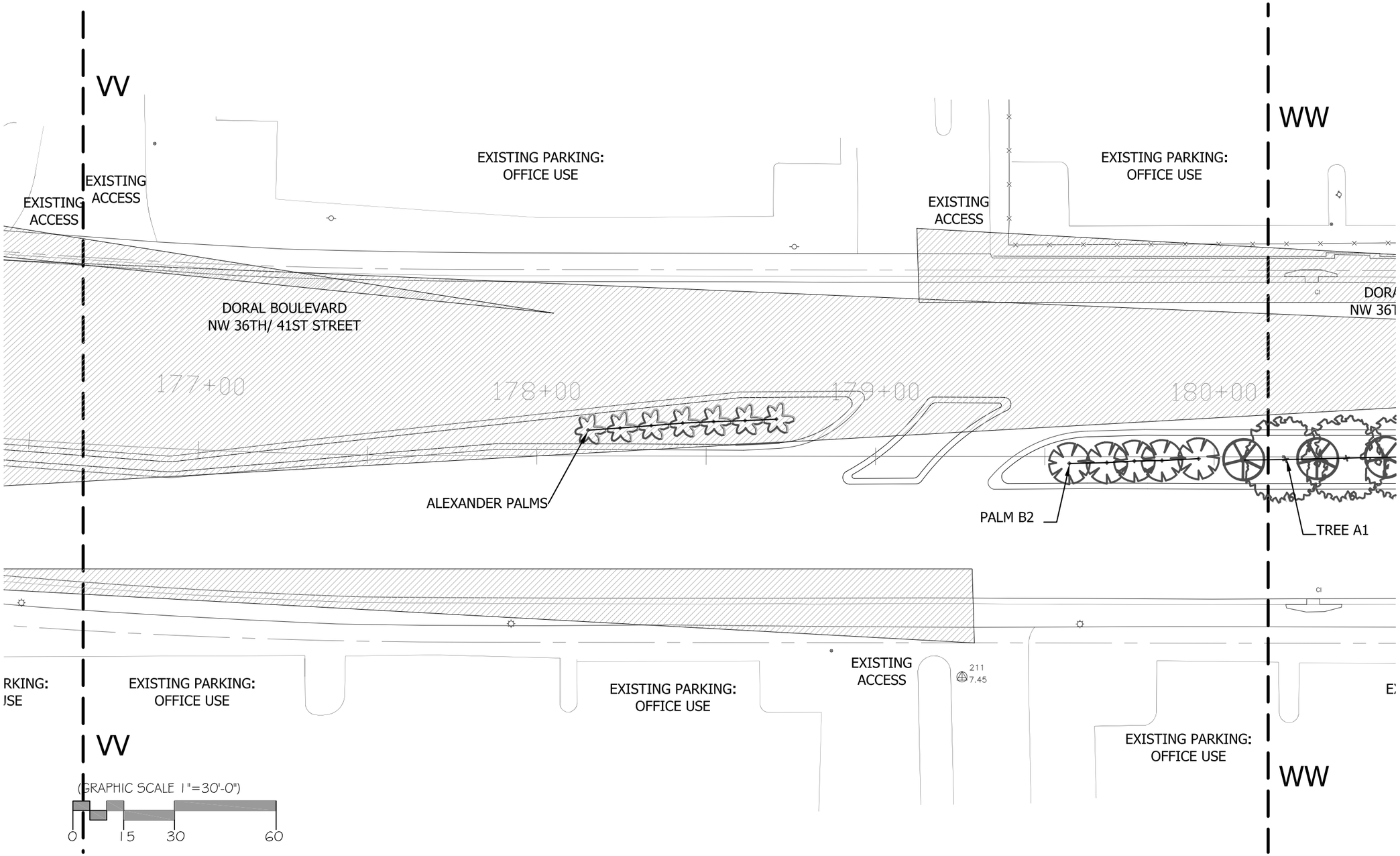




DORAL BOULEVARD
NW 36th / 41st STREET
STREET BEAUTIFICATION MASTER PLAN

CONCEPTUAL MEDIAN PLANTING DESIGN

L-47
SECTION UU-VV



DORAL BOULEVARD
NW 36th / 41st STREET
STREET BEAUTIFICATION MASTER PLAN

CONCEPTUAL MEDIAN PLANTING DESIGN

L-48
SECTION VV-WW

WW

XX

EXISTING PARKING:
OFFICE USE

EXISTING PARKING:
OFFICE USE

EXISTING PARKIN
OFFICE USE

DORAL BOULEVARD
NW 36TH/ 41ST STREET

181+00

182+00

PALM A3

TREE A1

TREE B2

TREE A1

EXISTING
ACCESS

EXISTING PARKING:
OFFICE USE

EXISTING OPEN SPACE:
OFFICE USE

EXISTIN
OF

XX

WW

(GRAPHIC SCALE 1"=30'-0")

0 15 30 60

DORAL BOULEVARD
NW 36th / 41st STREET
STREET BEAUTIFICATION MASTER PLAN

CONCEPTUAL MEDIAN PLANTING DESIGN

L-49
SECTION WW-XX

XX

YY

EXISTING PARKING:
OFFICE USE

EXISTING
ACCESS

EXISTING PARKING:
OFFICE USE

EXISTING PARKING:
OFFICE USE

DORAL BOULEVARD
NW 36TH/ 41ST STREET

D
NW

M A3

TREE A1

PALM B2

185+00

PALM A3

186+00

TREE A1

187+00

TREE A1

PALM A3

EXISTING
ACCESS

EXISTING OPEN SPACE:
OFFICE USE

EXISTING OPEN SPACE:
COMMERCIAL USE

EXISTING PARKING:
COMMERCIAL USE

EXISTING
ACCESS

EXISTING
ACCESS

XX

YY

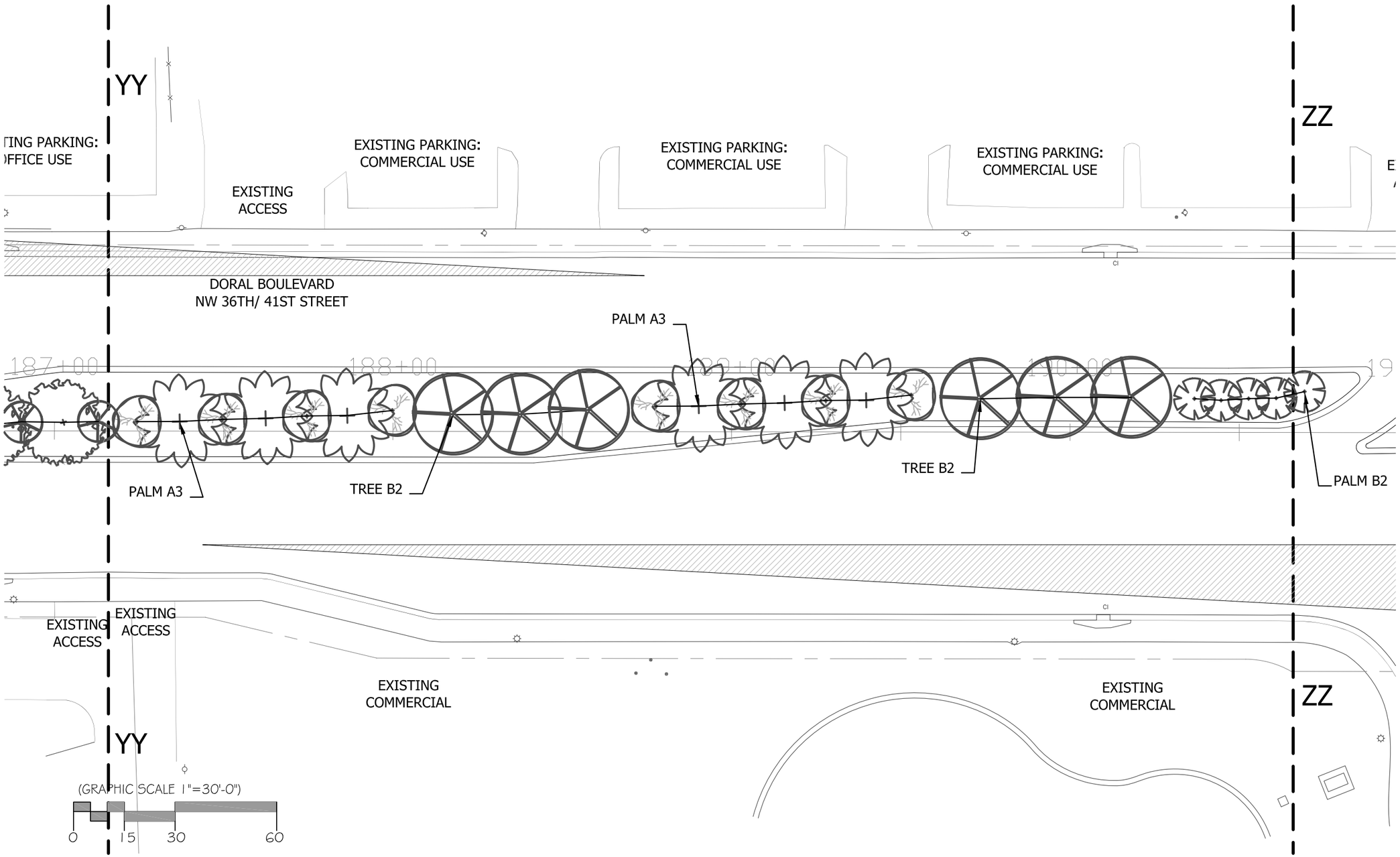
(GRAPHIC SCALE 1"=30'-0")

0 15 30 60

DORAL BOULEVARD
NW 36th / 41st STREET
STREET BEAUTIFICATION MASTER PLAN

CONCEPTUAL MEDIAN PLANTING DESIGN

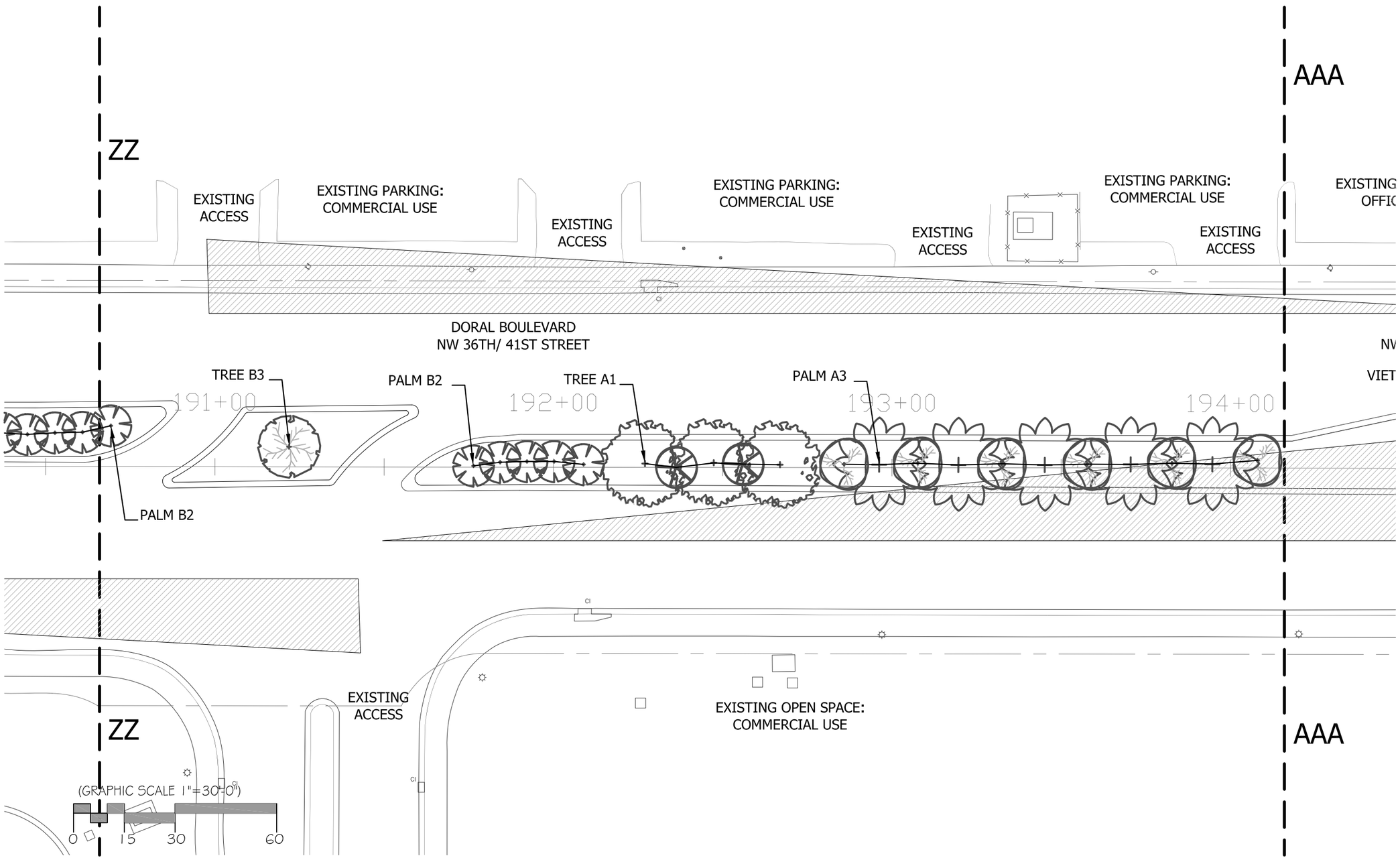
L-50
SECTION XX-YY



DORAL BOULEVARD
NW 36th / 41st STREET
STREET BEAUTIFICATION MASTER PLAN

CONCEPTUAL MEDIAN PLANTING DESIGN

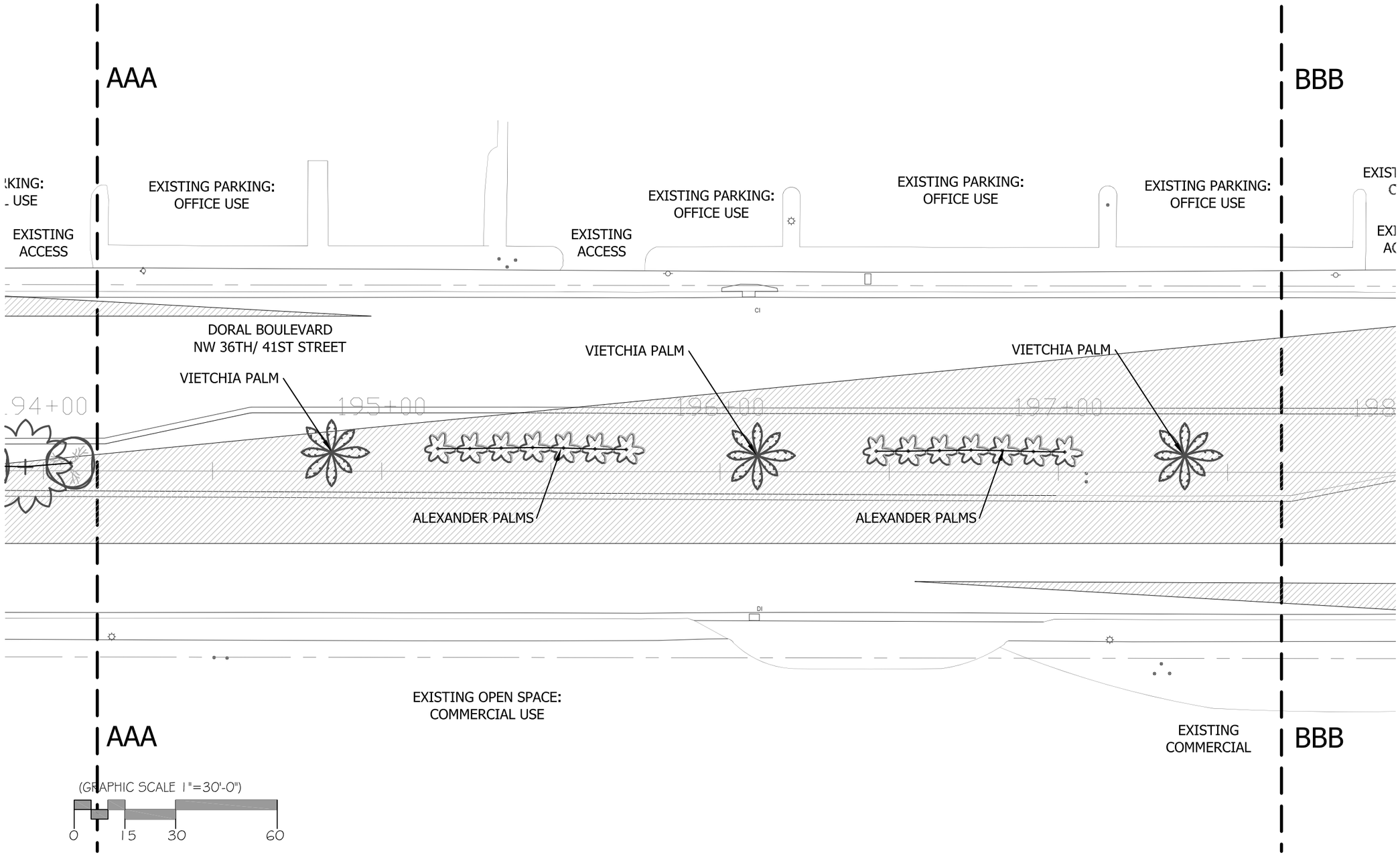
L-51
SECTION YY-ZZ



DORAL BOULEVARD
NW 36th / 41st STREET
STREET BEAUTIFICATION MASTER PLAN

CONCEPTUAL MEDIAN PLANTING DESIGN

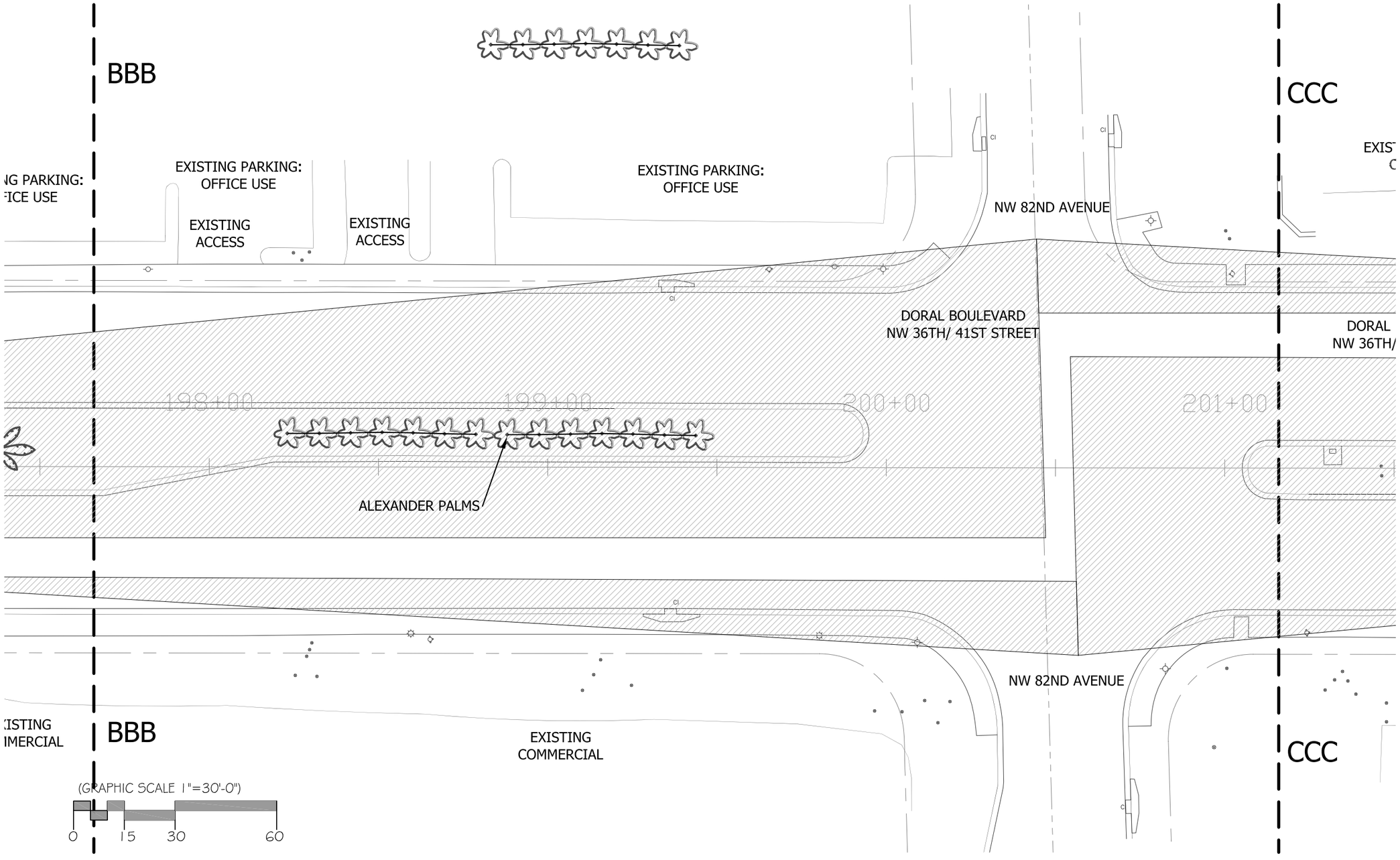
L-52
SECTION ZZ-AAA



DORAL BOULEVARD
NW 36th / 41st STREET
STREET BEAUTIFICATION MASTER PLAN

CONCEPTUAL MEDIAN PLANTING DESIGN

L-53
SECTION AAA-BBB



DORAL BOULEVARD
NW 36th / 41st STREET
STREET BEAUTIFICATION MASTER PLAN

CONCEPTUAL MEDIAN PLANTING DESIGN

L-54
SECTION BBB-CCC

CCC

EXISTING PARKING:
OFFICE USE

EXISTING PARKING:
OFFICE USE

EXISTING
ACCESS

EXISTING PARKING:
OFFICE USE

DDD

EX

DORAL BOULEVARD
NW 36TH/ 41ST STREET

VIETCHIA PALM

ALEXANDER PALMS

1+00

202+00

203+00

204+00

205+

ALEXANDER PALMS

VIET

EXISTING PARKING:
COMMERCIAL USE

EXISTING PARKING:
COMMERCIAL USE

EXISTING
ACCESS

EXISTING
ACCESS

EXISTING PA
OFFICE

CCC

DDD

(GRAPHIC SCALE 1"=30'-0")

0 15 30 60

DORAL BOULEVARD
NW 36th / 41st STREET
STREET BEAUTIFICATION MASTER PLAN

CONCEPTUAL MEDIAN PLANTING DESIGN

L-55
SECTION CCC-DDD

PARKING:
E USE

DDD

EXISTING PARKING:
OFFICE USE

EXISTING PARKING:
OFFICE USE

EXISTING PARKING:
OFFICE USE

EXISTING
ACCESS

EXISTING PARKING:
OFFICE USE

EXISTING
ACCESS

205+00

206+00

207+00

208+00

DORAL BOULEVARD
NW 36TH/ 41ST STREET

EEE

EXISTI
COMM

DORAL BOU
NW 36TH/ 41

VIETCHIA PALM

PALM B2

TREE B3

PALM B2

TREE A1

EXISTING
ACCESS

EXISTING
ACCESS

EXISTING
ACCESS

EXISTING
ACCESS

EXISTING PARKING:
OFFICE USE

EXISTING PARKING:
OFFICE USE

EXISTING
ACCESS

EXISTING
ACCESS

EXIS
ACC

DDD

EEE

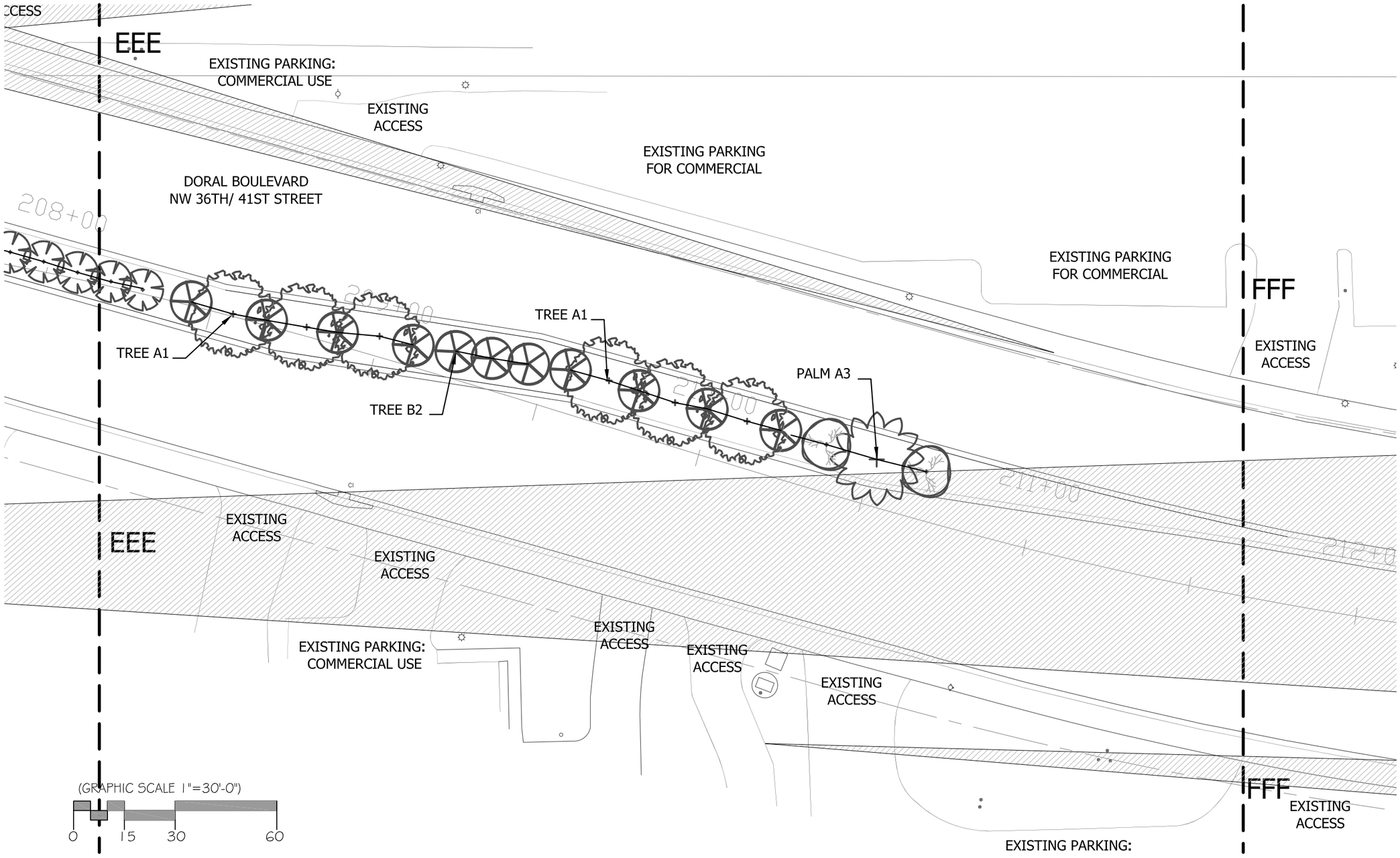
(GRAPHIC SCALE 1"=30'-0")

0 15 30 60

DORAL BOULEVARD
NW 36th / 41st STREET
STREET BEAUTIFICATION MASTER PLAN

CONCEPTUAL MEDIAN PLANTING DESIGN

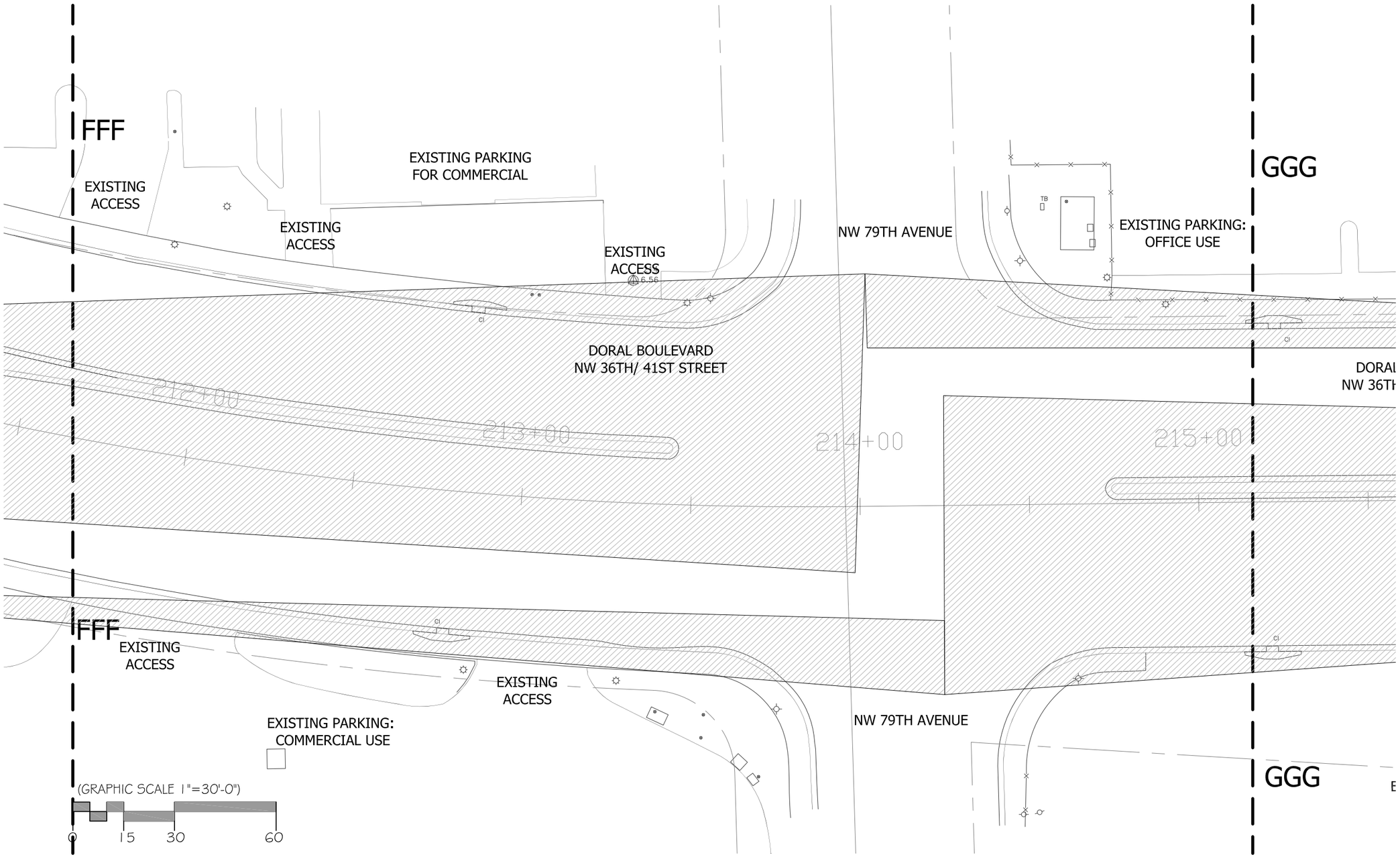
L-56
SECTION DDD-EEE



DORAL BOULEVARD
NW 36th / 41st STREET
STREET BEAUTIFICATION MASTER PLAN

CONCEPTUAL MEDIAN PLANTING DESIGN

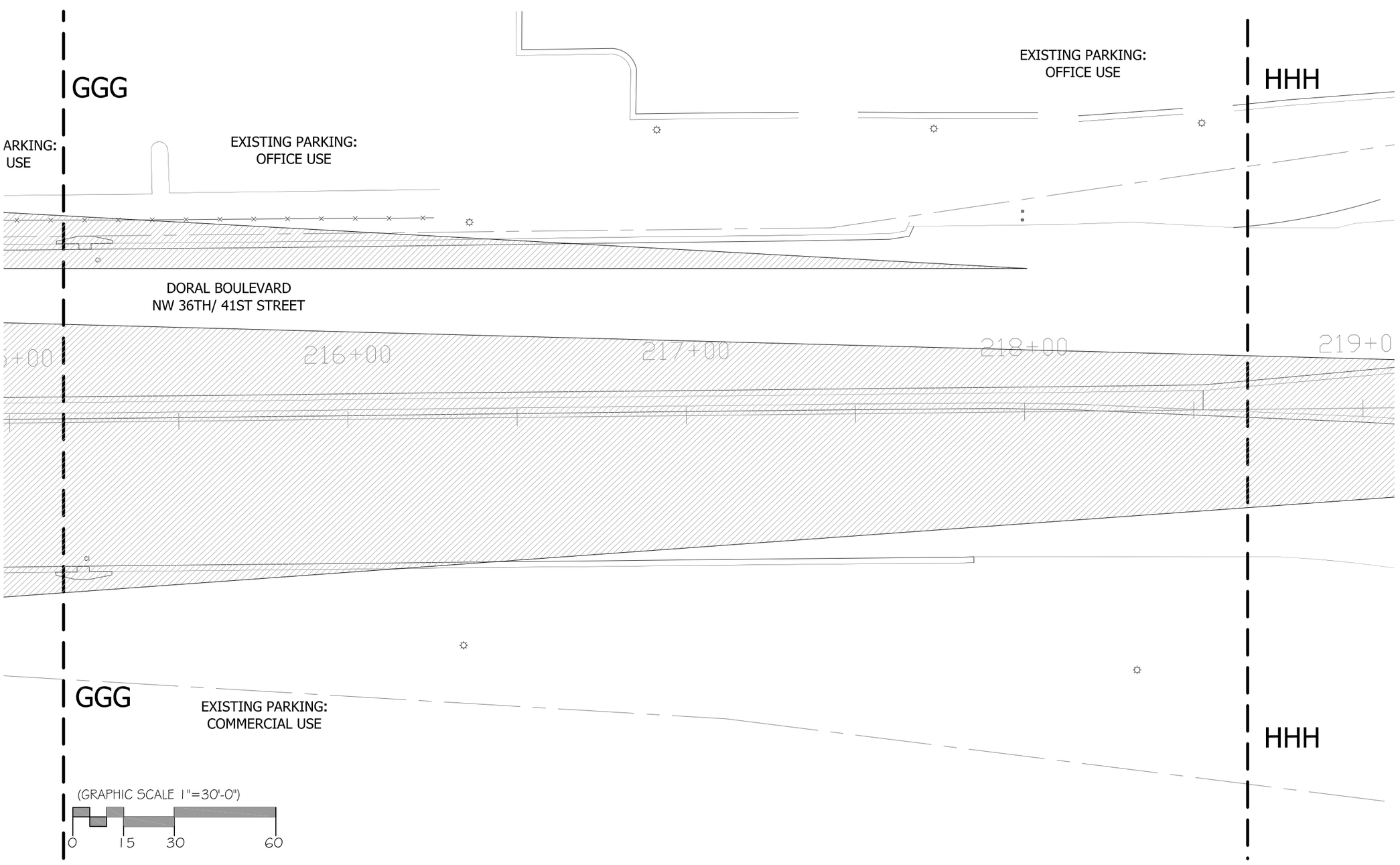
L-57
SECTION EEE-FFF



DORAL BOULEVARD
NW 36th / 41st STREET
STREET BEAUTIFICATION MASTER PLAN

CONCEPTUAL MEDIAN PLANTING DESIGN

L-58
SECTION FFF-GGG



DORAL BOULEVARD
NW 36th / 41st STREET
STREET BEAUTIFICATION MASTER PLAN

CONCEPTUAL MEDIAN PLANTING DESIGN

L-59
SECTION GGG-HHH

HHH

III

EXISTING OFF-RAMP
TO PALMETTO
EXPRESSWAY

EXISTING OFF-RAMP
TO PALMETTO
EXPRESSWAY

DORAL BOULEVARD
NW 36TH/ 41ST STREET

DORAL BOU
NW 36TH/ 41

219+00

220+00

221+00

222+00

EXISTING ON-RAMP
TO PALMETTO
EXPRESSWAY

EXISTING ON-RAMP
TO PALMETTO
EXPRESSWAY

III

HHH

(GRAPHIC SCALE 1"=30'-0")

0 15 30 60

DORAL BOULEVARD
NW 36th / 41st STREET
STREET BEAUTIFICATION MASTER PLAN

CONCEPTUAL MEDIAN PLANTING DESIGN

L-60
SECTION HHH-III

III

EXISTING ON-RAMP
TO PALMETTO
EXPRESSWAY

DORAL BOULEVARD
NW 36TH/ 41ST STREET

:ET

22+00

223+00

224+00

225+00

226+

AMP

III

(GRAPHIC SCALE 1"=30'-0")

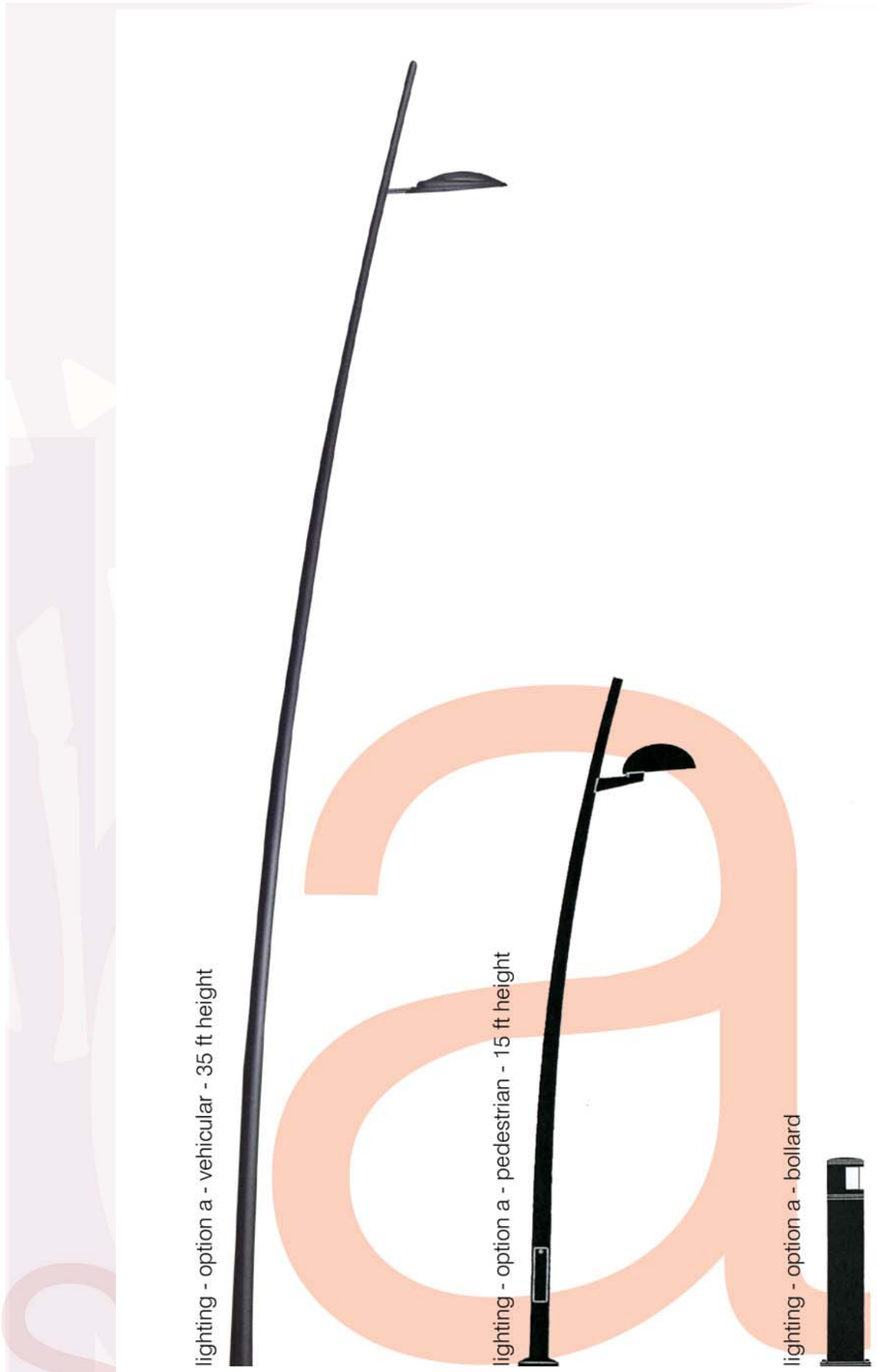
0 15 30 60

DORAL BOULEVARD
NW 36th / 41st STREET
STREET BEAUTIFICATION MASTER PLAN

CONCEPTUAL MEDIAN PLANTING DESIGN

L-61
SECTION III

Streetscape Details



Streetscape Details.

Description. Outdoor Lighting

Model: Canto CC450G
Manufacturer: Hess
Finishes: Cast aluminum with stainless steel hardware
Vendor Contact:
Name: Roy Bustillo
Company: Municipal Lighting
Address: 7035A SW 47th Street
City, State: Miami, FL 33155
Telephone: 305-866-421- ext 1-2

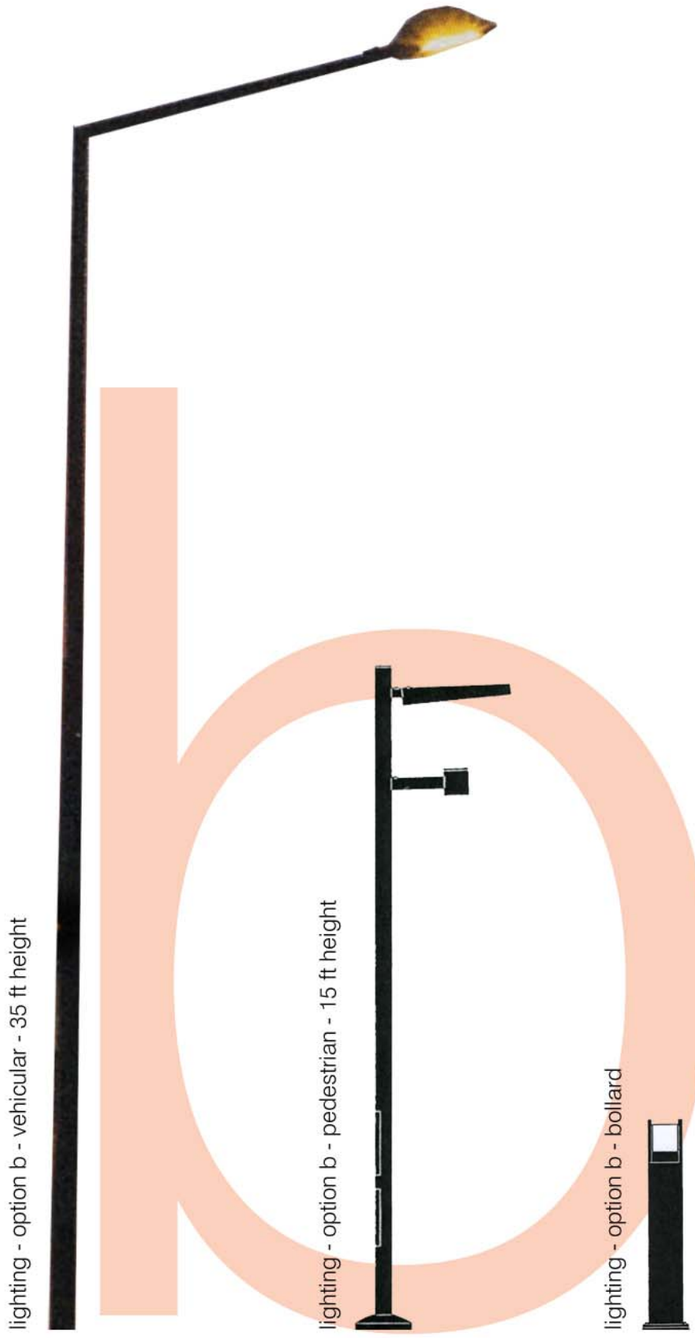
Description. Bollard

Model: Cento CN900
Manufacturer: Hess
Finishes: Cast aluminum
Vendor Contact:
Name: Roy Bustillo
Company: Municipal Lighting
Address: 7035A SW 47th Street
City, State: Miami, FL 33155
Telephone: 305-866-421- ext 1-2

Description. Outdoor Lighting

Model: Hestia UR
Manufacturer: Landscape Forms
Finishes: Galvanized thermo coated steel
Vendor Contact:
Name:
Company: GAP Architectural Products, Inc.
Address: PO BOX 149063
City, State: Orlando, FL 32814-9063
Telephone: 305-866-421- ext 1-2
:



Streetscape Details.

Description. Outdoor Lighting

Model: FARO-AR, FA720AR
Manufacturer: Hess
Finishes: Formed cast aluminum
Vendor Contact:
Name: Roy Bustillo
Company: Municipal Lighting
Address: 7035A SW 47th Street
City, State: Miami, FL 33155
Telephone: 305-866-421- ext 1-2

Description. Bollard

Model: Ferrera FR900
Manufacturer: Hess
Finishes: Cast aluminum
Vendor Contact:
Name: Roy Bustillo
Company: Municipal Lighting
Address: 7035A SW 47th Street
City, State: Miami, FL 33155
Telephone: 305-866-421- ext 1-2

Description. Outdoor Lighting

Model: Hess
Manufacturer: Pollux 900/1000
Finishes: Aluminum
Vendor Contact:
Name: Roy Bustillo
Company: Municipal Lighting
Address: 7035A SW 47th Street
City, State: Miami, FL 33155
Telephone: 305-866-421- ext 102




site furnishing - option a - benches + trash receptacle

Description. Benches and Trash Receptacle

Model: Austin
Manufacturer: Landscape Forms
Finishes: Aluminum with wood slats and surface mounted
Vendor Contact:
Name:
Company: GAP Architectural Products, Inc.
Address: PO BOX 149063
City, State: Orlando, FL 32814-9063
Telephone: 305-866-421- ext 102

site furnishing - option b - benches + trash receptacle

Description. Benches

Model: Argo-Z AR 227-E-3-GA
Manufacturer: Hess
Finishes: Galvanized steel frame/finished graphite frame
Vendor Contact:
Name: Roy Bustillo
Company: Municipal Lighting
Address: 7035A SW 47th Street
City, State: Miami, FL 33155
Telephone: 305-866-4210 ext 102

Description. Benches

Model: Sidus E-SS-195-E-3-GA
Manufacturer: Hess
Finishes: Galvanized steel frame with finished graphite frame
Vendor Contact:
Name: Roy Bustillo
Company: Municipal Lighting
Address: 7035A SW 47th Street
City, State: Miami, FL 33155
Telephone: 305-866-4210 ext 102

Description. Benches

Model: Juno JN-222-E-3-GA
Manufacturer: Hess
Finishes: Galvanized steel frame/finished graphite frame
Vendor Contact:
Name: Roy Bustillo
Company: Municipal Lighting
Address: 7035A SW 47th Street
City, State: Miami, FL 33155
Telephone: 305-866-4210 ext 102

site furnishing - option a - tree grate

site furnishing - option a - bicycle rack

Description. Tree Grate

Model: Serie Carmel
Manufacturer: Escofet
Finishes: Grey granite collar with reinforced cast stone
Vendor Contact:
Name: Michael Kimmich
Company: Lighting Dynamics, Inc.
Address: 1715 S.E. 4th Avenue
City, State: Fort Lauderdale, FL 33316
Telephone: 954-527-0033

Description. Bicycle Rack

Model: HS2-F-SS Horseshoe Rock
Manufacturer: Creative Pipe, Inc.
Finishes: Stainless steel
Vendor Contact:
Name:
Company: Creative Pipe, Inc.
Address: PO Box 2458
City, State: Rancho Mirage, CA 92270-1087
Telephone:

site furnishing - option a - planter

Description. Landscape Planters

Model: Dune Series DS-32
Manufacturer: Kornegay Design
Finishes: Tapered down precast concrete with shaped surface
Vendor Contact:
Name: Kornegay Design
Company: 202 S. Farmer Avenue
Address: #2
City, State: Tempe, AZ 85281
Telephone: 1-888-967-5767

Streetscape Details.

site furnishing - option b - tree grate

site furnishing - option b - bicycle rack

Description. Tree Grate

Model: Yarg Series
Manufacturer: Escofet
Finishes: Grey granite collar with reinforced cast stone
Vendor Contact:
Name: Michael Kimmich
Company: Lighting Dynamics, Inc.
Address: 1715 S.E. 4th Avenue
City, State: Fort Lauderdale, FL 33316
Telephone: 954-527-0033

Description. Bicycle Rack

Model: BICI-N
Manufacturer: Escofet
Finishes: Polished stainless steel.
Vendor Contact:
Name: Michael Kimmich
Company: Lighting Dynamics, Inc.
Address: 1715 S.E. 4th Avenue

site furnishing - option b - planter

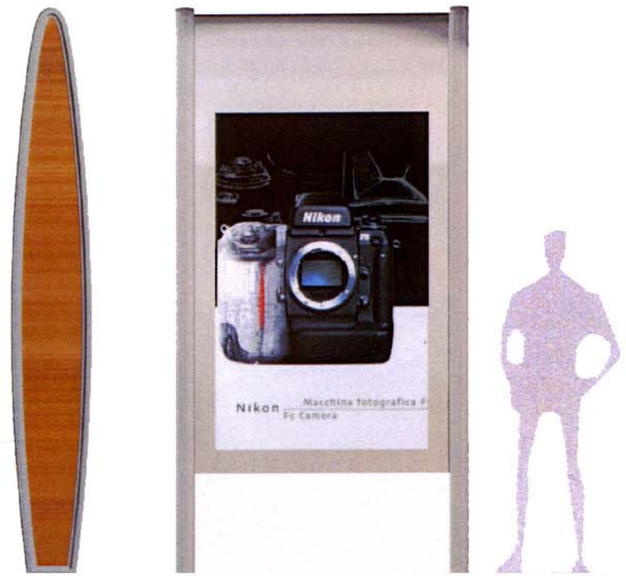
City, State: Fort Lauderdale, FL 33316
Telephone: 954-527-0033

Description. Landscape Planters

Model: Square Series
Manufacturer: Kornegay Design
Finishes: Tapered architectural pre-cast concrete with flat face Patterns.
Vendor Contact:
Name: Kornegay Design
Company: 202 S. Farmer Avenue
Address: #2
City, State: Tempe, AZ 85281
Telephone: 1-888-967-5767

Streetscape Details.

site furnishing - option a - community board



Description. Information Boards

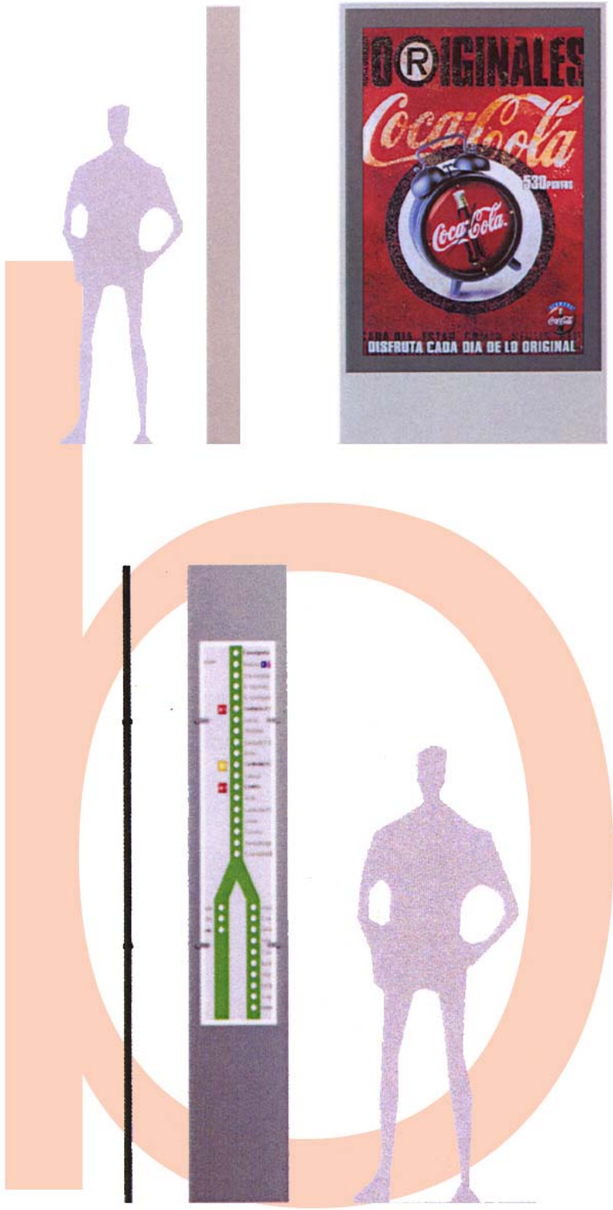
Model: Oppi Giugiaro
Manufacturer: CEMUSA
Finishes: Stainless steel, tempered glass, aluminum casting
Vendor Contact:
Name:
Company: CEMUSA
Address: 2119 NW 84th Avenue
City, State: Doral, FL 33122
Telephone: 305-500-9993

Description. Information Boards

Model: Tres Aguas
Manufacturer: CEMUSA
Finishes: Stainless steel, tempered glass, aluminum profiles
Vendor Contact:
Name:
Company: CEMUSA
Address: 2119 NW 84th Avenue
City, State: Doral, FL 33122
Telephone: 305-500-9993

Streetscape Details.

site furnishing - option b - community board

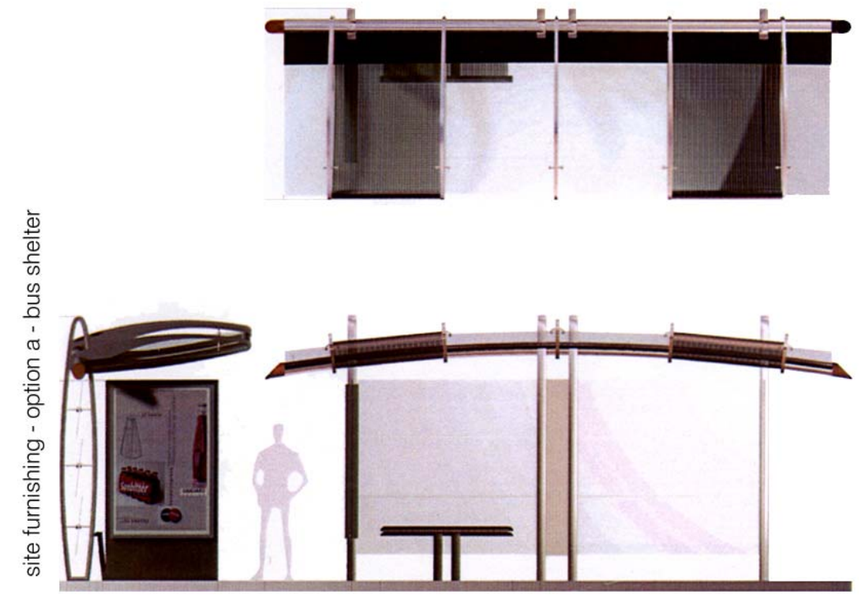


Description. Information Boards

Model: Jorge Pensi
Manufacturer: CEMUSA
Finishes: Color coated steel, tempered glass
Vendor Contact:
Name:
Company: CEMUSA
Address: 2119 NW 84th Avenue
City, State: Doral, FL 33122
Telephone: 305-500-9993

Streetscape Details.

site furnishing - option a - bus shelter

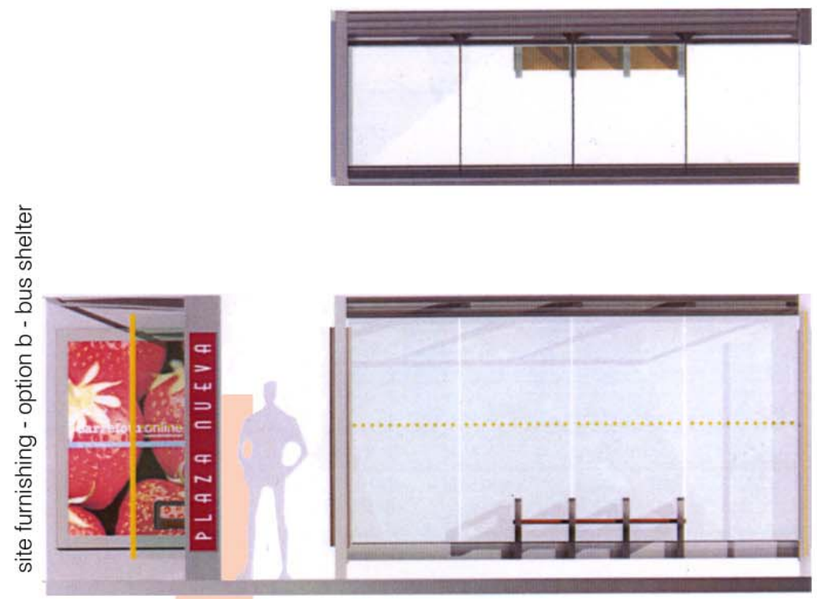


Description. Bus Shelters

Model: Marquesina casting with laminar glass
Manufacturer: CEMUSA
Finishes: Aluminum casting with laminar glass
Vendor Contact:
Name:
Company: CEMUSA
Address: 2119 NW 84th Avenue
City, State: Doral, FL 33122
Telephone: 305-500-9993

Streetscape Details.

site furnishing - option b - bus shelter

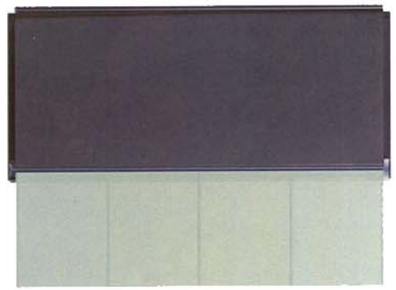


Description. Bus Shelters

Model: Marquesina Grimshaw 2
Manufacturer: CEMUSA
Finishes: Stainless steel with tempered glass
Vendor Contact:
Name:
Company: CEMUSA
Address: 2119 NW 84th Avenue
City, State: Doral, FL 33122
Telephone: 305-500-9993
:

Streetscape Details.

site furnishing - option a - vendor kiosk

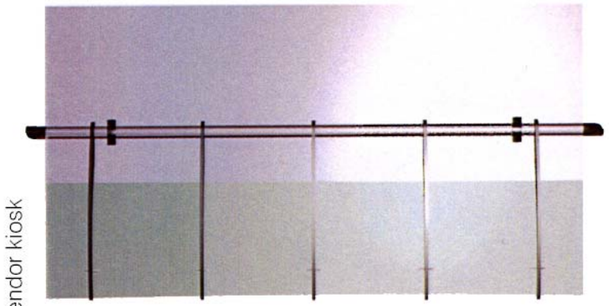


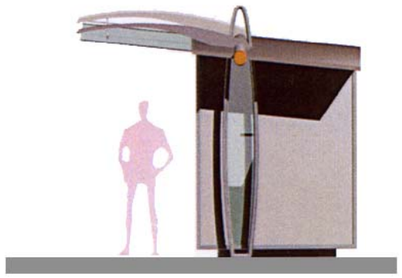
Description. Kiosk

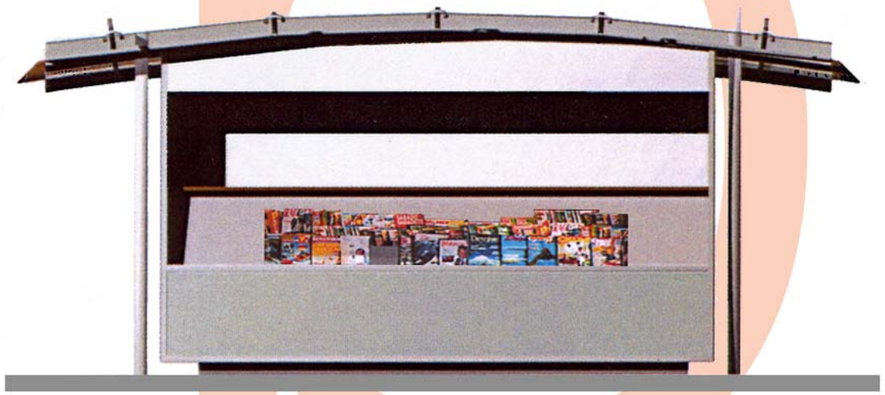
Model: Nicholas Grimshaw
Manufacturer: CEMUSA
Finishes: Stainless steel, tempered glass, aluminum casting
Vendor Contact:
Name:
Company: CEMUSA
Address: 2119 NW 84th Avenue
City, State: Doral, FL 33122
Telephone: 305-500-9993

Streetscape Details.

site furnishing - option b - vendor kiosk







Description. Kiosk

Model: Oppi Giugiaro
Manufacturer: CEMUSA
Finishes: Aluminum casting, coated steel walls, laminar glass
Vendor Contact:
Name:
Company: CEMUSA
Address: 2119 NW 84th Avenue
City, State: Doral, FL 33122
Telephone: 305-500-9993

Streetscape Details.

Landscape Details

Landscape Planting Palettes.

The following are a list of suggested vegetation types and minimum standards to establish the base palette of landscape qualities along the Boulevard. The palettes are subdivided into trees, palms, and shrubs/groundcovers. Additional images of these are provided. All provided landscape improvements, especially those abutting or within the required setback areas shall conform with the provisions outlined in the General Plan section of this report.

TREES

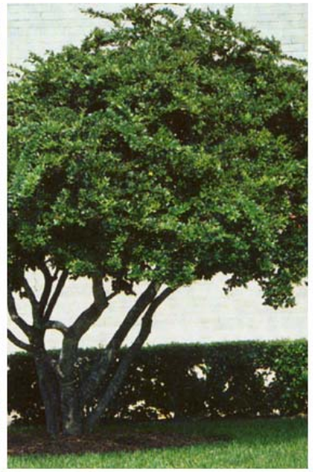
BOTANICAL NAME	COMMON NAME	MINIMUM SPECIFICATIONS
Acacia farnesiana	Sweet Acacia	Field Grown, 8'-10' Ht. x 4-5' SPRD, 30" C.T., 1 1/2" DBH
Bulnesia arborea	Verawood Tree	Field Grown, 10'-12' Ht. X 4'-5' SPRD., 30" C.T., 1 1/2" DBH.
Chorisia speciosa	Floss Silk Tree	Field Grown, 7 Gal, 6'-8' Ht. x 4'-5' SPRD,
Callistemon	Bottlebrush	Field Grown, 10'-12' Ht. X 4'-5' SPRD., 30" C.T., 1 1/2" DBH.
Conocarpus erectus 'Serius'	Silver Buttonwood	Field Grown, 10'-12' Ht. X 4'-5' SPRD., 30" C.T., 1 1/2" DBH.
Delonix regia	Royal Poinciana	Field Grown, 16' Ht.X 7' SPRD., 5' C.T., 2 1/2" DBH.
Filicium decipiens	Japanese Fern Tree	Field Grown, 10'-12' Ht. X 4 1/2' SPRD., 30" C.T., Florida No. 1
Ilex cassine	Dahoon Holly	Field Grown, 10' Ht., 4' SPRD., 3' C.T., 1 1/2" DBH.
Jatropha	Jatropha	Full, 15 Gal., 5' height, matched, specimen
Lagerstroemia indica "Alba' - White	White Crape Myrtle	Field Grown, 10' Ht., x 5' SPRD
Lagerstroemia indica 'Purpurea'	Lavender Crape Myrtle	Field Grown, 10' Ht., x 5' SPRD
Lagerstroemia speciosa	Queen Crape Myrtle	25 Gal. Min., 10'-12' Ht. X 4'-5' SPRD., multi-stem (5-7 trunks)
Ligustrum japonicum	Wax Privet	Field Grown, Multi-trunk, 12' Ht. Florida Fancy
Magnolia grandiflora 'Little Gem'	Little Gem Magnolia	Field Grown, 12' Ht. Min., 4' C.T., Roots Plus Grower, Florida Fancy, 2" DBH, 5' SPRD
Senna surattensis	Glaucous Cassia	Field Grown, 10'-12' Ht.X 4'-5' SPRD., 30' C.T., 1 1/2" DBH.
Sweitenia mahogani	Mahogany Tree	Field Grown, 12-14' Ht. X 6' SPRD., 5' C.T., 2 1/2" DBH
Tabebuia impetiginosa	Pink Trumpet tree	Field Grown, 12'-14' Ht. 4 1/2" C.T., Florida No. 1
Tamarindus indica	Tamarind	Field Grown, 10'-12' Ht, 4 1/2" C.T.
Quercus virginiana	Southern Live Oak	Field Grown, 12' Ht. x 5' SPRD, 4' C.T., 2" DBH

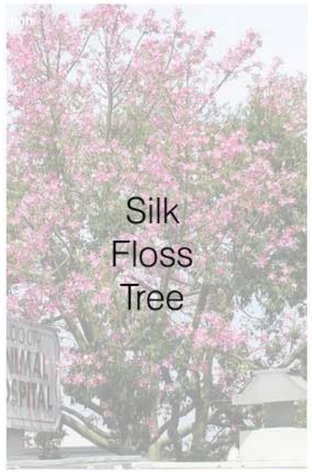
PALMS

BOTANICAL NAME	COMMON NAME	MINIMUM SPECIFICATIONS
Bismarckia nobilis 'Silver'	Silver Bismarckia Palm	Field Grown, 6' Min. Wood
Butia capitata	Pindo Palm	Field Grown, 8' C.T. Min., Florida Fancy guaranteed for one year by grower
Chamaedorea cataractarum	Cat Palm	Field Grown, 6'-8' Ht. x 5' SPRD
Cycas revoluta	King Sago	Field Grown, 8' C.T. Min.
Dictosperma album rubrum	Princess palm (single)	Field grown, 14' Ht., 6' wood minimum, single trunk
Dictosperma album rubrum	Princess palm (triple)	Field Grown, 14' Ht., 6' wood minimum, single trunk
Livistona chinensis	Chinese Falm Palm (single)	Field Grown, 14' Ht., 6' wood minimum, single trunk
Livistona chinensis	Chinese Falm Palm (double)	Field Grown, 14' Ht., 6' wood minimum, single trunk
Livistona chinensis	Chinese Falm Palm (triple)	Field Grown, 14' Ht., 6' wood minimum, single trunk
Phoenix canariensis	Canary Island Date Palm	Field Grown, 8' C.T. Min., Florida Fancy guaranteed for one year by grower
Phoenix dactylifera 'Medjool'	Medjool Date Palm	Field Grown, 8' C.T. Min., Florida Fancy guaranteed for one year by grower
Phoenix roebellini	Pygmy Date Palm (single)	Filed Grown, 5'-6' Ht. Single, Florida No.1
Phoenix roebellini	Pygmy Date Palm (double)	Filed Grown, 5'-6' Ht. Double, Florida No.1
Phoenix roebellini	Pygmy Date Palm (triple)	Filed Grown, 5'-6' Ht. Triple, Florida No.1
Ptyschosperma elegans	Alexander Palms (single)	Field Grown, 14' Ht., 6' wood minimum, single trunk
Ptyschosperma elegans	Alexander Palms (double)	Field Grown, 14' Ht., 6' wood minimum, single trunk
Ptyschosperma elegans	Alexander Palms (triple)	Field grown, 14' Ht., 6' wood minimum, single trunk
Roystonea elata	Florida Royal Palm	Field Grown, 10' G.W. Min., Florida Fancy
Sabal Palmetto	Cabbage Palm	Field Grown, 6'-12' Wood Min., Booted, Staggered Heights
Veitchia montgomeryana	Montgomery Palm (single)	Field Grown, 6' G.W., single trunk
Veitchia montgomeryana	Montgomery Palm (double)	Field Grown, 6' G.W., single trunk
Veitchia winin	Winin Palm (single)	Filed Grown, 5'-6' Ht. Single, Florida No.1
Veitchia winin	Winin Palm (double)	Filed Grown, 5'-6' Ht. Single, Florida No.1
Wodyetia bifurcata	Foxtail Palm	Field Grown, 6' G.W., double
Zamia maritima	Cardboard Palm	Full, 7 Gal., 20" X 30"

SHRUBS/GROUNDCOVERS

BOTANICAL NAME	COMMON NAME	MINIMUM SPECIFICATIONS
Agave	Agave	Full, 3 Gal., 2' X 2', 2' O.C.
Aechmea blanchetiana 'Orange'	Large Orange Bromeliad	Full, 7 Gal., 3' Ht., Specimen
Arachis glabrata 'Rhizoma' Peanut	Peanut Rhizoma	Full, 1 Gal., 5-7 PPP, 12" O.C.
Allamanda cathartica	Shrub Allamanda	Full, 3 Gal. 2'x2' Sprd., Full to Base, 2' o.c.
Bougainvillea spectabilis	Dwarf Bougainvillea	Full, 3 Gal., 2' X 2', 2' O.C.
Chlerodendron	Chlerodendron	Full, 3 Gal., 2' X 2', 2' O.C.
Codiaeum variegatum 'Curlyboy'	Curlyboy	Full, 7 Gal., 4; Ht, X 3' SPRD
Cordyline fructicosa	Ti plant	Full, 3 Gal., 2' X 2', 2' O.C.
Crinum	Crinum Lilly	Full, 3 Gal., 2' X 2', 2' O.C.
Crinum augustum 'Queen Emma'	Queen Emma' Crinum	Full, 7 Gal., 3' Ht., Min, Specimen
Duranta erecta 'Gold Mound'	Gold Mound duranta	Full, 3 Gal., 2' X2', 2' O.C.
Ficus microcarpa 'Green Island'	Green Island Ficus	Full, 3 Gal., 18" X 18", 18" O.C.
Hamelia patens	Standard Firebrush	25' Gal., Standard
Helianthus debilis	Beach/Dune Sunflower	Full, 1 Gal., 5-7 PPP, 12" O.C.
Ilex vomitoria	Yaupon Holly	Full, 3 Gal., 2' X 2', 2' O.C.
Ixora 'Maui Yellow'	Maui Yellow Ixora	Full, 3 Gal., 2' X 2', 2' O.C.
Ixora 'Nora Grant'	Nora Grant Ixora	Full, 3 Gal., 2' X 2', 2' O.C.
Jasminum volubile	Wax Jasmine	Full, 3 Gal., 2' X 2', 2' O.C.
Juniperus conferta 'Blue Pacific'	Blue Pacific Juniper	Full, 3 Gal., 8" x 12", 2' O.C.
Lantana	Lantana	Full, 1 Gal., 5-7 PPP, 12" O.C.
Microsorum scolopendrium	Wart Fern	Full, 1 Gal., 6" Ht. Min, 12" O.C.
Monstera deliciosa	Ceriman/Swiss Cheese	Full, 3 Gal., 2' X 2', 2' O.C.
Murraya paniculata	Chalcas Orange Jasmine	Full, 3 Gal., 2' X 2', 2' O.C.
Pennisetum setaceum	White Fountain Grass	Full, 1 Gal., 5-7 PPP, 12" O.C.
Pennisetum setaceum 'Rubrum'	Red Fountain Grass	Full, 1 Gal., 5-7 PPP, 12" O.C.
Philodendron 'burle marx'	Burle marx philodendron	Full, 3 Gal., 12" Ht. x 18" Sprd., 2' O.C.
Philodendron selloum	Philodendron	Full, 3 Gal., 2' X 2', 2' O.C.
Philodendron 'xanadu'	Philodendron	Full, 3 Gal., 18" X 18", 2' O.C.
Pittosporum tobira variegata	Variegated Pittosporum	Full, 3 Gal., 2' X 2', 2' O.C.
Plumbago 'Imperial Blue'	Imperial Blue Plumbago	Full, 3 Gal., 2' X 2', 2' O.C.
Podocarpus macrophyllus	Japanese Yew	Full, 7 Gal., 4' Ht. Min. Trimmed after installation
Rhaphilolepis indica	White Indian Hawthorne	Full to ground, 3 Gal., 12" Ht., 15" Sprd. Min., 18"O.C.
Ruellia brittoniana 'Compacta Katie'	Mexican Petunia	Full, 1 Gal., 5-7 PPP, 12" O.C.
Schefflera arboricola 'Trinette'	Schefflera	Full, 3 Gal., 2' X2', 2' O.C.
Sisyrinchium	Blue Eyed Grass	Full, 1 Gal, 5-7 PPP, 2' O.C.
Tradescantia spathacea	Boat Lilly	Full, 3 Gal., 2' x 2', 2' O.C.
Tradescantia pallida 'Purpurea'	Purpurea pallida	Full, 1 Gal., 2' x 2', 2' O.C.
Zamia pumila	Coontie	Full, 3 Gal., 2' X 2', 2' O.C.



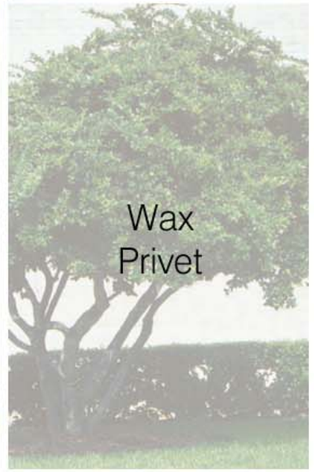

Silk
Floss
Tree

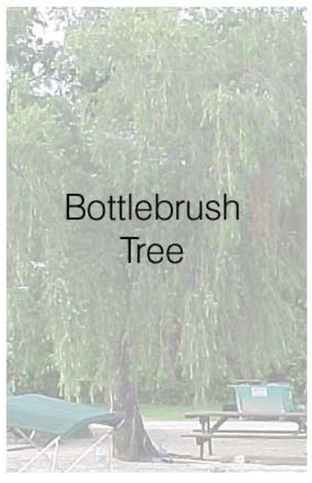

Southern
Live
Oak

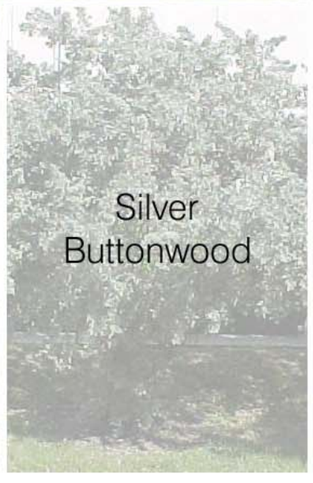

Pink
Trumpet
Tree

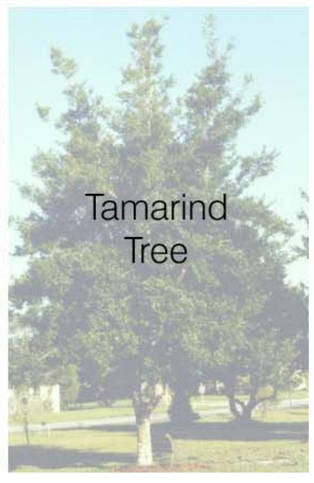

Sweet
Acasia

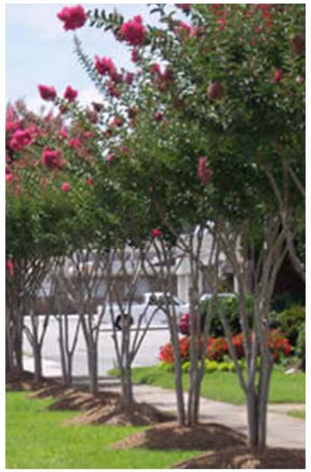

White
Crepe
Myrtle

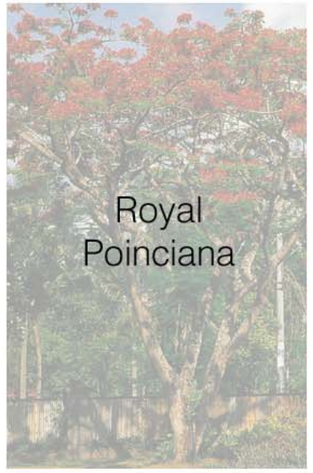

Wax
Privet

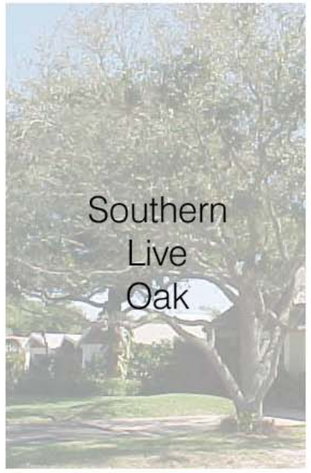

Bottlebrush
Tree

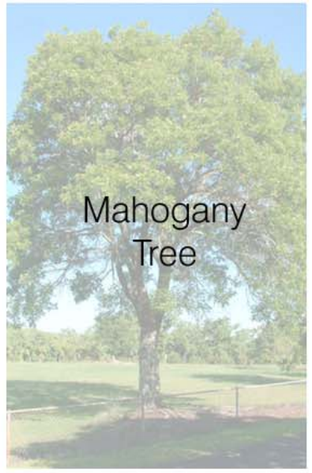

Silver
Buttonwood


Tamarind
Tree




Royal
Poinciana

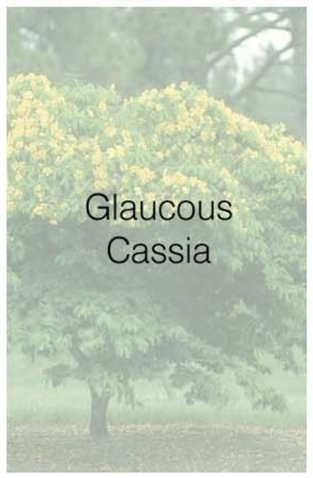

Southern
Live
Oak

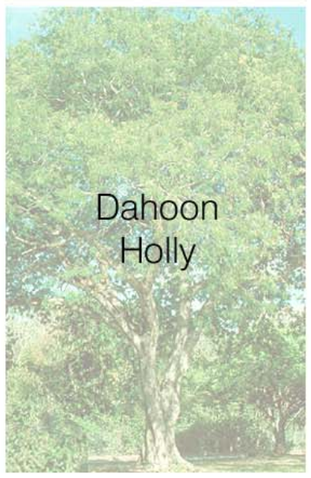

Mahogany
Tree


Magnolia
Little
Gem

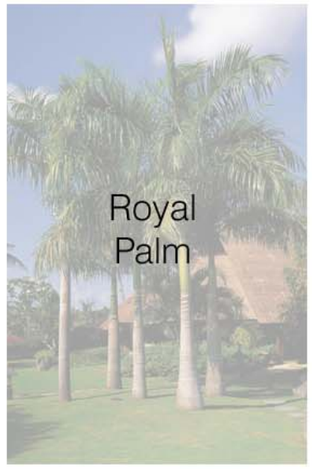

Lavender
Crepe
Myrtle

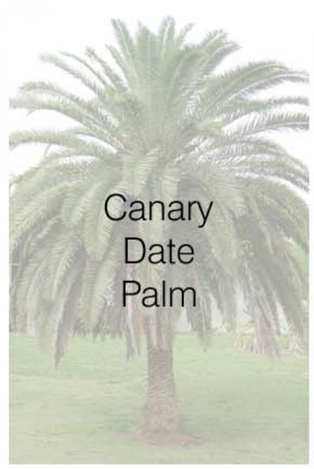

Japanese
Fern
Tree

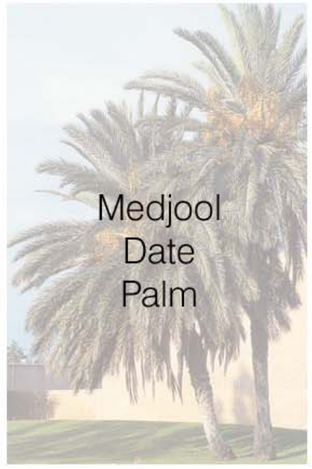

Glaucous
Cassia


Dahoon
Holly

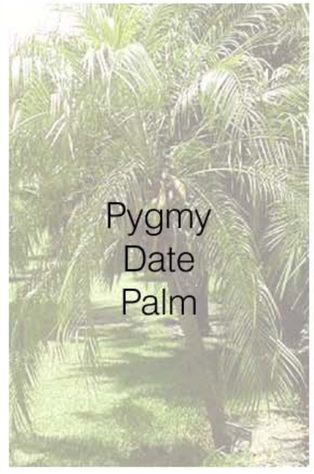

Verawood
Tree

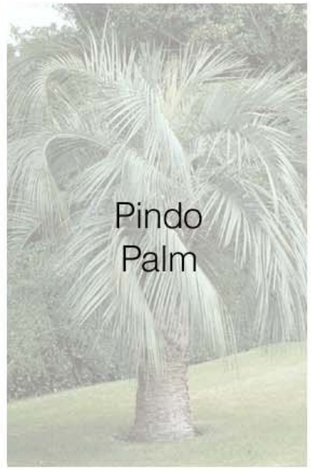

Royal
Palm


Canary
Date
Palm

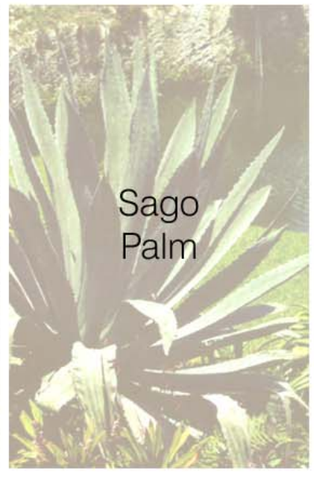

Medjool
Date
Palm

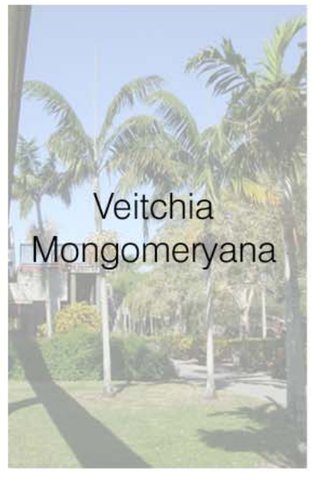

Cabbage
Palm

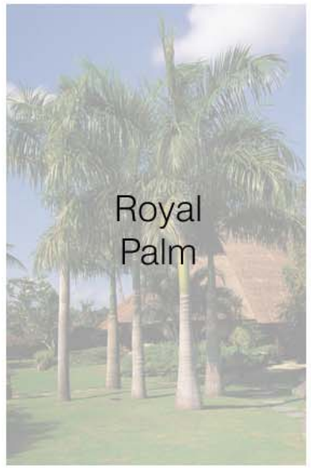

Pygmy
Date
Palm

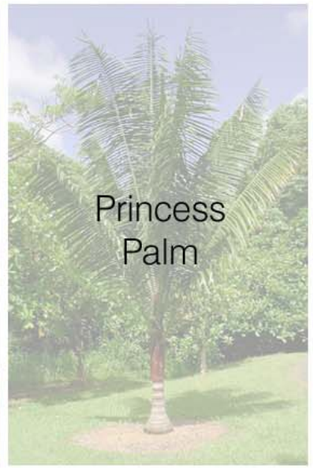

Pindo
Palm


Alexander
Palm


Sago
Palm

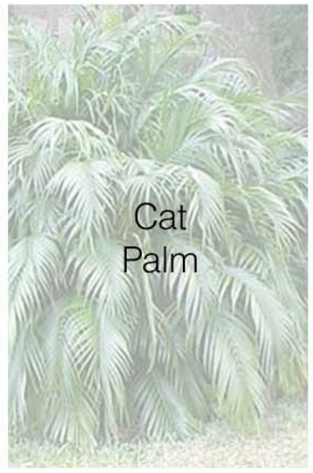

Veitchia
Mongomeryana

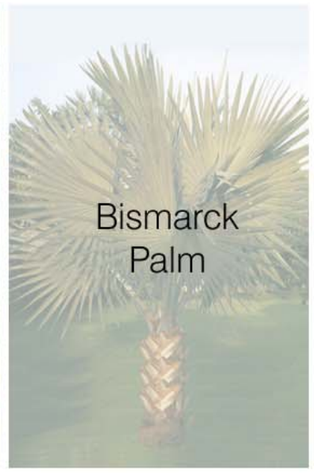

Royal
Palm

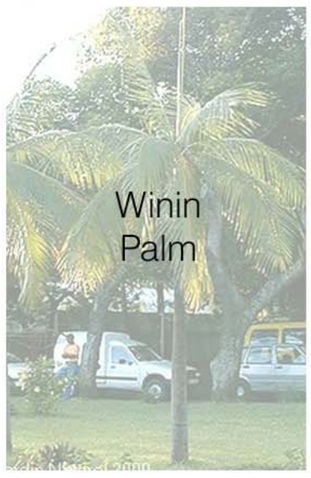

Princess
Palm

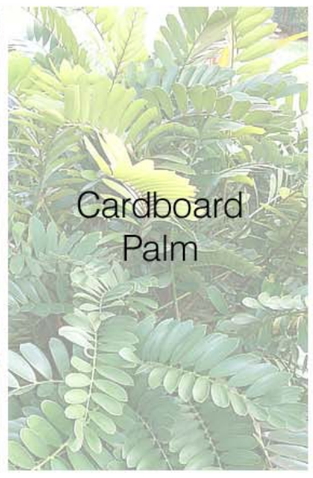

Foxtail


Chinese
Fan
Palm


Cat
Palm


Bismarck
Palm


Winin
Palm


Cardboard
Palm

Chlerodendron

Croton

Schefflera

Mexican Petunia

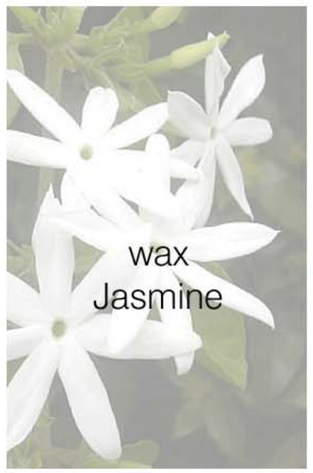
Japanese Yew

Orange Jasmine

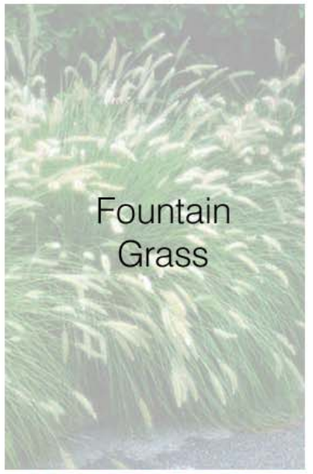
Agave

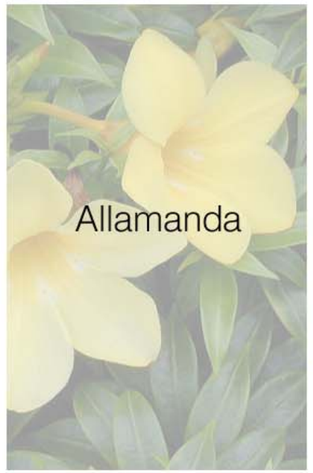
Ixora Miami Yellow

Tradescantia Spathacea


wax
Jasmine

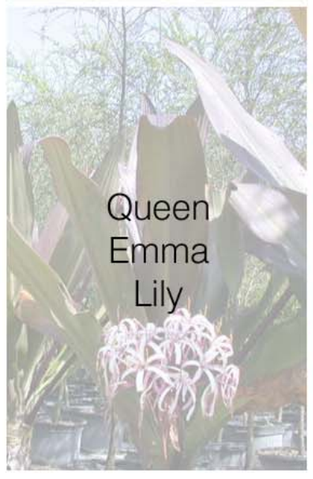

Ixora

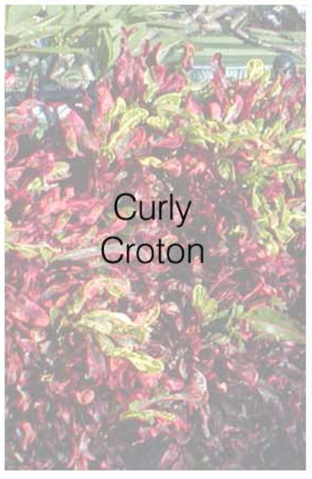

Fountain
Grass

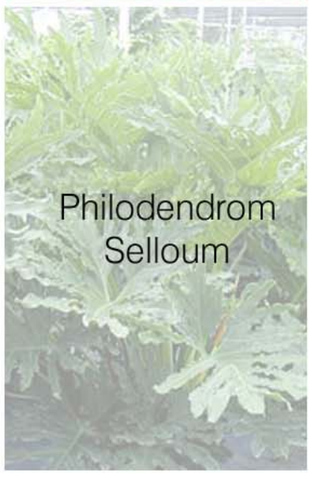

Allamanda

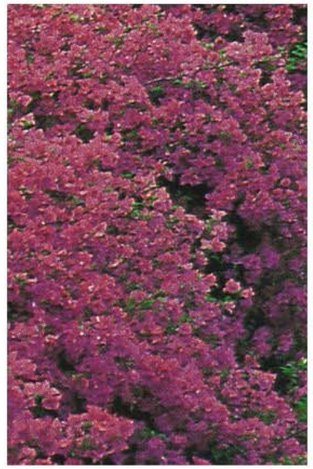

Plumbago

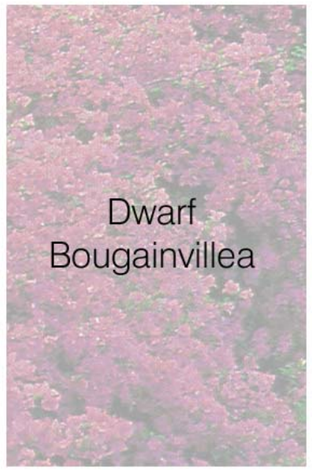

Crinium
Lily

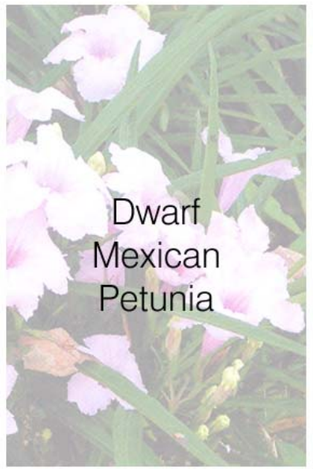

Queen
Emma
Lily


Curly
Croton

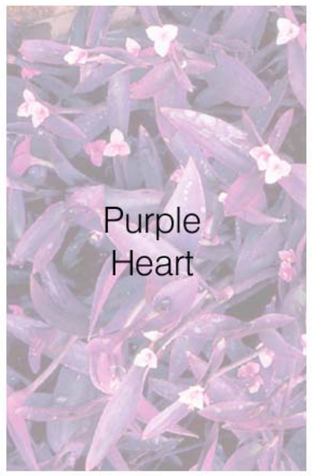

Philodendrom
Selloum

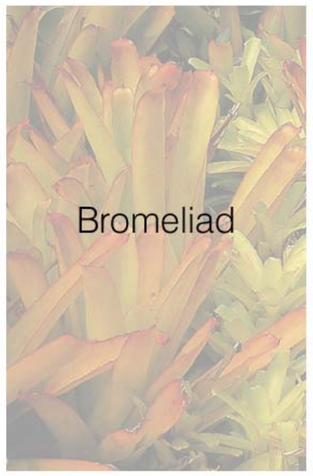


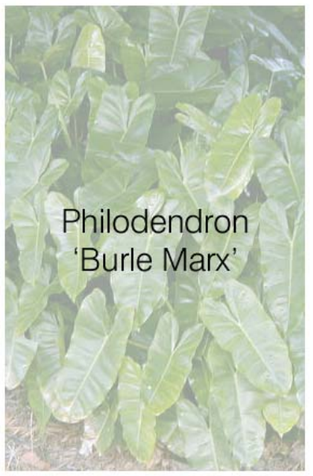

Dwarf
Bougainvillea

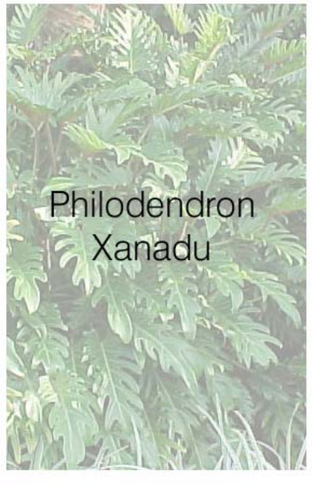

Dwarf
Mexican
Petunia


Lantana


Purple
Heart


Bromeliad


Philodendron
‘Burle Marx’


Philodendron
Xanadu


Dwarf
Coontie


Aechmea
Blanchetiana

Beach Sunflower

Perennial Peanut

Blue-eyed Grass

Creeping Juniper

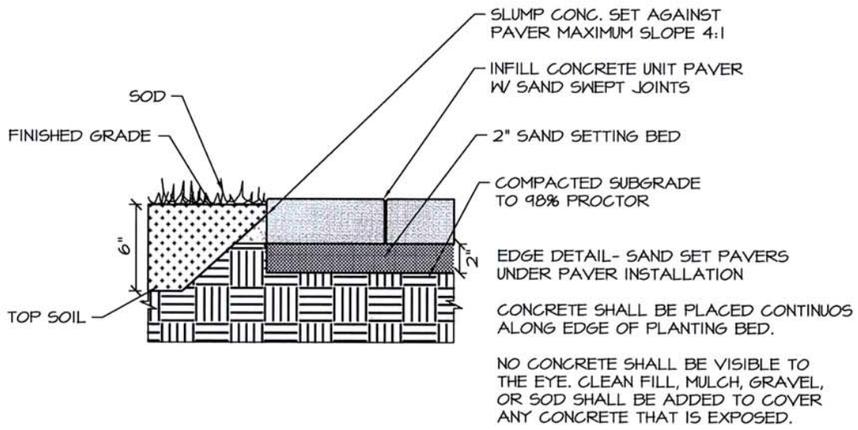
Ti Plant

Wart Fern

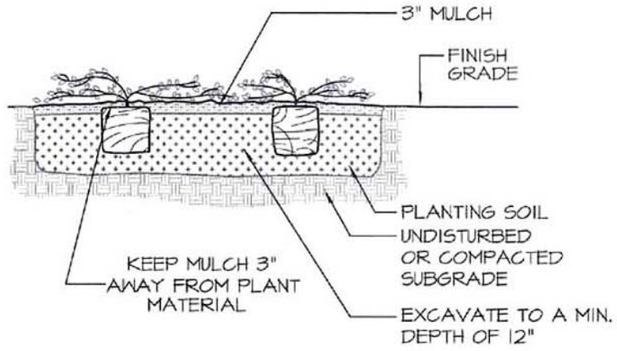
Indian Hawthorn

Ficus Green Island

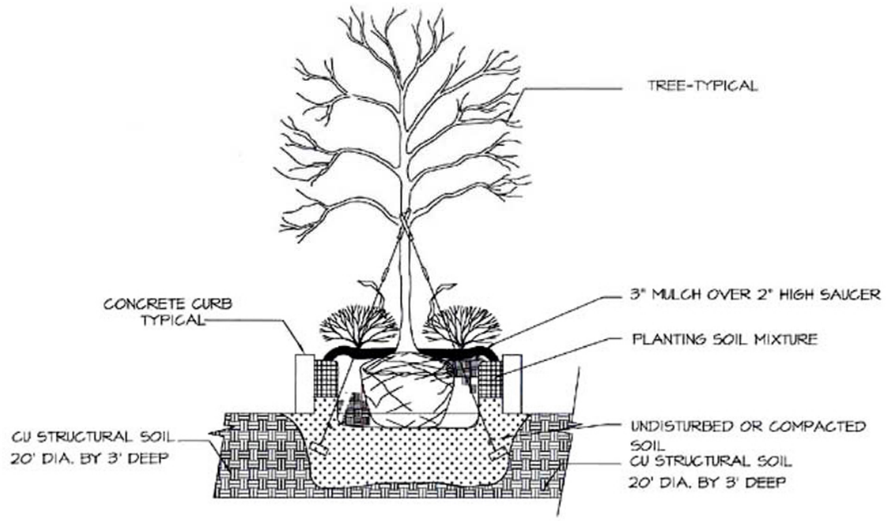
Duranta Goldmound



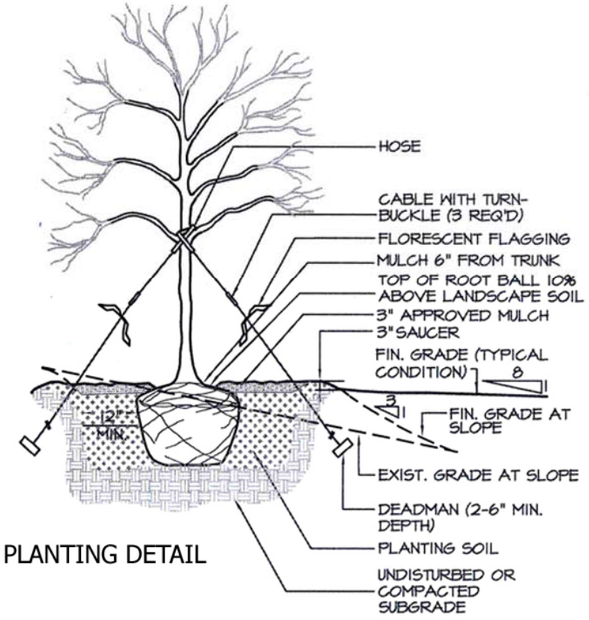
PAVER EDGE DETAIL



GROUND PLANTING DETAIL

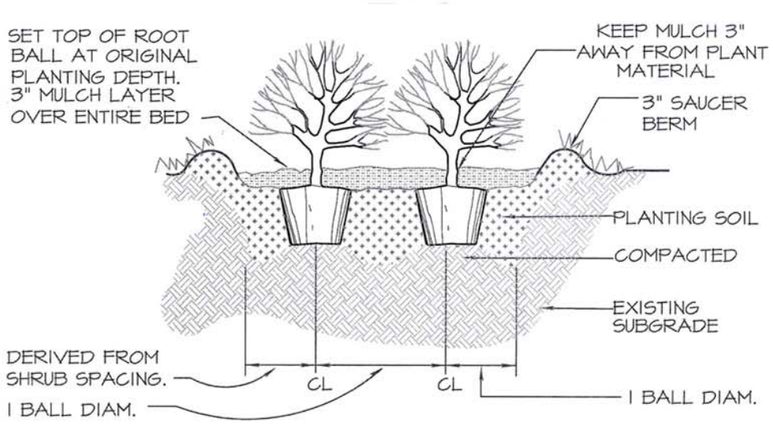


STRUCTURAL SOIL DETAIL

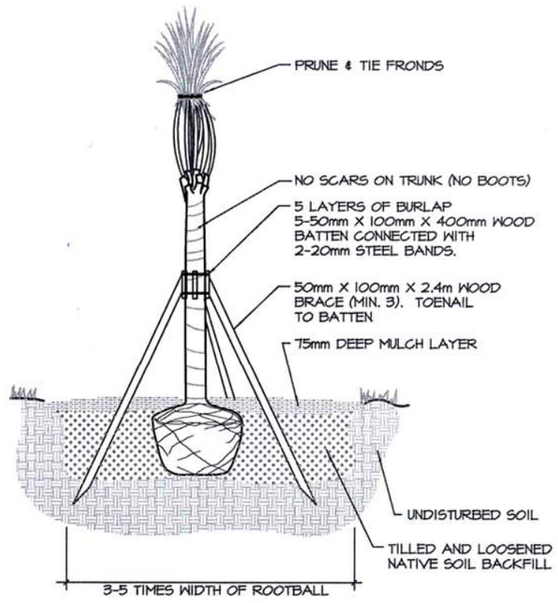


TREE PLANTING DETAIL

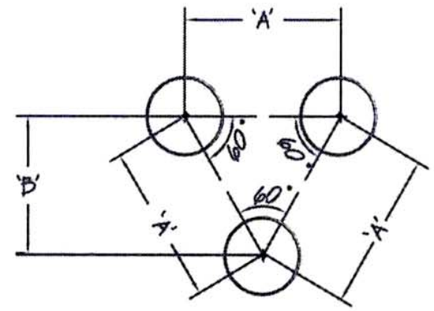
Typical Landscape Details.



SHRUB PLANTING DETAIL



PALM PLANTING DETAIL



PLANT SPACING ('A')	ROW SPACING ('B')
6 IN. O.C.	5 IN. O.C.
8 IN. O.C.	7 IN. O.C.
10 IN. O.C.	8-1/2 IN. O.C.
12 IN. O.C.	10-1/2 IN. O.C.
15 IN. O.C.	13 IN. O.C.
18 IN. O.C.	16 IN. O.C.
24 IN. O.C.	21 IN. O.C.
30 IN. O.C.	26 IN. O.C.
36 IN. O.C.	30 IN. O.C.
48 IN. O.C.	42 IN. O.C.
54 IN. O.C.	48 IN. O.C.
60 IN. O.C.	54 IN. O.C.

SHRUB SPACING CHART