

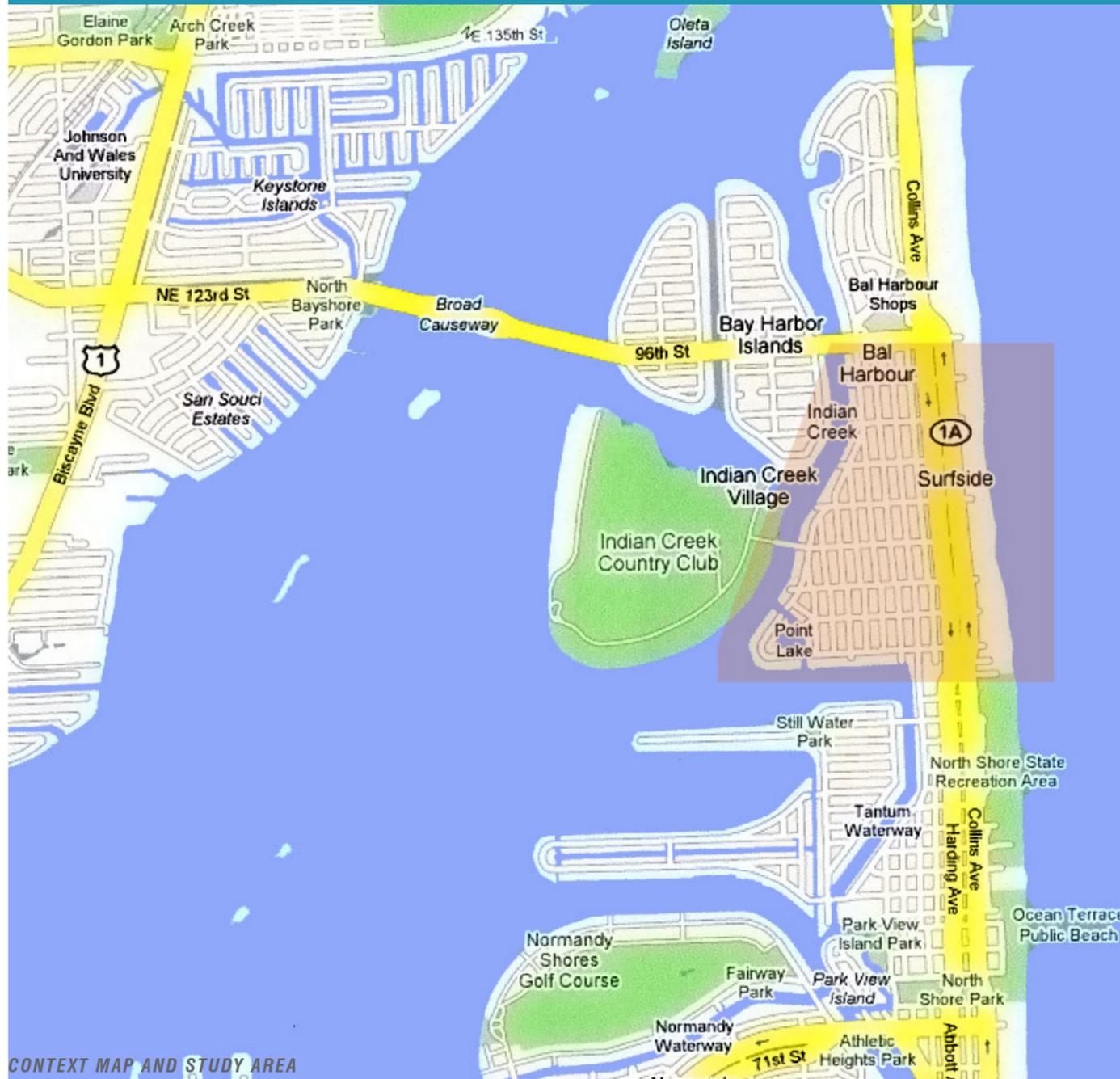
SURFSIDE, FLORIDA

STEPS FORWARD: *POST-CHARRETTE BOOKLET*
Conclusions/Recommendations
from the NOVEMBER 2006 CHARRETTE



SURFSIDE, FLORIDA

STEPS FORWARD: POST CHARRETTE BOOKLET



CONTEXT MAP AND STUDY AREA

PREPARED FOR:

The Town of Surfside

PREPARED BY:

*Seth Harry & Associates, Inc.
Architects & Planners
Prime Consultant*

SUBMITTAL DATE:

April 12, 2007

CHARRETTE DATE:

November 13-18, 2006

CHARRETTE TEAM:

*Seth Harry & Associates, Inc.,
Jaime Correa & Associates, Inc.
ARX Solutions, Hall Planning
& Engineering, Civitech, Inc.,
Richard Hunt, Falcon + Bueno*

CHARRETTE CO-ORDINATION:

*Grace Dillon, Jody Roodman,
Charrette Committee*

SURFSIDE, FLORIDA



1.0

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SURFSIDE, FLORIDA

STEPS FORWARD: POST CHARRETTE BOOKLET

ACKNOWLEDGEMENTS:

The Consultant Team would like to thank the people of Surfside that have taken the time to learn about, and appreciate, the benefits a Charrette could bring to the Town of Surfside, and who have helped to make this happen:

Elected Officials:

Mayor Charles W. Burkett
Vice-Mayor Howard S. Weinberg
Commissioner Marc Imberman
Commissioner Steven Levine
Commissioner Mark Blumstein

Charrette Committee:

Ken Arnold, Chairman
Marion Ott, Vice-Chair
Barry Cohen, Secretary
David Steinfeld
Rico Sogocio

Town Staff

W.D. Higginbotham, Town Manager
Jody Roodman, Special Projects Coordinator
All the Town Staff that have helped at the various events and have helped us get this done.
Surfside Police Department.

All the participants of the Charrette, including the residents, business owners, representatives from Bal Harbour, Bay Harbor, Miami Beach, Indian Creek, and Miami-Dade County, Florida Department of Transportation (FDOT), the South Florida Regional Planning Council, Miami-Dade Fire Rescue, Miami-Dade Planning & Zoning's Urban Design Center, Bal Harbour Shops, houses of worship, Tourist Bureau, Planning & Zoning Board and the Parks and Recreation Committee.

Collectively, we have fostered a lot of citizen participation and many great ideas.





ENTERING SURFSIDE AT 96TH STREET AND HARDING AVENUE

BACKGROUND 1

- 1.1 PURPOSE & GOALS
- 1.2 EXISTING SITE PLANS
- 1.3 PLACEMAKING PRINCIPLES
- 1.4 CHARRETTE METHOD
- 1.5 EXECUTIVE SUMMARY

PURPOSE & GOALS

In early Fall 2006, Seth Harry & Associates, Inc., Architects and Town Planners, was chosen to lead a citizen's participatory visioning process for the Town of Surfside, Florida. This process, both the charrette itself and the follow-up work associated with the production of this document, was undertaken with specific goals and objectives in mind:

First and foremost, was the desire to achieve a realistically achievable, collectively defined vision for the on-going evolution of Surfside as a dynamic living place, around which the entire community could reach a consensus as to what its collective future should be.

And secondly, to articulate that vision in a concise yet comprehensive way, such that subsequent steps toward implementation could be made as expeditiously as reasonably possible, and consistent with the conceptual ideas and proposals outlined in this as possible.

To that end, every attempt was made to ensure that all of the concepts and recommendations presented in this document reflect not only the public-participatory process which initially forged these ideas, but also the professional judgement of the design team to help ensure the credibility and feasibility of the ideas proposed herein.

Nonetheless, it is important to note that many of the issue-specific ideas represented within this document will need to be subjected to a more rigorous technical design process, prior to implementation.



Existing Land Use Map

The existing zoning/land-use map for the Town of Surfside is a typical example of the Euclidean Zoning that has prevailed in this country for most of the last 50 years. It organizes and locates uses based upon the underlying principle of separation and segregation by use -- not integration and mixed-use.

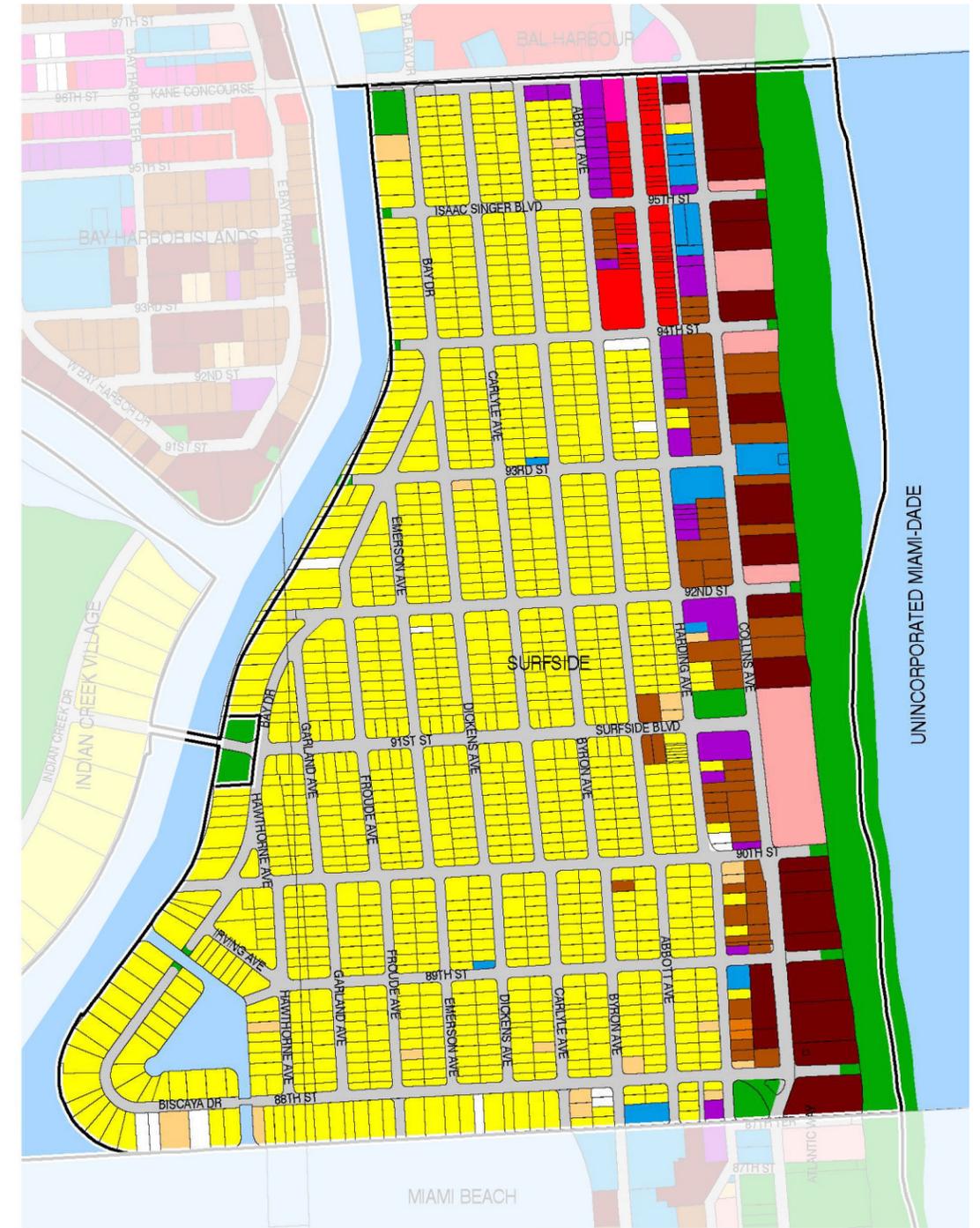
This form of controlling development also has very crude tools in terms of defining what these places will actually look like and how they will function urbanistically, unlike form-based codes, which look at all of these issues in a more balanced, thoughtful, and practical way.

Nonetheless, this existing land-use map represents a critical starting point for Surfside's form-based coding initiative, as well as providing key reference data for the charrette, because it indicates what the current underlying "by-rights" zoning is for the various land parcels associated with each use. It also helps indicate what some of the community preferences are, with respect to where certain land uses -- and the building types associated with those uses -- may want to go, subject to the more comprehensively nuanced ideals of traditional, walkable, compact, mixed-use communities.

Existing Land Use

Legend

- | | | | |
|---|--|---|--------------------------------------|
|  | SINGLE-FAMILY |  | AIRPORTS, PORTS |
|  | TWO-FAMILY DUPLEXES |  | COMMUNICATIONS, UTILITIES, TERMINALS |
|  | MOBILE HOME PARKS |  | STREETS, ROADS, EXPRESSWAYS, RAMPS |
|  | TOWNHOUSES |  | STREETS, EXPRESSWAYS R/W |
|  | LOW-DENSITY MULTI-FAMILY |  | AGRICULTURE |
|  | HIGH-DENSITY MULTI-FAMILY |  | PARKS, PRESERVES, CONSERVATION AREAS |
|  | TRANSIENT-RESIDENTIAL (HOTEL, MOTEL) |  | WATER CONSERVATION AREAS |
|  | COMMERCIAL, SHOPPING CENTERS, STADIUMS |  | VACANT, GOVERNMENT OWNED |
|  | OFFICE |  | VACANT, PROTECTED, PRIVATELY OWNED |
|  | INSTITUTIONAL |  | VACANT, UNPROTECTED |
|  | INDUSTRIAL EXTRACTION |  | INLAND WATERS |
|  | INDUSTRIAL |  | OCEAN, BAY WATERS |

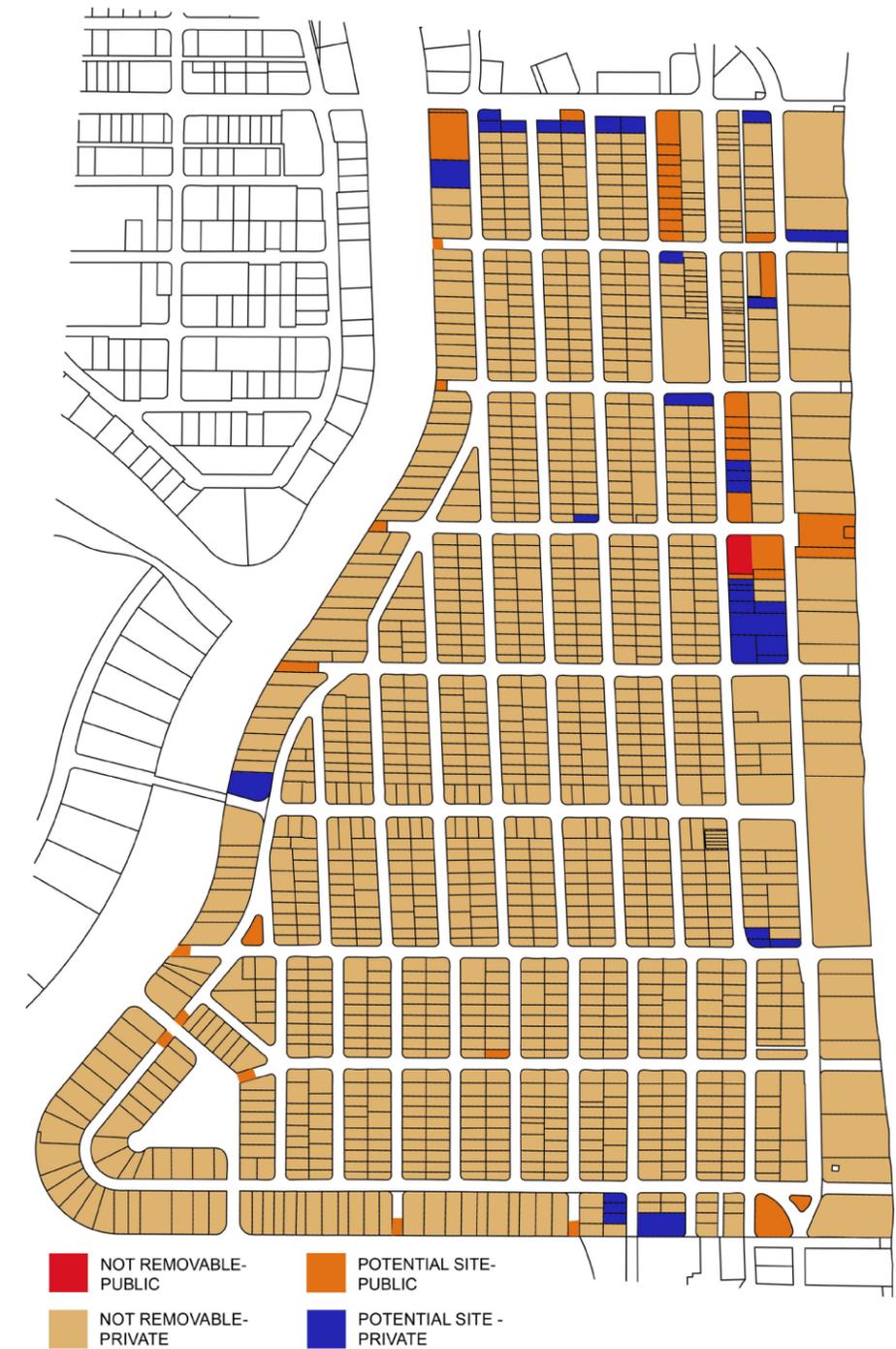


EXISTING SURFSIDE LAND USE MAP

Existing Ownership Map

The Town of Surfside has made it very clear that there will be no taking private land in the implementation of this plan. However, there **are** some properties that are vacant and which through amenable negotiation might be available for development.

In addition, this diagram suggests that there are some publicly-owned properties that could be more effectively leveraged in terms of adding more amenity value to the community, as well as creating a more attractive and appealing public realm.





PLACEMAKING PRINCIPLES 1.3

- 1.3.1 STREETScape DESIGN
- 1.3.2 URBAN RETAIL
- 1.3.3 DOWNTOWN COMMERCIAL & TOURISM
- 1.3.4 ARCHITECTURE & FORM-BASED CODES

Streetscape Design

What great neighborhoods and towns typically have in common are excellent pedestrian environments. The most significant element in defining such an environment is a well-designed streetscape.

Taken collectively, the streetscape includes the street, the sidewalk and planting strips, all landscaping, street trees and street furniture on them, and the building facades fronting them. When designed with the pedestrian in mind, the streetscape becomes an outdoor “room,” to be enjoyed by residents of a town or city.

In existing communities, such as Surfside, the greatest opportunity for improvement to a substandard pedestrian environment lies within the context of the existing sidewalks. A sidewalk can be broken down into three zones; the curb zone, the pedestrian travel zone, and the building interface zone.

The curb zone is toward the outer edge of the sidewalk, next to the road bed, and accommodates streetscape amenities and infrastructure. The pedestrian travel zone is centered on the sidewalk and must provide a clear path of travel. The building interface zone lies adjacent to the property line, providing access to buildings, and can accommodate additional streetscape amenities such as cafe seating, retail merchandising, etc.

There are numerous elements that may make up a streetscape, but they can be organized into four basic categories; paving, plantings, lighting, and furniture. These elements can vary in relation to the surrounding uses. Paving is the most visible streetscape element. Selecting an ideal paving material should take climate and maintenance into account. Concrete and asphalt are economical materials, and when combined with special materials or colored dyes can provide visual clues to changing street character, and/or a more pedestrian-oriented environment.

Landscape plantings typically have higher maintenance requirements than other streetscape elements because they can change seasonally and/or over time. However, this challenge is far outweighed by the quality of the environment great landscaping can provide a community. As with paving material, landscape selection should take into account local climate and surrounding uses and density.

Trees are the most visible landscape element. Trees in higher density areas, and along pedestrian lanes and alleys, should be planted in individual planters with water permeable materials, such as metal grates, brick pavers, and crushed stone, or in containers. If underground utilities are not an issue, tree selection should aim to provide a moderate tree canopy.



Examples of good streetscape design include wide sidewalks, good lighting, interesting and well merchandised store fronts, good seating, and opportunities for shade and weather protection.

In commercial areas, trees should be selected which grow their limbs higher, at maturity, than the ground floor retail signage to help prevent blocking advertising and shop fronts. Because buildings may have awnings and verandas that could conflict with tree canopies, it may sometimes be necessary to plant trees between on-street parking spaces, as an alternative means of accommodating street trees and achieving shade.

Planted beds in the ground, or raised, should be used primarily only in residential areas. Hanging planters, attached to light poles and buildings, are more appropriate for commercial areas.

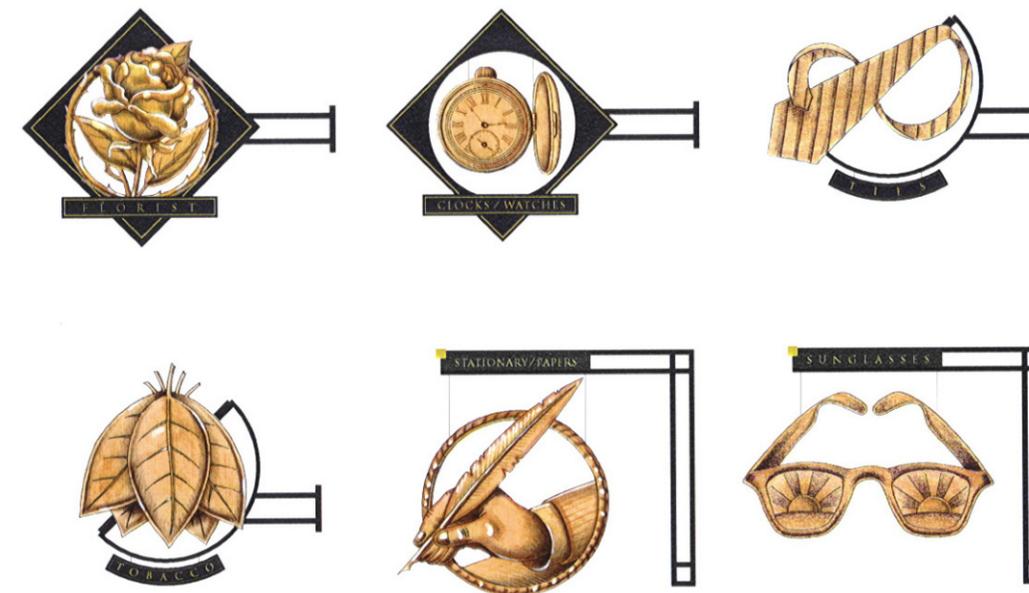
Lighting can serve to both illuminate the way for motorists and pedestrians as well as to discourage anti-social behavior. Speciality lighting can also be used as a design feature to accent building facades and/or as a means of focusing illumination on signage. The amount of lighting is also determined by the surrounding densities and land uses. The light intensity should range from .2 lux (lumens per square meter) for sidewalks and lanes in residential areas, 1.0 lux for commercial areas and parking, to 5.0 lux at building entrances.

Lighting is classified in three categories; roadway, sidewalk lighting, and ancillary lighting. Roadway lighting for important streets can be ornamental to help establish a theme for the neighborhood. The lighting should be mounted on poles that do not exceed 8.5 meters (28') in height. Their placement should be along the curb zone, and spaced between street trees. The average distance between a street tree and light pole should be no more than 12 meters (38'-40'). Such poles should also have a pedestrian scale to them, between 4 and 5 meters (12-16') in height, and should be used for pedestrian passages, plazas, and squares. It is important that the lights be a neutral color, so that the streets aren't bathed in a harsh color. Modern low-wattage lights, such as LEDs, are encouraged.

For rear lanes and alleys, where space is tight, overhead lighting strung along wires anchored to building facades, and/or attached directly to the building, is recommended.



GOOD STREETSCAPES CAN INCLUDE A MIX OF URBAN-FRIENDLY NATIONAL TENANTS AS WELL AS A DIVERSE ARRAY OF LOCAL AND REGIONAL MERCHANTS. MIXED USE (RESIDENTIAL/OFFICE ABOVE SHOPS IS CRITICALLY IMPORTANT



Above: Some examples of perpendicular, or "blade" signage, which is designed to project from the face of a building, usually above a shop entrance, and directly in view of pedestrians walking along the sidewalk, below. In this case, the signs indicate the nature of the retail enterprise within, i.e., the signs with the glasses could be an optometrist, the sign with a clock could sell wristwatches, etc.

This form of signage is often referred to as "iconic," because it literally represents the merchandise offered within the store below.

Furniture in a streetscape provides scale and functionality. Types of street furniture include benches, tables and chairs, trash cans, bicycle racks, drinking fountains, bollards, kiosks, transit shelters, signage, parking meters, and newspaper stands. Their placement is within the curb zone and building facade zone. Near intersections a clear zone of 3.5 meters (10') is necessary where pedestrians wait to cross streets. A clear area should also be established at building entrances.

Benches should be located in high-use pedestrian areas. In a curb zone they should face the building facade or the street. If in the building facade zone they should face the street. In no instance should benches be placed in front of shop windows. Trash cans should be placed at frequent intervals and only within the curb zone. Private trash cans can be placed at building entrances along the building zone. Bike racks should be placed along the edges of plazas, squares and other open spaces. Newspaper stands should be installed as large scale, single racks, with multiple containers. Such stands may be combined with utility boxes in certain instances.

Signs should relate to other building elements in their placement and size. They should not obscure other building elements such as windows, cornices or decorative details. Sign material, style and color should complement the building facade. Individual shop signs in a single storefront should relate to each other in design, size, color, placement on the building, and lettering style.

Bollards can be steel or concrete and should only be used to prevent automobile traffic from encroaching in pedestrian zones. They are always located along the curb zone.

Kiosks provide information about community events, neighborhood maps, public phones, drinking fountains, and advertising. The width of a sidewalk is critical to whether or not a kiosk will become an amenity or obstacle. Non-advertising signage is always located in the curb zone and can come in a variety of styles, colors, and materials.



Street furniture elements can add or detract considerably to the pedestrian environment, both in terms of aesthetic appeal, as well as convenience and functionality. Care should be taken to ensure that these are well placed relative to their use, and that they are stylistically consistent with the overall look and feel of the community.

Urban Retail

The key to successful retail revitalization in an existing urban neighborhood is the quality of the street fabric: Great streets support and encourage thriving retail. To insure great streets, a combination of design elements and political issues can be summarized by ten principles:

- 1. Select a Local Champion.** A champion can be a group, such as a business improvement district (BID), or corporation or partnership of local businesses, a community development group, or a neighborhood anchor. An individual champion can be a resident, elected official, property owner, or city staff person. The champion should pull together a core group of stakeholders to form a public/private partnership to help guide the redevelopment efforts. Stakeholders must be in it for the long term, so the members, if political, should be ready to stay on board even if they lose an election or choose not to run. The champion must also develop a process or mechanism for resolving conflicts among the stakeholders.
- 2. Establish One Vision.** It is important to not let redevelopment efforts be “hijacked” by any one group or individual. Bring all agendas into the open. Create momentum by assigning each stakeholder a specific role. Make sure the vision aims to serve and enhance the neighborhood as much as the greater community. Serving the greater community is

important, but should not be the main goal at the expense of supporting or sustaining the immediate neighborhood. To help carry out the vision, it may be necessary to hire a leasing professional to coordinate management and recruitment of tenants.

- 3. Encourage residential development.** Increase home ownership to stabilize the neighborhood and create more stakeholders and customers within walking, or a short driving distance of the neighborhood commercial area. Nearby residences create a loyal customer base for retail such as grocery stores and markets. It also encourages mixed-use development, which can support longer business hours. It can also provide for affordable housing opportunities which attract workers who can live near employment.
- 4. Give priority to the pedestrian.** Accommodating vehicular traffic is only one of many goals for successful neighborhood retail, but you must design for the pedestrian as well. Many streets are often too long to support retail over their entire length, as is the case with Harding Avenue in Surfside. Therefore, it is important to clarify retail districts and specific merchandising zones. The public realm (plazas, sidewalks, squares, etc.) should be designed to enhance and reinforce these discreet retail areas.





5. **Parking.** *Parking needs to be sized realistically. Urban shopping requires fewer spaces than suburban centers, but is still critical to commercial viability. Parking requirements will change over time. For metered spaces time limits should be fairly enforced so that turnover occurs, but not so tightly regulated that people end up shopping elsewhere. As densities increase, parking decks integrated into the urban fabric should be implemented. Bicycle parking is a growing part of the urban lifestyle, and should be included with appropriate amenities.*
6. **Merchandise and Lease Pro-actively.** *Establish a quasi-public retail leasing and management agency to plan and coordinate the neighborhood's leasing strategy. Actively pursue and recruit tenants and direct them to appropriate landlords and property owners so that leasing deals can be negotiated directly. The more effective the leasing agency, the quicker the neighborhood will become a thriving retail destination. A first priority of the agency may be to hire a management professional to direct its activities. Begin by identifying the core retail assets and focus on growing outward from them, creating a strong nucleus to build upon.*
7. **Be Proactive.** *Set up design guidelines and development standards (including form-based codes) to make sure new developments and facade improvements are compatible with the vision. Such standards can help control not only aesthetics but also concerns such as the types of stores and their operating hours. To solicit interest in redeveloping key properties, target requests for proposals.*
8. **Safety.** *The perception of a shopping district's safety has a tremendous impact on its viability. Active streets with a mix of uses promote a natural surveillance which deters crime. Police on foot and bike patrol have been shown to be an affective crime deterrent.*
9. **Develop an active core.** *Downtown residential and office uses are what extend shopping hours and foster active neighborhoods. Diverse retail anchors help create cross-shopping opportunities. Office users support daytime demand, especially professional tenants such as doctors, lawyers, or accountants, because they attract steady visitors, employ office staff, and serve neighborhood residents. Civic, cultural, and entertainment anchors also attract visitors and can create an efficient park-once-and-walk environment for shoppers with other needs and interests.*
10. **Manage for Change.** *Neighborhood retail grows and changes over time. Make sure to adjust the tenant mix as retail and neighborhood needs change, through incentive programs. It is not uncommon for shopping centers to change out as much as 10% of their tenants every year to remain competitive and cutting edge. To insure that problems do not go unchecked, there should be an ongoing conflict resolution process among the stakeholders. At the broader level, representatives of the business community and citizen leaders should develop long term relationships with public sector representatives and neighborhood spokespersons to insure the needs and concerns of the adjoining neighborhoods are heard and recognized.*

Downtown Commercial & Tourism

Commercial and tourist-related uses are an essential part of any real community, providing both jobs and tax base, as well as a diverse level of activities, energy and vitality.

Providing an appropriate physical environment to accommodate these uses is critical. Of particular importance is not only the physical attractiveness of this environment, but making certain that it is conveniently accessible and functional. It is also important to manage the interface between these activities and adjoining residential neighborhoods and land uses.

Properly managing these issues, in a thoughtful, well-executed design, will allow downtown commercial areas to provide highly desirable community amenities, in a much loved and appreciated setting, and can help provide for a wider spectrum of interests and lifestyles than a community without these features.



Architecture & Form-based Codes

Traditional (pre-war) community development patterns comprised a combination of urban design formats and architectural typologies which, taken together, consistently generated a functionally sustainable and harmoniously pleasing built environment and public realm. The fundamental building block of these traditional communities was the neighborhood, and these were defined by a specific dimensional parameter: a quarter-mile, or five-minute walk.

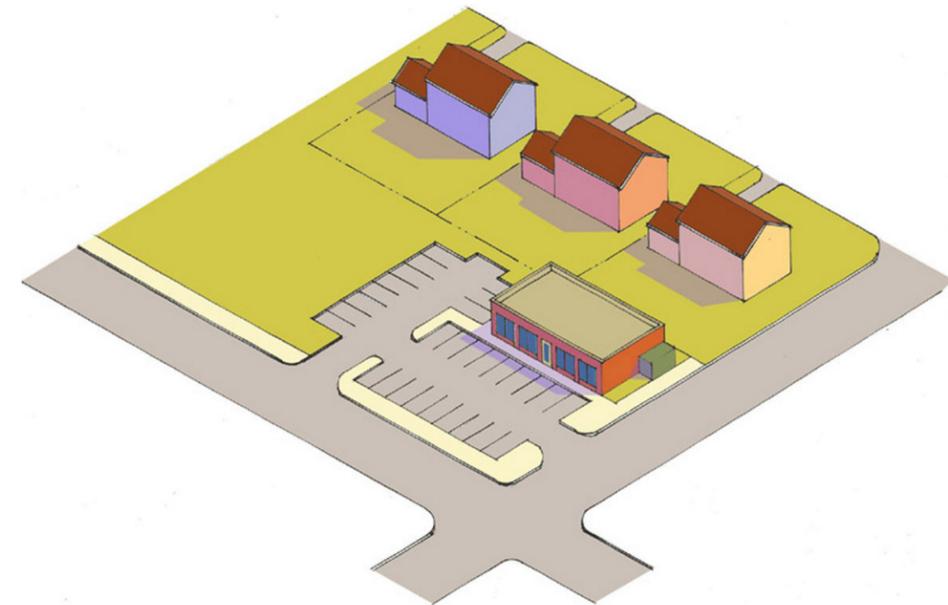
Within this envelope, (a square, approximate ½ mile on edge) neighborhoods were further defined and articulated by a diffuse network of contextually designed local streets, optimized to provide convenient, safe, and appealing walkability, and a range of mobility options within the neighborhood, and an even greater range of flexibility and mobility options on the larger-scale thoroughfares (avenues and boulevards) passing between neighborhoods and linking communities together over longer distances, within their greater regional context.

Typically, this underlying urban structure described above provided the foundational matrix upon which the building types were then applied, giving a recognizable physical form to the community. In general, the buildings were arranged in a rational and efficient fashion, with the largest and most diverse building types (typically multifamily and mixed-use) located in the neighborhood center, and with the least dense buildings (typically

single-family detached) relegated to the edge. The net effect was to allocate uses and building types throughout the community such that all stages of life were accommodated, within a full spectrum of affordability levels, and all of one's daily needs were immediately available within a short distance of either home or work.

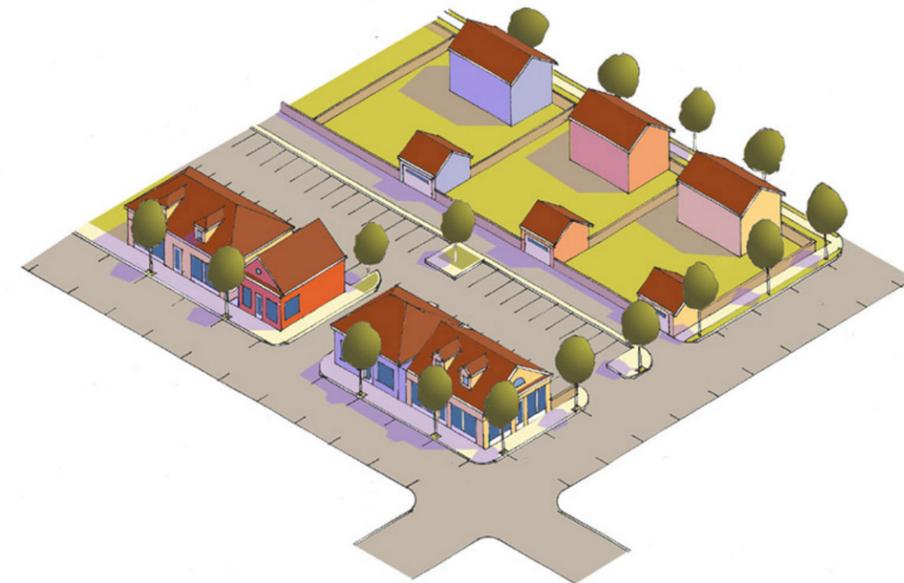
While there are often regional variations to this model, particularly in the architectural forms and styles -- often predicated upon climatic considerations -- certain basic community features and characteristics remain common to most places. Form-based codes allow for this tradition of regional community patterns and building typologies to be formally structured within a specifically designated framework, or regulating plan, based upon local preferences and precedent. The illustrative form-based code that follows is a graphic representation of such a code, and it depicts the various allowable building types and their respective placement on the lot, within an overall urban regulating plan, as described above.

Architectural styles, though typically a discreet component in form-based codes, are also addressed in this document, inasmuch as they pertain to building form and massing, in addition to informing specific building details and materials, particularly with regard to climatically-driven forms.



IN SUBURBIA, THE CAR DOMINATES

A typical single-use neighborhood retail outlet in a car-oriented physical setting. The parking lot out in front of the store tells it all. No one ever walks here.



IN TRADITIONAL NEIGHBORHOODS, THE CAR IS ACCOMMODATED, BUT NOT AT THE EXPENSE OF THE PEDESTRIAN

Parking is in the rear, the pedestrian is provided for with sidewalks and street trees, and the retail buildings contain other uses, adding to its interest and vitality. You can drive here, but you can also walk or bicycle to your daily needs.



FIVE MINUTE WALK DIAGRAM

Historically, neighborhoods have been developed around the five minute walking radius (about 1/4 mile). In a good mixed-use neighborhood all of a person's daily needs are within a five minute walk from home, which happens to be the distance that an average person will walk to fulfill those needs.



FIVE MINUTE WALK DIAGRAM

The center of the neighborhood is the most dense and most active. Density gradually decreases toward the edge and a great diversity of housing and building types are found within this five minute walk, allowing people of diverse income levels and stages of life to live comfortably in close proximity to one another.



ENTERING SURFSIDE AT 96TH STREET AND HARDING AVENUE

CHARRETTE METHOD 1.4

- 1.4.1 INTRODUCTION - REACHING A CONSENSUS**
- 1.4.2 EARLY DESIGN CONCEPTS**

REACHING A CONSENSUS

The charrette is a method of planning which the team members have adopted and utilize in their design and planning practices, which actively encourages and facilitates public participation. The term is derived from the French term for “little cart” and refers to the final intense work effort expended by architects to meet a project deadline: at the Ecole de Beaux Arts in Paris during the 19th century, proctors circulated with little carts to collect final drawings, and students would jump on the “charrette” to continue putting finishing touches on their presentations as the deadline approached, hence the term “on charrette.”

The charrette, as a design process, provides an iterative forum for expressing and evaluating concepts and ideas, and offers the unique advantage of giving immediate feedback to the designers while ensuring mutual authorship of the plan by all those who participate. During these intensive sessions, many goals are accomplished:

1. *all those interested in the project develop a vested interest in both the design and the support of its vision;*
2. *multiple disciplines are able to work in a complimentary versus competitive fashion to produce a set of comprehensive documents that address all aspects of the vision;*

3. *this collective framework structures the input of all the participants in a more focused way that eliminates the tendency toward prolonged discussions, which typically lengthen the process for conventionally planned projects; and*
4. *a better end-product is produced more efficiently and more cost effectively because of this iterative and collaborative process.*

A primary feature of the charrette is that it is specifically organized to encourage the participation of everyone with a stake in the project, whether they represent the interests of the client, the regulators, the elected officials, the immediate neighbors, or the general public. Base project data, preliminary development programs, and building/zoning regulations are all collected and reviewed. A strategy is devised to include all the regulatory agencies, elected officials, and the community’s citizens into the charrette process. The charrette itself is usually held on or near the project site, with a temporary studio set up to approximate a full working office, complete with drafting equipment, computers, copiers, printers, faxes, phones, etc., in which a team of designers and expert consultants, including architects, planners, engineers, environmental consultants, CAD designers, public officials, and interested citizens will assemble and work for the approximately one week length of the typical charrette.



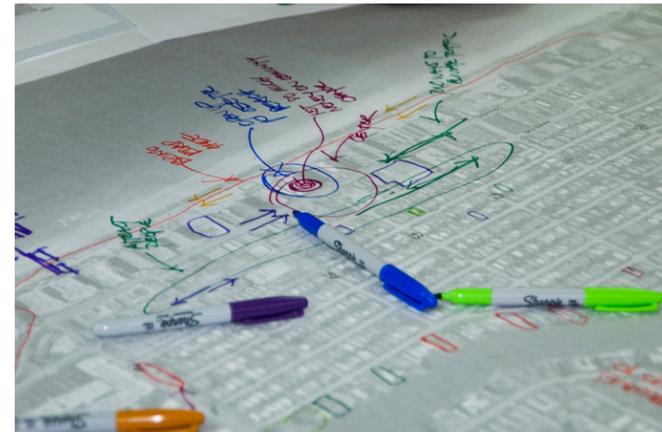


The charrette often opens on the first evening with an introductory lecture on the principles of urban design and sustainable communities, followed immediately by a citizen's design workshop. The next morning, the charrette starts in earnest with formal and informal meetings with various agencies and interest groups, on a variety of specific topics, while design proceeds apace. Throughout the charrette, separate tasks and mini-projects are undertaken individually or in small groups, while at other times, larger caucuses or simultaneous meetings may occur.

The real value of the charrette process is that the finished product which emerges is a true consensus representation of the community's vision, its goals and objectives, developed and articulated in a credible and comprehensive package, that is easily conveyed and understood, in a way that both ensures community support, and facilitates both regulatory approval and efficient implementation.

Periodically, interim briefings or presentations (pin-ups) are held, in which both the team and the community review the progress to date, and offer input and feedback, as well as internal critiques of the specific proposals and/or resolution of the various issues and concerns under consideration. During the charrette, a number of comprehensive documents are typically produced, including sketches, rendered plans, and perspectives, as well as various studies and observations (see following pages). At the end of the charrette week, the team presents their urban design concepts and detail resolutions to the public in a formal public presentation, revisiting the process and the iterative explorations that led to the final design proposals, overall findings and specific recommendations represented in the final presentation.

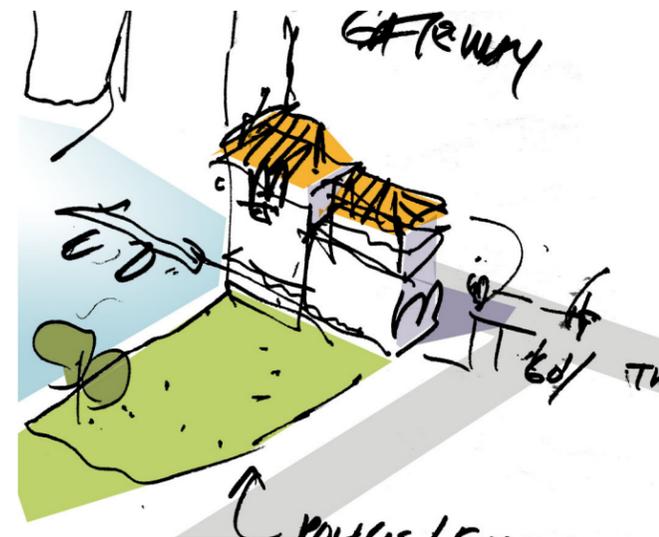
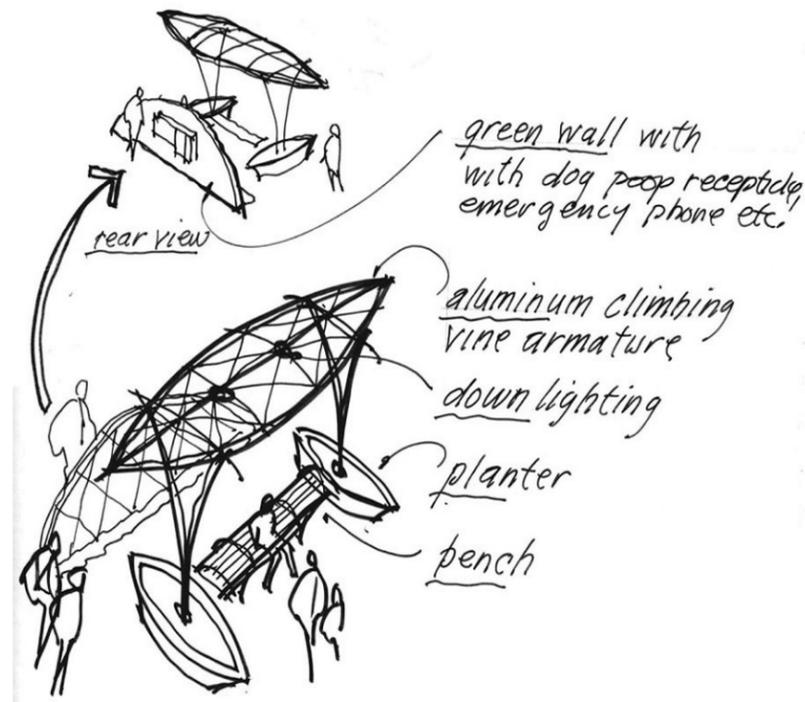
In the case of Surfside's charrette, all of the citizen participatory events were well attended, which usually means that the concepts developed and presented were well-vetted, and representative of the desires and objectives of the community as a whole.



Early Design Concepts

The single most significant attribute of the charrette process is its ability to both propose, and credibly evaluate, a broad spectrum of conceptual ideas through an efficient, publicly-vetted process. The end result is a final design proposal or recommendation that is both technically feasible and publicly supported.

The key means by which this is accomplished lies, not only in the ability to clearly articulate the salient points relating to any particular issue, but to quickly respond with credible concepts and ideas, both verbally and graphically, effectively conveyed those ideas such that they are easily synthesized and understood by all of the relevant parties, such that a consensus resolution is quickly established. A few key issues and concepts that were addressed during this charrette are outlined in the next few pages:



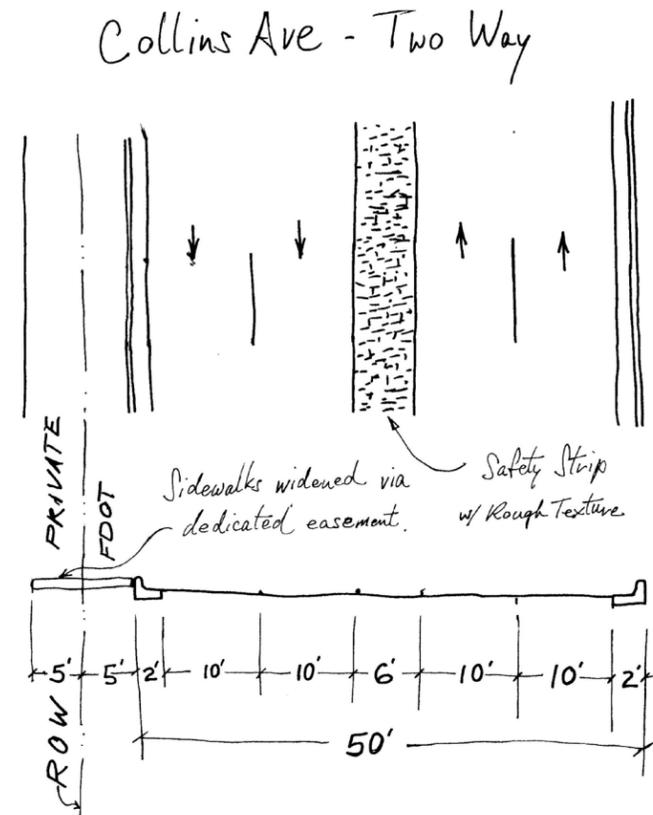
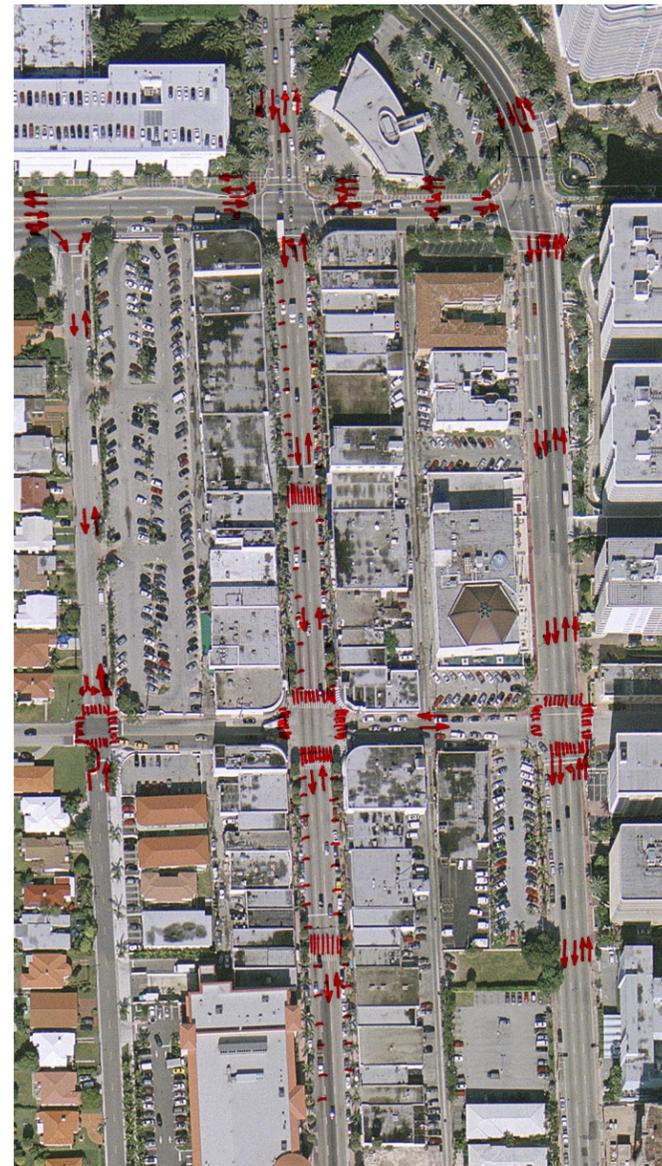
The charrette process engages community members in a real-time iterative design process that allows key issues to be conceptually explored quickly and efficiently with direct community input.

Early Design Concepts - Traffic Related Issues

One of the most important ideas to be put on the table right up front in the discussion of strategies for improving the quality of life in Surfside, was the question of A1A's present configuration and it's impact on both the downtown commercial core, as well as the spill-over effects the corridor has had on adjoining neighborhood streets and overall walkability.

Significant effort was expended on testing the idea of reverting Harding and Collins back to two-way operation, both from a practical viewpoint, as well as a political one. Initial concept sketches and photomontage "make-over" images were used to communicate the validity of the idea to both the community as well as regulatory and elected officials, with favorable results on both fronts.

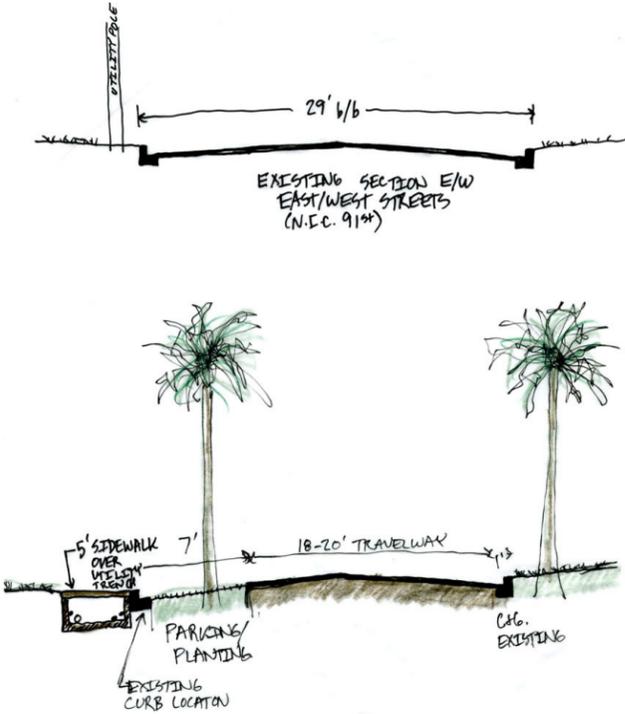
Although only a preliminary engineering analysis was undertaken, sufficient investigation was pursued to confirm the merits of the idea, and no specific impediments were identified that would absolutely disqualify the concept.



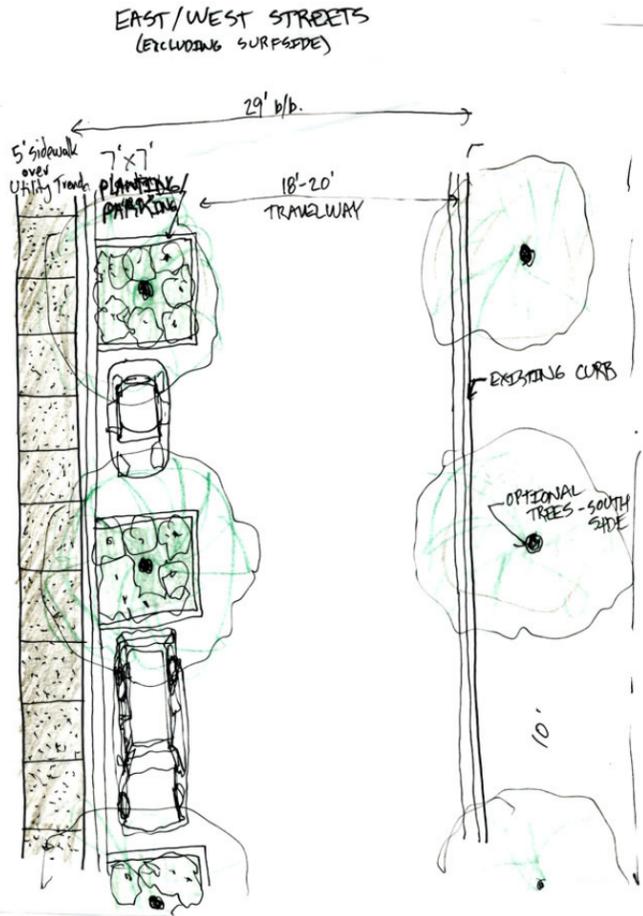
CONCEPTUAL DESIGN FOR RETURNING A1A HARDING/ COLLINS TO TWO-WAY TRAFFIC

The idea to revert A1A to two-way traffic on Collins Avenue comes from the desire to create a pedestrian-friendly downtown in which local businesses can thrive, where pedestrian access to the beach can be made safer and dramatically more pleasant. At the same time, greater efficiency can be brought to the role of A1A within the regional transportation thoroughfare network.

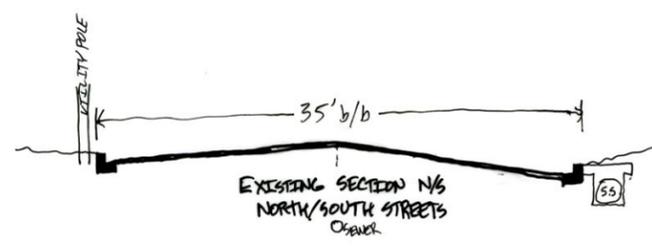
EARLY SKETCHES OUTLINE PRELIMINARY CONCEPTS FOR REVERTING A1A AND HARDING TO TWO-WAY TRAFFIC



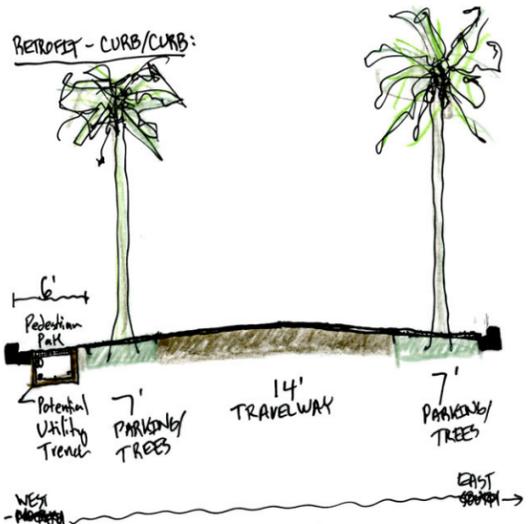
- EAST/WEST STREETS**
(Excluding Sunside)
- PARKING: ONE SIDE
 - TREES: ONE OR TWO SIDES
 - WALKING: 5' SIDEWALK
 - UTILITIES: UNDERGROUND



EARLY DESIGN CONCEPTS FOR EAST/WEST STREETS
East/West streets are very important to facilitating convenient and direct resident access to the beach. Residents want a safer and more pleasant walking environment on neighborhood streets, translating into a desire for sidewalks and street trees, wherever possible and appropriate.

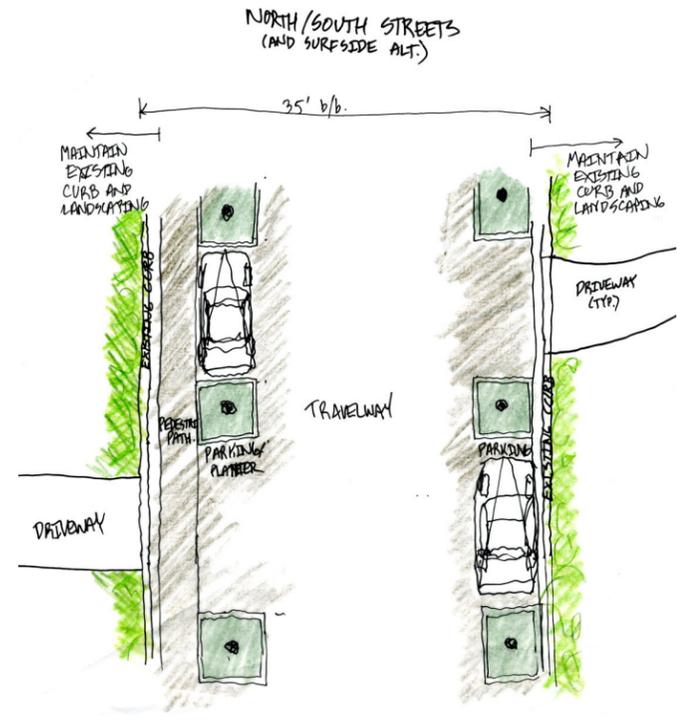


RETROFIT - CURB/CURB:



Proposed
NORTH/SOUTH YIELD STREET

- PARKING: TWO SIDES
- TREES: TWO SIDES
- WALKWAY: ONE SIDE
- UTILITIES UNDERGROUND



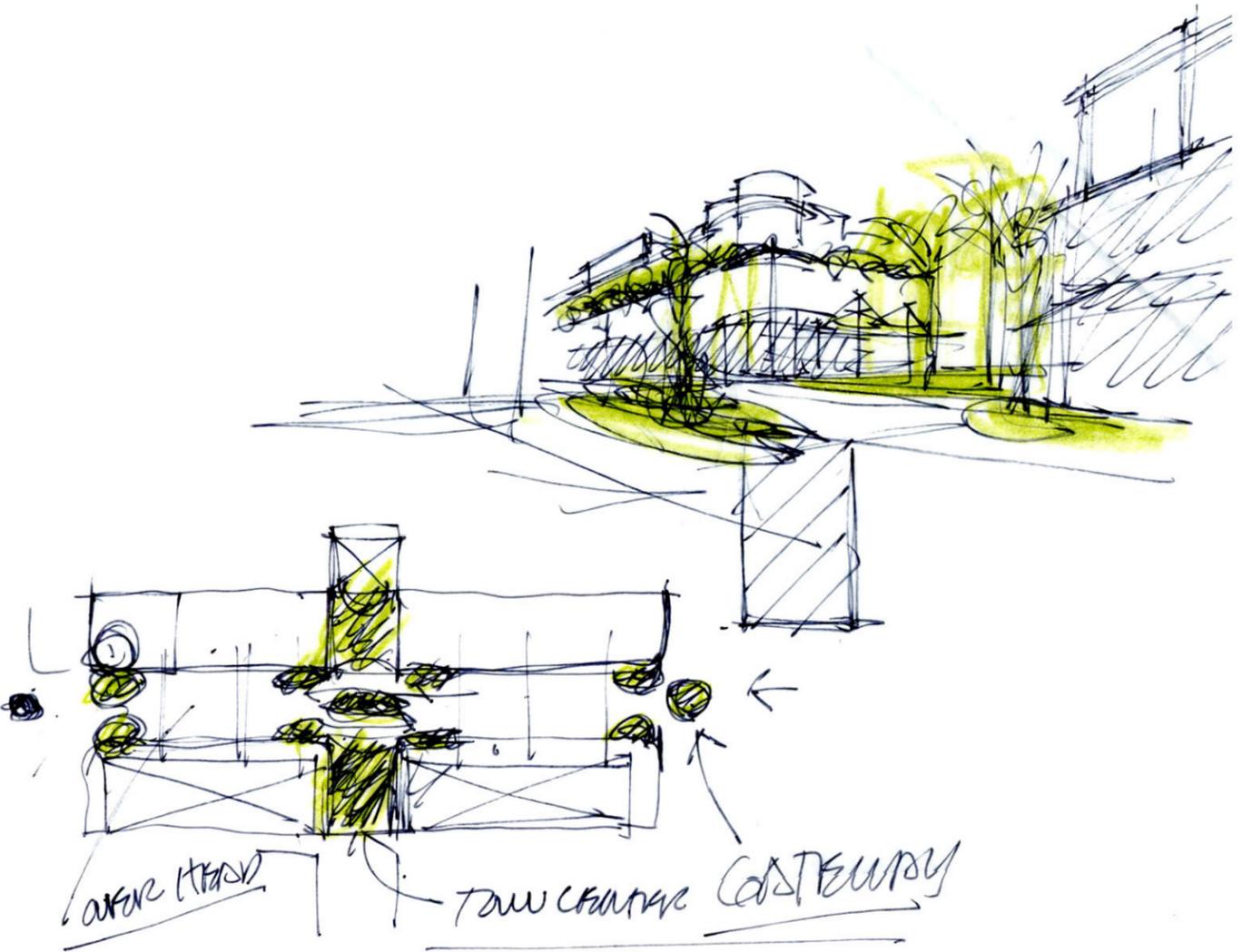
EARLY DESIGN CONCEPTS FOR NORTH/SOUTH STREETS
 North/South residential streets received a good share of community discussion, given the impact of “cut-through” traffic and high traffic speeds through the neighborhoods in the North/South direction. Discussion centered around calming traffic and creating a more pleasant environment for pedestrians and cyclists.

Early Design Concepts - Downtown Commercial & Tourism

Conceptual ideas for downtown commercial and tourism focused on improving the public realm to enhance competitiveness, and exploring innovative means of mitigating lower tax revenue due to condo conversions.

Ideas for improving the public realm centered on more pedestrian-friendly thoroughfare design, including the previously mentioned reversion of Harding to two-way traffic and other streetscape enhancements, and the strategic introduction of small parks and plazas throughout the downtown area.

Several innovative ideas were introduced to replace the lost bed tax, the most credible and attractive being the idea of a "horizontal hotel" -- a comprehensively marketed and operated network of new residential units incorporated into the new mixed-use downtown commercial buildings encouraged by the proposed form-based code.



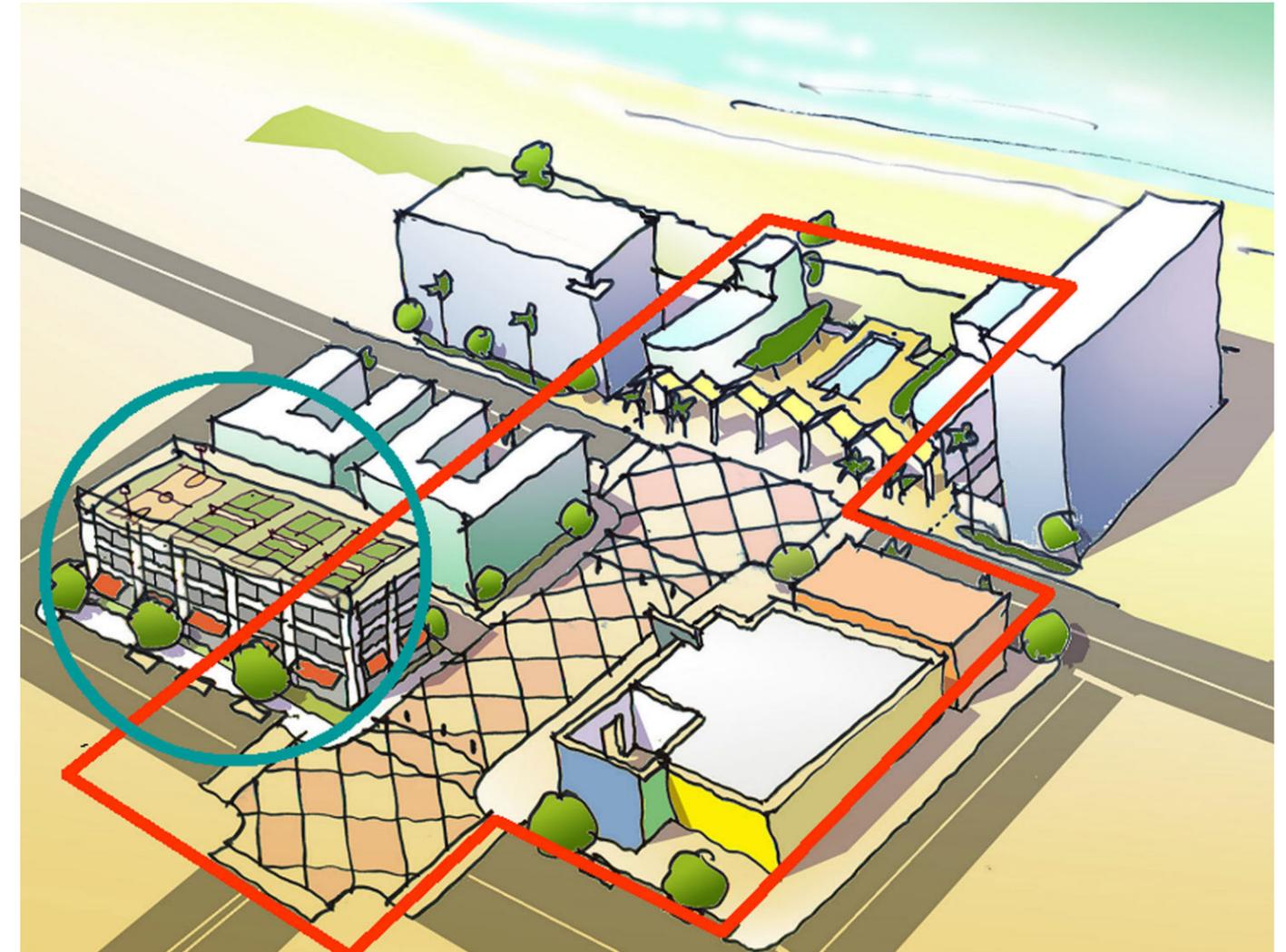
EARLY CONCEPTUAL SKETCHES EXPLORE OPPORTUNITIES FOR INTRODUCING NEW PUBLIC REALM WITHIN THE MIXED-USE TOWN CENTER DISTRICT

Early Design Concepts - Community Center

Easily the single most sensitive and closely scrutinized part of the entire charrette effort, the conceptual explorations relating to Community Center encompassed all of Surfside's goals and objectives into a single entity, which seeks to be both the spiritual heart of the community, as well as the functional embodiment of all that Surfside aspires to, as a community.

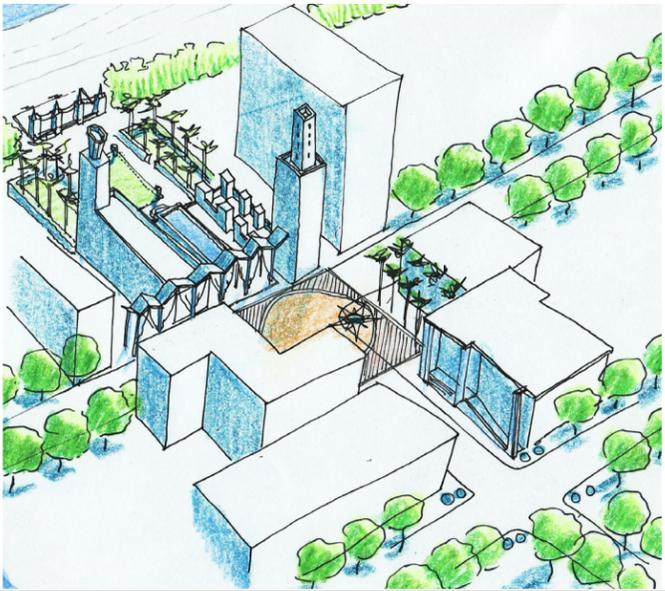
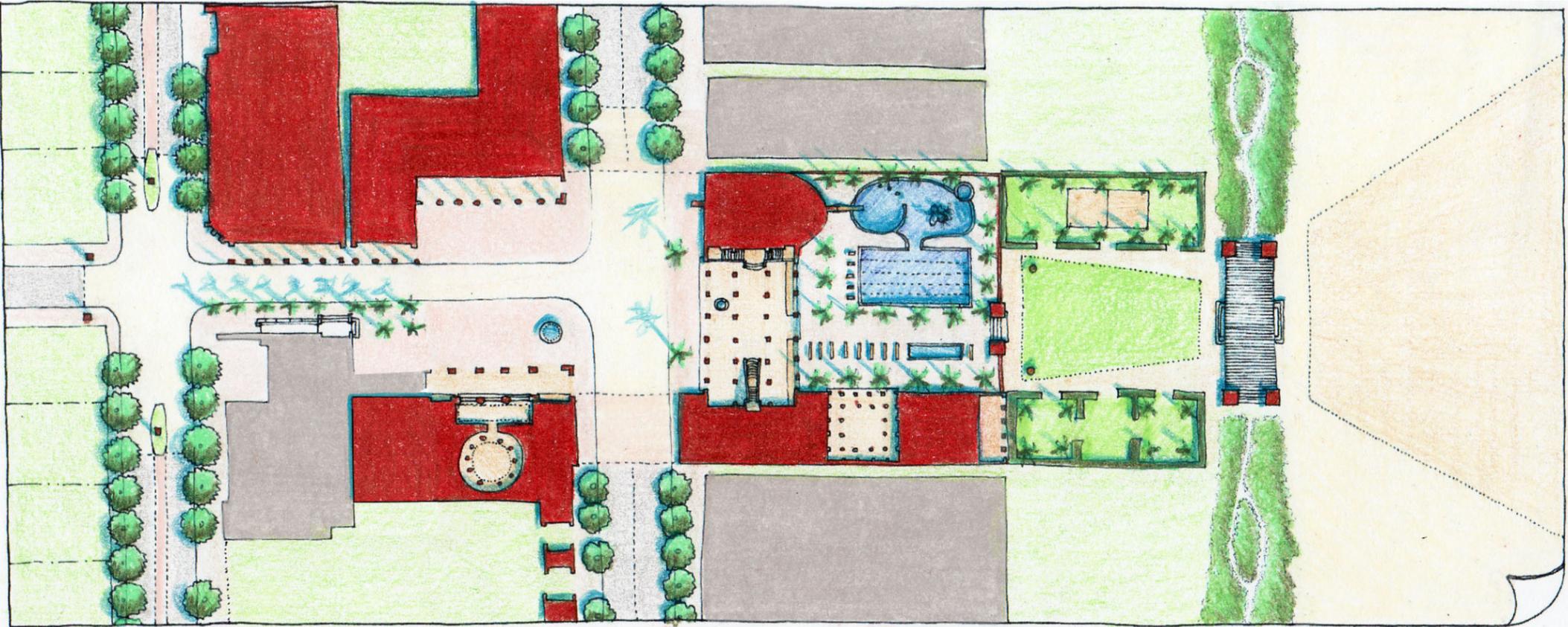
Specific issues for consideration were numerous and keenly pursued. While there was some diversity of opinion regarding the inclusion and location of several proposed programmatic functions, the concept of creating a single comprehensive community complex was heavily endorsed.

The earliest conceptual sketches illustrated a unified civic complex, tied together programmatically and urbanistically, into one convenient and walkable collection of both civic and recreation functions, dramatically linked to the beach through an iconic beach-front gateway structure.



EARLY CONCEPT DRAWING OF POTENTIAL NEW CIVIC CENTER

It is recommended that the existing Community Center and Town Hall be urbanistically reconstituted as a single, comprehensive civic center.

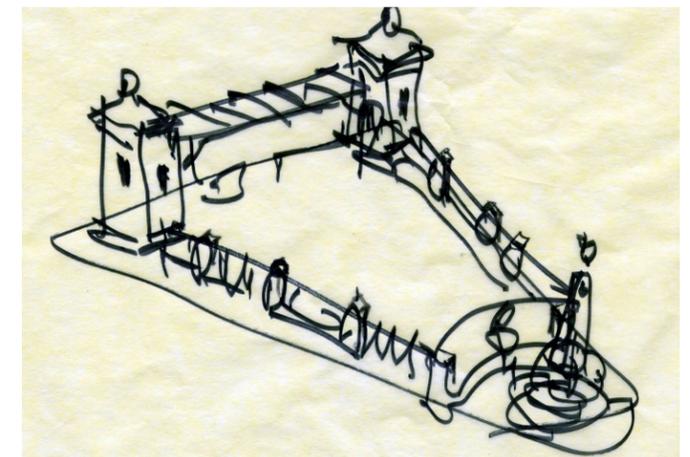
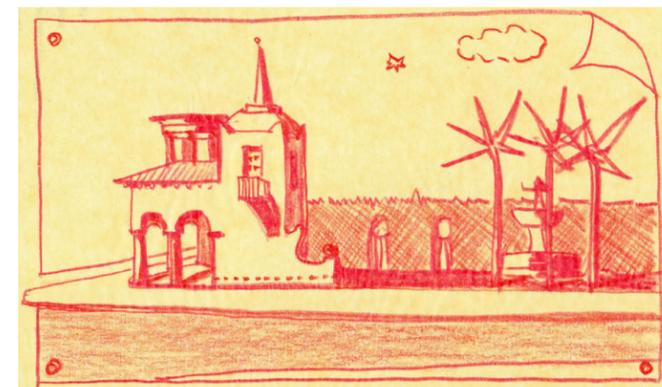
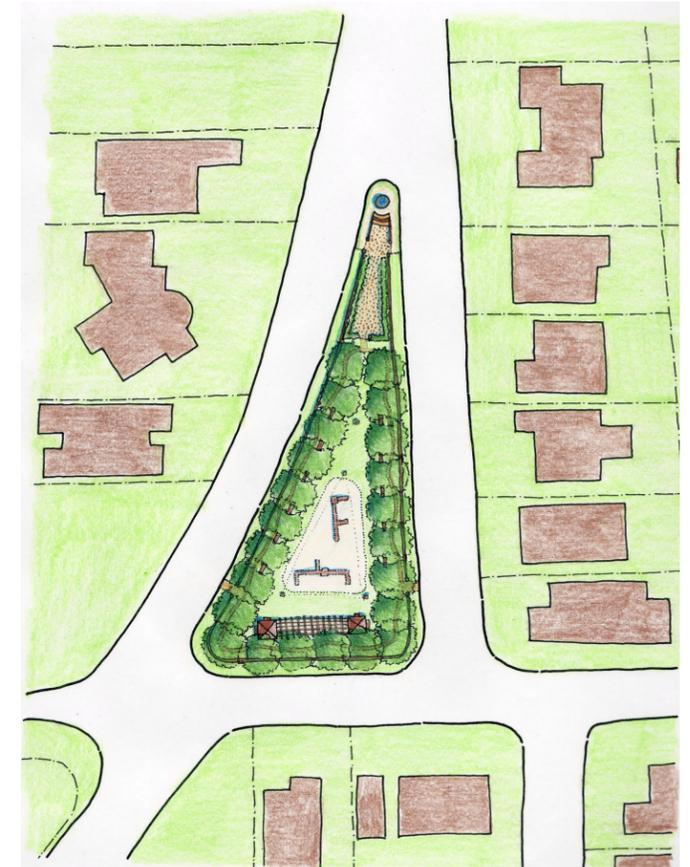
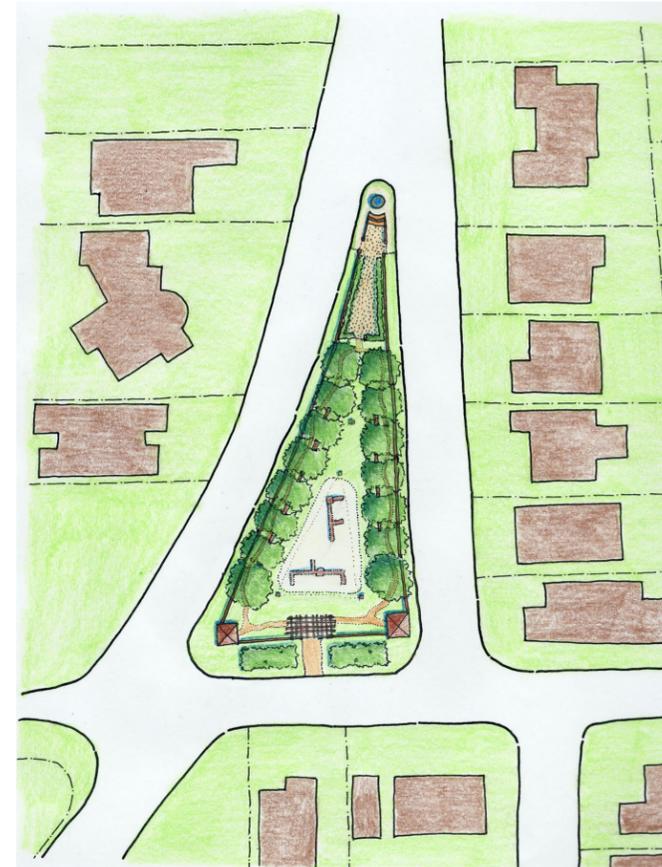


SCHEMATIC DESIGN FOR COMMUNITY CENTER
An early scheme for the Community Center was designed around a plaza which created a formal open space and a visual connection to the beach.

Early Design Concepts - Parks And Recreation

Neighborhood parks and recreational areas play an important role in building community by providing pleasant and convenient places for neighborly interaction. Ideally, neighborhood parks should be evenly dispersed throughout the neighborhood fabric, such that every residence within the community has safe, pedestrian-friendly access to a park, within short walking distance.

Furthermore, a well connected network of parks and recreational amenities can provide a range of programmed and unprogrammed activities and events, which can add significantly to the quality of life in any community. The challenge in Surfside was in identifying and improving latent opportunities already imbedded in the community. Specific concepts explored included the redevelopment of existing under utilized town properties, repositioning/enhancement of existing facilities, and streetscape improvements to more effectively access and connect various recreational venues.



TOP: Two options for developing the South end of the Tot Lot, one incorporating public facilities in a more formalized design, and one not.

RIGHT: Early design ideas for Veterans Park, looking at the idea of using architecture to create a new entry feature for Surfside, as seen when entering the Town from the South.

FAR RIGHT: Schematic sketch for giving the Tot Lot a more civic presence with a more formal entry and public plaza taking advantage of the terminated vista from the North.

EXECUTIVE SUMMARY

The November 2006 Surfside Public Charrette process resulted in a number of clear mandates for moving the town forward in a coherent and well-structured framework. Key concerns and specific recommendations focused on a few critical areas, listed at the right side of this page, and the recommendations offered reflected both the clearly articulated interests of the community, as well as the collective experience and expertise of the consultant team.

Specific recommendations for the key subject areas are as follows:

Traffic

Implement incremental traffic calming initiative, aimed at reducing immediate impacts and documenting a credible basis for additional actions, as warranted.

Pursue objective of reverting the one-way pair of Harding and Collins Avenues to their historic two-way flow, and institute road diet strategies and other thoroughfare improvement programs.

Implement a comprehensive community-wide streetscape improvement program to create safer, more attractive streets that promote walking and enhance the value and livability of Surfside.

Downtown Commercial and Tourism District

Institute major streetscape improvement program based upon proposed reconfiguration of Harding Avenue to two lane, two way traffic flow. Implement comprehensive parking management program.

Fund and build new parking decks to support and encourage infill and redevelopment of new mixed-use projects.

Create new mixed-use zoning incentives to enable and encourage the creation of new outdoor parks and plazas in the downtown core and establish a greater “sense of place.”

Implement new zoning tools to encourage and incentivise new mixed-use development in the downtown core, that respects the existing character and scale of the community, while improving the town’s tax base and financial viability.

Parks and Recreation

Create a pedestrian and bicycle network that links the Town’s parks, recreational and natural amenities into an “emerald necklace.”

Create safer play environments for Surfside’s families.

Improve/enhance existing parks and under-utilized public properties to dramatically increase the number and quality of parks and open space within the community.

Develop an effective strategy for consolidating and relocating existing recreational facilities to improve access and convenience for the majority of Surfside’s residents.

Architecture and Form-Based Codes

Develop and implement Form-Based Codes and Regulations that will protect and enhance Surfside’s unique character and charm, while providing reasonable predictability for investors and homeowners alike.

Identify architectural styles that are appropriate to Surfside and which reflect the traditions of the community.

Landscape Regulations

Create landscape regulations that promote appropriate and sustainable plant species, native or acclimatized to the area.

Utilize new landscape code to encourage a more coherent and attractive appearance to the community.

Plant shade trees along all thoroughfares to improve the pedestrian environment to promote walkability.

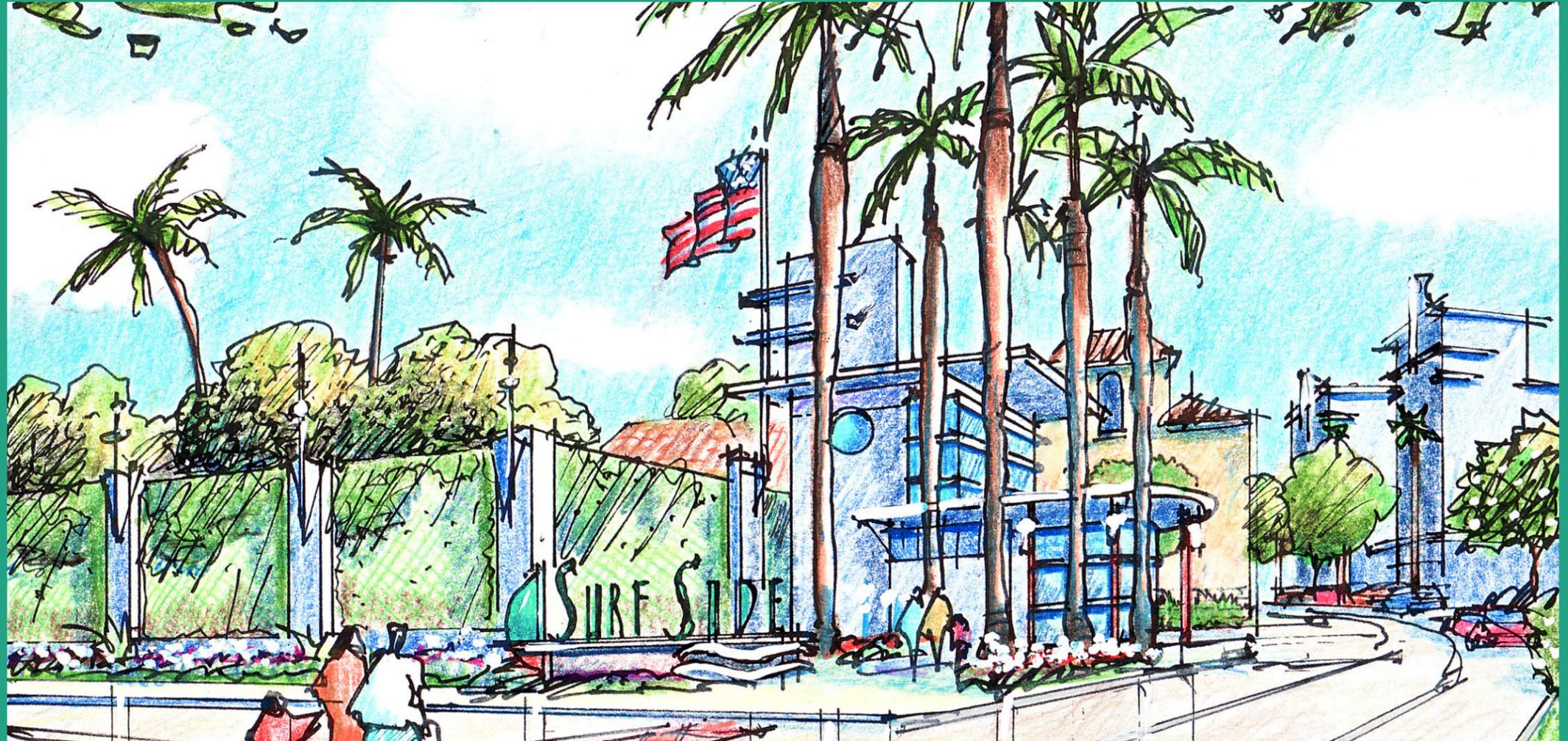
Consciously design landscape codes to promote safety and encourage neighborliness.

KEY ISSUES

- TRAFFIC-RELATED ISSUES
- DOWNTOWN COMMERCIAL & TOURISM
- COMMUNITY FACILITIES & CIVIC AMENITIES
- PARKS & RECREATION
- ARCHITECTURE & FORM-BASED CODES
- LANDSCAPE REGULATIONS
- IMPLEMENTATION STRATEGY/NEXT STEPS

The Executive Summary is deliberately located here, at the end of the charrette process and conceptual design sections of this document, to focus on the specific recommendations that came out of the public-participatory master planning and visioning event which took place in Surfside, in November, 2006, and which follows.

Nonetheless, it is important to reemphasize that, even though a great deal of the material in this document went through substantial additional scrutiny and refinement, post-charrette, based upon the collective expertise of the consultant team, and subsequent follow-on consideration regarding the practical merits of the proposals contained herein, all of the work in this document was informed, both initially, and continuously, by the ongoing input of the community and its representatives.



NEW ENTRANCE TO SURFSIDE ON COLLINS AVENUE AT VETERANS PARK

ISSUES & RECOMMENDATIONS 2

- 2.1 ILLUSTRATIVE MASTER PLAN
- 2.2 TRAFFIC RELATED ISSUES
- 2.3 DOWNTOWN COMMERCIAL & TOURISM
- 2.4 COMMUNITY FACILITIES & CIVIC AMENITIES
- 2.5 PARKS & RECREATION
- 2.6 ARCHITECTURE & FORM-BASED CODES
- 2.7 LANDSCAPE REGULATIONS
- 2.8 MISCELLANEOUS
- 2.9 IMPLEMENTATION STRATEGY/NEXT STEPS

ILLUSTRATIVE MASTER PLAN

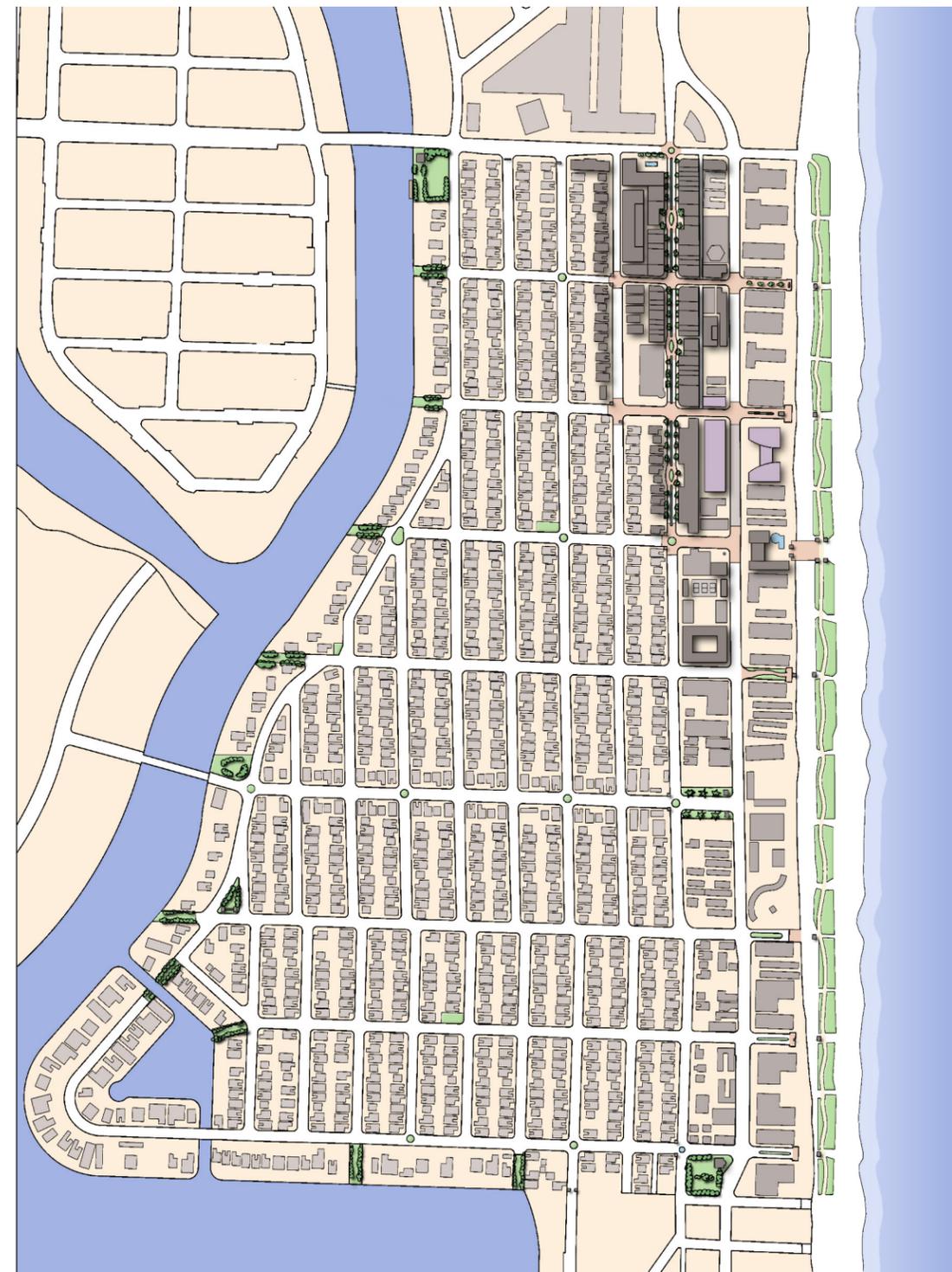
The Illustrative Master Plan for Surfside is intended to show the relative scale, location, and nature of proposed improvements to the Town, in a simply rendered, easy to comprehend, illustrative format.

In general, the plan indicates a clearly defined mixed-use commercial area (the darkest color) centered toward the northern end of Harding, an area of higher-density residential building types (both low-rise and high rise) further south on Harding, and east of Collins (medium darkest color), and single family residential, primarily west of Harding (the lightest color).

Principal parks, plazas, and pocket/street end parks are clearly indicated, as are the primary pedestrian zones within the downtown area. The beach front and continuous beachwalk are also represented.

The plan reflects a refinement to, and confirmation of, the overall structure and character of the existing Town -- a compact walkable community in the best of the south Florida coastal town tradition. In addition, specific recommendations regarding form-based coding and architectural guidelines reflect the Town's desire to largely retain its existing feel and character, limiting further density encroachment, west of Collins, and respecting the architectural heritage of Surfside, including both modern and traditional south Florida building styles.

See Appendix for larger-scale master plan.





PROPOSED IMPROVEMENTS TO HARDING AVENUE AT 95TH STREET

TRAFFIC RELATED ISSUES 2.2

- 2.2.1 INTRODUCTION
- 2.2.2 ONE-WAY PAIRS
- 2.2.3 INCREMENTAL TRAFFIC CALMING
- 2.2.4 SECONDARY STREETS

TRAFFIC RELATED ISSUES

General Principles

In general, the ideal configuration for streets and blocks at the neighborhood scale is that of a closely knit network, allowing for a variety of routes between origins and destinations, and diffusing traffic in such a way as to minimize its relative impact on any particular street or thoroughfare. Simultaneously, this pedestrian-scale network permits easy, direct, and convenient access to neighborhood amenities and services. In addition, a hierarchically-scaled regional street network, designed to accommodate multiple transportation modes, can be efficient and attractive. Both local and regional streets should be designed to accommodate walking, bicycling and transit, in addition to automobiles and trucks. Without exception, thoroughfares should be designed for walking as a legitimate transportation function, as well as effectively articulate a well-proportioned and elegantly defined “street room,” from an urban design perspective.

Observation

Surfside’s street and block network exhibit many of the classic characteristic attributes of a compact and walkable neighborhood. However, changes in the larger regional context around Surfside have allowed traffic to overwhelm Surfside’s local street network, relative to what it was originally designed to accommodate and how it was anticipated to function. The result has been a substantial degradation of the quality of life for the residents of Surfside’s neighborhoods.

The current A1A one-way pair is inefficient as a regional thoroughfare and does a poor job handling local traffic effectively, frustrating commuters and residents alike, causing some commuters to use local neighborhood streets as an alternative. Mixing local traffic on the one-way pair disrupts regional traffic flow with unnecessary left turns, trying to access the businesses on Harding Avenue, and residents entering and exiting Surfside neighborhoods. This disruption is most pronounced on Harding Avenue as it has to handle both trip types. Business patrons circling the block and parking interferes with regional trips and inhibits capacity on A1A.

Discussion

Changes in the nature of the traffic affecting Surfside’s residents and businesses fall into several distinct categories: For the residential neighborhoods, the two most significant impacts are cut-through traffic and speeding. The first; “cut-through” traffic, utilizes Surfside’s neighborhood street network as a de facto “by-pass” around nearby traffic-clogged arterial intersections. This encourages the more regionally-oriented traffic to pass through Surfside’s neighborhoods on streets that were originally designed to carry only local traffic. The second; the ambient speed at which both cut-through traffic and local traffic typically traverse the neighborhood, is often a factor of street design attributes, which might include unnecessarily wide travel lanes, and undefined -- and/or non-existent on-street parking areas. And to a lesser extent, an additional concern is the use of neighborhood streets for beach parking, which can put an additional burden on the local streets.



COLLINS AVENUE

In its current configuration, Collins Avenue presents a dangerous pedestrian environment, as there is no buffer between pedestrians and speeding cars on its overly-wide one-way lanes. At present there are no good alternatives for pedestrians as Harding Avenue has the same issues.



Exit only residential streets designed to curtail cut-through regional traffic make access a challenge for residents as well.



SURFSIDE'S ONE-WAY STREETS

Many options and strategies were discussed and presented during the charrette to deal with these issues. While some suggested “gating” the residential areas of Surfside, in an attempt to restrict “outside” traffic, other residents -- mostly those who lived on streets, or in areas of the community where cut-through traffic was less problematic -- voiced concerns about the effect gating might have on the community as a whole, in terms of access and convenience. The potential negative impacts of community-wide gating that were raised in addition to less convenient access to local goods and services, was a possible increase of congestion on the larger arterial thoroughfares passing through the community (i.e., Harding and Collins).

Traffic speed within the neighborhood street network, regardless of the source, was also discussed at length. Strategic solutions focused on street design elements such as carriage way (lane) width, and provisions made (or lack thereof) for pedestrian and bicycle movements, as these components might impact both vehicle speed, and the perceived implications of that speed, from the pedestrian’s or bicyclist’s perspective in terms of the perception of safety.

With regard to the downtown commercial core, there were also two key concerns related to traffic. First, the complications associated with the “one-way pair” configuration of A1A, comprised of two discreet right-of-ways (ROWs) of Collins Avenue and Harding Avenues. These two streets create the equivalent of a six-lane (three lanes northbound, and three lanes southbound) arterial highway traversing the Town of Surfside, from North to South, and vice-versa. This arrangement combines both local and regional traffic flows; travelers with quite different needs. One-ways typically necessitate more turns, and greater trip lengths for both residents and visitors to reach specific destinations within the town center.

Another problem with one-ways is that they tend to “streamline” traffic flow, which -- though that might be considered a positive attribute from a regional perspective -- it has a reverse (or negative) affect in terms of these two thoroughfare’s viability and appeal from a shopping and pedestrian point of view, by encouraging higher vehicular speeds. This has the additional effect of making local access from both Collins and Harding more dangerous and difficult, and generating higher ambient noise levels for residents along those thoroughfares.

An additional issue includes cars and trucks parallel parking and double parking on this high volume one way street, creating a situation where drivers are making multiple lane changes and unexpected stops in the business district, and possibly not paying attention to pedestrians.

Discussion also focused on reducing both travel length and turn movements related to local trips, as well as reducing design speed to help facilitate pedestrian activity and on-street parking within the commercial precinct. A further consideration was how these objectives could also help alleviate some of the larger dynamics generating traffic-related problems within the residential neighborhoods, as well.

Specific Recommendations

Residential Neighborhoods

Specific recommendations with regard to reducing the amount of through traffic within the neighborhoods, as well as the ambient speed of that traffic, follow later in this section. However, those two concerns represented a significant amount of the focus and attention given by the team to concerns raised by the community, reinforcing the perception that this issue remains one of primary importance to the residents of Surfside.

Please see section 2.1.3 Incremental Traffic Calming for specific incremental closure and gating recommendations.



HARDING AVENUE, THREE LANES OF ONE-WAY HIGH SPEED TRAFFIC

Commercial Areas

The commercial area of Surfside presents a different set of issues and concerns from the residential neighborhoods, with respect to traffic management, though some of the issues in each area may incidentally impact on the other, and though those impacts may manifest themselves in different ways.

Overall traffic recommendations for the commercial area include facilitating access and parking, reducing ambient traffic speed, enhancing pedestrian safety and the pedestrian experience, and reducing neighborhood cut-through traffic by addressing traffic choke points and congestion, and by reducing turn movements and travel distances associated with local trips.

Specific recommendations are as follows:

- *Revert the existing one-way pairs of A1A (Harding and Collins Avenues) back to their original two-way configuration, without any loss in the number of northbound and southbound lanes (see section 2.1.2 One-Way Pairs for description).*
- *Reconfigure the 96th Street intersections at Harding, and at Collins, consistent with the reinstated two-way operation of Harding and Collins. This facilitates southbound turn movements at Harding and 96th (one of the principle chokepoints). Flow would improve west-bound on 96th from Collins, eastbound at 96th and Harding and northbound turn movements at 96th and Collins (see diagrams).*
- *Reconfigure intersections and retime traffic signals to facilitate smoothly regulated north bound and southbound traffic flows on both Harding and Collins.*
- *Reconfigure intersections and retime traffic signals to facilitate east-west pedestrian and vehicular movements, reducing and/or eliminating extra travel distances and turn movements associated with local trips.*
- *Optimize Harding Avenue's pedestrian functionality and ambiance.*
- *The new section would have no on-street parking in the commercial section of Collins and rationalize local access for enhanced flow, while providing improved pedestrian crossing points at key east-west intersections.*
- *Create a consistent signage plan for the Town (including street signs, stop signs, parking, etc). This could include the possibility of signs designed to represent the style of Surfside.*

One-Way Pairs

Hall Planning & Engineering, Inc. (HPE) recognizes a fundamental tension in the design of Surfside's major arterials, between the need to move large volumes of traffic and the desire to create a walkable environment. The design challenge of the citizen's planning workshop and charrette is to balance this tension by addressing the following issues:

- *Vision for and character of Surfside's urban design*
- *Traffic capacity issues at 96th Street intersections with Collins and Harding Avenues*
- *Response to design vision, capacity issues and pedestrian safety needs – one-way street conversions*
- *Effect of one-way conversion to two-way operation*

Vision for and Character of Surfside Urban Design

Much of America's suburban land development pattern results from street and highway networks dictating its structure. Highways designated as arterials change little as they approach developed areas. Generally speeds drop from 55 mph to 45/35 mph, but on-street parking is usually not allowed in emerging areas and is often removed from older areas. Arterial street designs, by definition, tend to exclude intersections with side streets of limited volume, leading to longer block size (600 to 1,000 feet and higher) and

higher speeds 45 mph or more, both of which cause difficulty for pedestrians. The arterial design concept emerged from a rural heritage and rarely serves urban peak travel demand well due to exclusive reliance on the single facility serving a single mode – the motor vehicle.

Surfside's arterials are designed for lower speeds of 30 mph. The actual average speed is often much lower due to congested peak periods at certain intersections, but speed is much higher in spots, typically south of the business district, due to long blocks (over 600 feet), a wide thoroughfare, the three-lane one-way street, and few traffic lights. This situation, in addition to the 3 lanes without a center resting island, makes pedestrian crossings more difficult and dangerous in most places. Also, to facilitate traffic flow on Harding and Collins at 96th street, some crosswalks have been removed altogether.

To achieve urban places that encourage (and thrive with) pedestrians, bicycles, and transit vehicles as part of the mobility mix, the patterns of proposed development must be specified first, during a community planning effort. Then, transportation plans for balanced mobility can be crafted with walkability considered first and vehicle mobility second. This is not to imply that motor vehicle mobility will be dramatically reduced, but that pedestrians exposed to the open environment are more vulnerable than when they are drivers, and

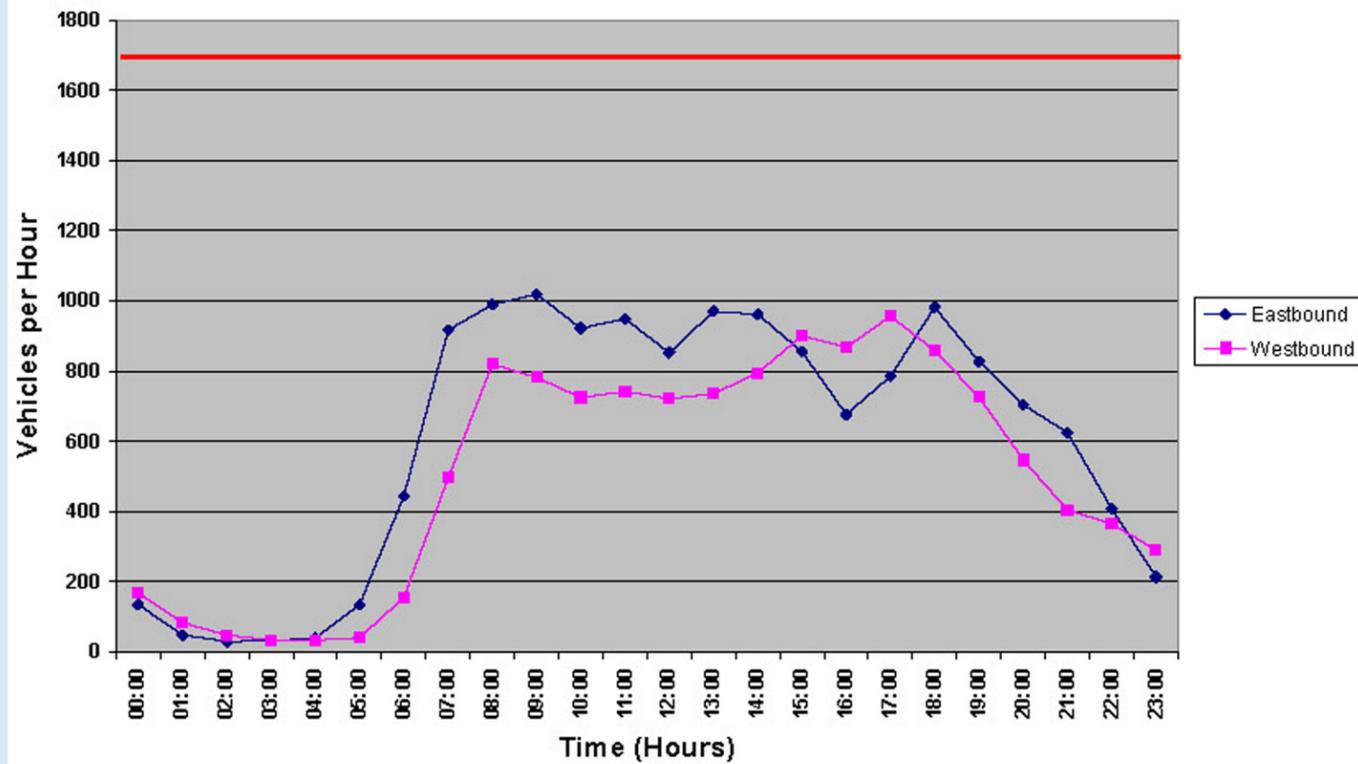
“The City of Miami Beach, south of Surfside, has for some time planned a reversion of A1A to two-way operation, the major objective being to enhance the pedestrian environment and encourage managed traffic flow, without excessive speed, as part of a comprehensive effort to improve walkability. This initiative is totally consistent with Surfside's own goals and objectives with regard to this issue, and taken collectively, represents a compelling argument for implementation.”

Rick Hall
Surfside Transportation Consultant



In its current configuration, Collins Avenue more resembles an airport runway than a vital pedestrian-friendly thoroughfare.

Traffic Counts
96th Street



96TH AVENUE ENTERING SURFSIDE

solutions for their comfort are more complex. Often, greater walkability yields only small reductions in vehicle capacity, even though vehicle speeds are lower. Generally, more two lane streets per square mile result from a more open network and drivers can avoid the degree of peak hour congestion that occurs when a limited number of large streets break down.

96th Street is a two-way east/west arterial; with two 11' wide lanes in each direction (southern eastbound lane terminates at Harding Avenue). Average east and westbound speeds range from 11 mph to 23 mph west of Harding Avenue, where speeds drop to 2-5 mph. Harding Avenue is a one-way southbound arterial, with three lanes of 11' each. Average speeds on Harding Avenue range from 9-19 mph. Collins Avenue (A1A) is a one-way northbound arterial, with three lanes of 11' each. Average speeds range from 10-27 mph.

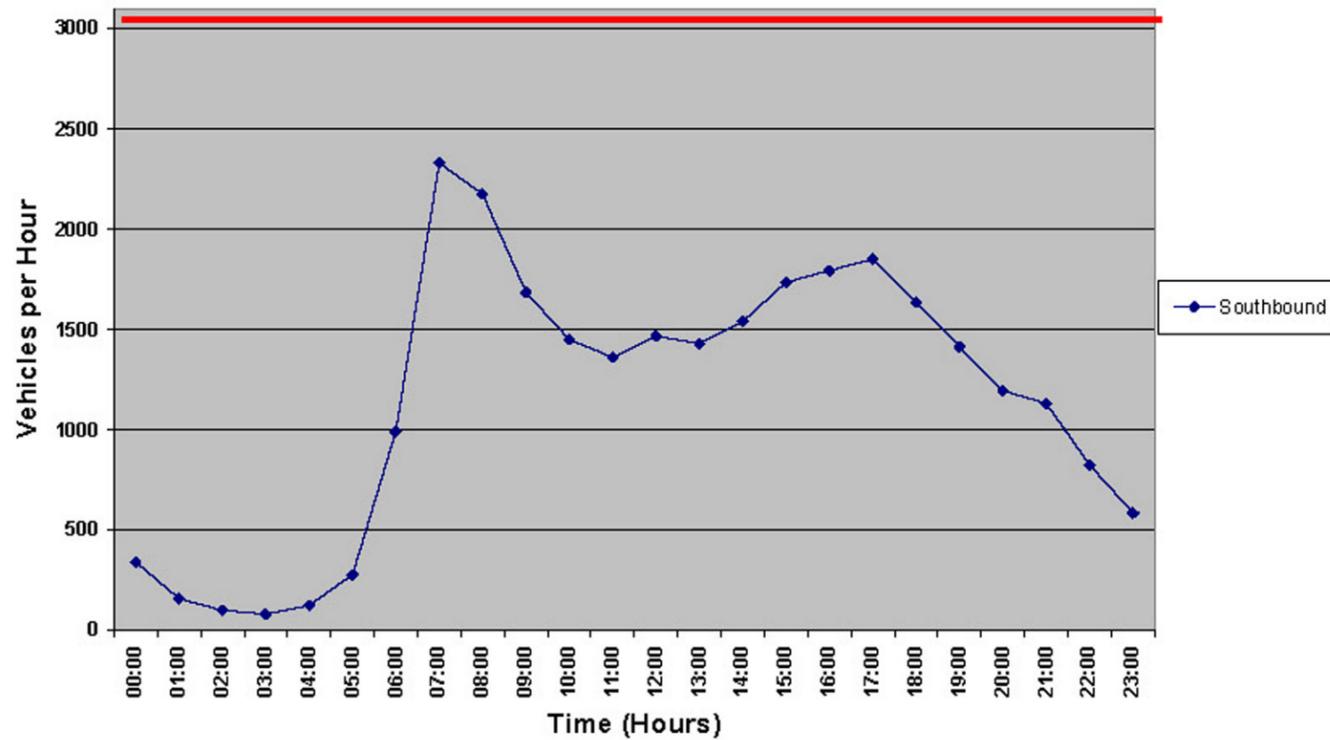
(Though these are average speeds, and include peak time congestion, and typical maneuvering actions (actual vehicular speeds would be higher) these averages suggest that redesigning Surfside's street network for both higher efficiency and walkability, may actually result in a greater level of through-capacity than that currently being realized.)

Land use development along Harding and Collins Avenues consists of multifamily residential, municipal and commercial/tourist, all of which benefit greatly from a healthy pedestrian environment.



PEAK HOUR TRAFFIC QUEUING AT 96TH STREET AND HARDING AVENUE

Traffic Counts
SR A1A/Harding Avenue One-way Southbound



Traffic volumes along Surfside’s major arterials are high, but traffic flows during the roadway’s peak periods. Peak hour, peak directional volumes along 96th Street approach 1,000 vehicles in some sections within the roadway’s design capacity of 1,700.

Consequently, Surfside’s major arterials have three major problems:

1. They serve double duty as both a through-moving arterial for regional traffic and a locally-circulating street
2. They encourage only one travel mode by discouraging walking, cycling, and transit
3. They have a high volume of traffic, with often congested conditions.

The urban design vision for Surfside, as described by the community and refined by the design team during the workshop and charrette, is a more walkable environment providing increased business traffic for the commercial district and new civic and recreational amenities, all while providing improved traffic and parking operations.

Transportation facilities and systems provide excellent tools to support the future vision for Surfside, as set by the community. As noted earlier, the Surfside community desires a return to the walkable city structure and a place where pedestrians can live, shop and find entertainment.

What factors contribute to an excellent pedestrian experience? Observations and design know-how suggest the following prioritized features, listed in reverse order.

10. Narrower Streets
9. Street Trees
8. Lower Traffic Volumes
7. Sidewalks
6. Interconnected Streets
5. On-street Parking
4. Lower Traffic Speeds
3. Mixed Land Use
2. Buildings Fronting the Street
1. Small Block Size

These parameters have proven themselves in the field. When a majority of these are combined in one location, pedestrians are routinely seen. Surfside’s walkable streets are no exception to this experience.

Traffic Capacity Issues at 96th Street

Currently, congestion is encountered during peak travel periods at the intersections of 96th Street and Collins Avenue and at 96th Street and Harding Avenue. Both intersections experience queuing times particularly during the appropriate peak rush hour.

The worst conditions occur eastbound on 96th Street. The above diagram illustrates traffic queuing times at the intersection of 96th Street and Harding Avenue. The island configuration



HARDING AVENUE AND 91ST STREET SOUTHBOUND

makes these levels of delay inevitable. More consideration should be given to the off peak hours when speeds rise to impact pedestrian comfort.

One-way Street Conversions

HPE recommends converting Surfside’s one-way pair (Collins and Harding Avenues) to two-way operation. As stated above, managed motor vehicle speeds are essential to pedestrian comfort and safety. Historically, two-way streets have slower speeds than one-way streets and provide nearly the same amount of traffic capacity, while providing a substantially safer and more pleasant pedestrian environment.

One-way streets have limited operational benefits over two-way streets, safety implications, and negative impacts on local commercial business. Operationally, one-way streets:

- increase number of left turns, increasing circulation traffic
- have increased vehicle miles traveled (vmt)
- carry 20% more vmt
- are especially difficult for visitor travel
- require transit stops on two different streets.

From a safety perspective, one-way streets:

- produce up to 20% more turns
- potentially increase pedestrian crashes because of higher number of turns
- yield higher off peak speeds, which lead to more serious injuries.

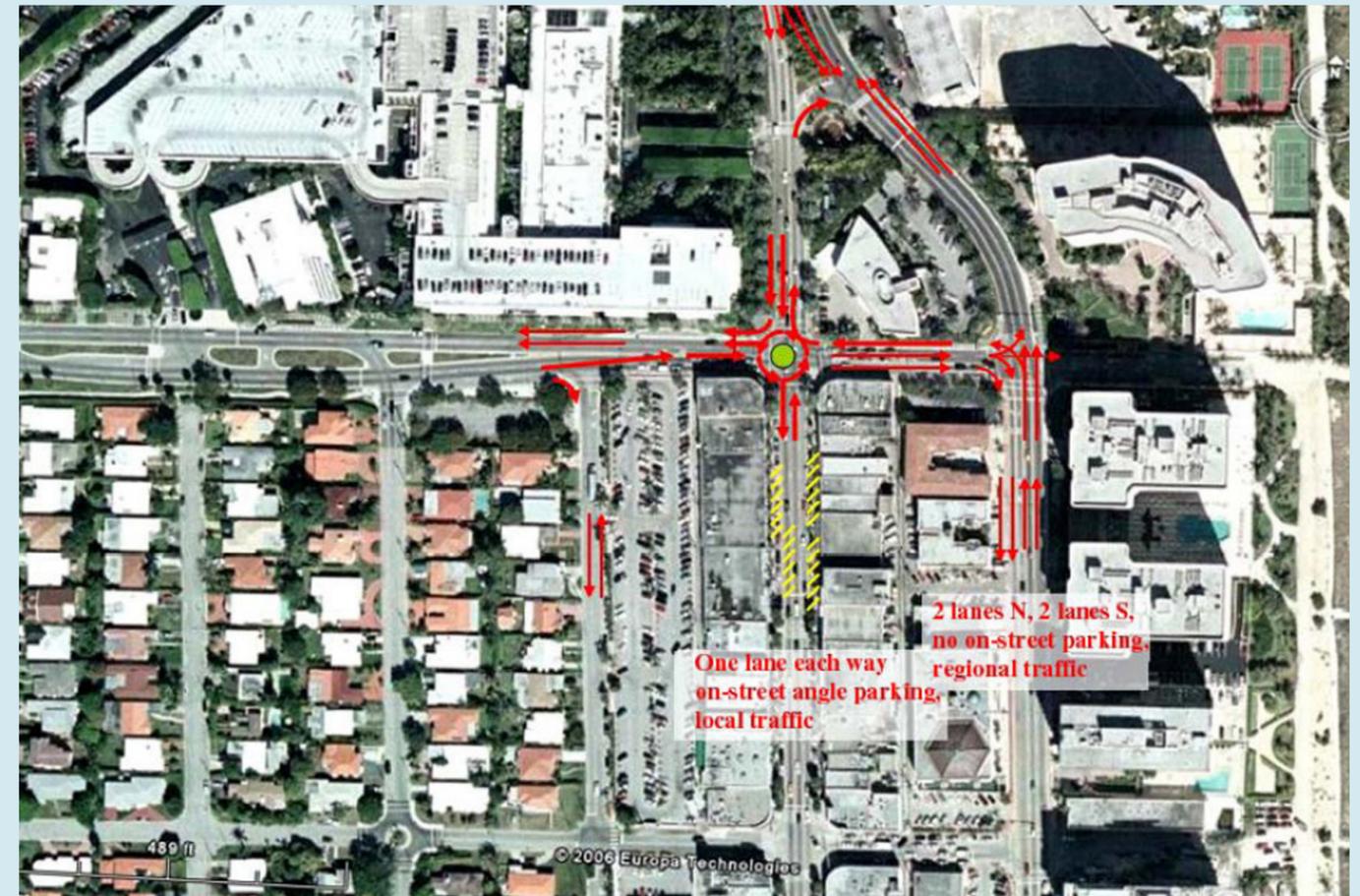
One-way streets also have an undesirable impact on commercial businesses, as they:

- reduce business access
- make way finding and routing more difficult
- provide limited commercial exposure for corner businesses on upstream side.

Converting Collins and Harding Avenues to two-way streets will not negatively impact the area’s traffic capacity, but will positively increase pedestrian access to the commercial and civic district Surfside desires. It will also significantly improve queuing times at Surfside’s major intersections as more options will disperse traffic more equally.

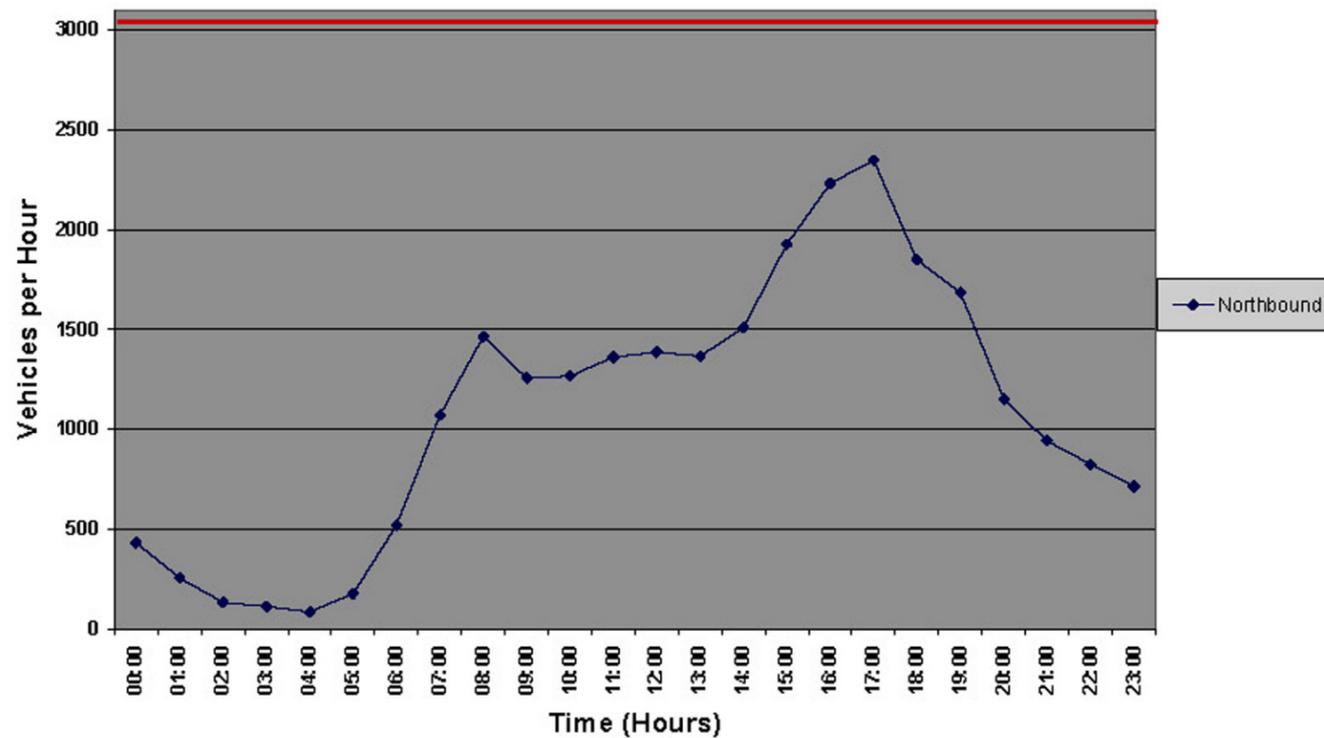
HPE proposes converting Harding Avenue’s three southbound lanes into one north and southbound lane and include on-street parallel parking in the business district, to better accommodate pedestrians and local traffic.

Collins Avenue should likewise be converted to two-way operations, by converting its three northbound lanes and wide shoulders into two northbound and two southbound lanes, with no on-street parking, to better accommodate regional traffic traveling through the area.



TWO-WAY OPERATIONS CONVERSION

Traffic Counts
SR A1A/Collins Avenue One-way Northbound



The Effect of One-Way Conversion on Two-Way Operation

To identify the effect of converting Harding and Collins Avenues to two-way operations on Surfside, an arterial level of service (LOS)* analysis was performed utilizing Synchro 6.0 (Trafficware, Inc.) software, as follows:

Synchro Procedure

To determine arterial level of service, two Synchro runs were performed for Surfside’s major arterials (96th Street, Harding Avenue and Collins Avenue). These runs were based on the following:

- A “before” run utilizing current vehicle trips and one-way operations; and
- An “after” run utilizing two-way operations.

Synchro Results

Both runs demonstrated that maximum service volume at the adopted level of service will not be exceeded by conversion to two way operation.

The 96th Street, Harding Avenue and Collins Avenue adopted LOS are “D”.

The “after” Synchro runs for 96th Street yielded an overall PM peak hour peak direction eastbound arterial level of service “D”, which is an improvement from the “before” scenario yielding a level of service “E”. Overall westbound level of service “D” remained the same along 96th Street. Only at the intersections with Harding Avenue and Collins Avenues, did the level of service remain the same (“F”). However, overall travel speed increased slightly and signal delay decreased substantially, indicating that movement of traffic has actually improved by the two-way operations, despite a low level of service.

The “after” Synchro runs for Harding Avenue yielded a new overall PM peak hour peak direction northbound arterial level of service “D”, which is concurrent with adopted standards. The Synchro run yielded an overall southbound level of service “E”, slightly lower than the adopted standards. Though this appears to present an operational capacity issue, the character Surfside desires will benefit from these changes, all without impacting the vehicular motorist experience, as arterial speeds and signal delays are nearly the same as those experienced now under one-way operations. The pedestrian benefits far outweigh the slight change in vehicular operations.

The “after” Synchro runs for Collins Avenue yielded an overall PM peak hour peak direction northbound arterial level of service “C”, which is consistent with the “before” scenario, indicating no decrease in operational capacity after the one-way conversion. The Synchro run yielded a new overall southbound level of service “D”, concurrent with adopted standards.

* *Level of Service is a term used to indicate the relative level of functionality of any given intersection, and as the letters suggest, is a sort of “report card,” which grades its performance in terms of the number of light cycles necessary to transit the intersection.*

As such, an A through C would be considered a good-to-acceptable level of performance, and a D or E, would indicate a sub-par level of performance, and an F would indicated a failed intersection.



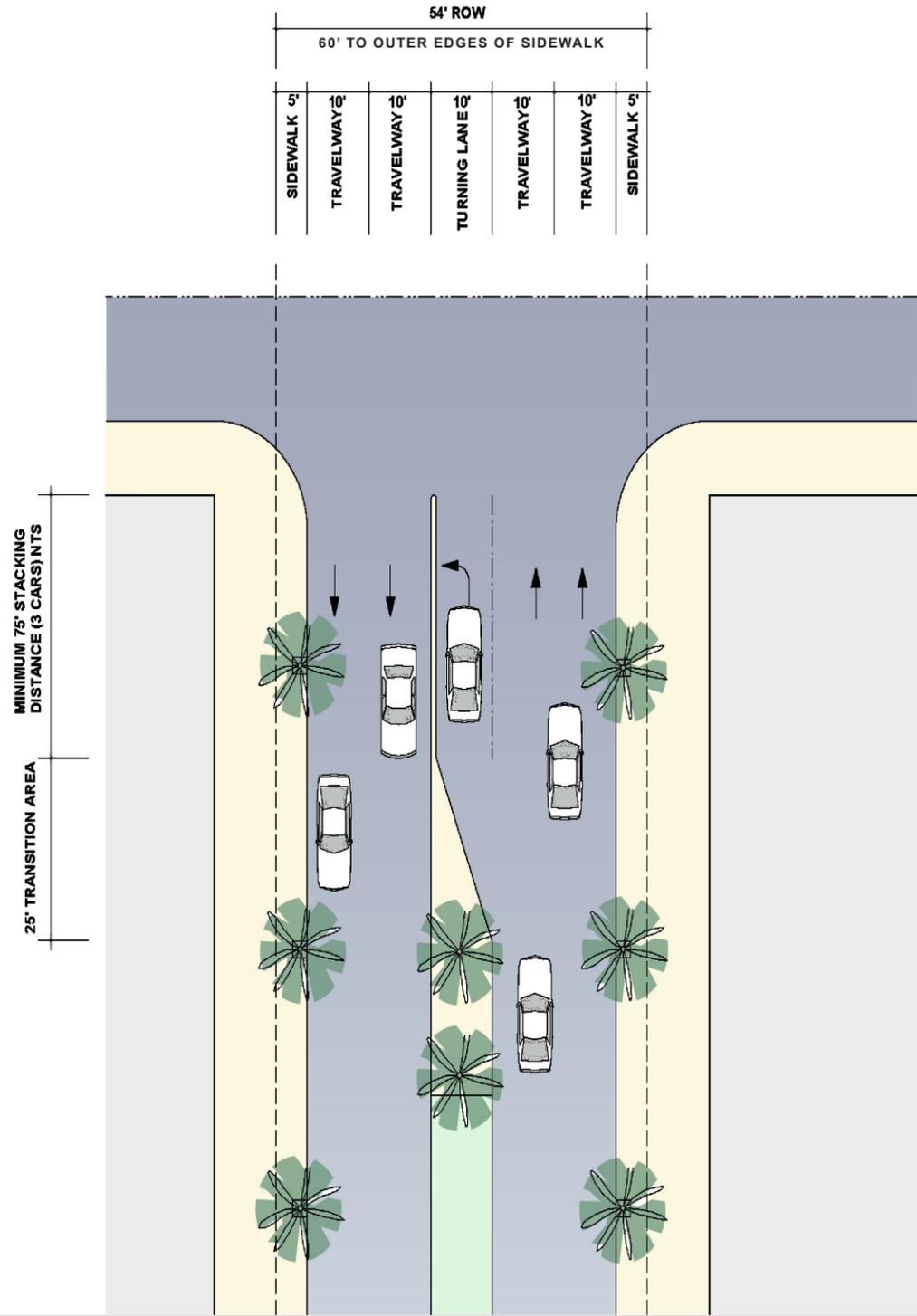
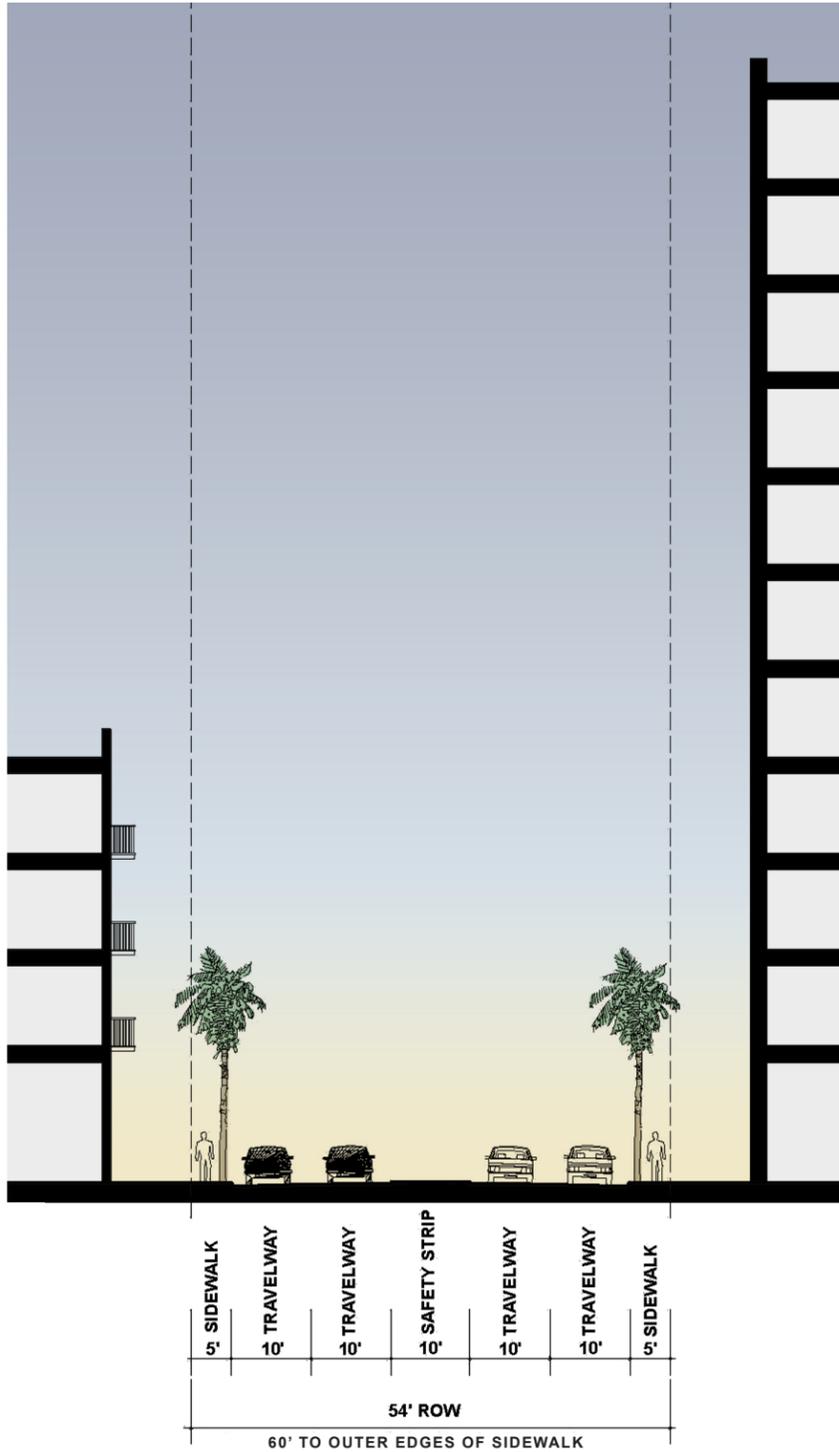
COLLINS AVENUE AND 95TH STREET NORTHBOUND

Benefits of Two-Way Pair Configuration Proposal (Harding & Collins)

- Allows Collins to become a beautiful and upscale boulevard with a tree lined landscaped median and turn lanes, more in scale with the multi-story buildings lining the street.
- Allows Harding to become a beautiful tree lined street that's more in scale with the single family homes and town-homes lining the street.
- Allows for the replacement of cross-walks that were removed at Harding & 96 and Collins & 96 making it easier and safer for people to cross the street to get to the business district and to the beach, completing our "Walking Boulevard" around all of Surfside.
- Allows for north/south bike lanes along Harding leading to the business district.
- Two-way streets with narrower lanes and middle islands are safer for pedestrians to cross, have fewer red-light runners and have slower traffic.
- Reduced off-peak speeds leads to less severe injuries in a crash.
- Reduced Vehicle Miles Traveled (VMT) reduces fuel consumption and global warming, and is safer for drivers and for pedestrians with fewer crashes.
- Reduced turns to get to a destination are safer and more convenient for drivers and for pedestrians.
- Reduction in traffic speed through the business district will improve ambiance and increase the value and usability of the outdoor areas for businesses, which will increase the Town's tax base.
- Increased efficiency at the Harding & 96th Street Intersection, reducing traffic congestion at that location, and increasing visitor traffic to our business district, as well as making it easier for Surfsiders to get to other business districts.
- A more efficient intersection at Harding & 96th reduces the stress on Abbott Avenue and reduces the need for people to take alternate routes down Abbott or through the neighborhood.
- Allows for more green space, landscaping and an entry feature at Harding & 96th, and other locations along 96th Street.
- Provides a more efficient and easier route for homeowners to travel northbound, without having to go through multiple lights, or drive in front of homes where pedestrians may be walking and children may be playing, making the streets safer.
- Makes it easier for people to turn into the buildings along Collins and to get to their building without having to make additional turns or wait for additional traffic signals.
- Increasing the walk/bike ability of Harding, and the Beach Path, and by providing multiple connections between the two at multiple street ends, without reducing the walk/bike ability of Collins, and tying the entire network into our local walk/bike system, as well as the regional walk/bike system, will benefit the entire



- community, and the environment.
- Will not have a negative impact on current traffic flow and will only have a positive impact on walk-ability and bicycle access.
- Will positively increase pedestrian access to the commercial and civic district.
- It will significantly improve queuing times at major intersections and create more options to disperse traffic efficiently.
- Will increase commercial exposure for north corner businesses on Harding, increasing the value of those properties.
- Increase business access and making wayfinding and routing easier and more convenient.
- Makes it easier for traffic to get to the business district.
- Makes it easier for traffic to turn around the circle to search for parking, instead of having to circle the block, or go through multiple lights and into Bal Harbour to make a U-turn.
- Parallel parking along Harding makes it safer for diners and pedestrians in the business district.
- Will make it easier and more convenient for southbound thru traffic from Bal Harbour and Bay Harbor to skip the congestion, parallel parking, double parking, delivery trucks, passenger drop-off, public transportation stops, and additional cross-walks of the business district, if so desired.
- Will make local trips, walking, biking, and driving, safer and easier for our neighbors from Bal Harbour and Bay Harbor.
- Integrates perfectly into a similar proposal being pushed forward in Miami Beach, increasing the property values to the south and well as ours.



Collins Ave.

- Travel: 4 lane, 2 way
- Parking: None
- Trees: 2 Sides in Planter Boxes
- Sidewalk: 2 Sides
- Utilities: Underground

Along Collins Avenue, where land use patterns call for commercial/tourist facilities and multi-family residential units, HPE proposes a street section with a 5' sidewalk, two 10' southbound travel lanes, a 10' safety strip, two 10' northbound travel lanes and a 5' sidewalk on the beachside, with dedicated turning lanes at intersections. The narrower lanes will encourage slower traffic speeds to better accommodate pedestrians.



COLLINS AVENUE, EXISTING CONDITION
In its current configuration, Collins Avenue is a wide, high-speed arterial, with little other redeeming attributes. A “car sewer.”



COLLINS AVENUE, PHASED IMPROVEMENTS
In this interim phase, Collins’ travel lanes have been increased in number and reduced in size, to reduce travel speed and to introduce two-way traffic back onto the street.

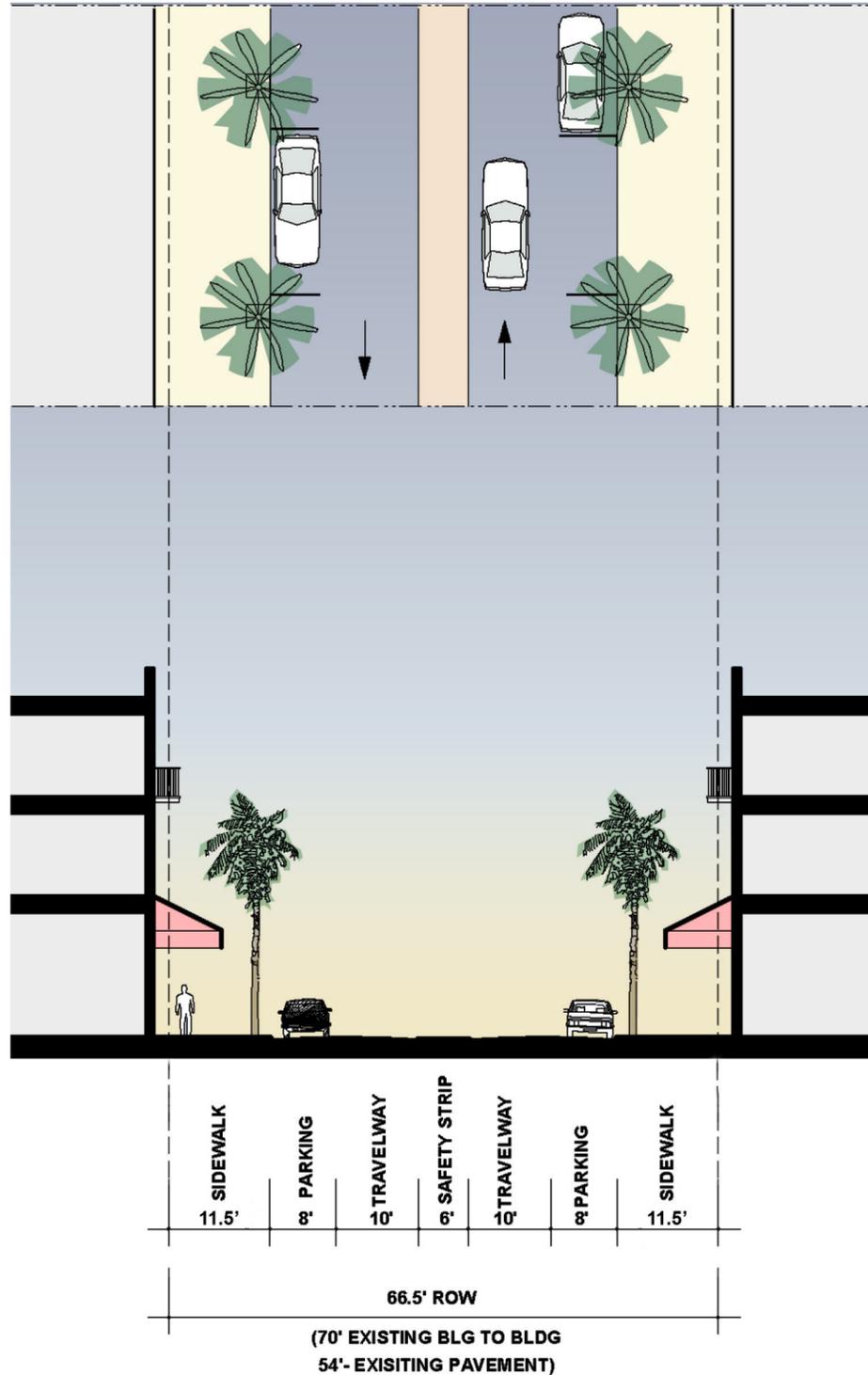
On-street parking has been removed to help facilitate this transition, and a new, 10’ foot wide “safety strip” has been added to the middle of the ROW to add additional flexibility and enhanced safety to the street, while still permitting limited cross-access.

The final iteration of Collins Avenue shows an elegant, walkable, safe, and thoroughly calmed boulevard section. Pedestrian-scaled street lighting, islands for pedestrians to rest at while crossing, landscaped turn medians and new street trees and landscape improvements dramatically improve the pedestrian experience, while dedicated turn lanes at key signalized intersections, and traffic slowed through the use of proven traffic calming strategies such as enhanced visual references, and narrowed travel lanes, provide additional pedestrian safety and comfort. Slower speeds will also improve local access, and the new 10’ wide “safety strip” provides an attractive buffer for two-way traffic, as well as additional lane width, to accommodate larger vehicles safely, when needed.

The safety strip also allows for limited cross access in off-peak times, without necessarily encouraging this practice. Two-way travel should also significantly improve local access by minimizing the additional turn movements and greater travel distances typically associated with one-way pairs.



COLLINS AVENUE FINAL STAGE
In the final stage, Collins Avenue is seen in its final proposed iteration, as a thoroughly calmed and pedestrian friendly beach-side boulevard.



Harding Ave.

- Travel: 2 lane, 2 way
- Parking: 2 Sides
- Trees: 2 Sides in Planter Boxes
- Sidewalk: 2 Sides
- Utilities: Underground

Along Harding Avenue through downtown, where land use patterns call for a mixture of residential types and businesses, HPE proposes a street section with an 11.5' sidewalk, 8' parallel parking lane, one 10' southbound travel lane, a 6' safety strip, one 10' northbound travel lane, 8' parallel parking lane, and an 11.5' sidewalk on the beachside.

The safety strip is a textured pavement in the center of the street. The textured surface discourages continuous driving on the safety strip but allows temporary usage of the strip for delivery vehicle parking, slowly passing a transit vehicle, or for additional space for oversize vehicles if needed. The strip also provides a center area where pedestrians can stop.

The narrower lanes and on-street parking will encourage slower traffic speeds to better accommodate pedestrians. Bicycle lanes will be implemented south of downtown.



HARDING AVENUE COMMERCIAL DISTRICT, EXISTING CONDITIONS

In its current configuration, Harding Avenue is essentially a “car sewer” -- a high speed thoroughfare given over primarily to the automobile. Three lanes of noisy high-speed one-way traffic creates a major impediment and safety concern for pedestrians, and a very unpleasant walking or shopping environment.



HARDING AVENUE COMMERCIAL DISTRICT PHASED IMPROVEMENTS, PHASE ONE

Returning Harding Avenue to two-way local traffic will reduce traffic speed and make access to local businesses much easier and convenient. Wider sidewalks, a unified landscaping scheme, and storefront enhancements will result in a more attractive streetscape and a more pleasant experience for patrons and visitors.

Combined with additional improvements, such as pocket plazas, the wider sidewalks will create a more vibrant street life, with sidewalk dining, enhanced merchandising, and seasonal events.



HARDING AVENUE COMMERCIAL DISTRICT FINAL STAGE

A 6' textured safety strip and landscape median is added to the center of the street to visually narrow travel lanes further while still allowing drivers to navigate around parking cars, as well as provide a place for delivery vehicles to park temporarily.

Median landscape elements add additional charm and pedestrian protection, while providing more visual cues to drivers to help encourage even slower speeds.

Surfside’s residents have expressed a desire to create a more walkable neighborhood, providing increased foot traffic for the commercial district and the new civic and recreational amenities, while improving overall traffic movement and parking operations.

Though perhaps counter-intuitive, improvements to the area’s traffic circulation, primarily converting the one-way operations of Harding Avenue and Collins Avenue into two-way flow, will help achieve the vision outlined during Surfside’s Citizen’s Planning Workshop and Charrette.

Both local and regional traffic will continue to be accommodated with these changes, while providing a much healthier and safer environment for pedestrians and bicyclists who reside in the area or will be frequenting the commercial businesses along Surfside’s main streets.



**HARDING AVENUE SOUTH OF 93RD STREET
EXISTING CONDITIONS**

The real impact of A1A's one-way pair is truly felt south of Harding's downtown commercial district, where residences front directly on a high-speed, heavily traveled thoroughfare. Suburban arterial standards dictate a very unappealing streetscape, with little provision for the pedestrian, unsafe access conditions, and zero curb-appeal.



**HARDING AVENUE SOUTH OF 93RD STREET
PHASED IMPROVEMENTS, PHASE ONE**

Reverting Harding Avenue to two-lane one-way traffic and reducing regional traffic will begin to calm traffic speeding by existing residences and will allow the start of streetscape improvements.

The reduction of both lanes and lane widths reduces ambient travel speeds and allows for driveway "pockets" dramatically improving local access safety.

Returning south Harding Avenue to a local two-way street allows it to be better integrated into the community, more in scale with the single family homes and small multifamily buildings along the street, and makes it an asset to nearby residents. The final stage of improvement turns the street into a gracious avenue, and more effectively connects the neighborhoods to the south with the rest of Surfside.

As trees are planted and bike lanes added, the improved Harding Avenue will become the preferred choice for pedestrians and cyclists on the east side of Town leading directly to the business district. And residents and children crossing the street to access the beach will no longer face a dangerous and daunting challenge.



**HARDING AVENUE SOUTH OF 93RD STREET
FINAL STAGE**

In the final stage, even more streetscape improvements are made by planting street trees and updating lighting. Bike lanes are also added, which help connect the neighborhoods to the south with the downtown, and further slow traffic.

Incremental Traffic Calming

With regard to the neighborhood streets and the issue of both speeding and cut-through traffic, the proposed solution is a comprehensive traffic management strategy employing demonstrated traffic-calming design techniques. Depending on the demonstrated results of these implemented design solutions, they could be combined with a more elaborate system of street closures and gating, incrementally deployed as needed, until specific objectives are achieved.

Specifically, traffic calming recommendations will take several forms:

- *Strategically placed and appropriately sized traffic circles, intended to disrupt the high-speed flow of traffic through the neighborhood, without compromising pedestrian and/or the local connectivity of the internal, neighborhood street network*
- *Rational placement and retention of on-street parking to visually reduce the apparent lane width, maximize access to adjacent land uses, and to encourage speed reduction*
- *Introduction of street trees and lane stripping into the ROW, carefully coordinated with the above mentioned on-street parking, to visually reduce the apparent lane width, without effectively compromising the ability of two vehicles to pass one another.*
- *The addition of bike lanes, again, to help reduce the visual width of the road, and to provide a designated area within the street for bicycle traffic.*

In order to comply with County standards for street closures, and in recognition of the potential impact street closures may have on the community as a whole, it is important to reiterate that any proposed closures would be implemented incrementally, with results measured and assessed prior to moving forward with any additional phased closures.

This will allow the Town to make a credible, detailed and progressive case for additional closures, as needed, if the interim steps do not produce the desired net results.

Regardless, certain streets that are currently closed to traffic shall be recommended to remain closed, and to the extent that other roads may be proposed to be closed in the future, those closures shall be proposed to be implemented in such a way (through the use of controlled gates), as to permit ongoing access by local residents, and also in a way consistent with the principles of walkability, street connectivity and convenient local access to community goods and services. Provision will also be made for guests as well as for the residents of the Village of Indian Creek.



Traffic calming circles present an opportunity to introduce civic art such as statues, fountains, or landscaping features.

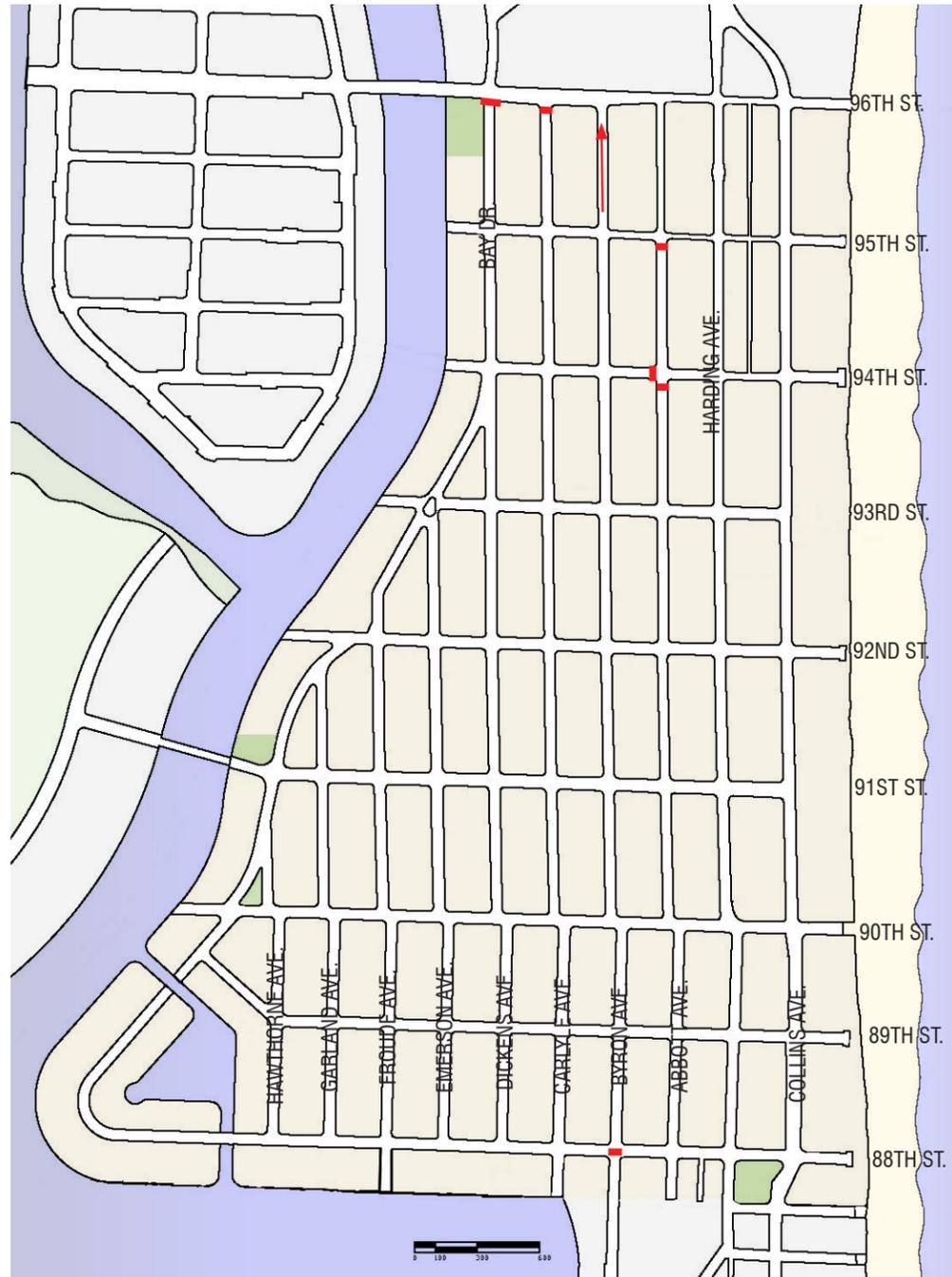


GATEWAYS

Iconic neighborhood entrance features provide more explicit neighborhood boundary definition, as well as the potential to limit access, if needed.



Closed and exit only residential streets discourage cut-through regional traffic, but also make access difficult for residents.



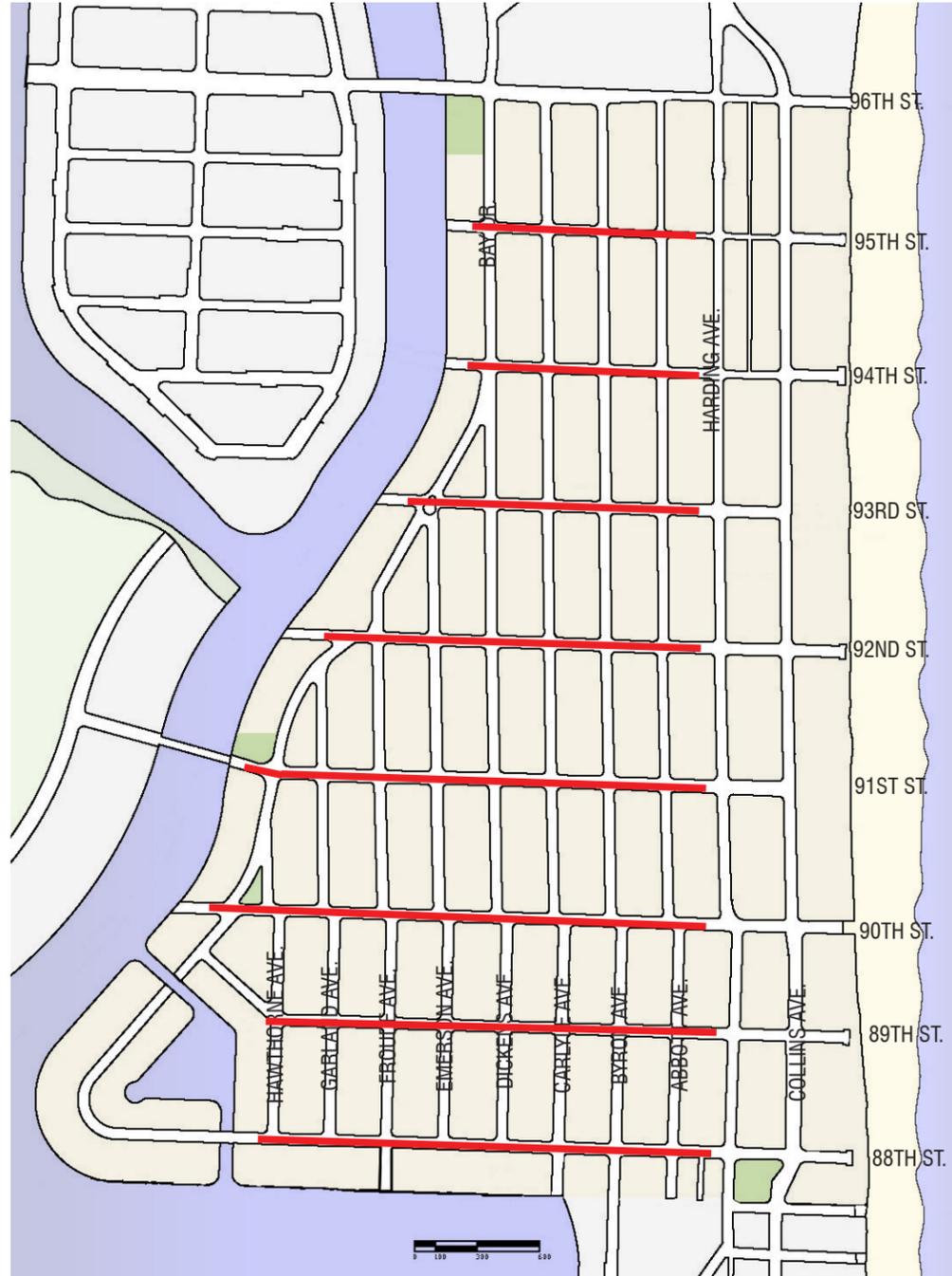
Streets Currently Closed or Exit Only
 Many streets are currently closed in key locations to discourage “cut-through” traffic. These streets are recommended to remain closed.

— CLOSED OR EXIT ONLY STREET



RESIDENTIAL NORTH/SOUTH STREET IMPROVEMENTS

In combination with the traffic calming techniques shown above, the proposed residential street improvements, utilizing a continuous series of stop signs on all North/South thoroughfares, will minimize traffic on these “cut through” streets and improve the overall quality of the neighborhood.



Step 1

The first step recommended to calm traffic in the residential neighborhoods is to encourage East/West streets to be used as the primary means to access the neighborhood rather than North/South streets, meaning residents and visitors go to Harding Avenue or Collins Avenue to leave the neighborhood. Once Harding Avenue becomes two-way, it will become the preferred choice for North/South traffic as it will be more efficient than in its present configuration.

It is also recommended to install stop signs at all intersections in the North/South directions.

Calming North/South streets through recommended improvements and obliging drivers to stop at all intersections will discourage “cut-through” traffic, both regional and local.

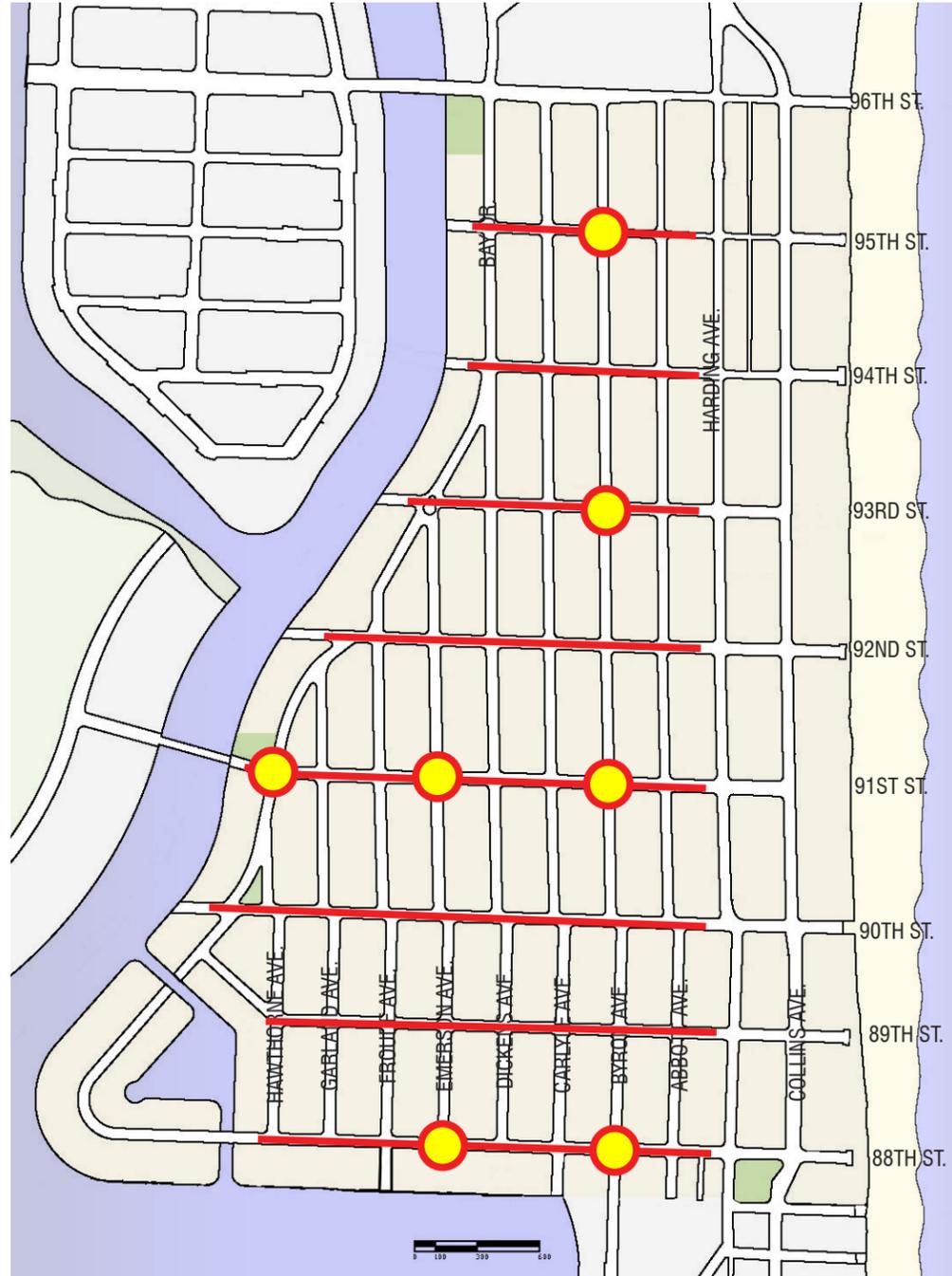
Speeding vehicles present a more significant danger to pedestrians on these thoroughfares as almost all of the houses front onto the North/South streets. Therefore, there is an increased danger on these streets with children playing in front of homes, and with the designated walking and bike paths encroaching into the roadway.

— STOP SIGNS FOR ALL NORTH/SOUTH STREETS



TRAFFIC CALMING CIRCLES

Circles calm traffic through neighborhood streets by obliging drivers to slow as they negotiate intersections containing them. They also provide an opportunity to mark important locations and beautify neighborhood streets. Existing circles are too large and should be narrowed.



Step 1 Continued

Install traffic calming circles at major neighborhood intersections on Byron Avenue, a major route for “cut-through” traffic. Install traffic calming circles on 91st Street, as a main entrance to the neighborhood, to add green space to the neighborhood, break up the long street, and to slow traffic without adding additional stop signs.

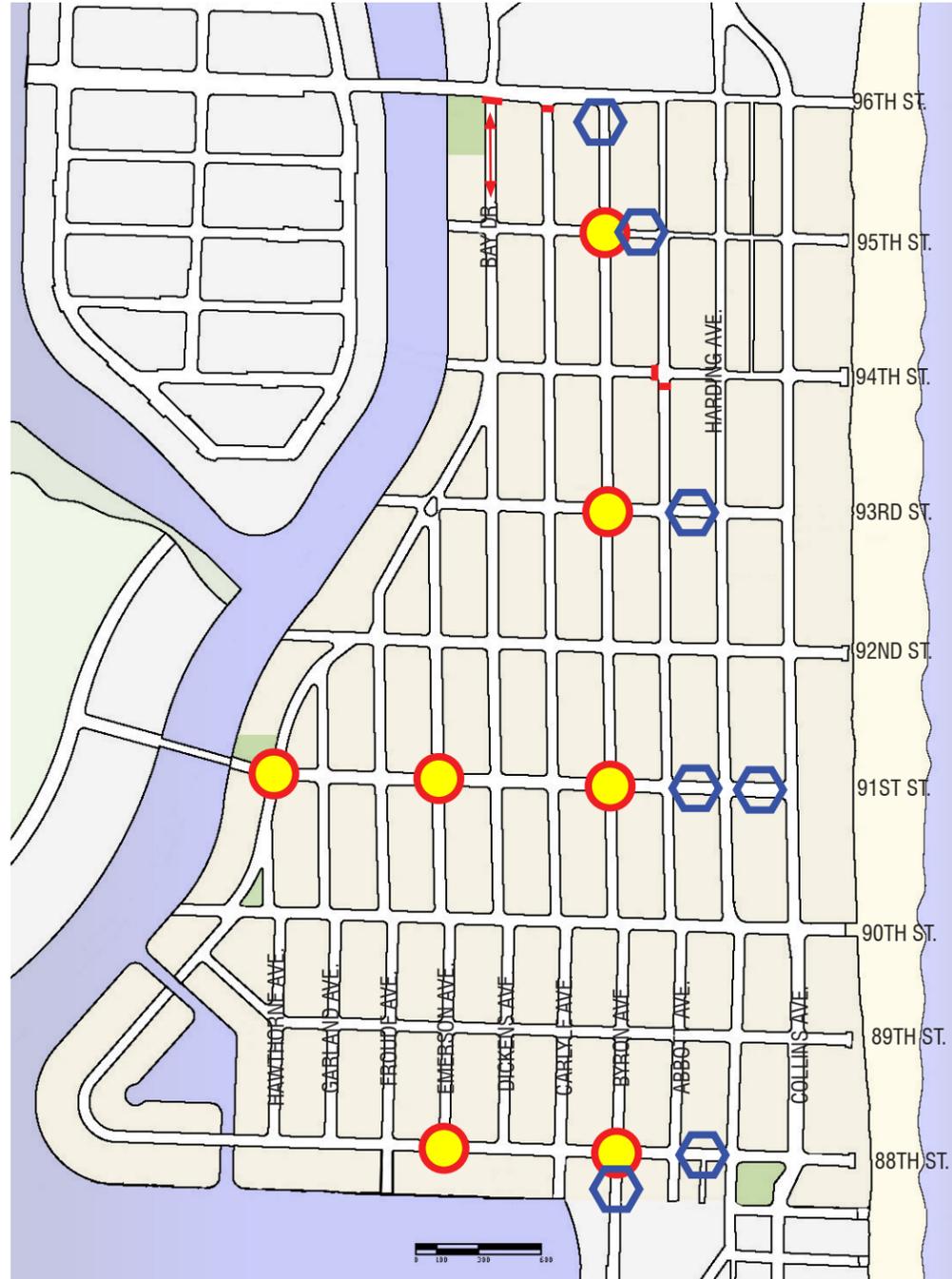
Circles should be engineered to the appropriate size to allow pedestrian and bicycle traffic to easily share the space with cars and emergency vehicles. Signage indicates to an approaching vehicle that they are entering a traffic circle should be clearly understandable.

Move the traffic signal at 90th Street and Collins Avenue to 91st Street to allow better access to the main entrance of residential neighborhoods and to align it with the corresponding signal on Harding Avenue.

- STOP SIGNS FOR ALL NORTH/SOUTH STREETS
- TRAFFIC CALMING CIRCLE



DESIGNERS SUGGESTION FOR A POSSIBLE SURFSIDE NEIGHBORHOOD ENTRANCE FEATURE. These can also be designed to accommodate a future automated and/or manned gate, if conditions warrant.



Step 2

Install entrance features (blue hexagon) at major neighborhood entrances.

Entrance features will help indicate to drivers that they are entering a residential neighborhood, a place distinct from the more regionally-oriented thoroughfare network they are leaving, and that they should drive more carefully within its boundaries.

Entrance features could include distinct paving patterns with landscaped medians and constricted lanes, encouraging drivers to slow down, as well as distinctive architectural elements for pedestrian and auto gateways. The design of these entrances presents an opportunity for the neighborhood to express its unique character and could be designed to allow for an easy retrofit of a gated transponder entrance at a later date, as conditions dictate. The entrance on 91st Street from Collins Avenue would be designed to clearly suggest that it is the principal neighborhood entrance.

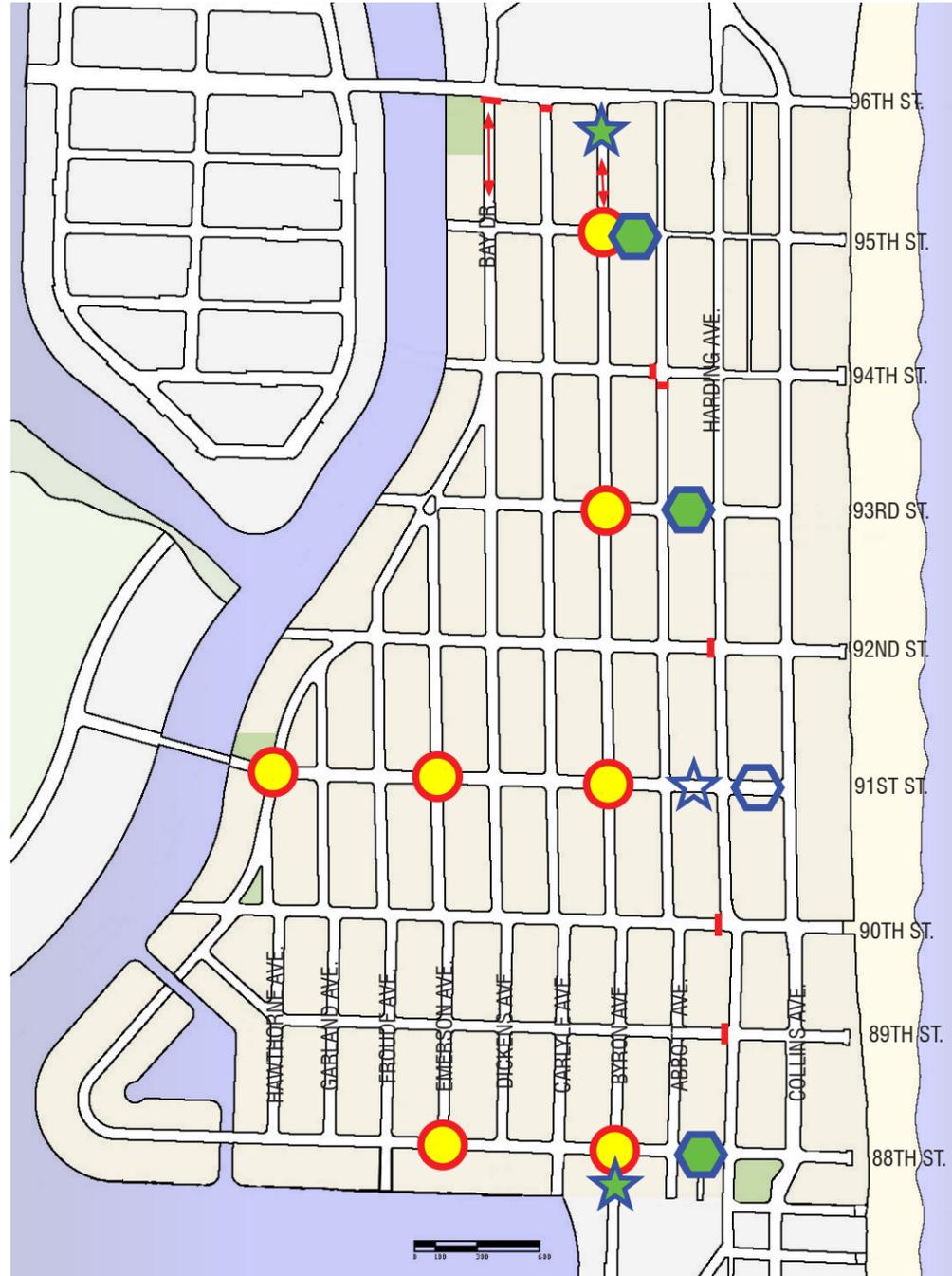
Also, Step 2 would include closing off Bay Dr. at 96th street (along with the remodeling of the 96th street park) to further reduce North/South traffic in front of the homes, and to eliminate traffic passing by the park, currently using this route to exit the neighborhood. This would include adding a cul-de-sac and angled parking along the park frontage, allowing traffic to drive north around the cul-de-sac, and park facing south (see diagram in Section 2.4.2 Parks & Recreation).

- CLOSED OR EXIT ONLY STREET
- TRAFFIC CALMING CIRCLE
- ENTRANCE FEATURE



GUEST ENTRANCES

While residents will be able to enter at both manned and automated entrances, guest will be required to enter only at manned, or guest entrances. Automated entrances, however, should be designed to allow easy conversion to manned entrances, if additional guest entrances are deemed necessary.



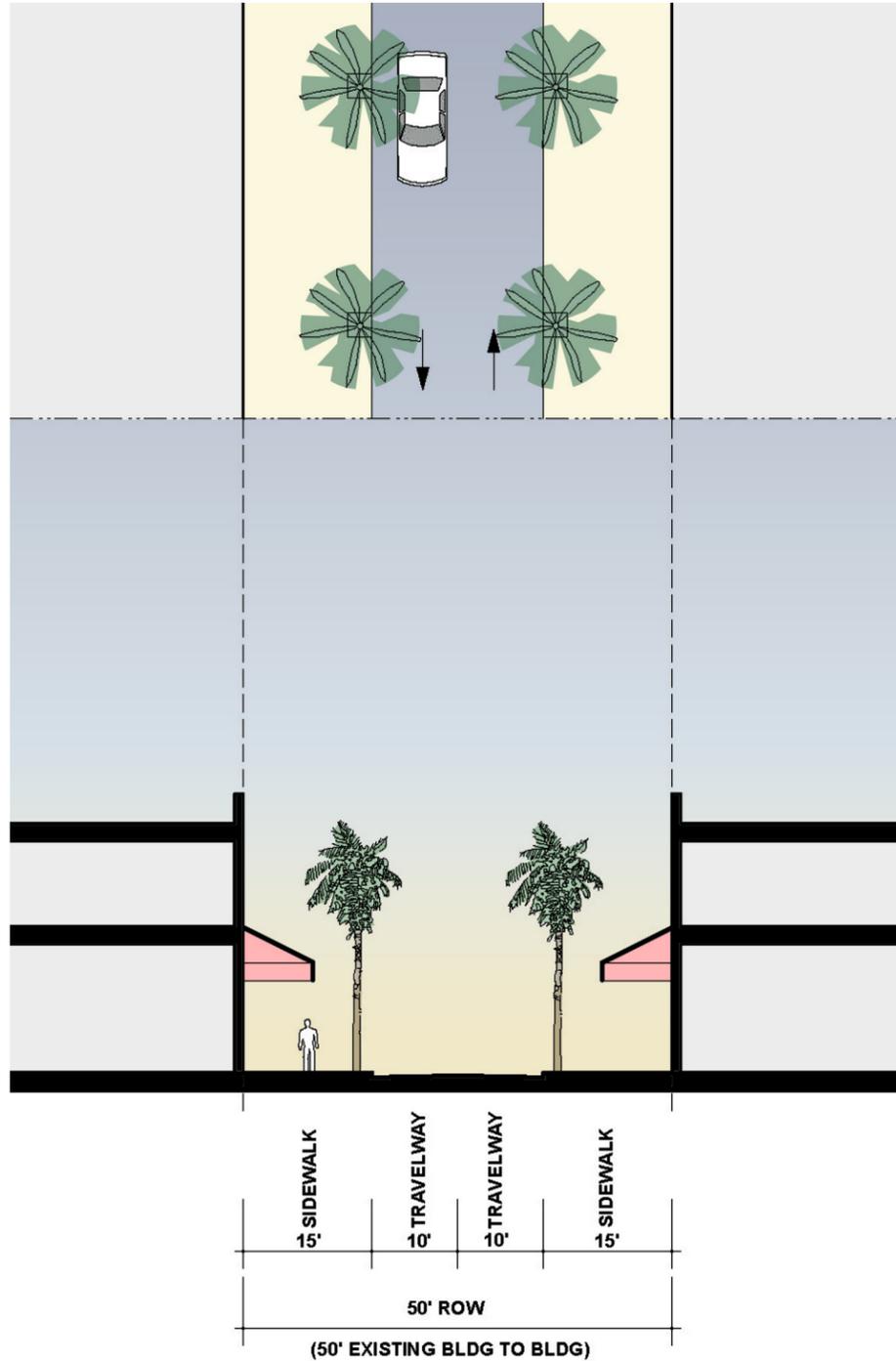
Step 3

If steps one and two haven't adequately addressed the neighborhood's traffic problem, the neighborhood can then petition the County to allow Surfside to become fully gated, thereby eliminating all unwanted cut-through traffic and visitors.

Close secondary neighborhood entrances to auto traffic (red lines) and gate all others. Residents and guests could enter through manned gates (blue stars), allowing visitor access, and/or residents can enter through entrances equipped with transponders that would automatically open gate arms to allow them through (filled hexagons). In this proposed scheme, most residents will be able to get to an exit without having to cross an East/West Street.

The town can begin with just one manned guest entrance on 91st street (open blue star), and if residents determine that they need more access points for visitors, the town can create additional guest entrances on the North and South ends of Byron Avenue (filled stars).

- CLOSED OR EXIT ONLY STREET
- TRAFFIC CALMING CIRCLE
- ENTRANCE FEATURE
- TRANSPONDER RESIDENT ENTRANCE ONLY
- TRANSPONDER RESIDENT ENTRANCE & MAIN GUEST ENTRANCE
- TRANSPONDER RESIDENT ENTRANCE & POTENTIAL GUEST ENTRANCE



95th, 94th, 93rd Streets In The Business District

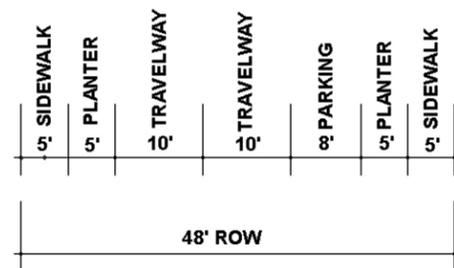
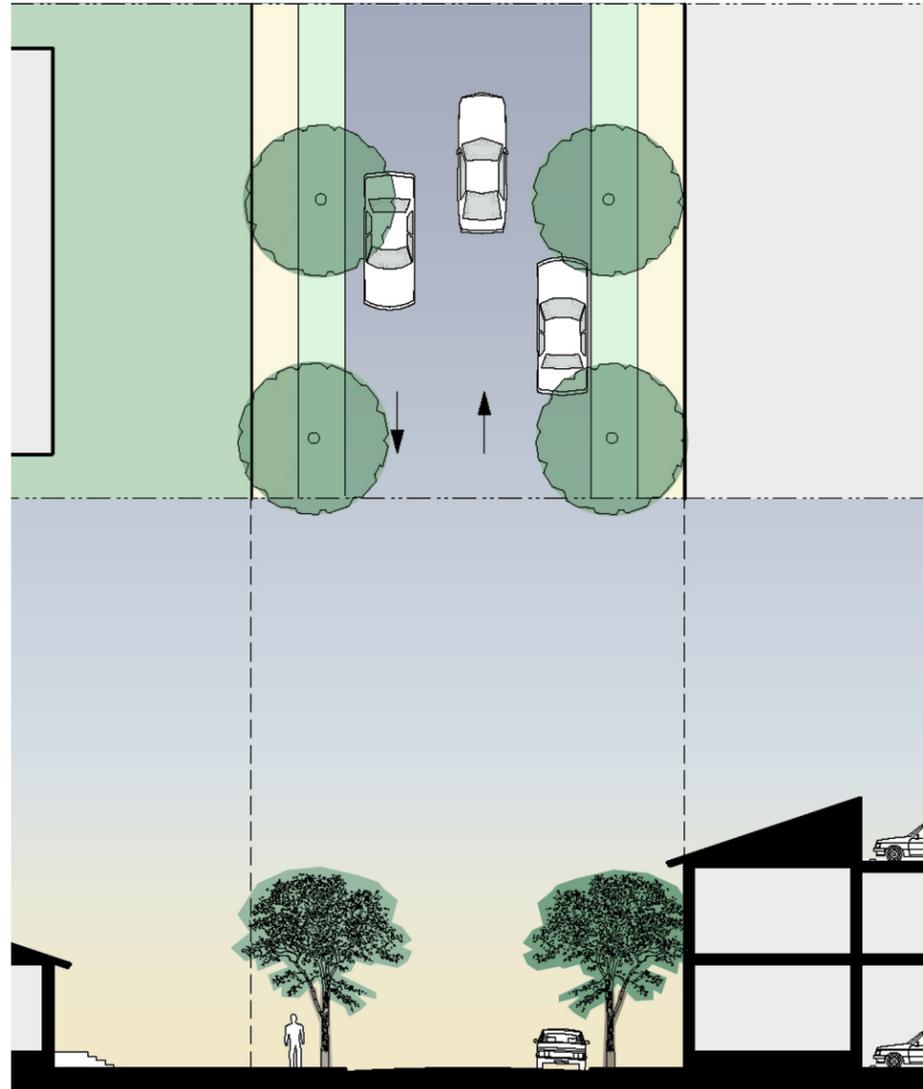
- Travel: 2 lane, 2 way
- Parking: None
- Trees: 2 Sides in Planter Boxes
- Sidewalk: 2 Sides
- Utilities: Underground

The proposed design of 95th street between Abbott and the beach (and additionally 94th street between Abbott and the beach, and 93rd street between Harding and Collins), allows for wider sidewalks on a tree lined street. This will create an improved walking connection between the business district and the beach, and allow for a large amount of outdoor seating on a less busy street with a constant breeze.

*** NOTE:**

All of the following proposed street sections were developed in close coordination with community input and were conceptually reviewed by professional consultants on the design team. However, for the purposes of this document, they should be considered illustrative until verified technically feasible, through a more detailed and site-specific engineering process.





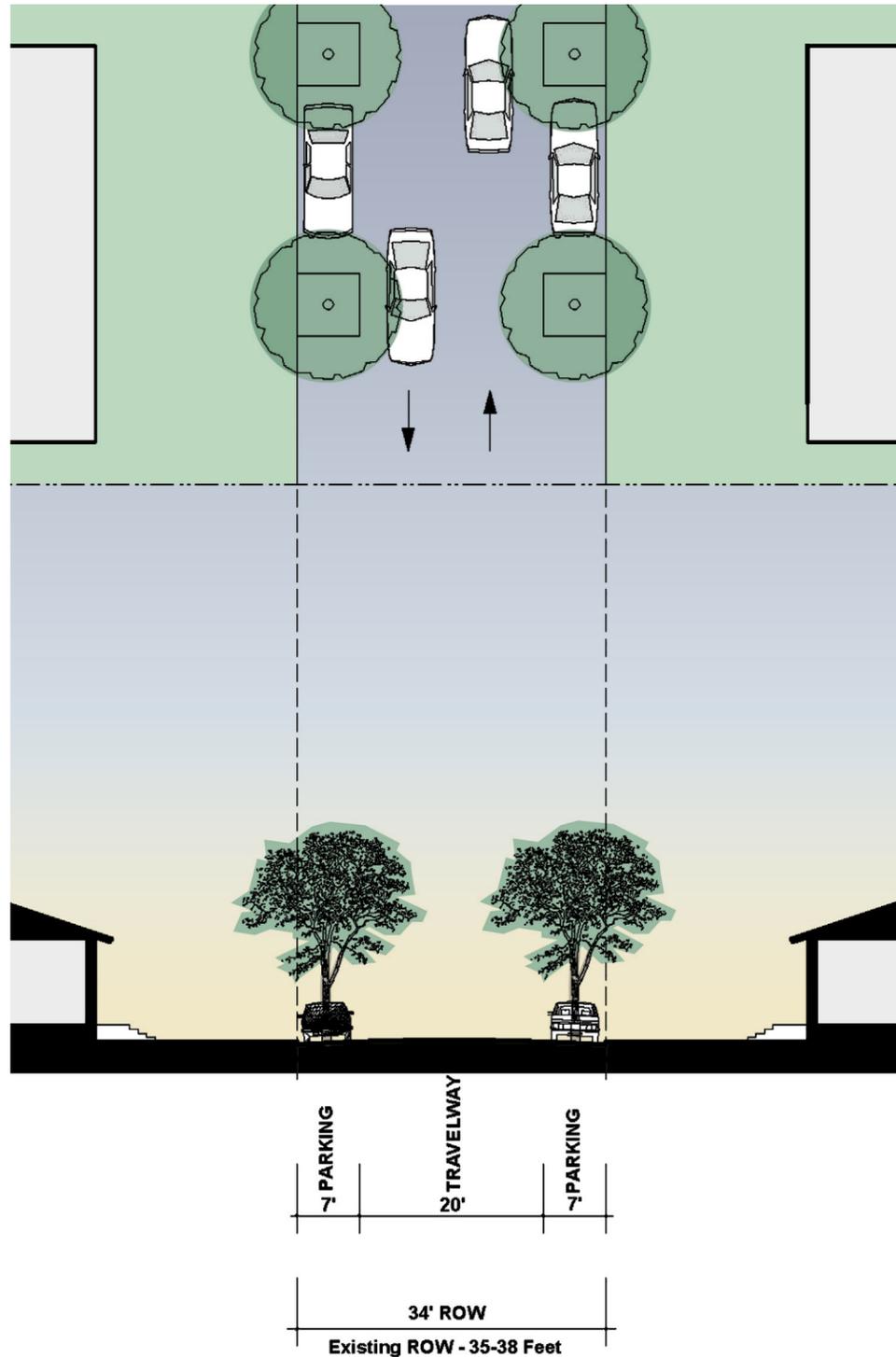
ABBOTT AVE
(Business District)



Abbott Ave. Between 94th & 96th Sts.

- Travel: 2 lane, 2 way
- Parking: 2 Sides
- Trees: 2 Sides
- Sidewalk: 2 Sides
- Utilities: Underground

The proposed design of Abbott in the business district allows for a sidewalk on the west side of the street to compliment the live/work units on that street.

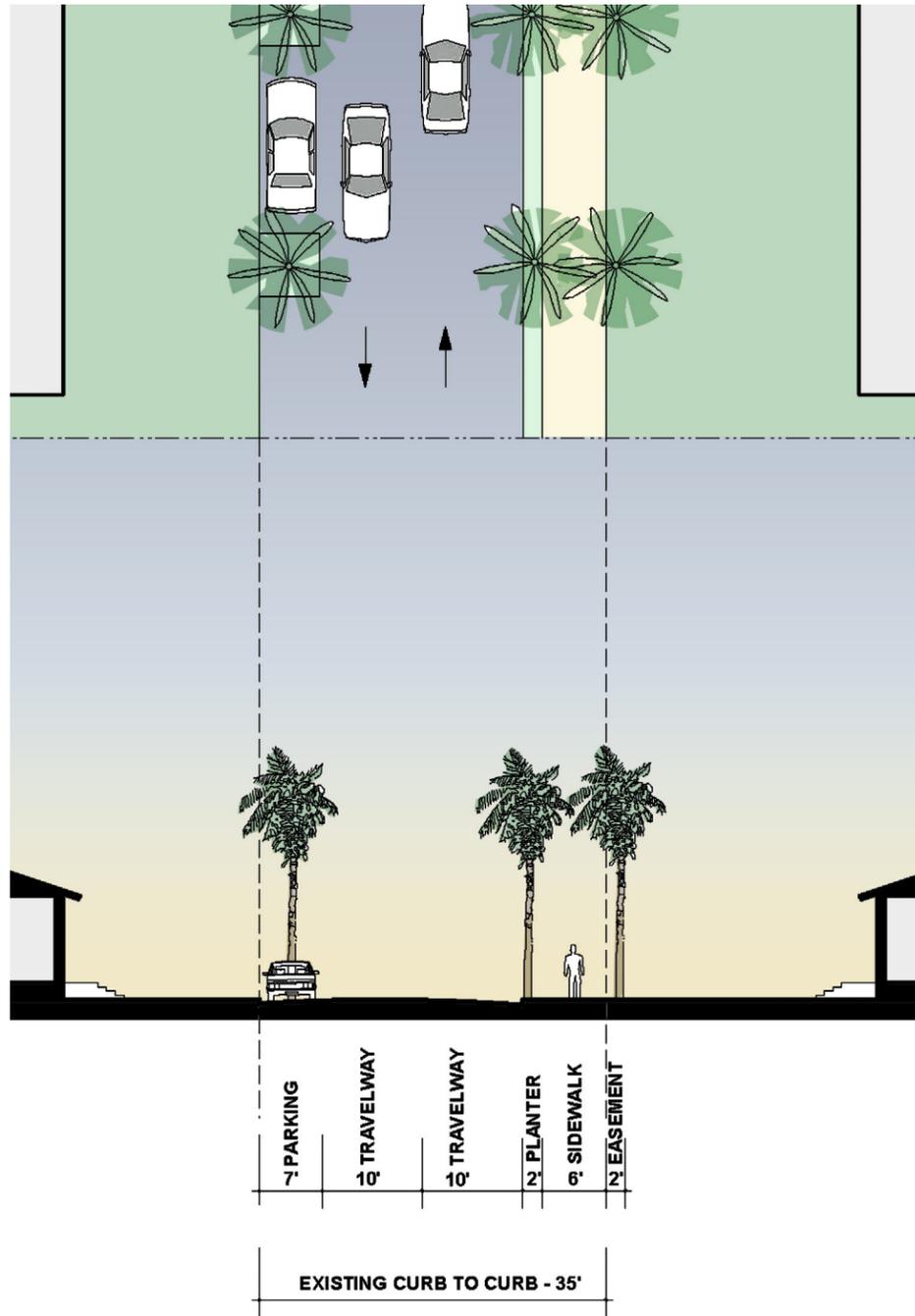


91st St. (Surfside Boulevard)

- Travel: 2 lane, 2 way
- Parking: 2 Sides
- Trees: 2 Sides
in Planter Boxes
- Sidewalk: none
- Utilities: Underground

91st is the only East/West street proposed without sidewalks. The reasoning is that there are houses that face 91st (the only street other than 88th street) with small lots that may need street parking. In addition, 91st Street ends at Collins Avenue, so anyone walking eastbound would have to go north or south to the next block regardless, and anyone walking westbound would have to come from a block to the north or the south.

Either way, the block to the north or to the south can be used as an alternate walking path, and there is an added benefit of less traffic on those blocks. Also, the trees in the parking lanes allows for larger trees to line that street.

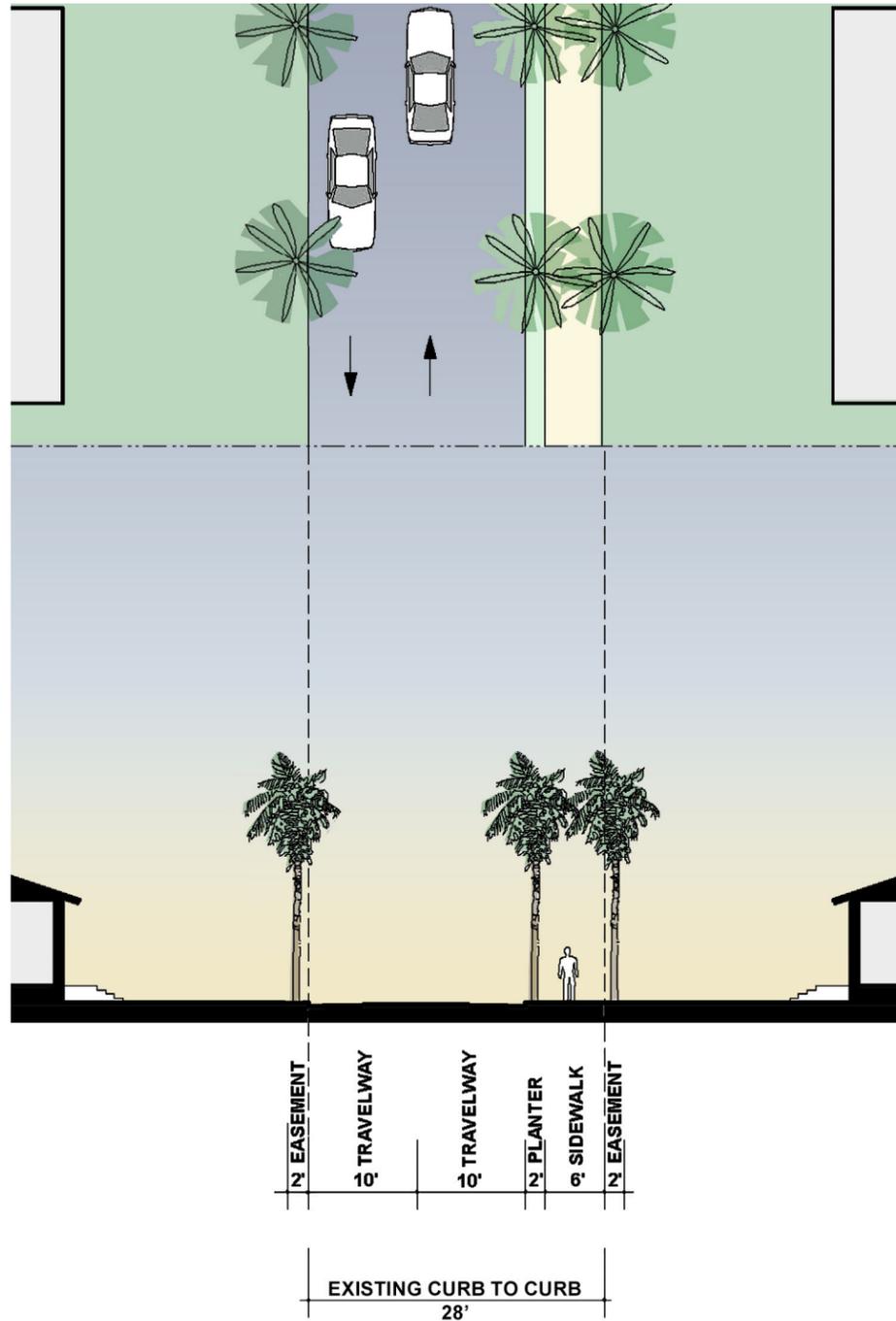


Bay Dr. (Walking Boulevard)

- Travel: 2 lane, 2 way
- Parking: 1 Side
- Trees: 2 Sides
- Sidewalk: 1 Side
- Utilities: Underground

The design of Bay Drive and the Walking Boulevard maintains parking on the east side, but removes the parking on the west side to provide space for the sidewalk to be accommodated within the existing curbs, as the homes on the west side generally have much larger lots and less of a requirement for on-street parking.

This configuration will allow for a tree lined walking boulevard (along with a tree lined street) to encircle the neighborhood and provide attractive pedestrian connections between parks, while not requiring the town to use any of the allowable easement on the properties, except for appropriate landscaping. The planter strip between the travelway and the sidewalk will place the curb-cuts to the outside of the sidewalk and provide for an even walking surface.

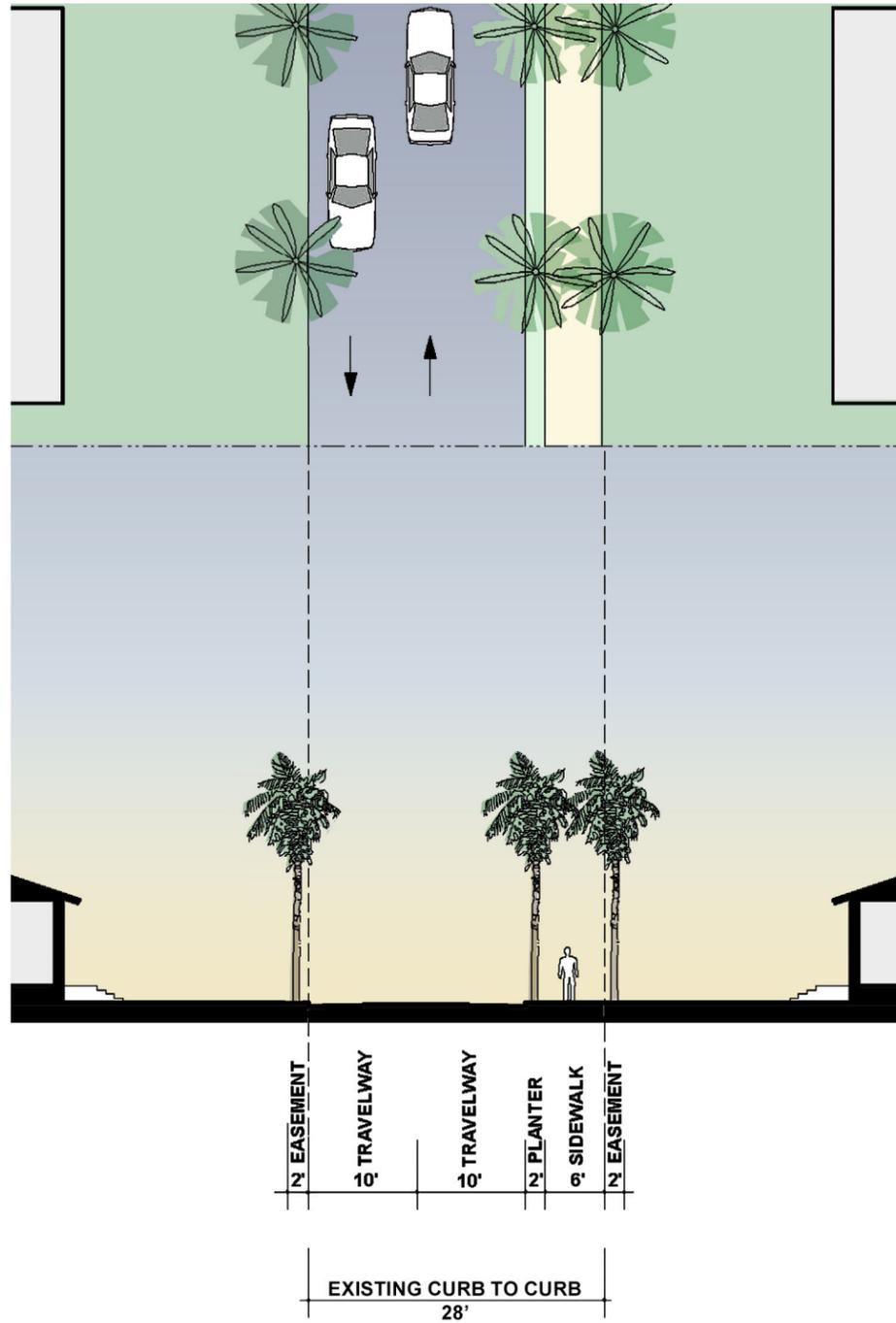


88th St. (Walking Boulevard)

- Travel: 2 lane, 2 way
- Parking: None
- Trees: 1 Side
- Sidewalk: 1 Side
- Utilities: Underground

The proposed design of 88th Street and the Walking Boulevard removes on-street parking to provide space for the sidewalk within the current curbs, as the homes on the south side generally have much larger lots and less of a requirement for on street parking.

This configuration will allow for a tree lined walking boulevard (along with a tree lined street) to encircle the neighborhood and provide attractive pedestrian connections between parks, while not requiring the town to use the allowable easement on the properties, except for appropriate landscaping. The planter strip between the travelway and the sidewalk will place the curb-cuts to the outside of the sidewalk and provide for an even walking surface.

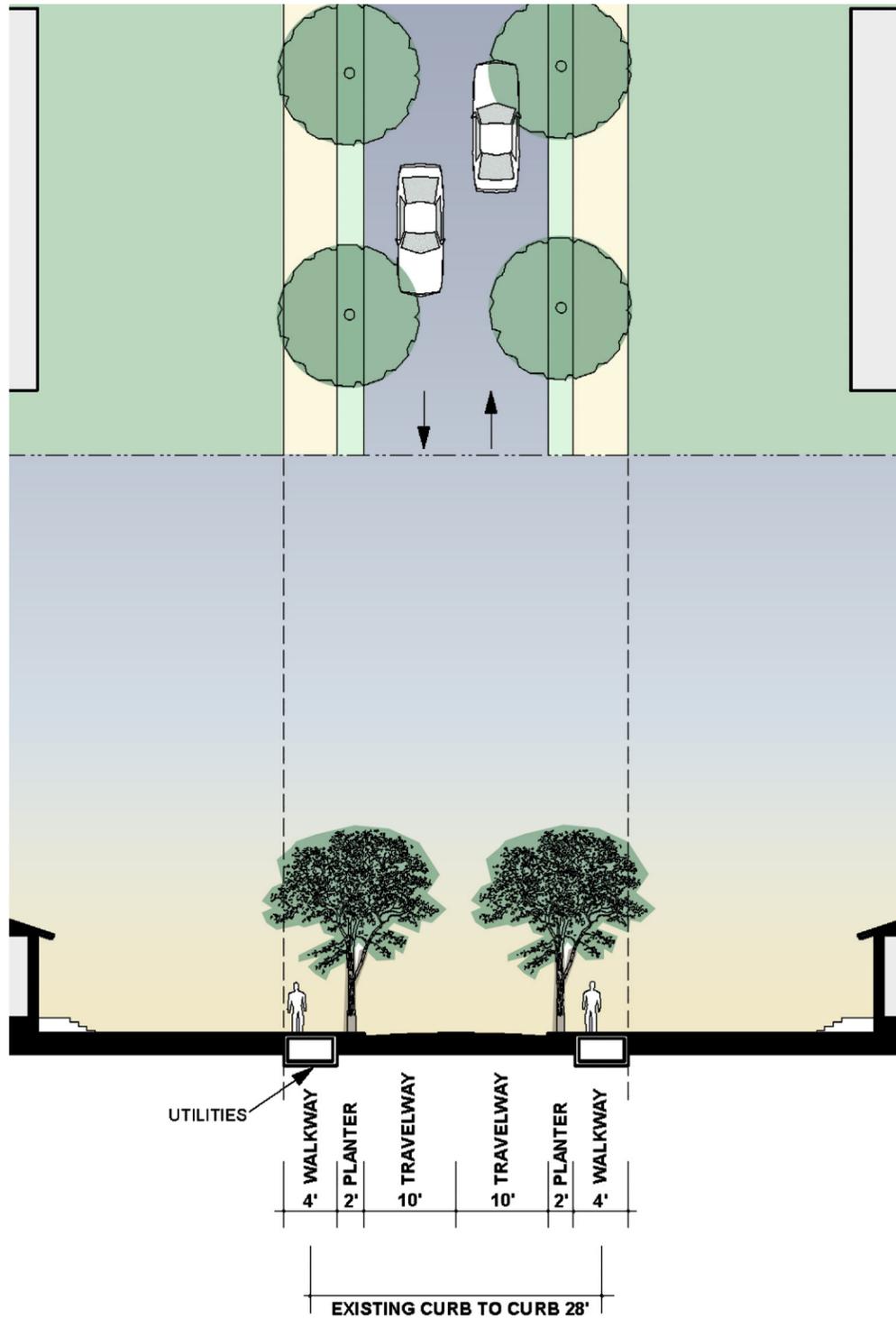


If additional traffic calming on east-west streets appears warranted, small lane dividers, such as this one shown above, set mid-block, can act like mini-roundabouts, to provide a slight trajectory deflection to help slow travel speed.

East/West Residential Streets

- Travel: 2 lane, 2 way
- Parking: None
- Trees: 2 Sides
- Sidewalk: 2 Sides
- Utilities: Underground

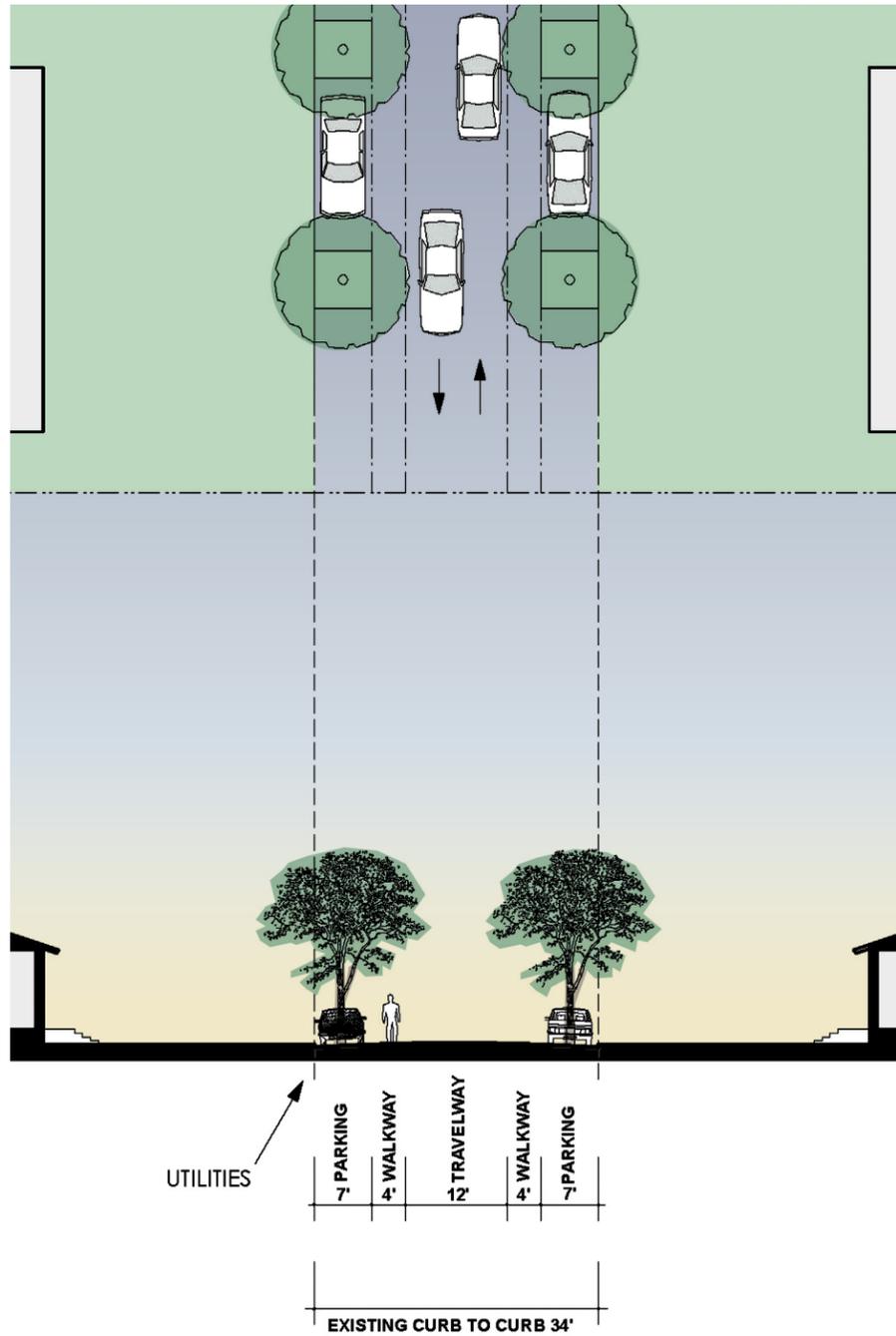
The proposed design of the East/West streets allows for a sidewalk to be accommodated on one side of the street within the existing curbs. Since traffic entering and exiting the town will be directed onto the East/West streets, sidewalks are important to separate the pedestrians from the travelway. The planter strip between the travelway and the sidewalk will place the curb-cuts to the outside of the sidewalk and provide for an even walking surface.



East/West Residential Streets Alternative

- Travel: 2 lane, 2 way
- Parking: 1 Side
- Trees: 2 Sides
- Sidewalk: 1 Side
- Utilities: Underground

This alternative design of the East/West streets has the benefit of a planter strip between the sidewalk and the travelway, allowing for the driveway curb-cuts to be in the planter, allowing for a more even walking surface, and for greater separation between the pedestrians and the travelway. This also maintains the connection with the sidewalk structure on Harding. While this is a better design, it would require a 2' encroachment onto the Town's easement on each side of the roadway.



If additional traffic calming on North-South streets appears warranted, further traffic calming devices, such as this speed bump shown above, set mid-block, can help encourage slower travel speeds.

North/South Residential Streets

- Travel: 2 way, Yield
- Parking: 2 Sides
- Trees: 2 Sides in Planter Boxes
- Sidewalk: Painted, 1 Side
- Utilities: Underground

The North/South streets, intended to be our slowest streets as they pass in front of almost every residential lot frontage, are proposed to be designed as a yield street. As drivers are encouraged to enter and exit the town on the East/West streets, the North/South streets will become much less traveled and safer.

Basically, the design maintains parking on both sides while adding trees for traffic calming and shade. We also recommend adding striped walking/bike lanes, within the travel lane (see illustrative example, next page). By doing this, drivers are more aware that they are sharing the lane with pedestrians and bicyclists and are encouraged to more thoughtfully share the lane. They can move over into the opposite striped lane, as necessary, to pass an oncoming car, or to pass a pedestrian (if you'll notice, many cars are already doing this today).



**RESIDENTIAL NORTH/SOUTH STREETS
EXISTING CONDITIONS**

The North/South residential streets are far wider than is desirable for local low traffic neighborhood streets, which encourages speeding. This also makes these streets an attractive alternative for “cut-through” commuter traffic using the neighborhood streets as a time-saving bypass around traffic-choked A1A. As a result, these residential street make for dangerous and unappealing walkways for pedestrians.



**RESIDENTIAL NORTH/SOUTH STREET
PHASED IMPROVEMENTS, PHASE ONE:**

The solution is to calm the affected streets, using a combination of proven techniques. By simply narrowing overly-wide travel lanes, drivers are encouraged to slow down and pay more attention to their surroundings.

Proposed improvements begin with narrowing the perceived width of the travel lanes by installing textured pavement to distinguish parking lanes from travel lanes, which could also be accomplished by simply striping the parking lane. This signals to drivers that the street is not a racetrack and should be navigated with care.

The North/South residential streets become a low-speed pedestrian/bike-friendly “yield” street, meaning that the single narrowed travel lane is used in both directions. When two cars approach each other, one driver simply pulls over into the bike lane and allows the other to pass.

Yield streets have been built, and still exist, in traditional cities and towns throughout the country in low traffic neighborhoods and have been implemented in various developments in recent years.



**RESIDENTIAL NORTH/SOUTH STREET
FINAL STAGE:**

The final stage involves planting trees between the existing curbs by essentially cutting tree wells out of the pavement in the parking lanes. Street trees enclose the street and further narrow the street visually. A striped walking/ biking lane is introduced to provide a designated path for pedestrians and cyclists, narrowing perceived travelway to one 12’ lane, though cars will still be able to safely pass one another by “borrowing” additional lane width from the stripped bike/pedestrian lanes, if needed. This is the concept behind a “yield street” If necessary, pedestrians can also simply use the parked cars and parking lane as a further pedestrian refuge.



PROPOSED MID-BLOCK PLAZA

DOWNTOWN COMMERCIAL & TOURISM 2.3

- 2.3.1 INTRODUCTION
- 2.3.2 TRAFFIC PATTERNS & STREET SECTIONS
- 2.3.3 RETAIL CORE
- 2.3.4 ENHANCED PUBLIC REALM
- 2.3.5 LIVE/WORK UNITS
- 2.3.6 HOTELS
- 2.3.7 PARKING MANAGEMENT

DOWNTOWN COMMERCIAL & TOURISM

General Principles

Healthy, sustainable communities always have a complete mix of uses, including residential and commercial, both office and retail, in addition to civic and cultural amenities. The value of these additional uses, beyond simply the residential neighborhoods most often associated with the “idea” of community, is substantial -- and range from the convenience of being able to access all of one’s daily needs easily and close by, to providing the tax revenue necessary to underwrite and support schools and other community services.

In addition, main streets and downtown commercial districts provide an appealing array of formal and informal gathering places for residents to meet and interact. They also provide a sense of vitality and interest that counterbalances the more private and quiet aspects of life within the residential neighborhood fabric. And lastly, these mixed-use places help provide a greater sense of identity and focus for a community, offering a more meaningful and complete definition of “quality of life,” including providing for a more diverse range of housing options and pricing levels, enabling teachers, public employees, and the sons and daughters, as well as the elderly parents, of community residents, to find comfortable and affordable places to live, within a community that knows and values their presence.

As suburban shopping centers become more ubiquitous, and their market impact on traditional main streets become more apparent and sustained, traditional shopping districts need to recognize and leverage the unique attributes that helped make them appealing and successful in the first place.

For communities like Surfside, which are both full-time, “real” places, as well as resort destinations and second home communities, finding the perfect balance between local and visitor needs, as well as its ideal position in the larger regional market context, is critically important to maximizing the Town’s character and appeal, as well as its ability to help fulfill its financial mandate on behalf of the community.

Observation

Surfside has had a viable commercial district since its earliest days, and in fact, had been the traditional local shopping destination for the communities immediately nearby, in addition to being a more fashion-oriented shopping destination for seasonal visitors, prior to the advent of the nearby Bal Harbour Shops. A combination of factors have contributed to Surfside’s market decline with respect to those two historical roles, including the growth in suburban regional retail offerings and increased competition from other



The new Publix could anchor a neighborhood retail cluster and help provide a more coherent overall merchandising mix.



Current Harding Avenue conditions suggest an auto-dominant environment with little provision or amenity for the walking customer, once they are out of their car. High traffic noise reduces opportunity for outdoor dining or special events.



96TH & HARDING - CURRENT CONFIGURATION
 This intersection does not present a very welcoming or appealing presentation to visitors or shoppers entering Surfside's commercial district.



The proposed plaza at 96th & Harding creates a highly animated and compelling "people place," at Surfside's front door, welcoming visitors and shoppers, and creating a high-value commercial frontage with convenient and attractive access to the proposed new parking deck.

nearby community shopping districts, as well as the significant impact of making Harding part of the one-way regional arterial couplet, also known as north and southbound A1A, which dramatically affected the Avenue's character.

Regardless of the cause, many Surfside shops are struggling and the overall merchandising mix is beginning to lose its focus and coherency as the combination of high real estate values and low sales figures has started to stratify the commercial offerings between a preponderance of banking institutions and financial services, on the one hand and relatively low-value generic retail offerings on the other. Dining continues to be a viable option with the inclusion of the seasonal market, but still problematic in terms of the full-time resident market. A bright spot is the new Publix, which has the potential to anchor a neighborhood shopping cluster and help bring additional shoppers to the area, in addition to helping encourage a more clearly articulated retail mix and merchandising strategy for the downtown as a whole.

A final observation is the lack of any kind of formally defined public realm of any real quality or merit. While it is possible to have a public realm exclusively defined by streetscape, as in the case of Surfside's main street, Harding Avenue, that potential has been seriously compromised by Harding's dual role as pedestrian-oriented shopping street, and high-capacity regional arterial thoroughfare. This reality has been further compounded by the lack of any discreetly defined public spaces, such as plazas, courts, arcades, etc., which could provide a welcome respite from the unrelenting street corridor, as well as offer distinctive merchandising environment that can be leveraged to attract and support high quality retail.

The viability of Surfside's tourism market, and its ability to continue to attract and sustain that market, was specifically raised by the Town, both in terms of the tax revenue potential implicit in that economic sector, but also in terms of the added market demand it generates for local retail goods and services.



The downtown commercial & tourism district study area would be conceived as a discreet district specifically intended to accommodate the needs of the commercial and tourist-related businesses, while containing and limiting their impact on adjoining residential neighborhoods.

Discussion

Local business owners expressed frustration with the downtown business climate and many are struggling to stay in business. Inconsistently placed crosswalks, vehicle-biased signal timings, and pedestrian-unfriendly streets, and other auto-centric attributes, in general, make pedestrian movements difficult and unpleasant, for both residents and shoppers alike, throughout the downtown core. Parking is also a significant issue, in both location and capacity, and there is no coherent, comprehensive system in place for managing parking as a key asset for the downtown businesses.

In discussing specific issues and recommendations, debate focused on balancing growth against concern over possibly destroying the character and charm that attracted residents to the town in the first place. Residents don't want to lose Surferside's small-town features by overbuilding the downtown. Additional concern was also expressed, again, over the potential impact increased commercial vitality may have on adjoining residential streets and neighborhoods.

The recent and dramatic loss of hotel rooms within the town was also brought up, particularly in light of the fact that there are so few redevelopment opportunities remaining along the beachfront, and that most of Surferside's existing hotel inventory was converted to condominiums during the most recent real estate cycle. This is a two-fold problem in that not only are the tax revenue implications significantly different for hotel properties versus residential condominium properties, but the actual effective occupancy rates between the two residential types could be quite different in a seasonal second-home market context, like Surferside's, and that could make a significant difference in terms of follow-on economic activity within the community (i.e., the market for goods and services).

Therefore, it is important to understand the following recommendations were designed to function as many pieces working together in a single plan, to achieve a unified goal. To move forward with the plan while leaving one or more pieces out will only serve to devalue the entire process, and compromise its ability to deliver the desired outcome.

Reconfigured Traffic Patterns & Street Sections

Other than carving new public realm out of the existing downtown fabric, the next single most critical recommendation (if not *THE* most critical) is the need to reestablish two-lane, two way traffic flows on Harding, along with the enhanced parking and streetscape improvements that reconfiguration would allow. The benefits of this would be many, including slowing traffic throughout the pedestrian-oriented shopping precinct and greatly improving both the safety and the quality of the physical environment, for strolling, shopping and outside dining.

Also, this would make driving to and from the Harding commercial area from the adjoining neighborhoods and other nearby communities a much simpler and more enjoyable task, helping to reestablish Surfside’s Harding Avenue as the local shopping destination of choice for nearby residents.

It would also greatly facilitate turning movements and access to and from the nearby parking lots and proposed new parking decks, minimizing the need for, or likelihood of, Harding Avenue shopping-related traffic encroaching into adjoining residential neighborhoods.

And lastly, eliminating the one-way couplet of Harding and Collins (Collins would also revert back to a four lane, two-way section in this scenario) would eliminate the local east-west street network from the larger regional traffic flow system currently associated with the existing A1A couplet, greatly enhancing east-west pedestrian movements and intersection safety.

Local and regional traffic movements will be significantly rationalized, improving traffic efficiencies for both. Through North-South regional traffic, currently transiting through Surfside on longer trips, will now conveniently bypass Surfside’s mixed-use, walkable downtown main street, as well as the substantially more residential portion of Harding to the south of downtown, improving both property values and quality of life for those residents. Local trips can be conducted exclusively on Harding, without putting additional traffic and turn movements on Collins, as is currently the case, which complicates both pedestrian and vehicular movements.

And then Collins can be optimized for moving the now primarily through-traffic safely and efficiently, by the use of well-coordinated signal timing, safe and effective pedestrian crosswalks, the removal of on-street parking and rationalized and effective access management. Both thoroughfares and the adjoining land uses should benefit immensely from this proposed change.



A computer rendering of Harding Avenue depicts a revitalized Aarding mixed-use commercial boulevard with wider sidewalks, new infill mixed-use redevelopment, improved landscaping, and dramatically improved streetscape and pedestrian environment.



HARDING AVENUE COMMERCIAL DISTRICT PHOTO MONTAGE SHOWS BEFORE AND AFTER CONDITIONS

Expanded Retail Core & Clarified Merchandising Zones

As part of the overall reconstitution of Harding Avenue and the downtown commercial core, it is recommended that the retail core be expanded south to coincide with the new Publix market and related neighborhood retail goods and services, to help rationalize uses and building types that are no longer relevant and/or appropriate in these areas.

It is also recommended that the two vacant lots on 96th Street adjacent to the business district (between Abbott and Byron Avenues) be included as part of the retail core.

This will allow the Town to make better use of infill opportunities to add additional parking capacity in this area, helping to sustain any new commercial development in this area, but more importantly, to help support the enhanced community functions related to the new Civic Center.

All of this, combined with the improved traffic circulation and parking distribution, along with the public realm enhancements both along Harding and incidental to it -- in the form of the new plazas and east-west commercial streets -- will allow for a full and comprehensive restructuring of Surfside's commercial offerings. This will include more distinctive and discreet merchandising clusters and co-tenancing opportunities associated with the grocery-anchored neighborhood retail and services cluster on the south end, a reinvigorated boutique/fashion cluster on the north end, a dining and entertainment "street" experience toward the east end of 95th, between Abbott Avenue and the beach, and thematic shopping and dining venues clustered around the proposed new pocket parks and plazas, to be integrated and dispersed throughout.

Taken collectively, this comprehensive approach will yield compounded benefits to both the business community and the Town as a whole, far in excess of the initial investment.



DOWNTOWN BUSINESS AND TOURISM DISTRICT
Improvements and clarifications in the downtown core will permit a more clearly articulated range of distinct merchandising and activity zones within the town center, resulting in greater market capture and revenue potential.

Enhanced Public Realm

It is recommended that the Town create a constellation of public gathering places strategically placed throughout the downtown commercial district, and an enhanced pedestrian realm along the mixed-use portion of Harding Avenue.

This would include a dramatic new entry plaza at the north end of Harding and 96th street, helping to anchor the north end of the commercial district, and providing a more tangible connection between Surfside and the Bal Harbour Shops. This would result in a more appealing entrance into the Town from the north and west, and more effectively leverage the regional attraction of the Bal Harbour Shops in terms of consumer perceptions and the overall market positioning of Surfside's Main Street.

In addition, to help compensate for the long block lengths in facilitating pedestrian connections between the new and/or improved parking areas along Abbott, and the Harding Avenue retailers, we recommend creating new mid-block plazas, and attractive pedestrian arcades, effectively linking the two.

These plazas will allow pedestrians to move quickly and conveniently between the parking areas and the shopping street, and directly into vibrant new formal plazas and meeting places, around which shops, restaurants and cafes can coalesce.

To take further advantage of these unique settings, the roadway section would be designed and detailed with distinctive paving patterns, possibly a center fountain, and landscape enhancements, to help slow traffic and provide improved mid-block pedestrian crossings at these locations.

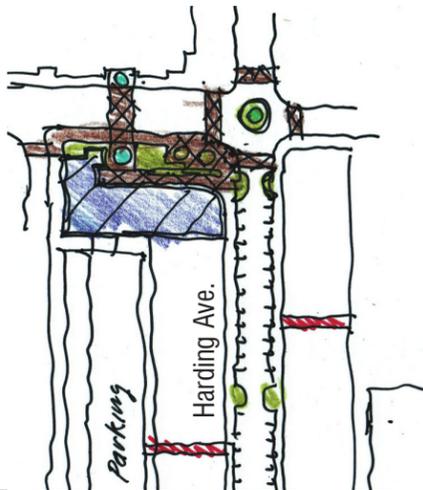
And finally, utilizing the additional right of way along 95th street to create a new east-west oriented commercial street, modeled on commodore plaza in Coconut Grove, with small boutiques, shops and cafes, terminating on the eastern end at a new beachside plaza with improved resident amenities and the ability to host special events, as needed, in addition to its more utilitarian daily functions, providing a pedestrian connection from the Harding Avenue business district to an ocean overlook and the beach.



ENHANCED DOWNTOWN PUBLIC REALM
 A: 96th & Harding Avenue B: Mid-Block Plazas C: Business District Beach Connection D: Community Center



SKETCH OF PROPOSED PLAZA AT 96TH & HARDING



CONCEPTUAL SKETCH PLAN OF PLAZA



96TH & HARDING PLAZA

One of the biggest challenges facing downtown Surfside is the need to carve viable public spaces, out of what is – essentially -- fully built-out urban fabric. Though the techniques and strategies discussed for reestablishing a viable pedestrian realm along Surfside’s shopping thoroughfares in the streetscape section of the document will help tremendously, the need to augment that with plazas, squares, and other more formally defined gathering places is critically important, both to Surfside’s commercial and social vitality, but also to establishing a legitimate sense of place.



3-D model aerial rendering showing the proposed 96th Street and Harding Avenue pedestrian plaza, which can be animated with outdoor dining and special events, providing a vastly improved entrance experience for Surfside's visitors

There are a number of proposed interventions throughout Surfside's downtown, intended to create a walkable network of just such places, closely linked to the adjoining residential neighborhoods, as well as to the enhanced pedestrian network along Surfside's major commercial and civic boulevards. However, Surfside's historically weakest link -- in terms of defining place *and* in terms of effectively leveraging the value of its larger community context -- remains the northern terminus of its downtown shopping street, Harding Avenue.

Part of the problem can be attributed to the unfortunate decision, made some time ago, to convert Harding to a one-way, three-lane, southbound suburban arterial road, encouraging pedestrians and drivers alike to see the corner of 96th and Harding as simply a nominal threshold, devoid of human activity, to be traversed as quickly and as unconsciously as possible.

Some point to the overt gesture on the part of Saks Fifth Avenue, to deliberately turn its back to Surfside and to 96th Avenue, as a contributing factor to this perception. But a lot of it can simply be blamed on the fact that the buildings framing the northern entrance to Surfside, and to Surfside's commercial heart -- *as elegant as they may once have appeared* -- have subsequently become squeezed between a rigidly defined perimeter block, and an overtaxed intersection, that puts pedestrians in a vehicular dominated setting that is both unappealing and repulsive.

The impetus behind the idea of creating a new, highly animated public plaza on the southwestern corner of 96th and Harding are many. First and foremost is the desire to create a generously

proportioned, and well appointed, public room at this location. One that not only provides a welcome respite from the tightly constrained design parameters dictated by the need to accommodate large volumes at 96th Street and Harding Avenue (as well as the possibility of a new roundabout), but also -- a desire to present a truly welcoming front door to the community which speaks well of the nature of the people and businesses that reside here.

The other reason for a public plaza at this location was to more effectively leverage the potential value of the well-known regional shopping destination immediately north of Surfside, and directly across 96th Avenue from the proposed plaza -- the Shops of Bal Harbour.

Though Surfside does not aspire to be Bal Harbour, nor will every Bal Harbour shopper find the retail offerings in Surfside consistent with their shopping agenda at any given time, there is no question that a more overt effort to link the two shopping destinations will ultimately drive more customers to Surfside, and thereby help Harding Avenue merchants provide the residents of Surfside with the highest quality local goods and services possible, while still allowing Surfside to be uniquely itself, with no apologies necessary.

And lastly, one of the means by which this proposed plaza could be achieved, offers an additional potential benefit to the Town: as part of the larger effort to help revitalize and sustain downtown living and shopping in Surfside, a structured parking deck has been proposed for the western side of the block between Harding and Abbott, and between 96th and 95th streets. By "shifting" a part of the private development envelop that is currently occupying the northeastern-most end of that block, east of

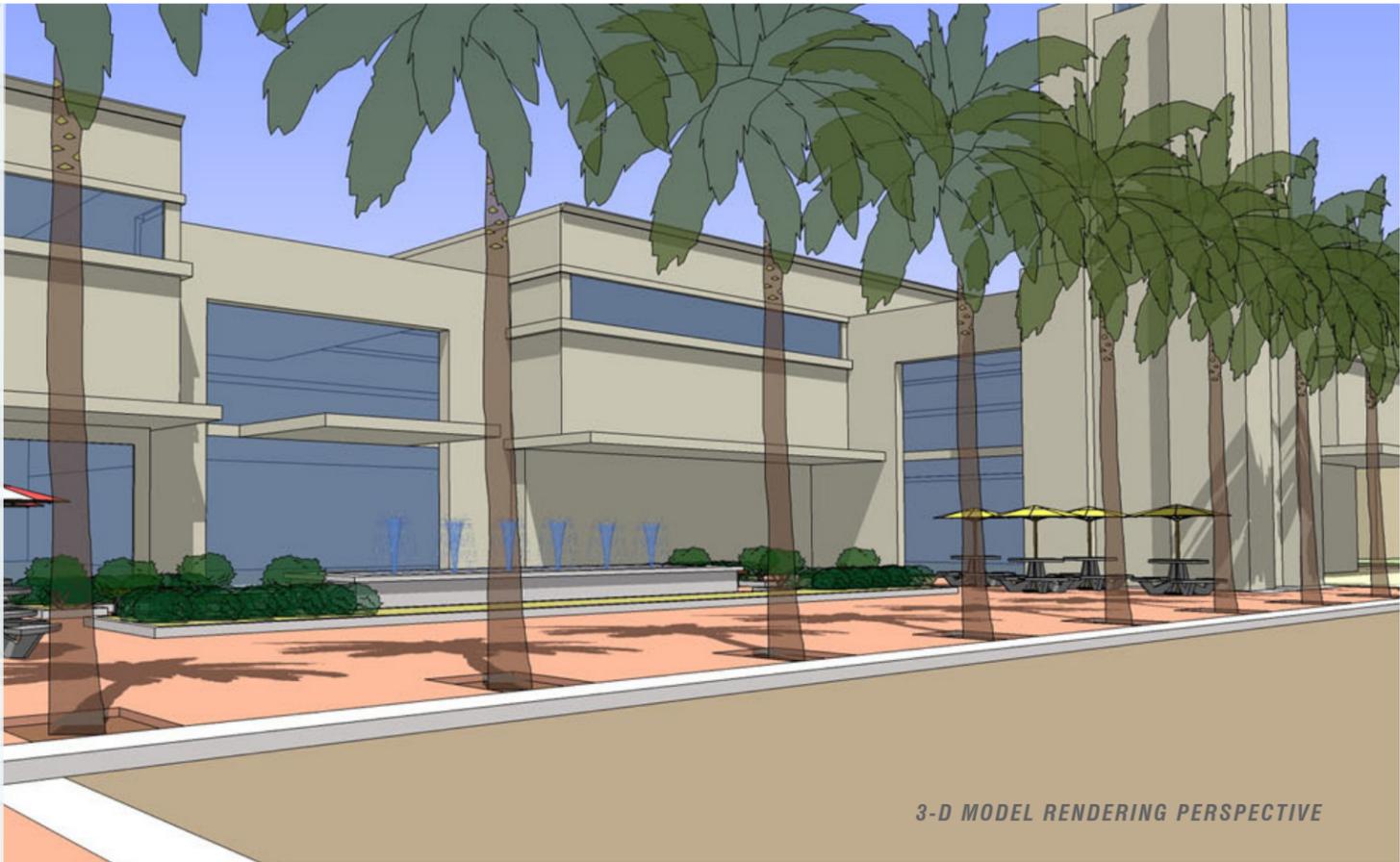
the alley (where the bank building currently resides) westward across the alley, through the enticement of incentive zoning, it will be possible to not only create the aforementioned plaza, but also to generate a "liner building" of significant quality and presence, to line the northern façade (the one facing 96th avenue) of that proposed mid-block parking deck.

With reasonably structured incentive zoning, it should be possible to get a great new public plaza, approximately 60 feet deep by 160 feet wide, creating a great new front door for Surfside, a reconstructed and substantially rehabilitated new historical building facade, and a well-designed liner building for the newly proposed municipal parking deck, all for the price of a simple land swap.

The private building owner gets a newly refurbished historical façade, improved customer access to a considerably larger pool of parking, and the ability to accommodate contemporary customer service needs, in a brand new facility abutting the new deck.

In addition, they will have additional ground floor leasing opportunities for the new retail and dining venues attracted by the handsome new plaza and the high traffic volumes (now thankfully, pleasantly) passing by. A complete "win-win," for the town, for the community, and for the private landowner whose participation is critical to making it all happen.

Additionally, it may be possible to do something similar on the opposite corner, across Harding, by moving a portion of that corner building to the vacant lot on the corner of Collins and 96th. Of course, the vacant lot would have to be purchased by the Town and the property owner would have to be amenable to this concept.



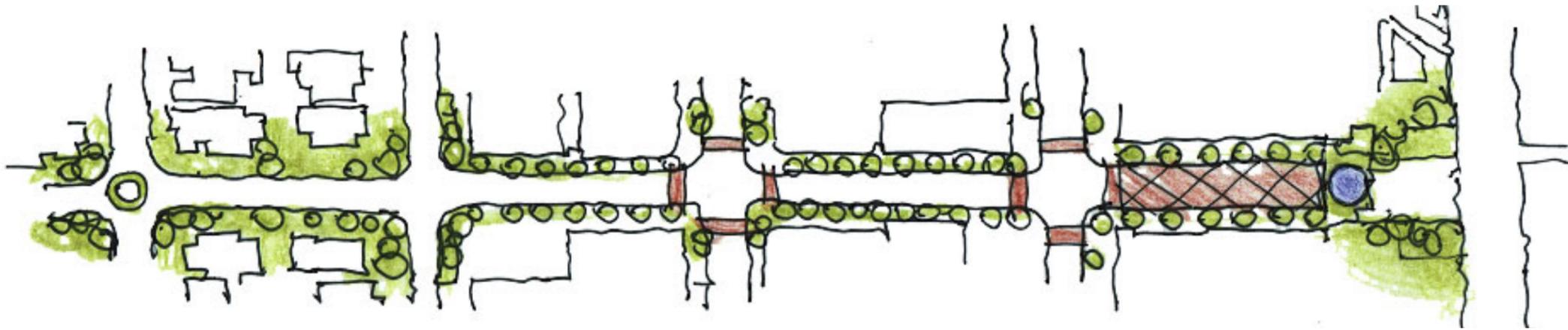
3-D MODEL RENDERING PERSPECTIVE



3-D MODEL RENDERING PERSPECTIVE



PROPOSED BEACH-END PARK, OCEAN VIEW PERSPECTIVE, SHOWING THE ATTRACTIVE NEW RESIDENT AMENITIES AND ENHANCED BEACH ACCESS.

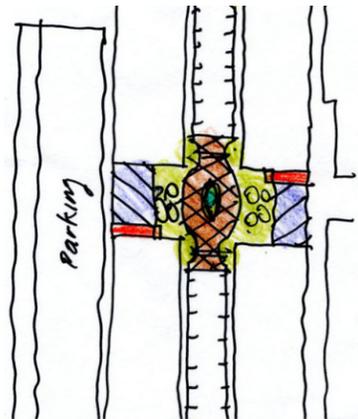


95TH STREET: BEACH CONNECTION

Though improved pedestrian beach access is generally recommended as part of the overall community master plan, it is also recommended in the context of the downtown improvement strategy, specifically along the 95th Street corridor. This particular location is not only a critical conduit for the northern Surfside residential neighborhood's beach access, but it is one, if not the only, place in which an effective physical and perceptive connection between the Harding Avenue business district and the ocean front can be realized. Specific detailed plans depicting a multipurpose plaza suggest a versatile public venue that can be used to help stage events such as art shows, farmers markets, craft and seasonal fairs, etc., taking advantage of the juxtaposition of Surfside's enhanced downtown main street qualities and beachfront locale.



PERSPECTIVE OF PROPOSED MID-BLOCK PLAZA, SHOWING PROPOSED STREETScape AND TRAFFIC CALMING IMPROVEMENTS



CONCEPTUAL SKETCH OF MID-BLOCK PLAZA



MID-BLOCK PLAZAS

As part of the strategy for creating a network of pedestrian plazas and gathering places throughout the downtown, mid-block plazas play an important role in facilitating direct pedestrian movement between the retail merchandising street frontages, where the shopping and dining activity is focused, and the parking areas from which a large percentage of the customers heading to those activities will be coming from.

The idea is to create mid-block plazas around open and attractive pedestrian passages, which connect the stair and elevator cores of the parking decks directly with the street, and to “cluster” high-value retail and dining uses around these openings.



HARDING AVENUE, SHOWING PROPOSED STREETScape IMPROVEMENTS

Between 96th and 95th street, the mid-block connection would be between the east side of the new parking structure, and the west side of Harding Avenue. Between 95th and 94th street, the connection would be on the east side of Harding to the lot or new parking structure behind the post office. And between 94th and 93rd street, the connection would again be on the east side of Harding, as the parking structure would be above the retail and dining venues embedded in the ground floor of the deck itself.

This approach will create highly animated gathering places at regular mid-block intervals, as well as take maximum advantage of the focused traffic generated by these convenient connections to the parking areas by creating highly valuable additional corner restaurant/retail locations for the property owners.

In addition, it is proposed that these mid-block plazas be coordinated with other streetscape and traffic calming measures to help reinforce the pedestrian crossing points with special paving and landscape features, to help make drivers even more aware of pedestrians, and to help further moderate vehicular speed along Harding Avenue.



EXAMPLE OF A MID-BLOCK PLAZA

The street opens up to a shaded plaza, where cafes spill out into the public space and people gather informally. Access to adjoining parking decks opens directly onto the rear of the plaza.

Early Diagrams To Convey Civic Zone Concept



3-D model rendering, showing an early conceptual design proposed for Community Center scheme, which featured a large open loggia framing a formal view of the ocean beyond.



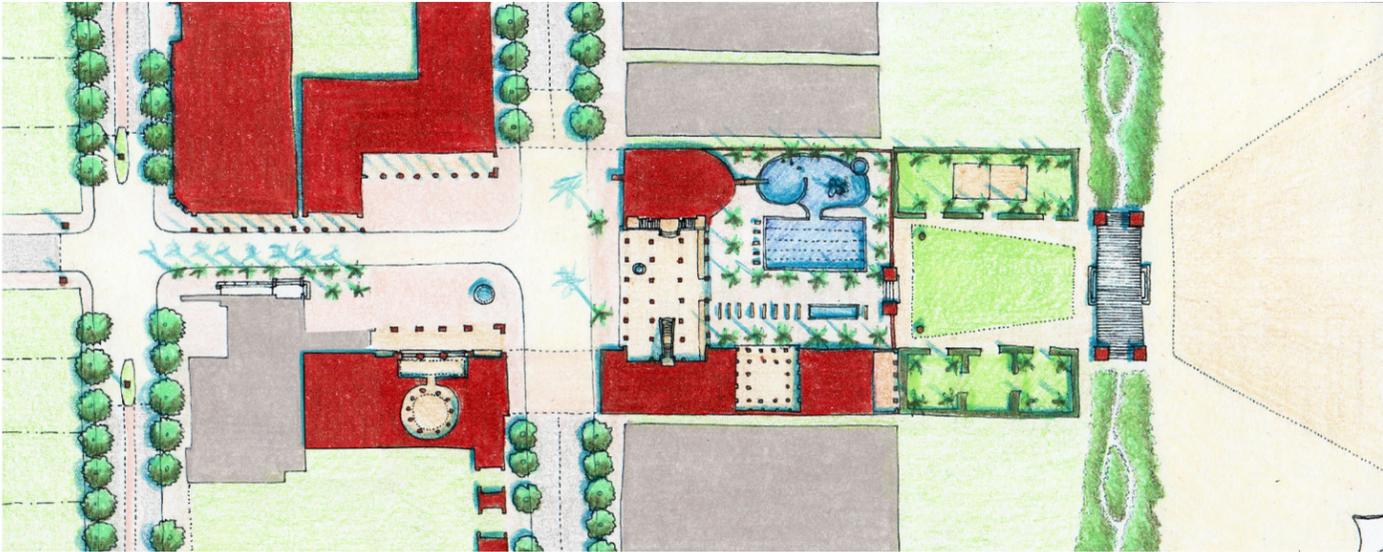
EARLY COMMUNITY/CIVIC CENTER ZONE CONCEPT



COMMUNITY AND CIVIC ZONE

One of the fundamental cornerstones in Surfside’s community master plan is the proposed creation of a comprehensive Community and Civic Center, which would anchor and define the physical and emotional heart of the community, as well as provide a complete array of community amenities and services in one convenient, central location.

The rationale behind this proposed new Community and Civic Center is based upon the proximate juxtaposition between the existing beachside community center, and the Town Hall, which is located directly across Collins Avenue from it, reinforcing the obvious logic of this approach.

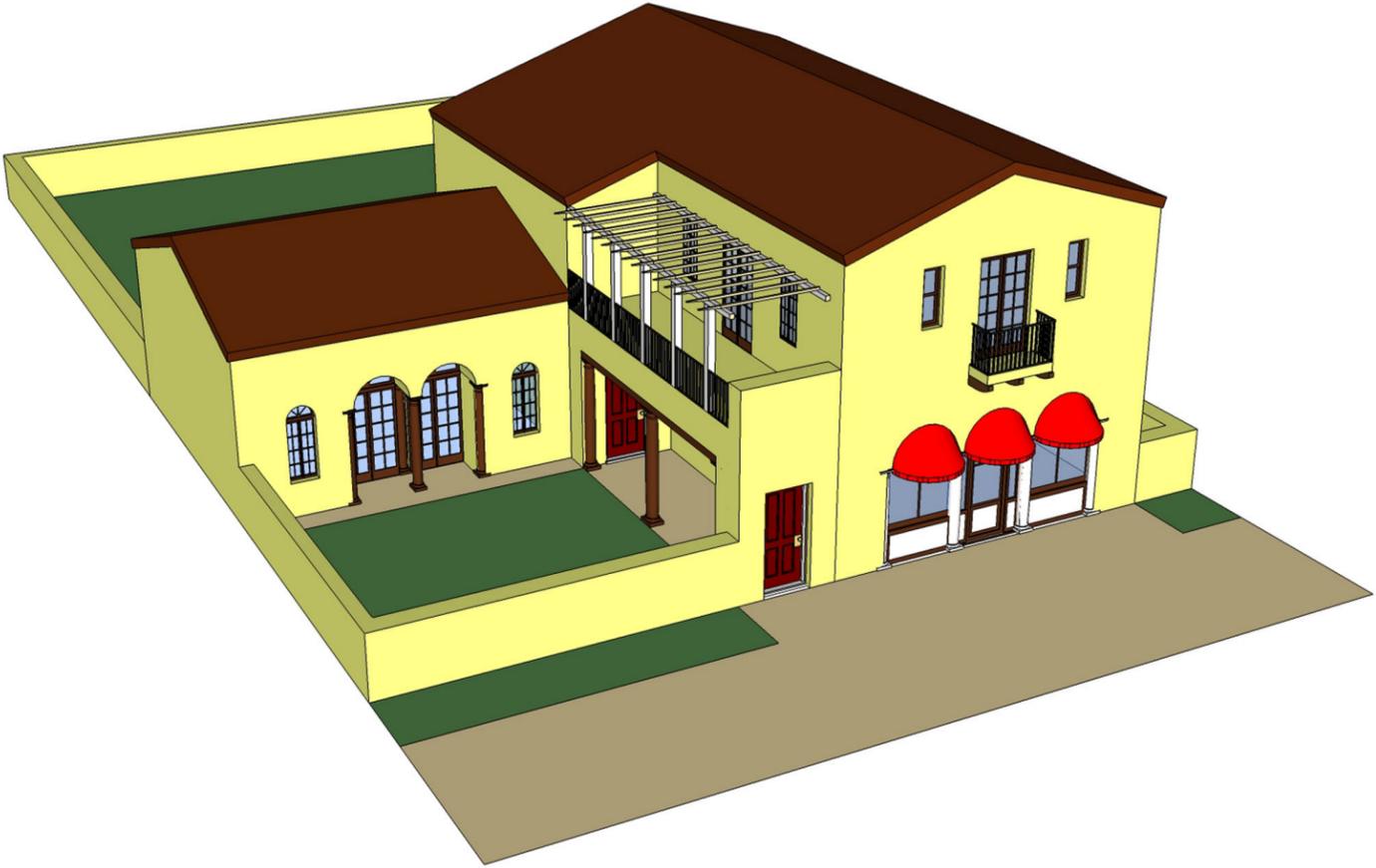
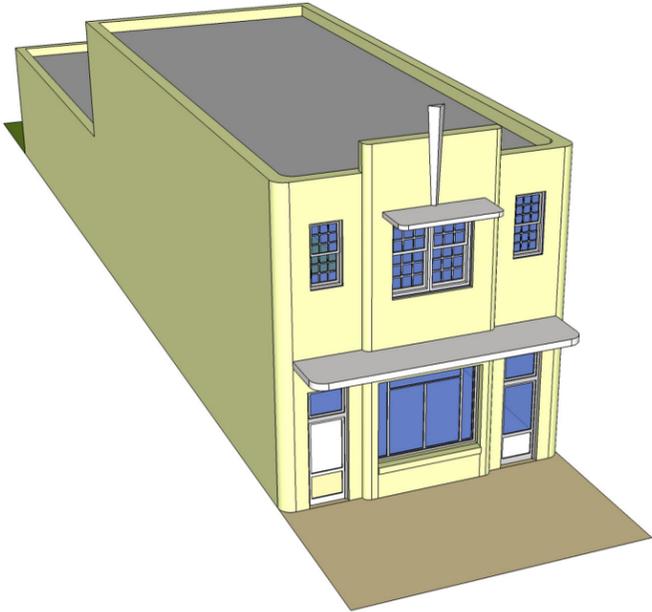


Early Community Center concept plan, showing an open plaza bridging Collins Avenue and formally linking the Town Hall to the proposed new Community Center.

Live/Work Units

As part of the proposed extended mixed-use commercial district, south along Harding Avenue, it is recommended that Live/work types be introduced as an appropriate and context-sensitive means of transitioning between the more overtly commercial mixed-use buildings further north and east, and the purely residential buildings further south and west, along Harding. This innovative building type will also allow local residents and small-scale investors to both live and work in Surfside, by providing an affordable means to locate their business here, and/or to own a small residential income property that they can personally manage themselves, in addition to operating their business from the same property.

It is recommended that live/work units be allowed along Abbott Avenue between 96th and 94th Streets, and along Harding between 94th and 93rd Streets, as many of these property owners are having issues with the adjacent commercial zone and traffic, and this solution could help mitigate or alleviate these concerns by providing a valuable use appropriate to the location of these properties that could significantly increase their value and utility.



3D models of possible live/work units, illustrating several permutations of this innovative and versatile Building type. Live-works can be used as small scale infill mixed-use development opportunities within existing commercial fabric, and/or as sensitive transitional building types between primarily commercial and primarily residential areas.

Downtown Residential Units & Courtyard Hotels

Describing this concept in more specific terms -- this recommendation is intended to help recapture hospitality market share and tax revenue lost through condominium conversions of previously existing hotel properties along the beachfront.

This could be accomplished by specifically designing new upper-story residential development to be designed to function as hotel/condominiums, whereby part-time residential purchasers would contract with a comprehensively managed city-wide rental and management entity, that could market and operate their residential unit as a de facto hotel room, when not personally occupied by the resident owner.

This strategy should help to substantially replace the lost bed-tax revenue from the hotel towers on the beach, and add both vitality and life to the downtown, as well as assist in establishing a "captured" market for local shops and restaurants.

At the same time, this comprehensive approach should help ensure that these visitor's needs will be effectively managed such that local residents will not be adversely impacted by their presence. And finally, the Form-Based Codes will dictate that these upper-story uses be appropriately stepped back from the existing ground floor commercial frontages, to help maintain the existing scale and character of Harding Avenue as it exists today.

It is also recommended that the Town designate the Best Western Hotel property and the property across the street and on the northwest corner of 94th Street and Collins Avenue as a special hotel district (yellow hexagons). They could potentially use the municipal parking lot on Harding Avenue between 93rd and 94th Streets as part of their parking requirements, allowing them to better use of their available land, and when possibly assembled together for use as a single property, could be used to attract or develop a high-end resort-style hotel and conference center, which could provide a substantial financial benefit to the Town.

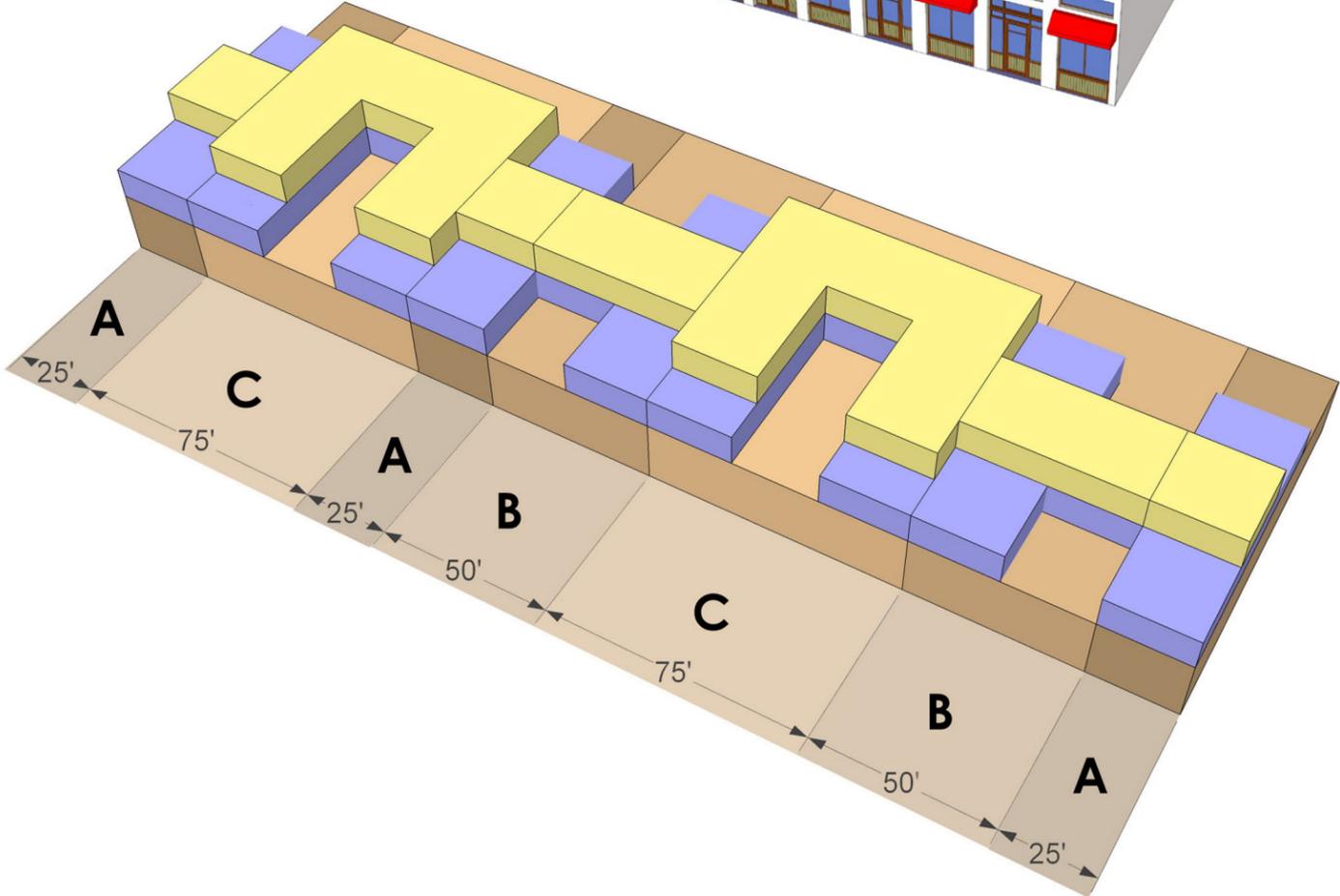


DIAGRAM OF HOW COURTYARD HOTELS COULD BE MORE ORGANICALLY ARTICULATED, BY STEPPING BACK THE UPPER FLOORS IN SPECIFIC RELATION TO LOT SIZES.

Parking Management

Along with the restoration of the previously existing thoroughfare configurations and traffic movements on Harding and Collins Avenues, the next most critical tool for improving customer service and convenience, and thereby enhancing the market appeal in Surfside’s commercial district, would be the implementation of a comprehensive parking management system, including the addition of new downtown parking lots and structured decks, all fully integrated into the existing neighborhood fabric.

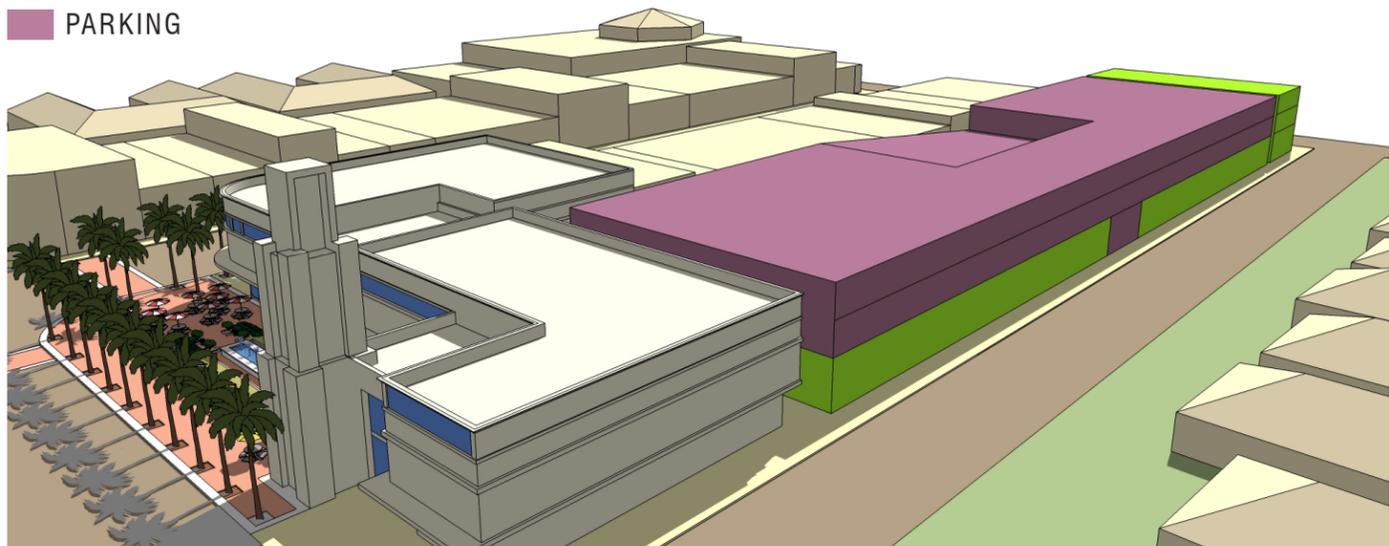
This can be accomplished, both architecturally and urbanistically, by strategically dispersing parking resources throughout the downtown area such as to minimize excessive and unnecessary traffic movements, and also to maximize the efficiency and convenience of parking for both local residents and for retail customers coming to Surfside from outside the community to patronize its local shops and restaurants.

A comprehensive parking system could utilize a number of innovative features, such as demand pricing, time of day/day of week pricing incentives, shared parking strategies, and valet and validation policies to improve customer satisfaction and to achieve efficient utilization of the parking infrastructure asset. Parking will also be instrumental in marketing the downtown to additional uses and investment, including upper story residential and office uses, and the possibility of pursuing development of the previously mentioned “horizontal hotel” concept, whereby new upper-story downtown residential

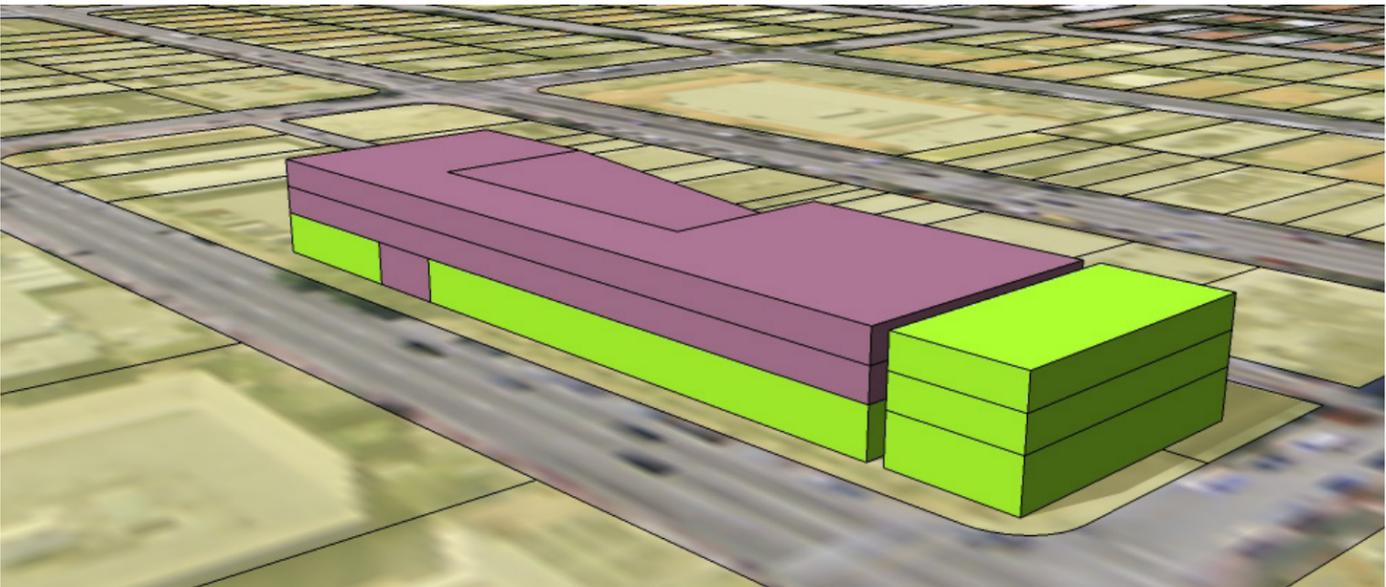


PRECEDENTS FOR ATTRACTIVELY INTEGRATING PARKING STRUCTURES INTO AN URBAN ENVIRONMENT:
 ABOVE AND RIGHT TOP: Urban Parking Structures Lined With Storefronts
 RIGHT: Townhouses Wrapping A Parking Structure

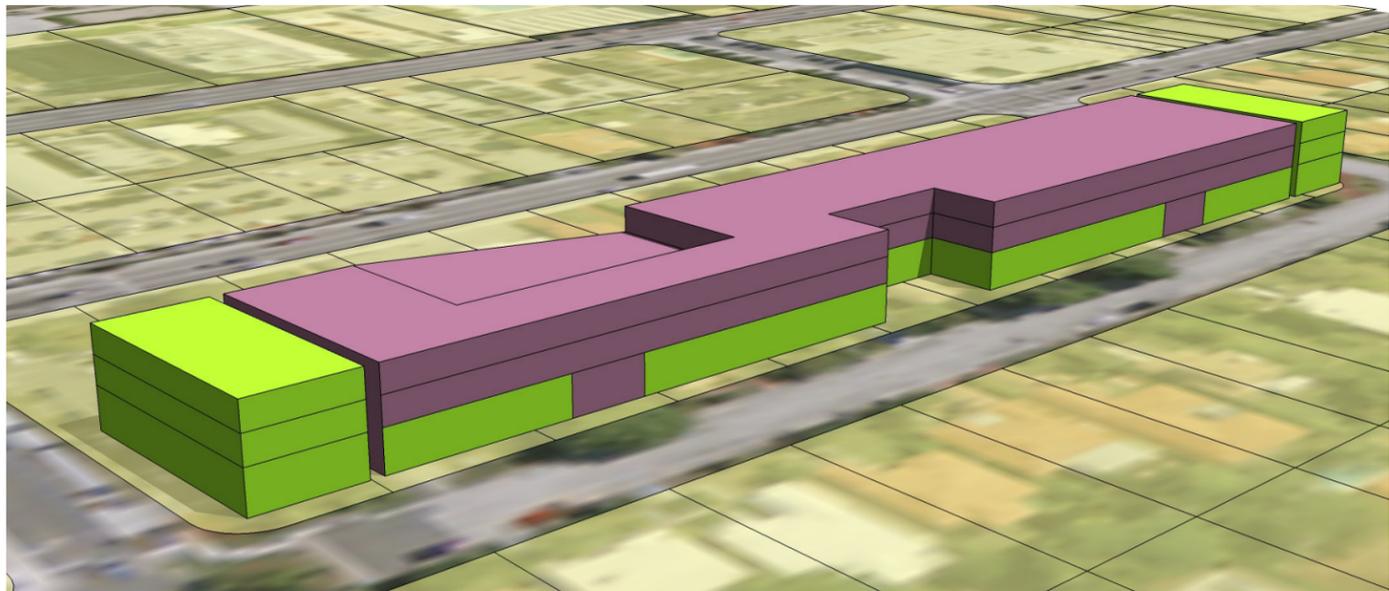
RETAIL
PARKING



PROPOSED PARKING STRUCTURE ON ABBOTT AVENUE BETWEEN 96TH AND 95TH STREETS (ILLUSTRATIVE MASSING DIAGRAM)



PROPOSED PARKING STRUCTURE AT COLLINS AVENUE AND 95TH STREET (ILLUSTRATIVE MASSING DIAGRAM)



PROPOSED PARKING STRUCTURE ON HARDING AVENUE BETWEEN 94TH AND 93RD STREETS (ILLUSTRATIVE MASSING DIAGRAM)

Parking structures would be a maximum of three stories tall, with liner retail on the first floor. At the ends/corners there would be a shallow liner building to hide the parking structure behind it.

development is effectively leveraged to help promote and sustain tourist-related visitation and other economic activities, through comprehensive marketing and operations.

In addition, the lot on Harding between 93rd and 94th Streets can be multi-purposed as parking for the business district, for the community center complex, for municipal vehicles, for the restaurant and retail below it, and for a resort/convention hotel at the Best Western site. The location between the streets allows for flexible overflow parking in both directions.



A COMMUNITY CENTER SCHEME

COMMUNITY FACILITIES & CIVIC AMENITIES 2.4

- 2.4.1 INTRODUCTION
- 2.4.2 COMMUNITY CENTER
- 2.4.3 CONSENSUS CONCEPTS

COMMUNITY FACILITIES & CIVIC AMENITIES

General Principles

From an urban design perspective, community facilities and civic amenities, such as libraries, schools, town halls, post offices, etc., often perform unique roles, and typically follow a set of guidelines unique to, and different from, that of the general fabric of a town or city, as a whole. Generally speaking, they are usually placed very consciously and deliberately within the overall community plan -- in both location and setting -- as befitting their special contributions to the communal fabric of place, and are frequently held to more liberal standards, in terms of both coding and architectural style, than the background context they reside in.

They typically provide a collective gathering place and focal point where citizens can foster or promote shared interests, or pursue common goals. They often have a social and/or recreational aspect about them as well, in the form of associated parks and plazas, and/or can reflect a shared or diverse culture, heritage, or history, as in say -- in the form of a community museum, or performing arts center.

Civic structures frequently play a critical role in defining our sense of place, or in forging a community's identity, and can help to articulate what makes one community unique and distinct from another. And of course, they also represent an integral part of our public realm -- the shared places between the buildings, where residents engage with one another in a larger community context.

Observation

The existing Community Center does little to promote a unique or communal identity for the Town of Surfside. While somewhat distinct in form and centrally located, it is nonetheless functionally obsolete, in terms of the community's existing and anticipated needs, and does little to help reinforce or convey a sense of civic pride or relate well to the Town's other civic structures, including the Town Hall, across the street. The town, overall, lacks visual identity and a sense of place, and community facilities are not well located relative to underlying land value and/or their ability to be equitably utilized by the community as a whole.



ABOVE: EXISTING COMMUNITY CENTER
RIGHT: EXISTING TOWN HALL



Discussion

These issues, above, as well as specific data provided by the Community Center Committee, concerning the spatial and functional requirements comprising an ideal community center, were considered both discreetly as it related to the community center itself, and as part of the broader discussion regarding the community, overall, and the role of the community center in that discussion. In general, the consensus was that the community center would remain in its current location and that its role as both a civic and recreational amenity would be retained.

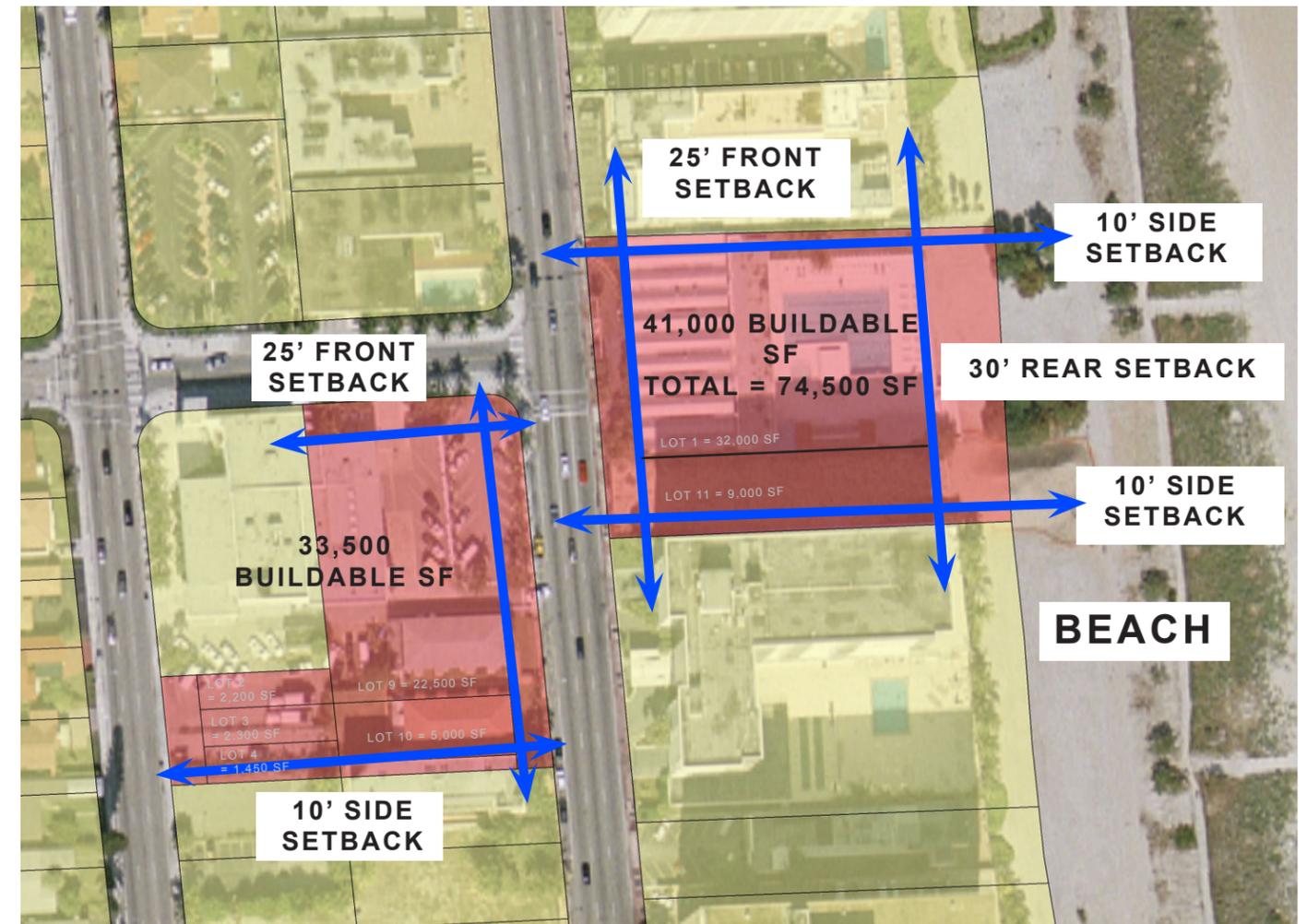
One of the main concerns for citizens with regard to accessing the community center in its current location, is the difficulty in crossing Collins Avenue by foot, especially with small children. Another is how to incorporate within the design a large, multi-function swimming pool and outdoor activity area that could accommodate all age groups.

This resulted in discussions about creating a flexible outdoor area that could be used for multiple functions. The program for the redesigned community center recognizes the need for more meeting rooms and function spaces, raising the square footage to 10,000 sf and adds a 10,000 sf fitness center. Of course, a community library remains one of the most important and critical components for inclusion in the redesigned Center.

Many residents also expressed that they wanted a band shell incorporated into any Community Center design. An early conceptual design proposal suggested that a “reversible” stage could be located next to the beach dune such that it could accommodate a large audience on the beach side and/or a smaller, more intimate audience on the other, community center side, looking out past the stage, toward the ocean beyond. A comprehensive set of massing and shading studies were undertaken during the charrette (see images), clearly illustrating the specific implications associated with the proposed functional requirements and their disposition on the site, relative to the various proposals considered.

A fundamental concept that emerged early on was the integration of both the Community Center and Town Hall into a single “Civic” Center, with special pavement treatments and other urban design strategies deployed such that the entire area would be perceived as single place. This has the added benefit of permitting the street in front of the Town Hall (93rd Street) to be closed to vehicular traffic for special events and to help signal to drivers transiting the area and passing in front of the Community center, that they were passing through a pedestrian zone, and to take extra precaution, as appropriate.

Beyond the primary focus on the new Civic Center, two other areas were identified as critical to reinforcing and conveying a unique sense of place. Community entrances were another civic amenity that generated considerable discussion, both for the town overall, as well as for the individual neighborhoods, the latter also part of the consideration given to traffic management.



COMMUNITY CENTER TOTAL BUILDABLE SQUARE FOOTAGE AND SETBACKS

In terms of community entrances, the south entrance, and the deflection of northbound Collins Avenue at that location, was identified as a site that could accommodate both a relocated Public Works Department (the existing tennis center would be relocated) and/or another civic use, housed in an iconic new structure, providing an opportunity to both extol the history of Surfside, as well as create a new entrance statement commensurate with Surfside's newly manifest civic pride.

On the north and western sides of Surfside, two other new entrance feature opportunities were considered. The first at the intersection of 96th and Harding, in the form of a traffic calming device and civic art amenity (a landscaped roundabout) and the proposed new urban plaza; the other being at 96th Street where the bridge crosses over into Surfside from the town of Bay Harbor Islands, to the west. In the latter case, newly improved facilities at the 96th Community Park were also recruited to serve as an effective entrance marquee when entering the town from that direction.

As an additional nod to community and neighborhood identity enhancement through civic art, each neighborhood street will be identified through the use of architecturally prominent and distinct entrance features that -- best case scenario -- simply mimic and/or suggest gated entrances, or... depending upon the relative success of the comprehensive traffic management strategy -- form the basis of an incremental traffic calming strategy of an increasingly overt nature, limiting cut-through traffic originating from outside of the neighborhoods.

Specific Recommendations

The most significant and profound proposal, however, in terms of creating a unified and effective sense of community and place, remains that of creating a single comprehensive Civic Center, through the deliberate placement and design of various community and civic amenities in a central location within the community fabric. And again, the consensus is clear that this should be located at the eastern terminus of the 93rd Street axis, and span from the beachfront itself, all the way to the eastern edge of the residential communities, west of Harding Avenue.

In addition to this single, comprehensive civic center, community and neighborhood entrance features -- some incorporating additional community elements or functions, are to be placed at prominent entrance locations at the principal portals into and out of the Town and its neighborhoods.

And in a similar vein, additional community and neighborhood identity can be achieved by improving and celebrating the easternmost, beach-side terminuses of the primary east-west streets, thereby effectively linking the residential neighborhoods in the west to the greater community amenity of the beachfront and beach walk linear park system.

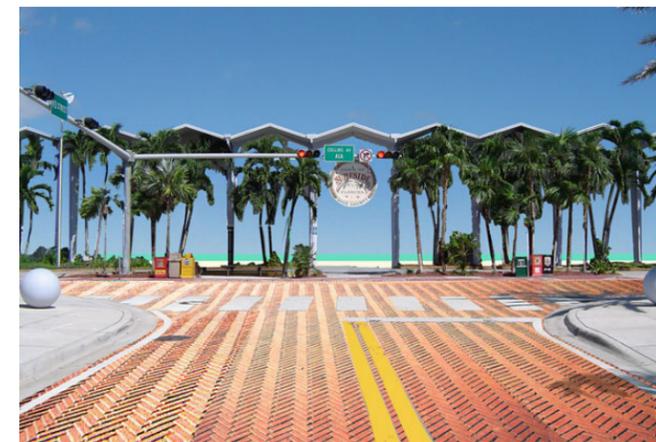
RIGHT:
A series of early conceptual analysis and design proposals, exploring various issues and opportunities relating the existing community center.



1. EXISTING COMMUNITY CENTER
The current center masks the greatest asset of the Town of Surfside, the ocean.



2. EXISTING COMMUNITY CENTER WITH NEW PAVING CONDITIONS
A simple change of the street paving material in front of the center would help to create a more defined outdoor space an sense of community place.



3. A NEW VISTA
Redesign of the building could allow for the opportunity to create framed ocean views.



4. REASSIGNMENT OF FUNCTIONS
Community Center function and administrative space could be reconfigured in a number of ways that would allow for views through to the beach and provide the community with an open and inviting place to spend time.

COMMUNITY AND CIVIC ZONE

One of the fundamental cornerstones of Surfside’s proposed community master plan is the creation of a comprehensive Community and Civic Center, which would anchor and define the physical heart of the community, as well as provide a wide array of community services and amenities in one convenient, central location. The rationale for this proposed new Community and Civic Center is the proximate juxtaposition of the existing beachside community center, and the Town Hall, which is located directly across Collins Avenue from it.

By relocating the Town’s Public Works department to a less valuable site elsewhere within the Town, and combining the resulting surplus land with several other available adjacent and nearby parcels, a substantial platform for re-imagining Surfside’s Civic precinct is made possible. Many ideas were suggested and evaluated during the charrette, from live performance venues to rooftop tennis courts, and most have been recorded and cataloged in this document. However, several key ideas ran consistently throughout the discussion, with a few major distinctions remaining to be debated.

The primary consensus focused on the shared perception that the existing community center was the emotional and social heart of the community, and that though functionally obsolete, any new structure proposed for the site should retain a recognizable element of

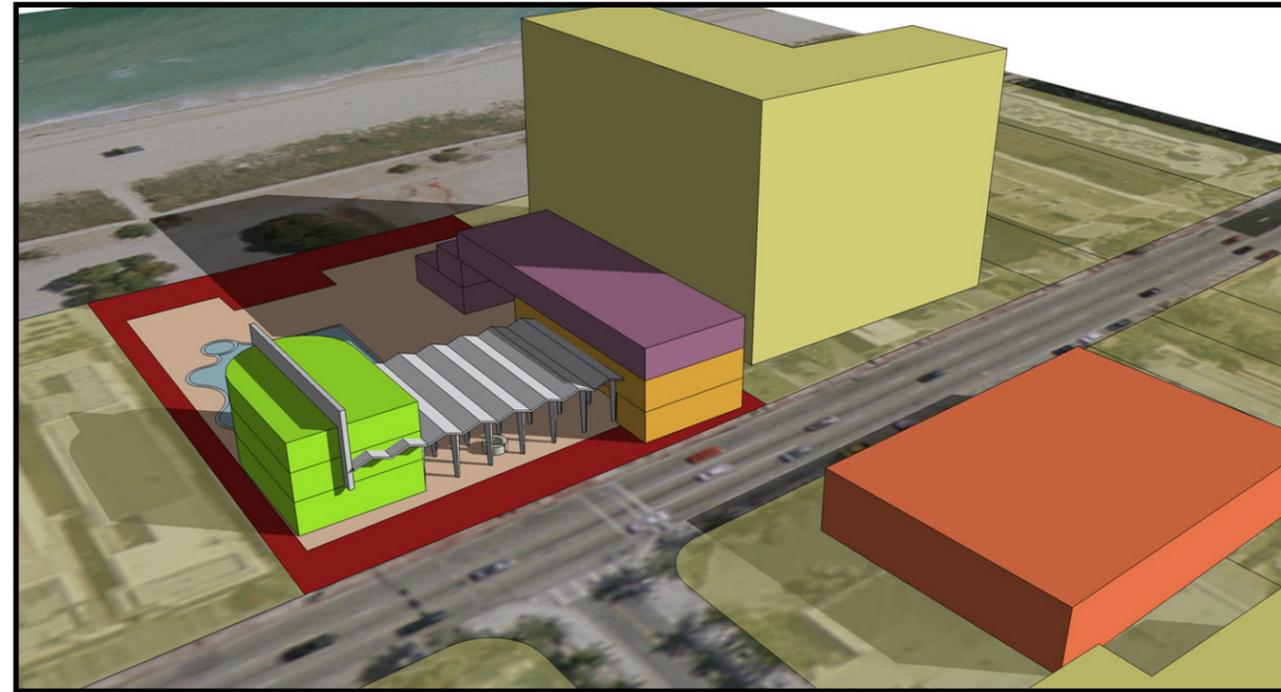


its current form as both a symbolic, as well as sentimental, manifestation of how connected the community remains through it.

To that end, its iconic crenulated roof form remains discernible and intact, regardless of the particular design concept considered. However, the question of whether or not to “wall” the beach off from the street and the rest of the Civic precinct, and/or to allow the Community Center to articulate a framed portal to the sea, reinforcing the notion of Surfside, as “beside the surf,” remains for further deliberation.

SURFSIDE, FLORIDA COMMUNITY CENTER: SCHEME A

- MEETING/ADMIN.
(approx. 10,000sf)
- LIBRARY
(approx. 10,000sf)
- FITNESS
(approx. 10,000sf)
- GYMNASIUM
(approx. 15,000sf)



COMMUNITY CENTER MASSING MODEL

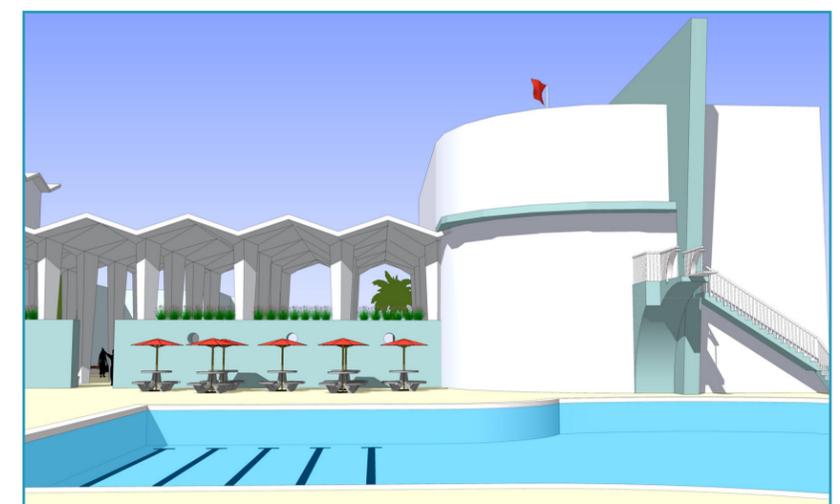
The purpose of these modeling exercises is to show, at a very basic, schematic level, the massing of various proposed community center schemes. The following 3-D models show potential building forms and the shadows they cast. The bottom-left image is taken at 3 PM, and the bottom-right image is taken at 9 AM. The intention is give the community more precise tools with which to weigh the merits of the concepts being considered.

In Scheme A the idea was to create an open loggia on the street, which would visually connect the “Civic Center” more directly to the beach, and to the activities within the Community Center. This configuration also creates a large open courtyard for programmable and multi-use activity.



3-D MODEL MODEL VIEWS OF ONE OF THE PROPOSED COMMUNITY CENTER

Conceptual designs clearly shows many of the fundamental design and massing concepts, including a large, open loggia, and the expression of the crenelated roof form from the original Community Center.

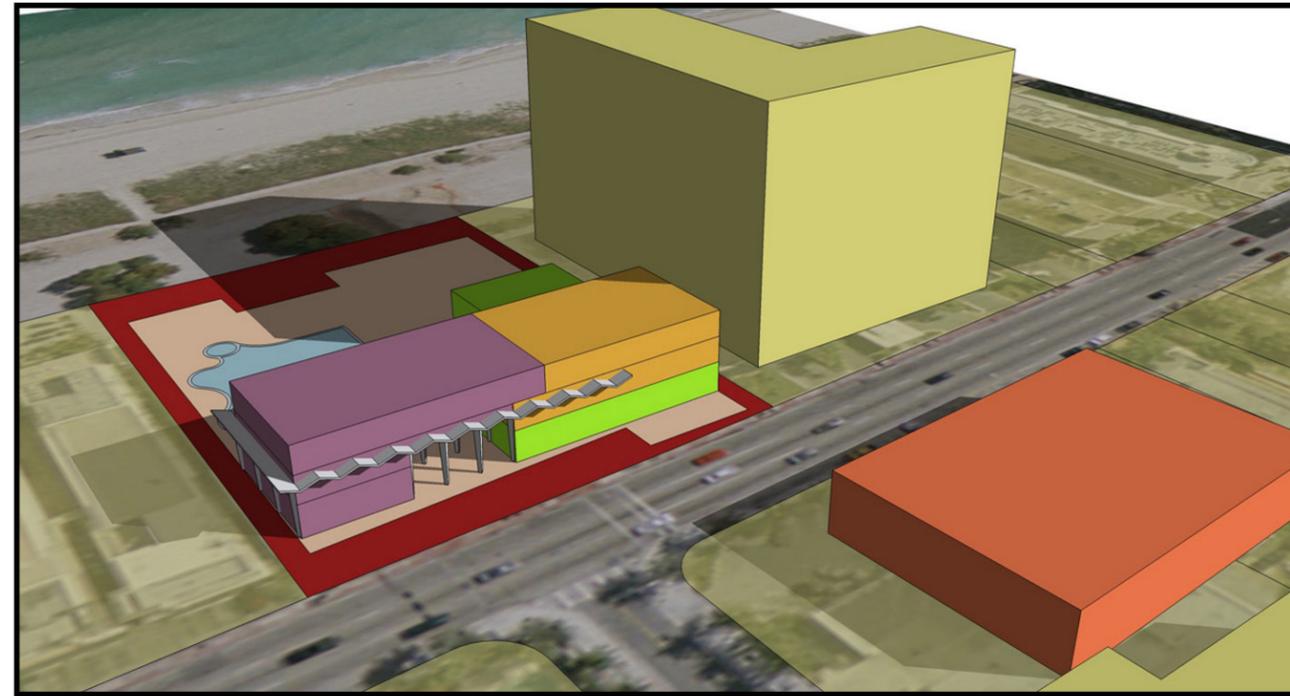




*3-D MODEL RENDERING OF ONE OF THE PROPOSED COMMUNITY CENTER
CONCEPTUAL DESIGN FROM THE CHARRETTE*

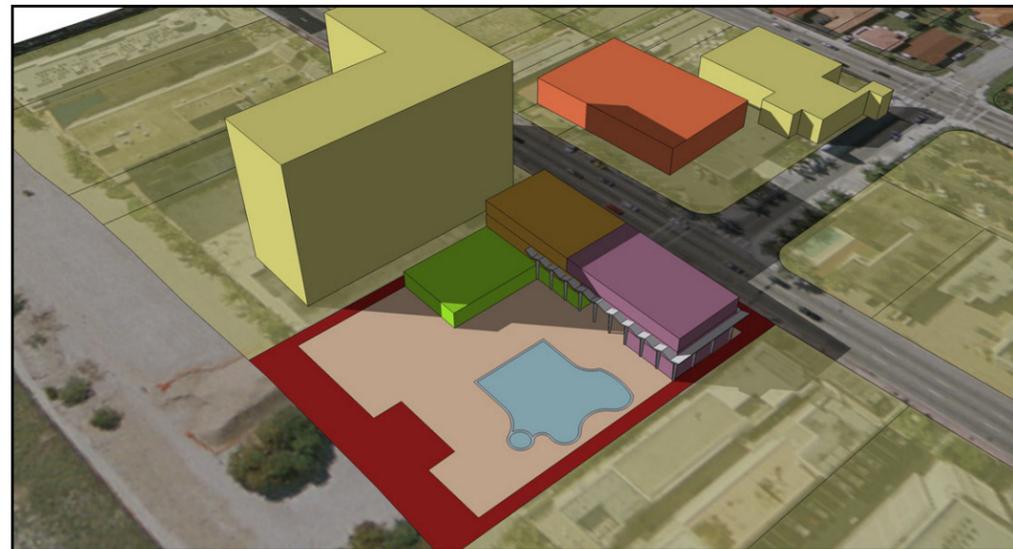
SURFSIDE, FLORIDA COMMUNITY CENTER: SCHEME B

- MEETING/ADMIN.
(approx. 10,000sf)
- LIBRARY
(approx. 10,000sf)
- FITNESS
(approx. 10,000sf)
- GYMNASIUM
(approx. 15,000sf)



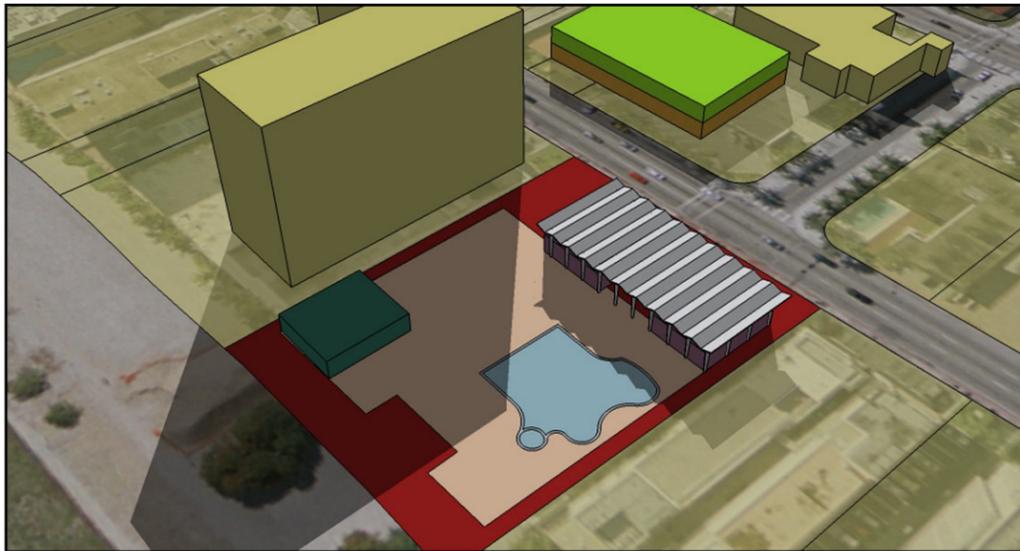
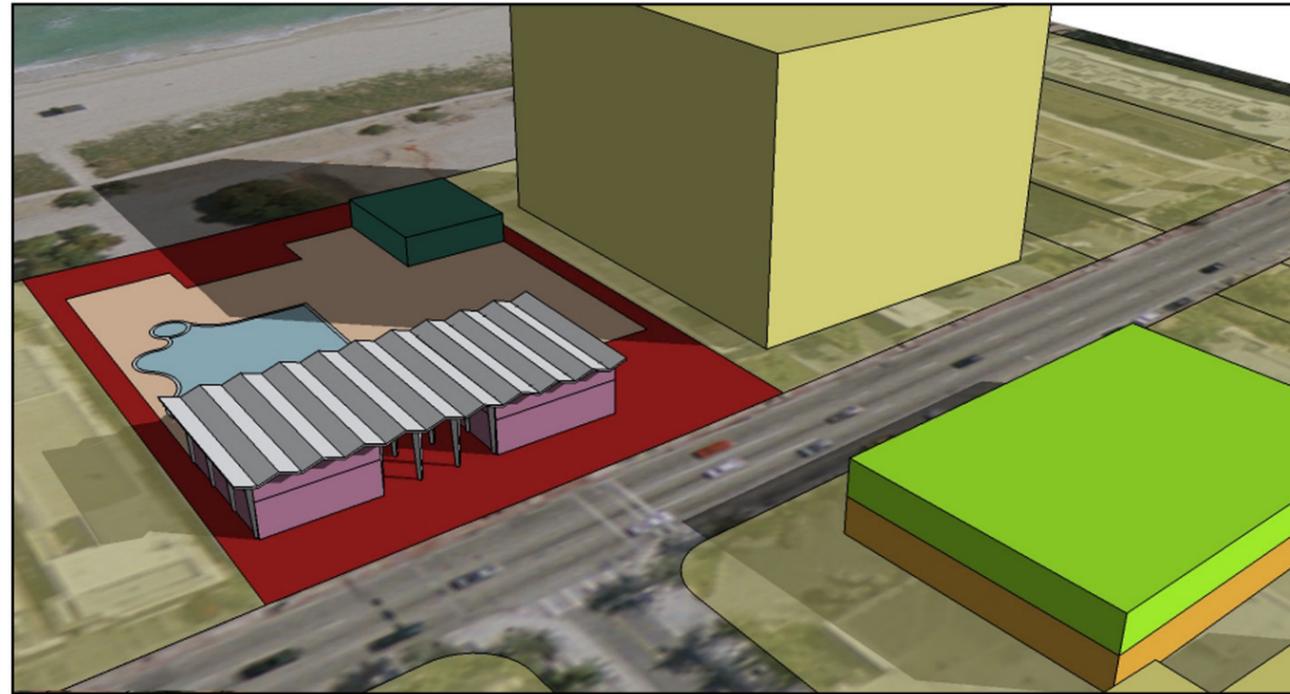
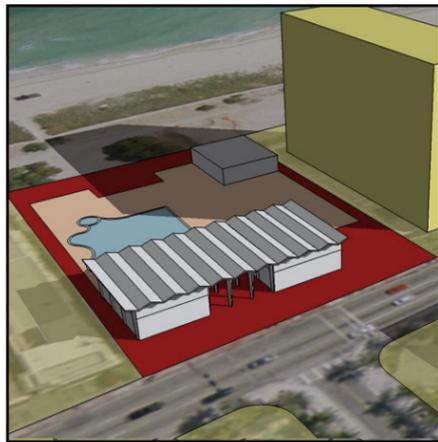
COMMUNITY CENTER MASSING MODEL

Scheme B brings most of the building mass to the front of the street, while retaining a small loggia as a transition from the street to the interior of the site. Orienting the building parallel to the coastline allows sweeping views of the ocean from inside.



SURFSIDE, FLORIDA COMMUNITY CENTER: SCHEME C

- MEETING/ADMIN.
(approx. 10,000sf)
- LIBRARY
(approx. 15,000sf)
- FITNESS/GYM
(approx. 15,000sf)
- GRILL
(approx. 2,500sf)



COMMUNITY CENTER MASSING MODEL

Scheme C moves a considerable portion of the program across Collins Avenue to the lot behind Town Hall. This minimizes the impact on the Community Center site.

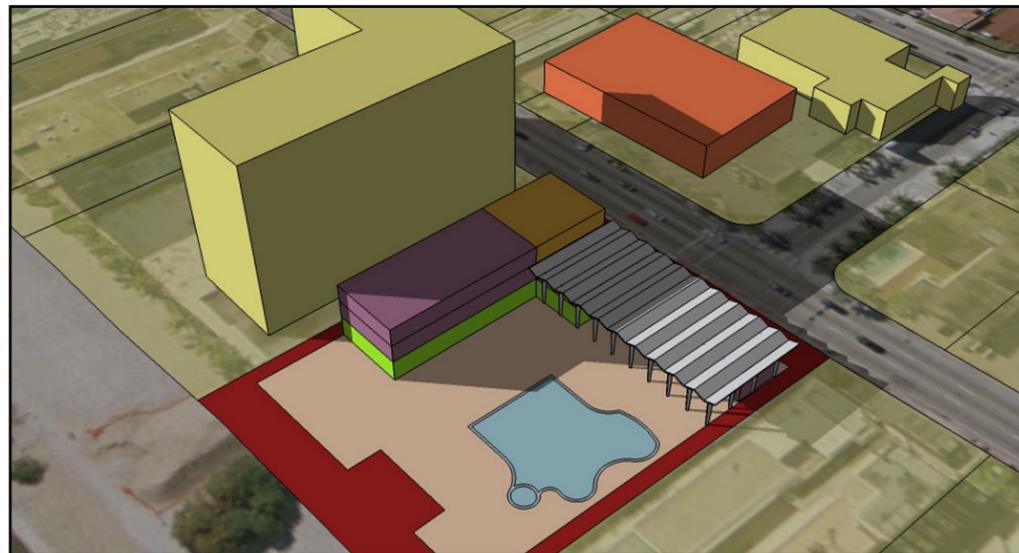
SURFSIDE, FLORIDA COMMUNITY CENTER: SCHEME D

- MEETING/ADMIN.
(approx. 10,000sf)
- LIBRARY
(approx. 10,000sf)
- FITNESS
(approx. 10,000sf)
- GYMNASIUM
(approx. 15,000sf)



COMMUNITY CENTER MASSING MODEL

Scheme D has a large open loggia on the first floor, but with the Meeting rooms on the South side, allowing for a better visual connection to the beach.



Consensus Concepts

The preceding pages outline a variety of different physical representations the various Community Center concepts proposed during the charrette. Though no hard consensus was achieved regarding any particular scheme, there were a few key ideas that emerged from the exercise which should serve to inform any subsequent detailed design effort associated with this concept.

They are as follows:

- *Build a multi-story structure toward the front (west side) of the lot, to maximize ocean views from each room.*
- *Provide a high and open breezeway through the center of the building, allowing for a terminating vista of the ocean and the horizon beyond.*
- *Split program elements on the east side, from other components, such as the gymnasium, that don't benefit as much from the ocean location, on the west side of Collins.*
- *Consolidate family-oriented uses together.*
- *Create a single, unified pedestrian-friendly district, highlighted by special paving patterns, plazas, fountains, etc., which will help reinforce the perception of a coherent sense of place.*
- *Building on the idea immediately above, design the public realm such that 93rd Street can be closed to host special community events. Also, as part of this idea, use urban design features and traffic calming techniques to enhance pedestrian crossing safety at 93rd and Collins at all times.*
- *Relocate low-value municipal functions elsewhere in the community, to free up additional space within the Community/Civic Center precinct.*
- *Relocate high-value, high-use community functions from around Surfside, to within the new Community/Civic Center precinct.*
- *Build new multi-use parking decks in close proximity to the proposed Community/Civic Center to allow more convenient resident access to program activities.*
- *Explore options for adding additional cultural venues, such as a performing arts center, to the overall programmatic mix to help improve/enhance Surfside's community stature.*
- *Incorporating the concept of the iconic crenelated roof form of the existing Community Center in any new design.*
- *Use an architectural language that specifically reflects Surfside's history and traditions.*



Surfside residents engage in collective discourse over the relative merits of various conceptual proposals for a new Community/Civic Center.





TOT LOT PARK

PARKS AND RECREATION 2.5

- 2.5.1 INTRODUCTION
- 2.5.2 96TH STREET PARK
- 2.5.3 TOT LOT PARK
- 2.5.4 INDIAN CREEK VILLAGE PARK
- 2.5.5 DOG PARKS
- 2.5.6 VETERANS' PARK
- 2.5.7 BEACH WALK
- 2.5.8 BAY-END POCKET PARKS
- 2.5.9 BEACH-END POCKET PARKS
- 2.5.10 WALKING BOULEVARDS - CONNECTING THE PARKS

PARKS AND RECREATION

General Principles

Neighborhood parks and open spaces, in a traditional community setting, are usually located primarily within the residential areas, where the lower-density building types exist, and are deliberately fronted by buildings to lend these places both spatial definition, as well as the added security of being “overlooked” by the adjoining residences. Their main reason for being is typically to provide opportunities for leisure and casual recreation, and their landscapes often reflect that, consisting of open lawn, paved paths, landscape groupings and trees, and various park shelters. For the most part, these types of parks require only a limited amount of maintenance, due to their typically naturalistic configurations, and native plantings. In general, each neighborhood should have a minimum of one neighborhood park, ideally located within a short walking distance of any given residence.

In addition to these types of passive parks, there are also parks that incorporate active recreational uses, which are then formally integrated into the composition of the overall park design, though for a neighborhood-scale park, all other conditions and considerations typically remain the same. Many urban forms of open space also exist, though these are usually located exclusively in neighborhood and community centers, and are often more intimately scaled and primarily hardscaped. These typically fall under the category of square, plazas and formal greens.

Ideally, there should be some means of formally connecting all of the parks and open space within the community, this is usually accomplished through a network of streets, avenues parkways, boulevards, and/or greenswards, capable of comfortably and safely accommodating both pedestrians and bicyclists, as well as vehicles. When connected through a continuous parkway network, this is often referred to as an “emerald necklace.”

Observation

There is a scarcity of well-designed open space within the community that is easily accessible and accommodating of the community’s needs and desires, in either the town center, or within the residential neighborhoods.

Discussion

There was a significant amount of community discussion regarding parks and open space. Though there was a clear distinction made between parks and open space to incorporated into the neighborhood residential fabric, and that associated with the beachfront and beach walk, there was clear agreement that both were considered essential elements to fully enjoying life in Surfside. Nonetheless, the neighborhood parks and open space were of a particular focus during the charrette process.



TOT LOT PARK



VETERANS PARK



TENNIS COURTS AT VETERANS PARK

Most citizens wanted better access to the Indian Creek waterway and expressed a desire for more opportunities and facilities related to fishing and kayaking, both at the 96th park and through the development of “street end” pocket parks fronting the Creek, though this latter idea was challenged by some of the residents living adjacent to these areas and who have become used to treating this right of way as a personal adjunct to their own property.

Veteran’s Park was considered to be under-utilized and poorly located for the uses currently located there, and needs to be rethought. In general, they wanted the lighting to be improved at all the parks, and some provision for parking, though there was heated disagreement regarding the inclusion of bathrooms at the children’s playground park at the intersection of 90th Street and Hawthorne Avenue.

A park proposal was requested for the vacant lot adjacent to the bridge to Indian Creek Village, as well as better connections between all of them, in the form of a designated bike path and/or jogging trail/circuit incorporated into the existing neighborhood street network. And lastly, many dog owners expressed a need for a dog park and suggested turning one or both of the pump stations into a dedicated dog park would be a good idea.

A dedicated effort was made on behalf of the 96th Street Park, attracting tremendous public input. Francisco Llado, a charrette team member, worked exclusively throughout the process on this one issue, working closely with the community and functioning as an essential, yet efficient, conduit through which that community input was focused and channeled.

Specific issues to be addressed included the desire for a single, clear entrance to the park, located well away from 96th street, for both safety reasons and to control access and security. View sheds and transparency from the street through the park to Indian Creek were to remain, and residents requested a large multi-purpose field, as well as a basketball court and a small racquetball court. They also called for two playgrounds and places for parents to watch their children. Parents also wanted a park building to hold small events, and a final important component desired was a small boat launch and possibly a mooring for the Town’s marine equipment.

Specific Recommendations

Turn the pump stations at 93rd Street and Byron Avenue and 89th Street and Dickens Avenue into dog parks

Again, as per community input and request, a specific proposal was put forth regarding the reclamation and adaptive reuse of this under-utilized public property to create a new fenced-in pocket park, to be dedicated for use by pet owners to walk and exercise their dogs, in a way that would minimize their impact on the other residents.

Create pocket parks at each of the street-ends on Indian Creek

Ongoing debate notwithstanding, it is recommended that these public right-of-ways be sensitively reclaimed for community access to, and viewing of, Indian Creek. The consensus opinion was in favor of passive, discreetly landscaped areas, where local residents can sit and quietly enjoy the water. Some street ends may also accommodate limited additional functions, such as fishing and/or kayak launches.

Create a jogging and cycling “String of Emeralds”

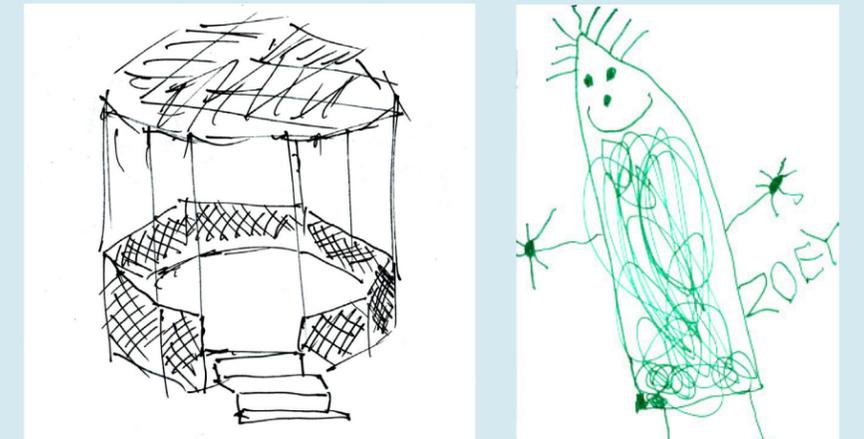
Design street sections and on-street pathways along Bay Drive, and other surface streets, to safely connect the 96th Street Park, other smaller pocket parks throughout the community, Veteran’s Park, and the Beach walk, to create a “string of emeralds,” or “emerald necklace,” effectively linking all of the community’s open space assets into a single, unified network of parks and recreational amenities.

Downtown Plazas

Though urban open space and public realm was not specifically discussed as part of the community input on this topic, it is strongly recommended that both the existing streetscapes, as well as the proposed new downtown plazas, be considered an important and integral part of the Town’s overall open space network. These elements are not only critical to the ongoing success of the downtown merchants, they are crucial to maximizing the resident’s full benefit and enjoyment from living in a compact, mixed-use, and walkable community, wonderfully and uniquely situated along a beautiful ocean beach, in a delightful subtropical climate.

COMMUNITY INVOLVEMENT

Discussion concerning the parks, especially the 96th Street Park, was lively and informative. A major concern for residents was how to incorporate more recreational facilities or spaces into the park, as well as to improve landscaping and to add boat slips for kayak storage.



PUMP STATION AT 93RD STREET & BYRON AVENUE



PAVILION AT 96TH STREET PARK

96th Street Park

A highly specific concept plan was developed and presented during the charrette which incorporated all of the community's inputs and requests, and which was vetted by the residents and the 96th Park Committee during the charrette process. In addition to the specific briefing and ongoing input from the citizens, a proposal was put forth to use the small support and event pavilion as an iconic entrance feature, to more eloquently celebrate the entry experience into the community along 96th street, when approaching from the west.



3D MODEL AERIAL OF PROPOSED PARK CONFIGURATION

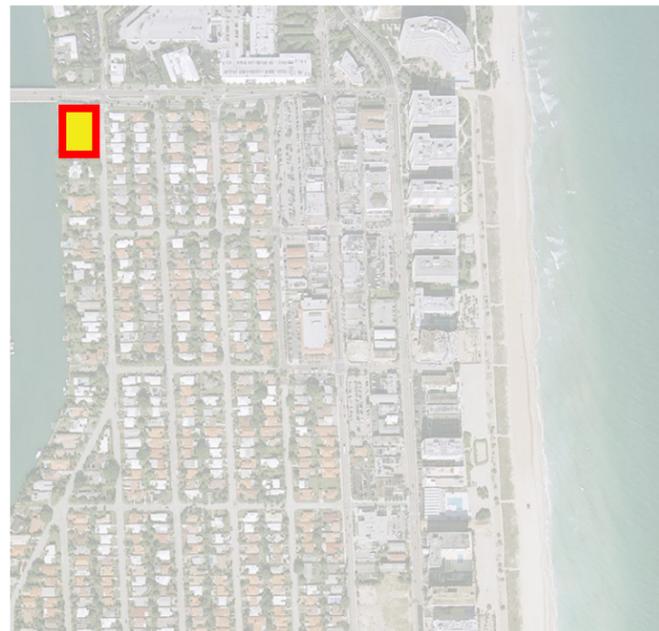


DIAGRAM SHOWING THE PARK'S LOCATION WITHIN THE NEIGHBORHOOD



ILLUSTRATIVE RENDERED SITE PLAN



EXISTING CONDITIONS



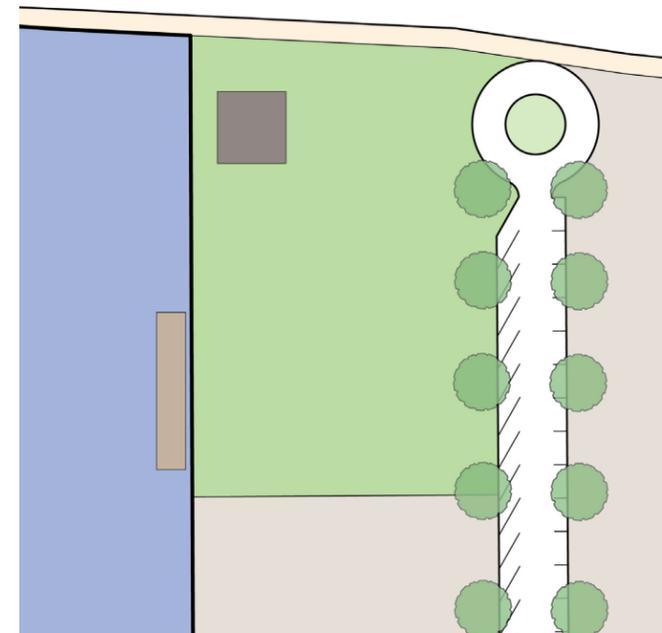
PERSPECTIVE AT ENTRANCE LOOKING WEST TOWARDS GAZEBO



VIEW OF DOCK WITH KAYAK STORAGE FACILITIES



Indian Creek elevation of enhancements to 96th Street park, clearly showing proposed new park structure, which will help mark and celebrate Surfside's front door from the west.



PARKING DIAGRAM

Plenty of parking is provided on-street. Visitors will drive north on Bay Drive and if they can't find a space on the East side of the street they can turn around at the roundabout at the end of Bay Drive and park in one of the angled parking spaces on the west side of the street.

Tot Lot Park

Recommended improvements to this existing park are mostly related to issues of access and control, through the use of an attractive fence and gate with child-proof latches, and two small pavilions, appropriately and tastefully designed to complement the nearby residential properties, and which would house a single, unisex toilet, with the other pavilion providing equipment storage.

Other features include a discreet fountain and landscaped seating area outside of the fenced tot lot, adding a civic feature to the neighborhood, and enhanced provision for on-street parking.

Moving the entrance to the south side also increases parking locations along the East and West side of the park.



PERSPECTIVE SHOWING PROPOSED IMPROVEMENTS TO TOT PARK



DIAGRAM SHOWING THE PARK'S LOCATION WITHIN THE NEIGHBORHOOD



ILLUSTRATIVE RENDERED SITE PLAN



EXISTING CONDITIONS

Indian Creek Park & Garden

Located at the entrance to Indian Creek Village, the Club – current owner of the, at present, empty lot – has expressed a willingness to consider converting it into a park for general use by both communities, providing additional opportunities for leisure and casual recreation along the Bay front, in addition to the proposed street-end parks.



EXISTING CONDITIONS

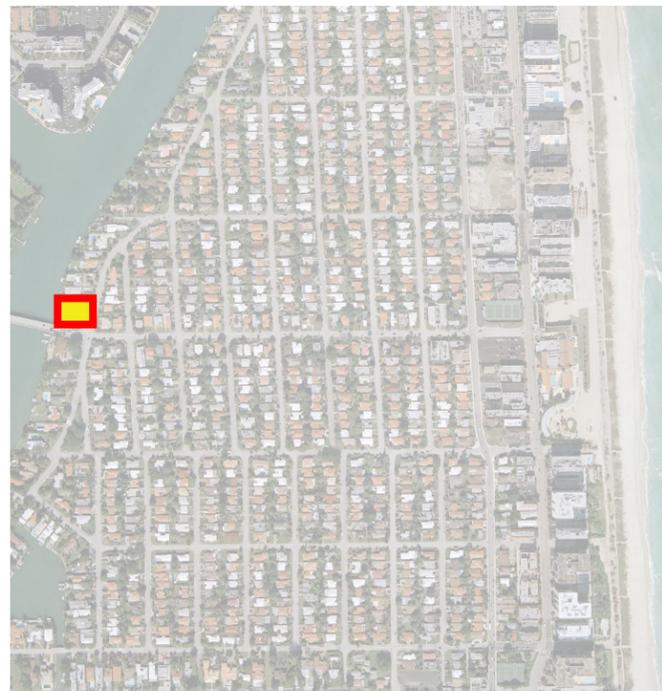
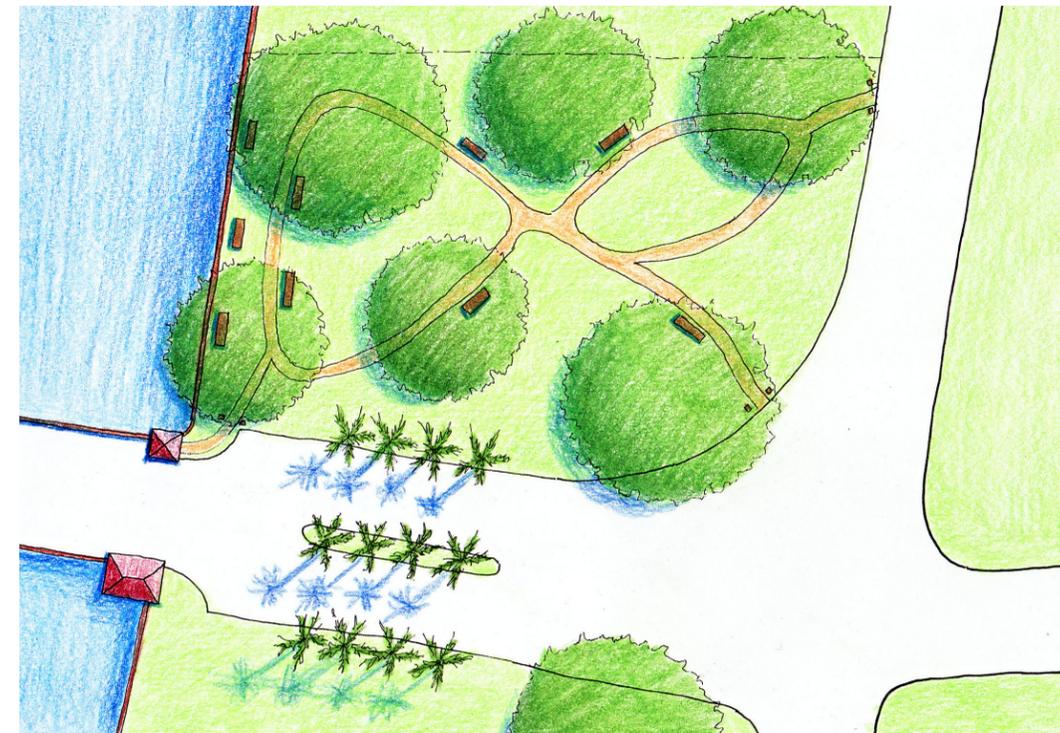


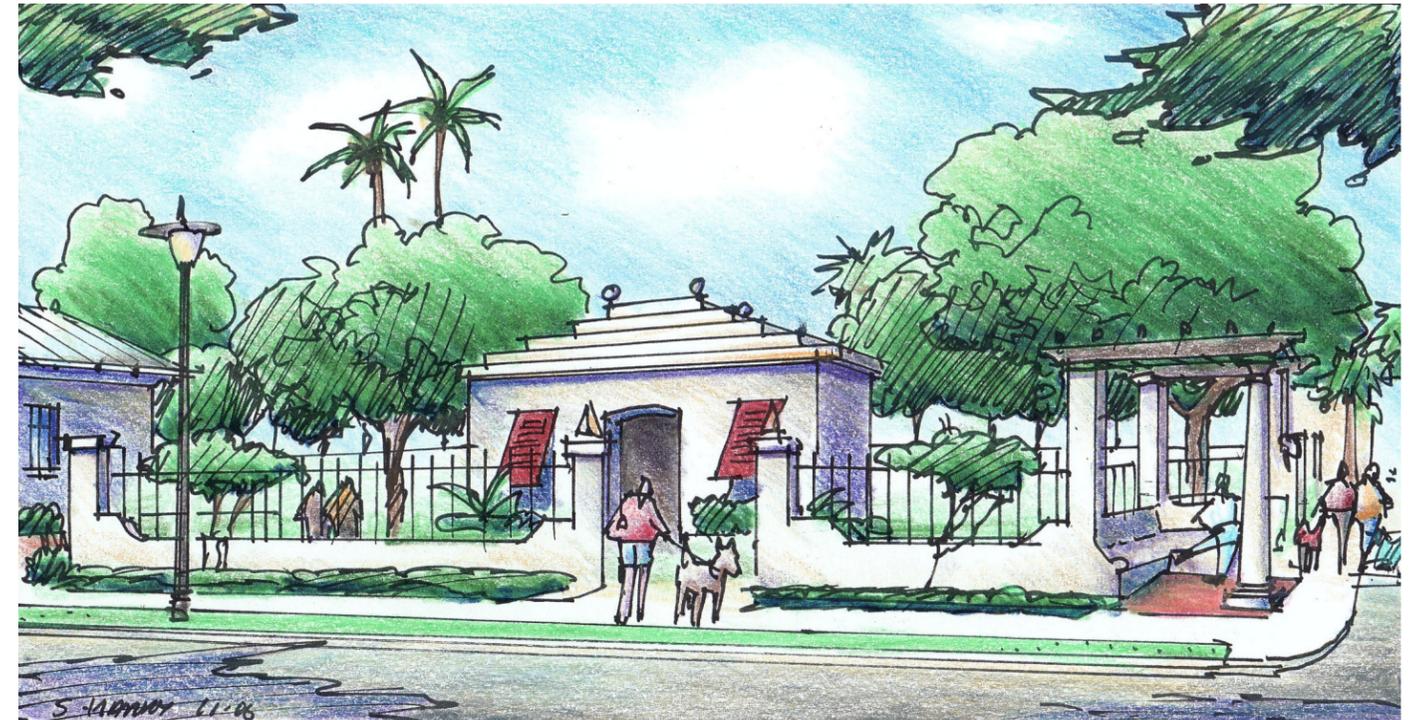
DIAGRAM SHOWING THE PARK'S LOCATION WITHIN THE NEIGHBORHOOD



ILLUSTRATIVE RENDERED SITE PLAN SHOWING A SIMPLY ELEGANT CONFIGURATION, INTENDED FOR QUIET CONTEMPLATION.

Dog Parks (Convert Pump Stations)

Again, as per community input and request, a specific proposal was put forth regarding the reclamation and adaptive reuse of the under utilized public properties at 93rd Street and Byron Avenue, and at 89th Street and Dickens Avenue, to create a new fenced-in pocket park, which could be dedicated for use by pet owners to walk and exercise their dogs, in a way that would minimize their impact on the other residents.



PERSPECTIVE SHOWING PROPOSED ENHANCEMENTS TO PUMP STATION PROPERTIES



DIAGRAM SHOWING THE PARK'S LOCATION WITHIN THE NEIGHBORHOOD



ILLUSTRATIVE RENDERED SITE PLAN



EXISTING PUMP STATION AT 89TH STREET AND DICKENS AVENUE

Veterans' Park

Veterans' Park was widely considered a missed opportunity and under-utilized asset in the Town's property portfolio. Though currently housing a tennis program and the Veteran's memorial, the location and setting was not considered ideal for either use. Therefore, it is recommended that the tennis program be relocated to a more conveniently accessible location for broader community use (the current proposal is that it be part of the new Civic Center), and that the Public Works Department - a discreetly functioning municipal department, currently occupying very high-value land in the Civic Center district -- be relocated here.

As part of that move and the redesign of the park to accommodate the new use, it was proposed that a new iconic Town entrance structure, to house the Public Works Administration, be situated such as to provide an appropriate new civic setting for the Veterans' memorial and as well as formal visual termination for the deflected northbound Collins Avenue traffic, for visitors entering the town from the south.

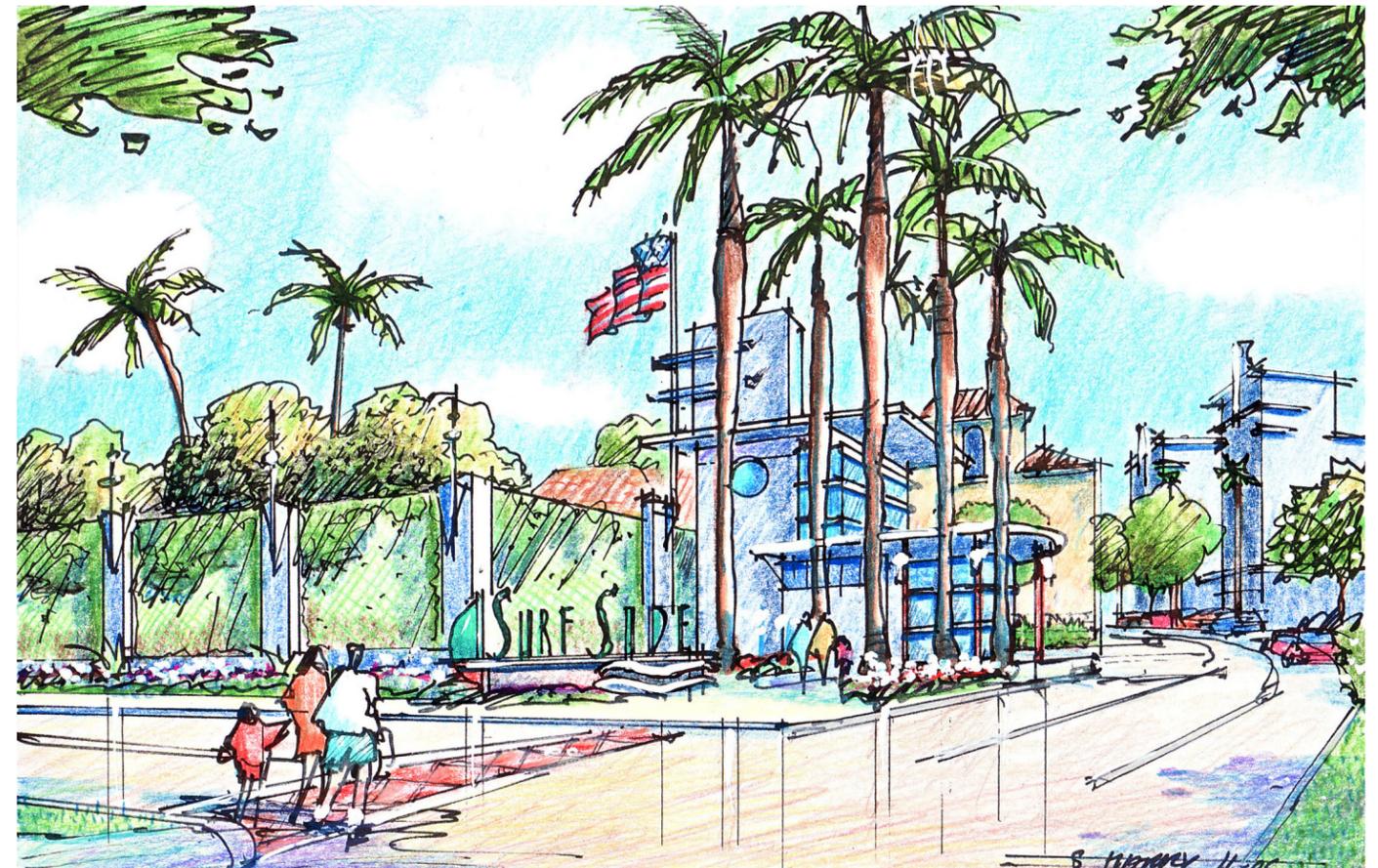
The new Veterans' park would enjoy a quieter more reflective setting.



DIAGRAM SHOWING THE PARK'S LOCATION WITHIN THE NEIGHBORHOOD



ILLUSTRATIVE RENDERED SITE PLAN



THIS PROPOSAL TAKES ADVANTAGE OF THE DEFLECTED VISTA, TO CELEBRATE THE ENTRANCE TO SURFSIDE WHEN APPROACHING FROM THE SOUTH.



EXISTING CONDITIONS

Beach Walk

General Principles

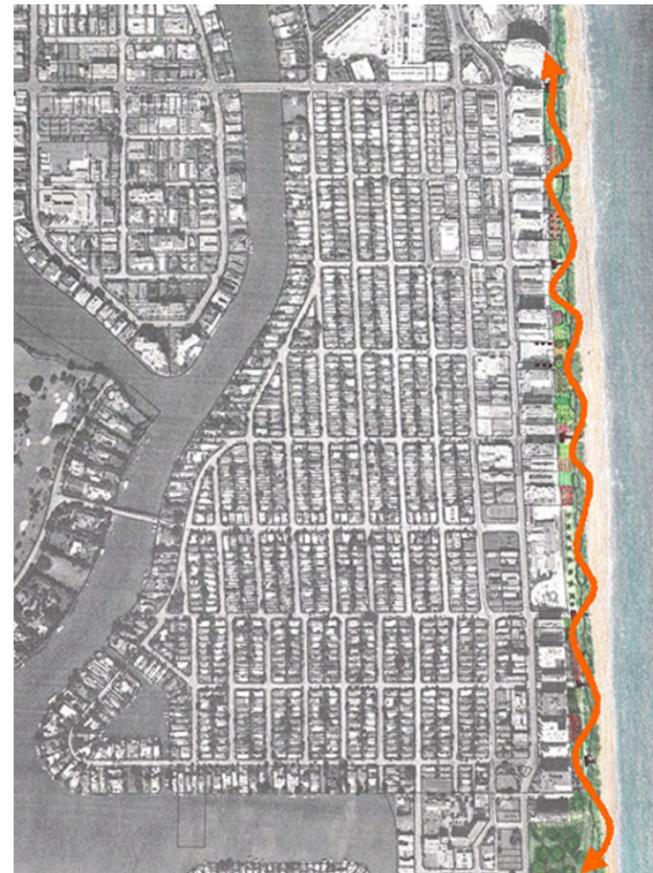
An appropriate and sustainable balance between beach access and recreational utilization, and beach protection, must be considered. To that end, access points which traverse dune systems should be limited in number and carefully planned. Beach paths which parallel the shoreline, and which provide both emergency access as well as recreational opportunities, need to be strategically situated and designed as to maximize their utility and recreational aspects with minimal cost and impact to the natural systems. In general, natural areas should be planted with native species and in a manner that is not susceptible to erosion, and which -- ideally -- will promote the establishment of a viable and effectively sustainable ecotone over time.

Observation

The beach walk represents an under-realized natural and recreational amenity in its current state, and lacks a coherent design and/or appropriately sustainable planting scheme. This has resulted in an undefined zone between the existing beachfront properties, and the beach proper, which is creating spatial confusion and diluting value, along the entire beachfront as a whole.

Discussion

The residents of Surfside would like to see the beach walk built similarly to, and connected with, the one in Bal Harbour. They like the idea of a meandering pathway open to pedestrians as well as bicycles. They would also like to see the Surfside beach walk incorporated into a larger regional linear beachfront park network.



THE BEACHWALK, PLAN VIEW INDICATING A LANDSCAPED MEANDERING PATH TRAVERSING THE ENTIRE NORTH-SOUTH LENGTH OF SURFSIDE.



CURRENT HARD PACK CONDITIONS



PROPOSED CONCEPTUAL HARD PACK AND BEACH WALK LANDSCAPING AS SHOWN IN AN EARLIER STUDY

Specific Recommendations

Update the beach walk consistent with residents' stated desires and with the recommendations outlined in the Town of Surfside Conceptual Design Report; pedestrian beach path, as produced by Coastal Systems International. In summary:

The hard-pack should remain open to emergency and maintenance vehicles. Next to the hard-pack, create a meandering path through a maritime forest planted with native trees. Open views to the ocean in key locations. Plant a coastal strand, consisting of shrubs and grasses, located between the beach dune and the maritime forest. The existing beach dune will separate the beach from the planted zones and protect them from erosion.

The recommended beach planting scheme is as follows:

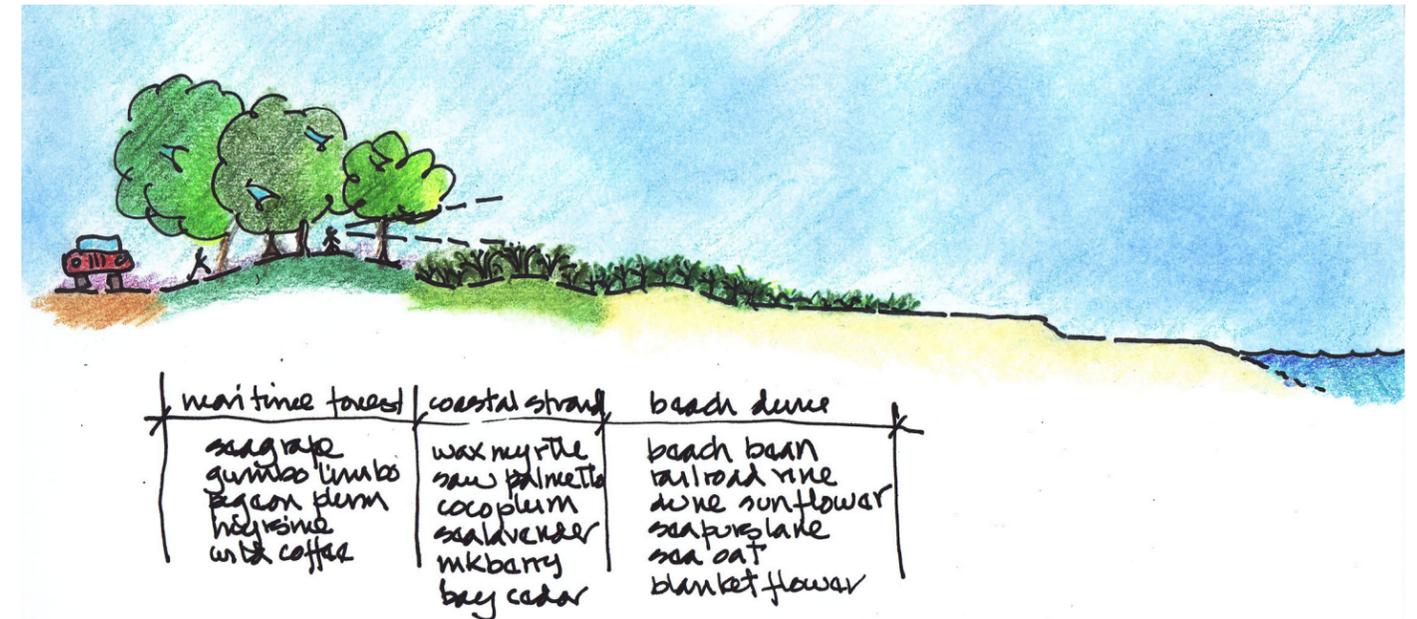
- Maritime forest
 - Sea grape
 - Gumbo limbos
 - Pigeon plum
 - Myrsine
 - Wild coffee
- Coastal strand
 - Wax myrtle
 - Saw palmetto
 - Cocoplum
 - Sea lavender
 - Inkberry
 - Bay cedar
- Beach dune
 - Beach bean
 - Railroad vine
 - Dune sunflower
 - Seapurslane
 - Sea oat
 - Blanket flower



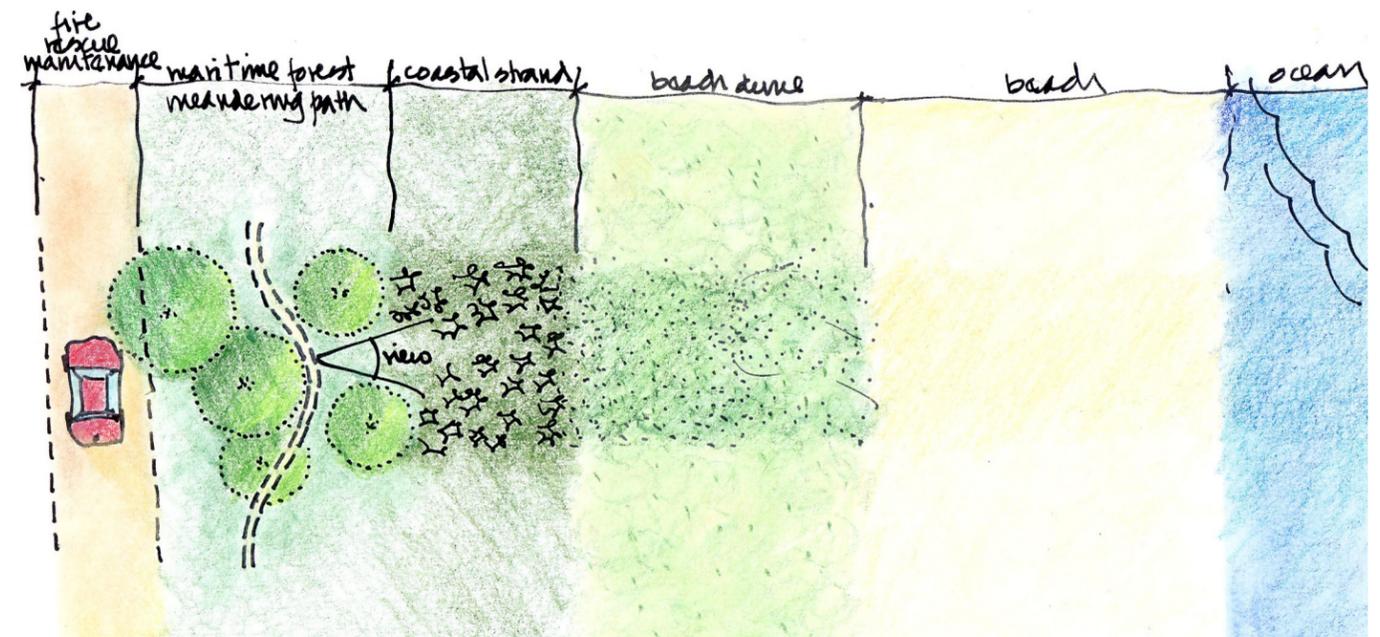
BEACH WALK



HARD PACK



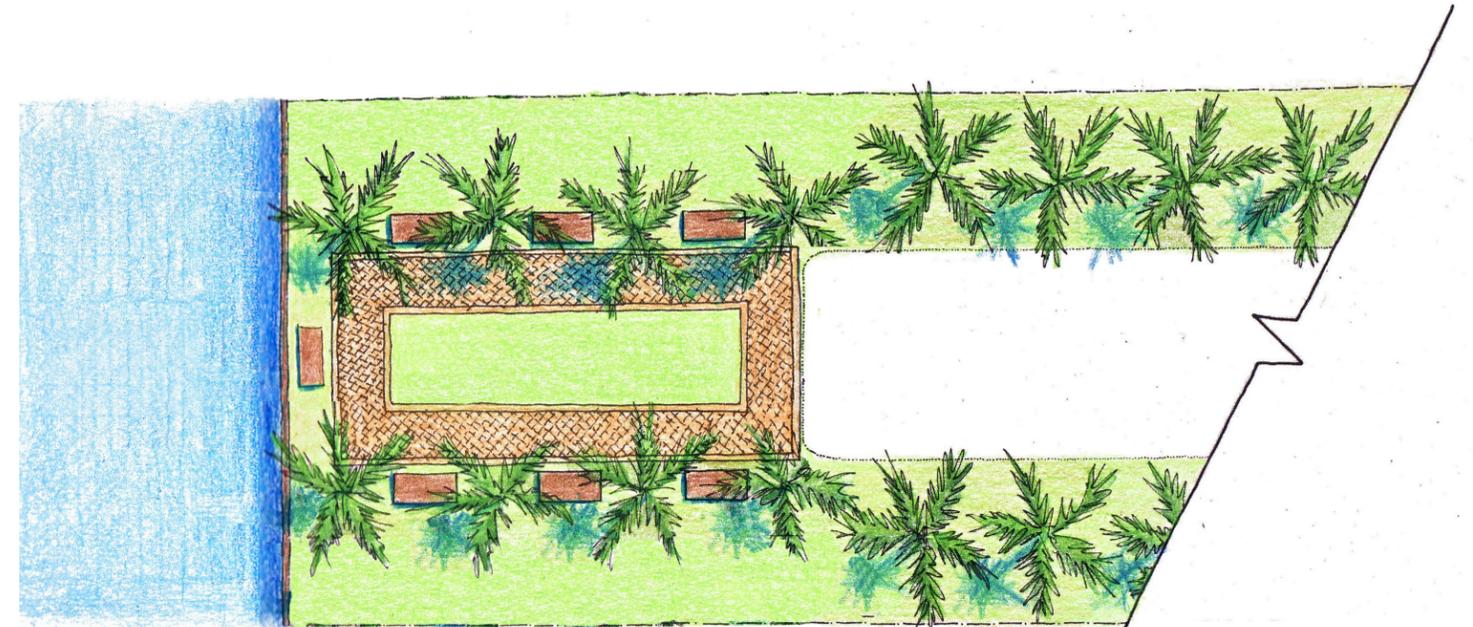
BEACHWALK LANDSCAPING SECTION DIAGRAM



BEACHWALK LANDSCAPING PLAN DIAGRAM

Bay-Side Pocket Parks

Bay-side pocket parks, located at the western terminus of east-west streets, can provide a more intimate setting for admiring the bay views. These parks would also be more closely affiliated with the actual streets that they terminate. Some parks could support limited fishing and kayak launching.



ILLUSTRATIVE PLAN OF A TYPICAL BAY-SIDE STREET-END PARKS



Existing street-ends and associated ROW provide an unrealized opportunity for more immediate and intimate connection with the Bay Side.

Beach-Side Pocket Parks

The proposed beach-side plazas also provide an opportunity to introduce a more elegantly accessible transition between the existing street ends and the beach, more effectively linking the residential neighborhoods west of Collins to the waterfront. The plazas are also designed to offer informal gathering places at beach entrances, and provide much needed resident amenities.



ILLUSTRATIVE RENDERING, LOOKING TOWARD OCEAN, SHOWING PROPOSED BEACH-SIDE PARKS WITH CASUAL SITTING AREAS AND IMPROVED RESIDENT AMENITIES.



EXISTING STREET-END

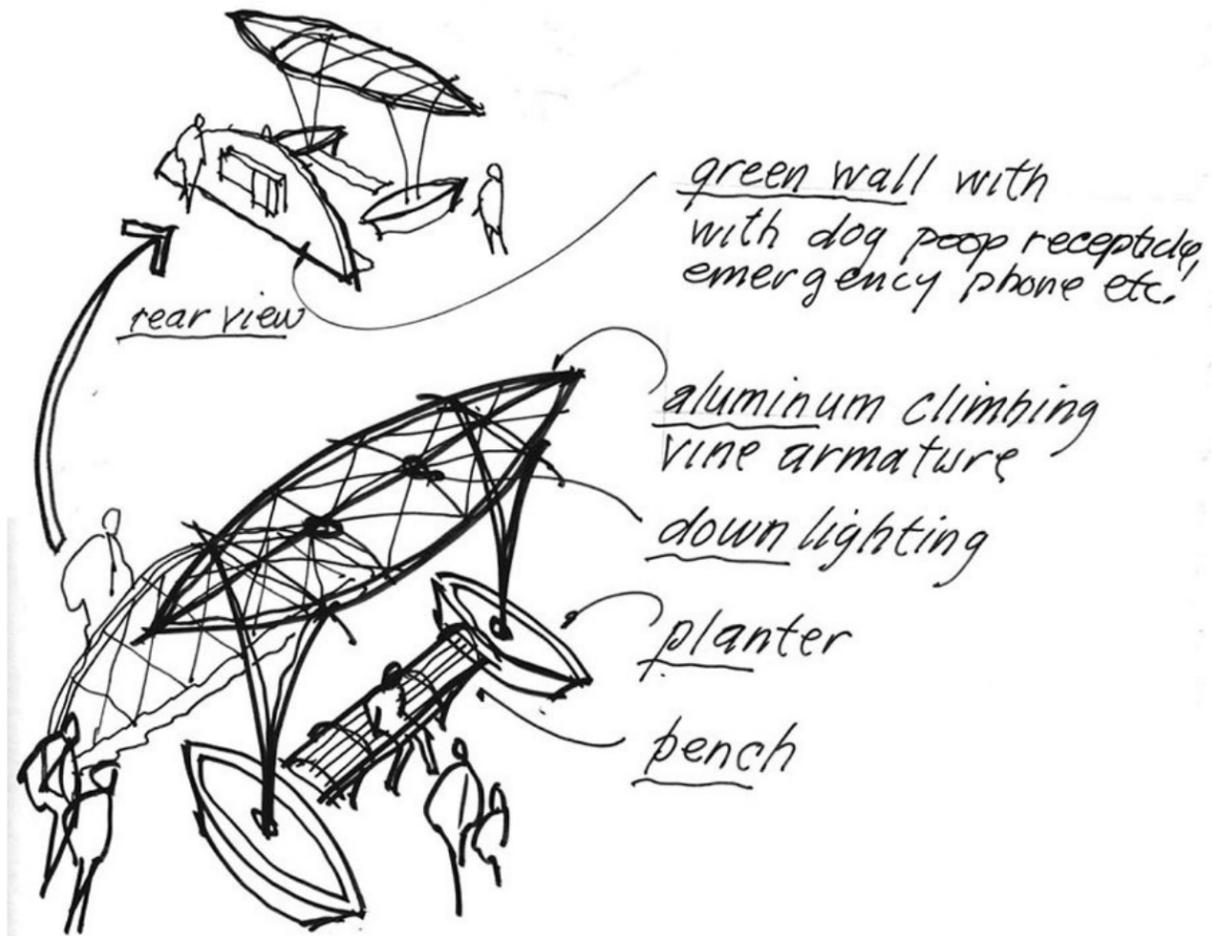
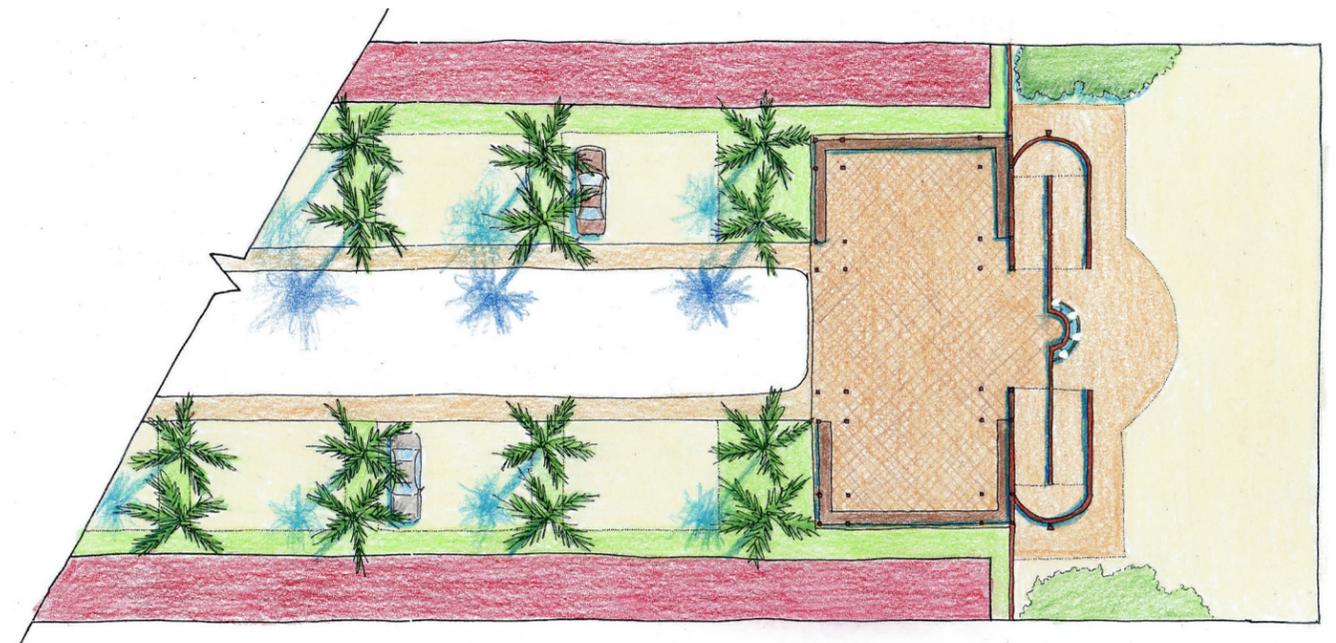


DIAGRAM OF BEACH-END PARK FURNITURE



ILLUSTRATIVE RENDERING OF PROPOSED BEACH-SIDE PARK, LOOKING TOWARD PLAZA AND SHOWING FOOT WASH, IMPROVED ACCESS, INCLUDING ADA-COMPLIANT RAMPS, CASUAL SEATING AND BEACH OVERLOOK, ETC.

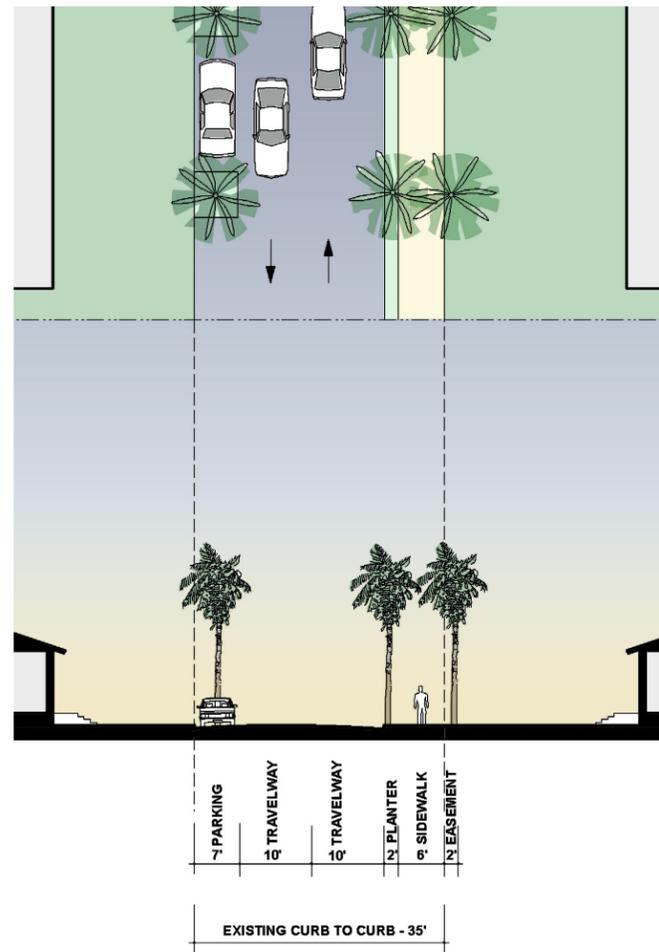


ILLUSTRATIVE PLAN OF TYPICAL BEACH-SIDE STREET-END PARKS

Walking Boulevards - Connecting The Parks

An “emerald necklace” of networked parks, open space, and community amenities is proposed to run throughout Surfside, from 96th Street Park to Veterans’ Park, and connecting to both the Beach Walk and the communities of Bal Harbour and North Beach, creating a full pedestrian loop in and around Surfside and connecting to the regional bike network.

Bike paths along Harding Avenue will also help tie the commercial district into this comprehensive pedestrian/bicycle network. Condo owners will now have two fantastic walking/cycling options available to them.



ABOVE: BAY DRIVE STREET SECTION, SHOWING INTEGRATED PEDESTRIAN PATH

RIGHT: ILLUSTRATIVE NETWORK PLAN SHOW ROUTE OF COMPREHENSIVE, COMMUNITY-WIDE BICYCLE/PEDESTRIAN “EMERALD NECKLACE.”





PROPOSED IMPROVEMENTS TO HARDING AVENUE

ARCHITECTURE & FORM-BASED CODES 2.6

- 2.6.1 INTRODUCTION
- 2.6.2 URBAN REGULATING PLAN
- 2.6.3 "GREEN" BUILDINGS & LEED CERTIFICATIONS
- 2.6.4 FORM-BASED CODES

ARCHITECTURE & FORM-BASED CODES

Observation

Surfside's neighborhood and community fabric is typical of South Florida beach communities of its era, in that its neighborhood structure takes the form of an extruded gradient, with its densest "core," urbanistically speaking, occurring more-or-less adjacent to its beach frontage, and with a rapid digression in scale and intensity as the town moves westward, away from the beach and toward its westernmost residential neighborhoods.

The residential neighborhoods themselves, on the other hand, exhibit a fairly consistent uniform density and building type, throughout. The principal north-south thoroughfares are Harding Avenue -- which passes through and serves the mixed-use commercial center of Surfside, and Collins Avenue -- which provides access and frontage to the large condominium towers lining the beach on the east side of town. At present, Collins and Harding form a one-way couplet, collectively defining the regional arterial highway, A1A, which transits the entire community in a north-south direction, along the eastern edge of the community.

Typologically speaking, the town in general breaks down into three component parts, the beachfront towers east of Collins Avenue, the mixed-use and multifamily building types bordering both sides of Harding Avenue, and the mostly single-family residential house types, west of Abbott.

In terms of both architectural types *and* styles, though Surfside has a reasonably eclectic spectrum of architectural styles represented, it has a fairly limited palette of both house and building types, as indicated in the previous paragraph.

For the most part, however, the overall effect is quite harmonious and pleasing. Consistent with the time frame in which most of Surfside was built out, the most dominant styles are Mi-Mo (Miami Modern), Art Deco, Mediterranean, and Miami Ranch. The prevailing residential building form is a small U-shaped single-family detached house, though in recent years, several new and remodeled houses have been built significantly out of scale with the existing neighborhood context relative to this historical Surfside building type.

The commercial corridor is also composed primarily of period pieces, though for the most part, simply and attractively rendered with the most recent additions to the town taking place primarily along the beachfront in the form of the large condominium buildings, which range from modestly uninspired to "somewhat" aspiring -- if already also somewhat dated -- trendy.



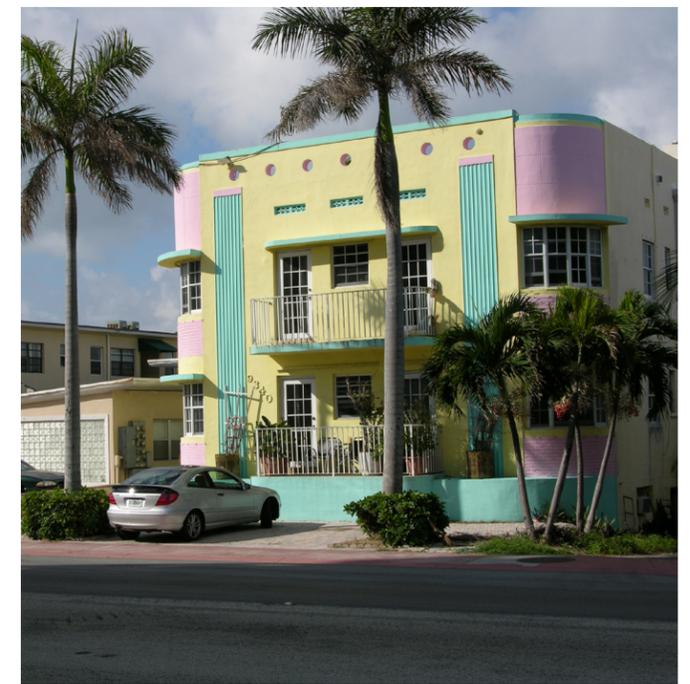
A TYPICAL SMALL SURFSIDE HOUSE IN MODERN STYLE



ANOTHER TYPICAL SURFSIDE HOUSE IN MEDITERRANEAN STYLE



RECENTLY BUILT CONDOS ALONG THE BEACH-FRONT



EXISTING ART DECO APARTMENTS ALONG COLLINS AVENUE

Most of the beachfront, however, is already built out, with only a few viable redevelopment opportunities remaining, which includes, of course, the existing community center, another iconic period piece, which is slated to be rebuilt on its existing site, albeit more-or-less within the existing buildings massing envelop.

As for the remainder of the regulating plan and building types, which includes civic buildings, parks, squares and open space, the town has little in the way of formal open space and/or appropriate settings for civic and cultural amenities, which limits options in that regard.

And the most significant open space asset of is the beach itself, which though obviously well regarded, is still problematic in terms of its current utilization and value, due to its lack of urban integration into the larger community of Surfside.

Discussion

Residents want to keep the existing character of Surfside, while making specific improvements to the master plan, and have expressed concern over new houses being built out of scale and character within the neighborhoods, and/or inappropriately sized relative to the scale of the lots on which they are situated.

Also, there is concern that the condominium “towers” may eventually migrate west and encroach upon the much smaller scale commercial district and adjoining residential neighborhoods, changing the character and overall feel of the town as a whole, while exacerbating existing problems and concerns within the community. In short – the Town wants to create a Form-Based code which will bring predictability and control to its future.

Specific Recommendations

We recommend replacing or supplanting the existing zoning ordinance with a form-based code, as illustrated. This code, when specifically applied through an accompanying Regulating Plan and the Building Types matrix, will dictate maximum building heights and densities, relative to their location in the Master Plan, as well as locations for civic buildings and community amenities, including both formal and informal open spaces, and other considerations critical to the delivery of a high quality built environment. To the extent specific land uses will be considered, those will be coded primarily through building type and location, rather than conventional land use zoning protocols.

Specific Area recommendations are as follows:

Beachfront

The existing 120’ height limitations will remain. Consideration will be given to limited beach-side commercial activity, if associated with the primary on-site use.

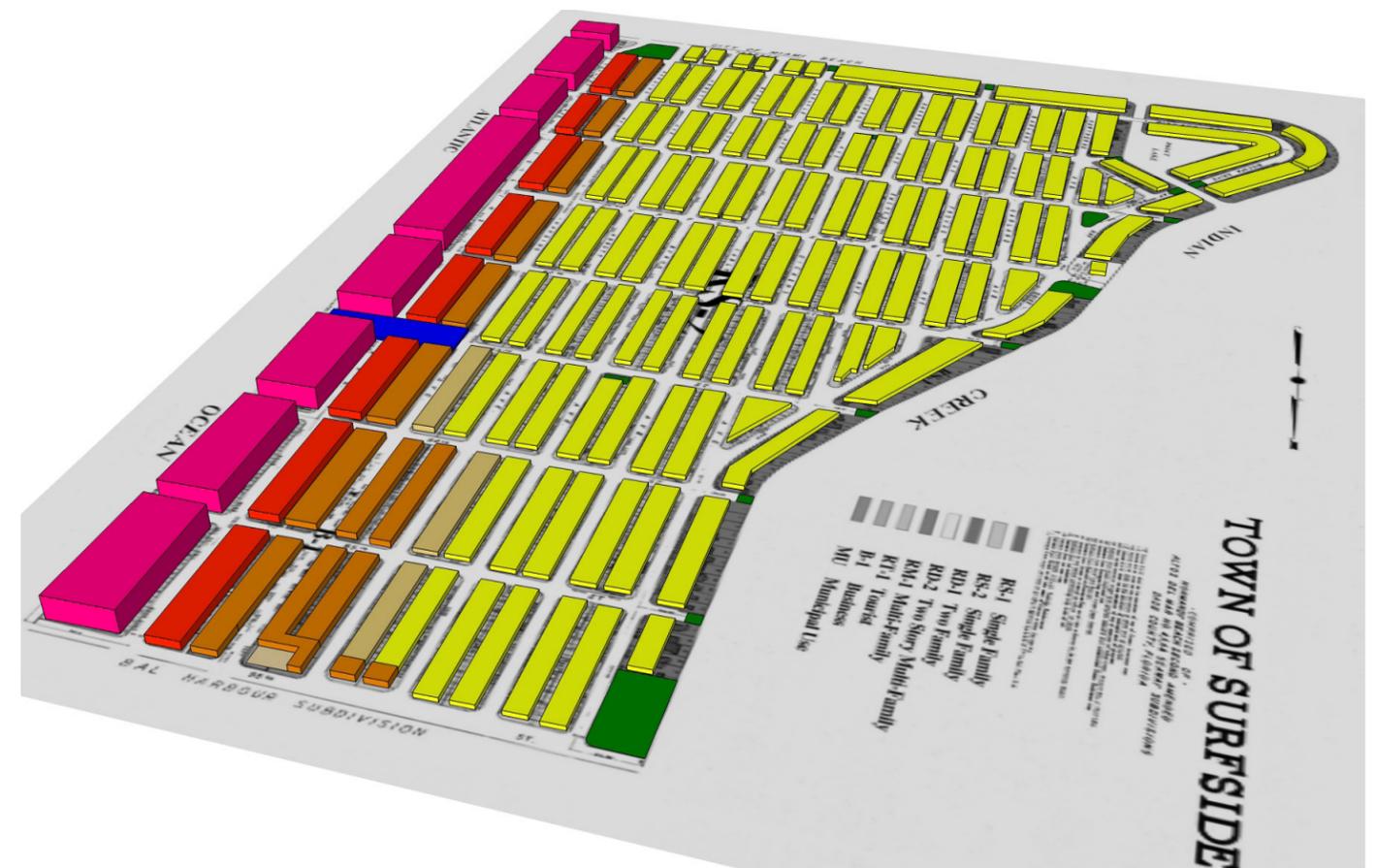
Mixed-Use Commercial District and Tourism Zone

The existing three story height limitations will remain, including the provision of non-retail uses on the upper floors (i.e., residential, hospitality, commercial office), to help offset the economic pressure associated with the value of the underlying real estate. The purpose being to help promote and sustain the viability of non-chain, local and independent retail, to improve the market for retail and consumer purchases, to augment and improve the provision of hotel and hospitality-related services, resulting in an increase in the Town’s tax base, and to provide a more viable level of evening activities and a more attractive and diverse downtown shopping district.

To the extent that property owners avail themselves of this redevelopment incentive, the Form-Based code will modulate upper-story setbacks to help maintain the existing character of Harding Avenue, and to minimize impacts on adjoining neighborhood fabric, and hotel-related activities will only be allowed as part of a comprehensively managed “horizontal” hotel network, ensure effective operation of the system as a whole, and to again, minimize potential impacts on existing residents and citizens.

Residential Neighborhoods

The existing two story height limitations will remain. Apply Form-Based Codes to key building form and massing to specific lot sizes and locations within the overall neighborhood structure. Provide architectural style regulations consistent with said massing and form, above, to help ensure a complementary and harmoniously diverse neighborhood character, overall, with regard to local precedents and community preferences.

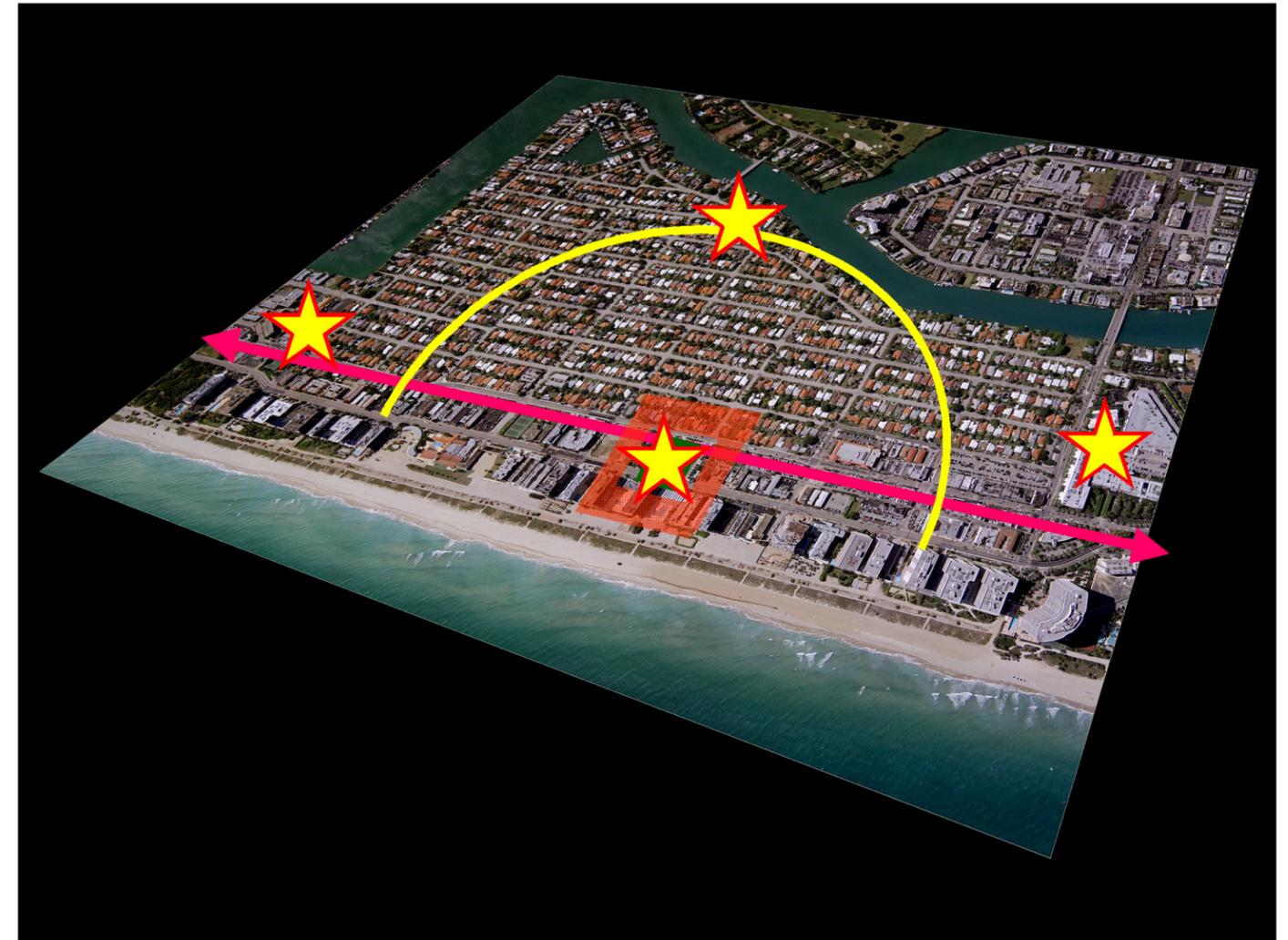


Form-based code 3-D massing diagram, to scale, provides illustrative predictability for building heights and form in specifically designated locations within the master plan.

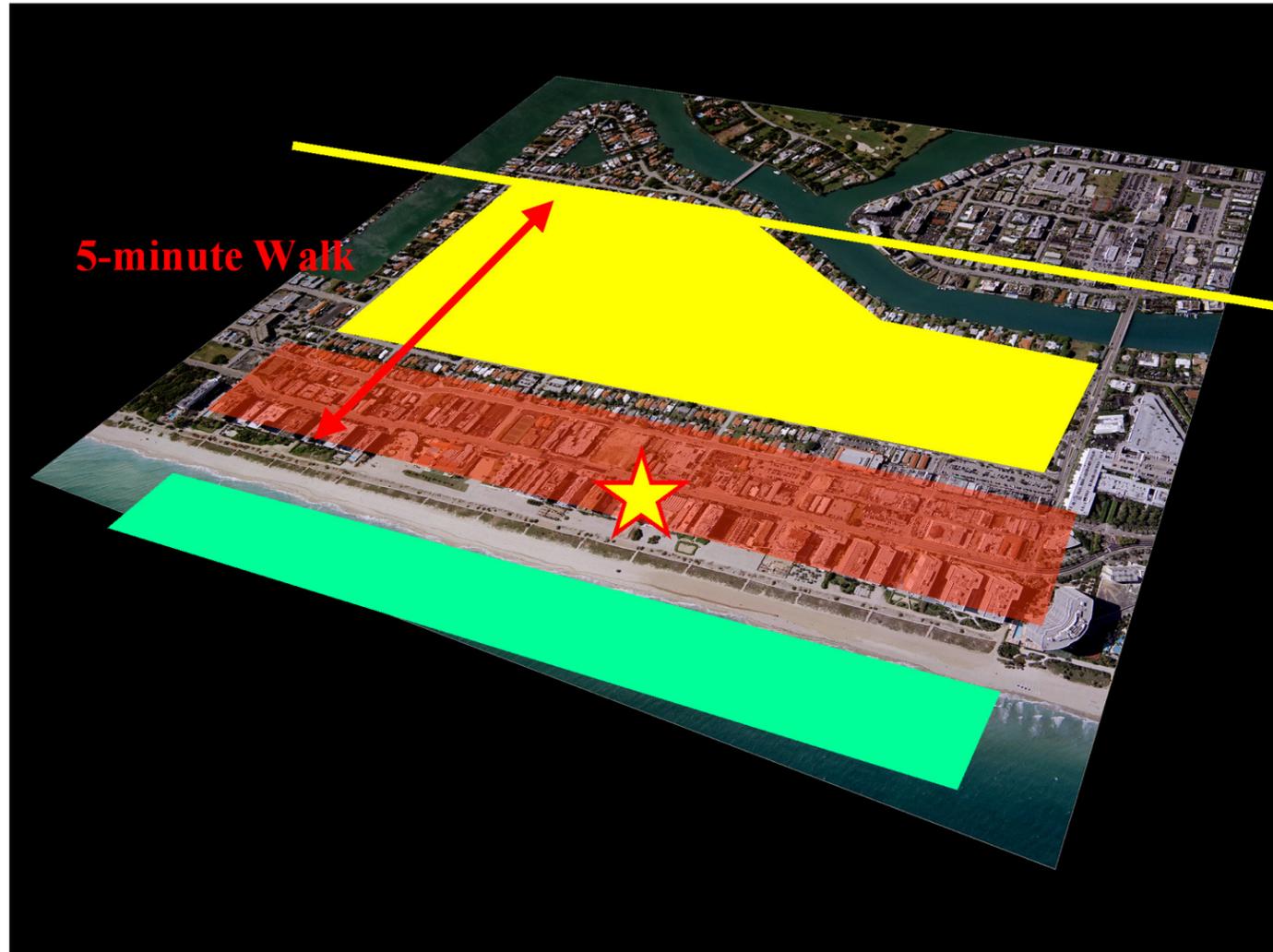
The two images below illustrate how a Form-Based Code can be used to shape two distinctly different town plan formats, utilizing the same basic upon the same urban design principles



FIVE MINUTE WALK DIAGRAM
 According to the principle of the five minute walk, Surfside could be divided into two neighborhoods, with their own distinct centers, and with the Community Center located in the area where the neighborhoods overlap.



FIVE MINUTE WALK DIAGRAM
 Another way the Town of Surfside could be organized based on the five minute walk, would be to have only one neighborhood center, located at the current Community Center, with points of special activity at the edges.



FIVE MINUTE WALK DIAGRAM

In reality Surfside follows this more typical beach-front town model, where the five minute walk is stretched out along the coast, which is really the “center” of town. This is the “extruded” five-minute walk model.



FIVE MINUTE WALK DIAGRAM

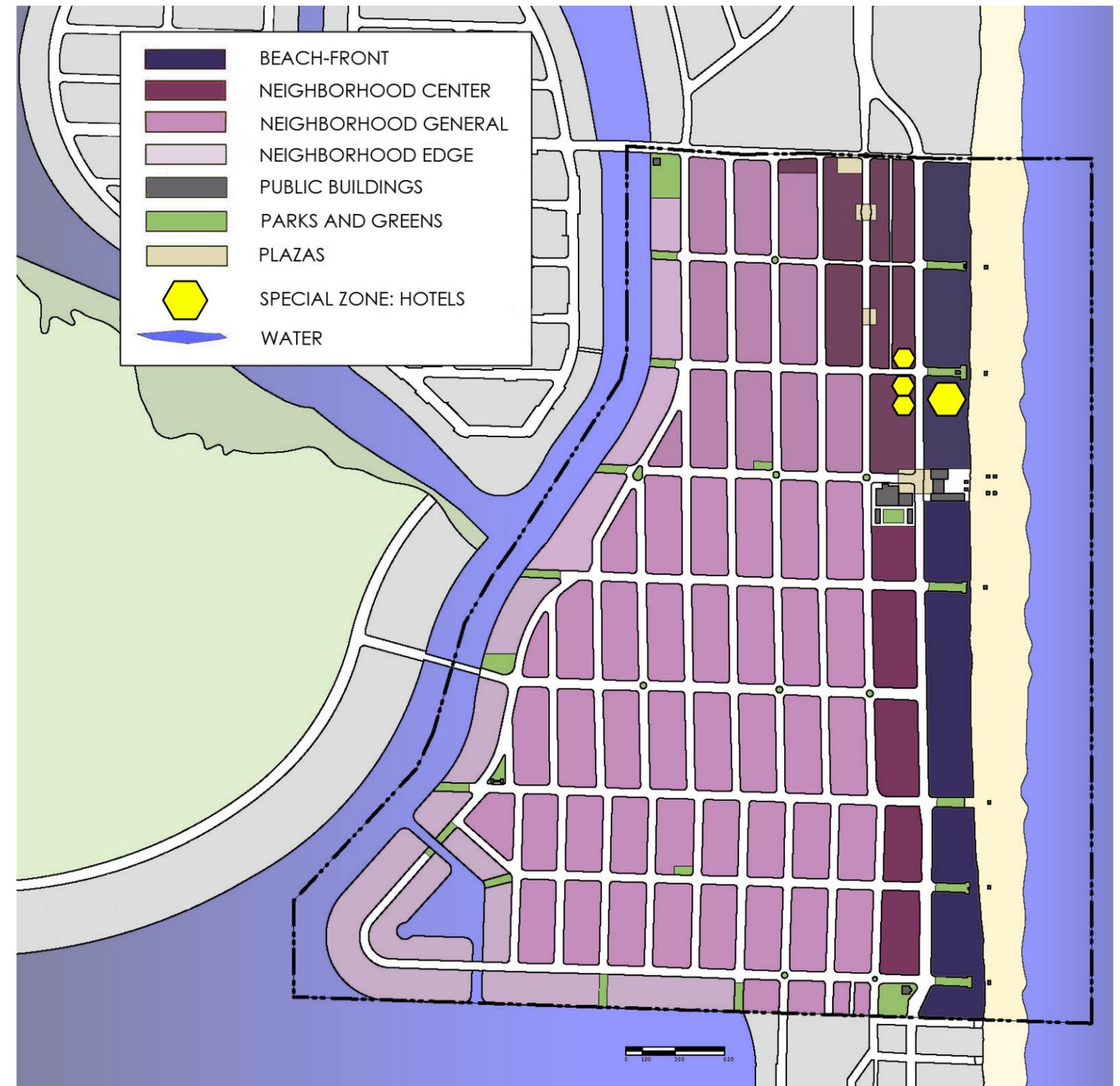
In this case, the blocks closest to the beach naturally become the highest density due to market forces and their higher property values, gradually decreasing toward the western-most edge of town, where values spike again along the bay front, though Form-Based Codes will control use and intensity along this edge. Commercial activity also tends to be more intense toward the beach-front (in this case, along Harding Avenue, due to the mix of uses and higher density).

Urban Regulating Plan

The Urban Regulating Plan works in concert with the Architectural and Urban Codes, as articulated in the Building Type Matrix, to precisely locate specific building types within the Master Plan, as well as on their individual lots, in accordance with the principles of traditional town planning.

That is, building types are situated within the neighborhood structure, in a carefully calibrated gradation from Town Center, on down through Neighborhood Center, Neighborhood General, and ultimately, Neighborhood Edge, such that the most densely active uses are placed in the center of the community, with uses and building types of diminishing proportion and intensity radiating outward in more-or-less concentric circles from that mixed-use core, until the perimeter of a 1/4 mile radius, or five-minute walk, is reached.

Of course, the spectrum of scale that is ultimately coded is completely at the Town's discretion, through their deliberate calibration of the Code. And as much diversity and range of building types as desired can be dialed in with an equal degree of precision and predictability within each increment of neighborhood zone, through the combination of a regulating plan and Form-Based Code.



TYPOLOGY DEFINITION	NEIGHBORHOOD ZONE			
	BEACH-FRONT	NEIGHBORHOOD CENTER	NEIGHBORHOOD GENERAL	NEIGHBORHOOD EDGE
<p>A multi-family type with stacked flats or hotel rooms in the form of a large building block and accessible by a common lobby, elevator and interior corridor. This type of building typically offers its short side to the street or is configured in an “L” shape. Parking is either interior or underground. This type is on lots of 100-205 feet.</p> <p>hotel/condo</p>				
<p>A multi-family type with stacked flats combined in the form of a large building block, and generally accessible by a common lobby, elevator and interior corridor. The ground floor on the street is typically designed as a storefront. Parking is mid-block and accessible off an alley. There is no front or side setback.</p> <p>mixed use</p>				
<p>A single-family attached housing type combining a dwelling with a ground floor storefront space available for flex use as a dwelling, an office, or a retail store. Two types are offered; one with direct access to all units from the street, the other with direct access from the street and a patio partially open to the street. Both types are parked in a garage off an alley, and are built to the lot line.</p> <p>live-work</p>				
<p>The smallest possible detached single-family house type with public rooms facing the street on a 40-55 foot lot. This kind of house is typically configured in a “U” shape and offers its short side to the street.</p> <p>coffage</p>				
<p>A medium detached single-family house type on a 55-75 foot lot with public rooms facing the street, and often a front porch. This kind of house offers its short side to the street.</p> <p>medium house</p>				
<p>A large detached single-family house type on a 75-150 foot lot with public rooms facing the street, and often a front porch. These can have front-loaded garages, so are often used in neighborhood edge settings, where the home backs to nature, though the garage should still be situated behind the front of the primary facade.</p> <p>large house</p>				

“Green” Building and LEED ND

With global warming increasingly becoming an accepted scientific reality, and traditional fossil-fuel based energy resources becoming more problematic economically, politically and environmentally, it simply makes good sense to plan design in a more environmentally conscious way.

The concept of “Green” building is a growing phenomenon, becoming an industry unto itself (see image, right), and there are many facets to emerging discipline which can have relevance even in a visioning process like the one documented in this booklet.

There are a number of highly technical techniques and strategies out there focusing on this challenge, and a number of resources to draw upon in becoming more informed about this issue, all of which would be beyond the scope of this specific exercise. However, there are still a number of fundamental principles which can be outlined here which are entirely in keeping with the level of resolution and focus of this document.

Green Building/Design

Green building design can come in many forms, such as highly energy-efficient lighting and appliances, high-quality windows and insulation, passive solar, etc. Most of these attributes now fall under the purview of LEED (Leadership in Energy Efficient Design), a new industry standard for energy saving buildings.

However, it is important to note that the original techniques for saving energy in building design was to use architecture designed to work well with the local climate, or vernacular architecture. In climates like South Florida, this usually means orienting buildings to catch the prevailing breeze, deep building overhangs to protect the walls for direct sun and blowing rain when the windows are open, large windows and screened porches to maximize natural air flow, etc.

If you go to places like Key West, which were largely built out prior to the advent of mechanical cooling, you’ll see all of these techniques applied to the local “vernacular” housing.

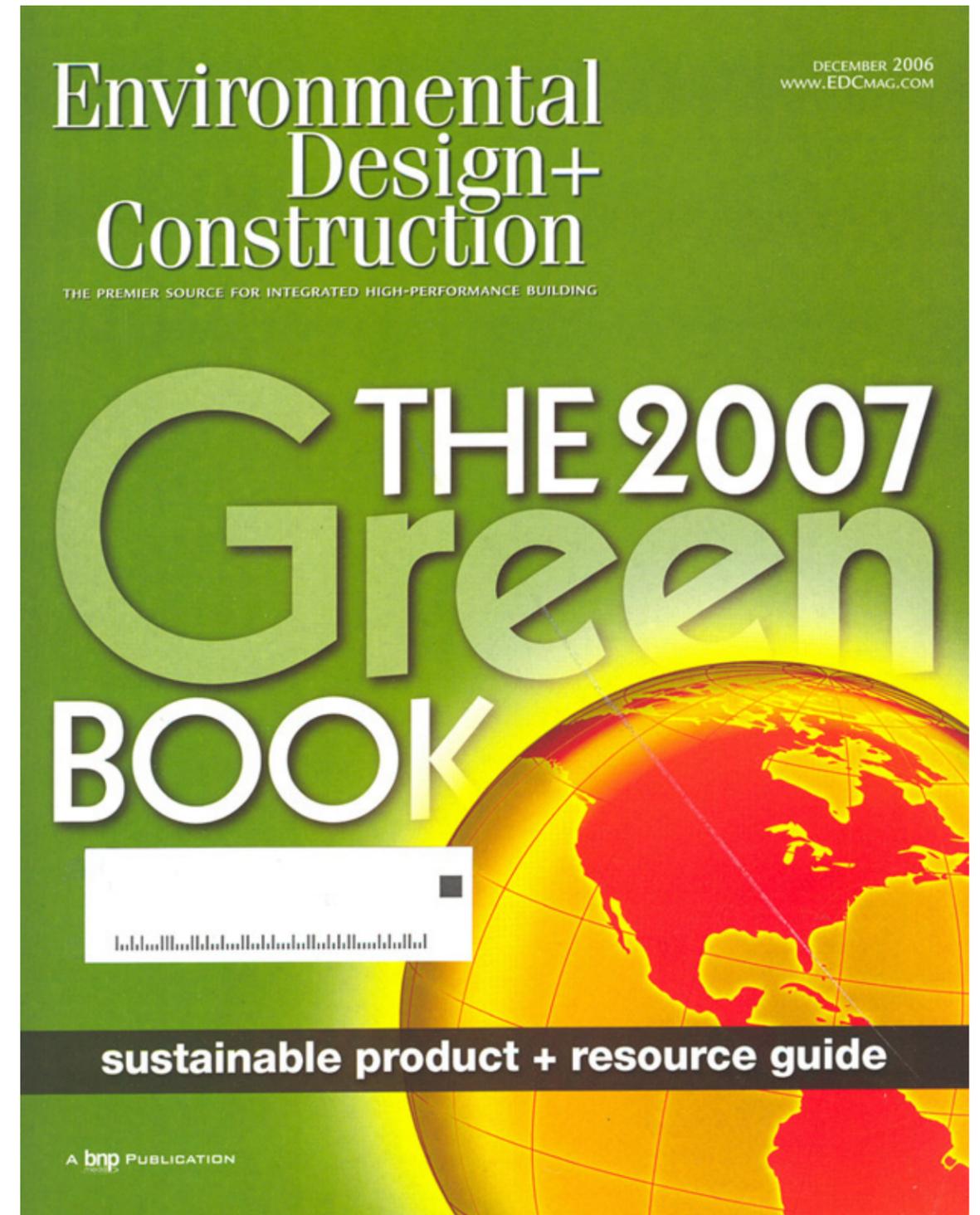
Plant Native Species

One of the most effective things you can do to reduce water consumption (besides using low-flow fixtures) is to plant native species.

Compact, Walkable, Mixed-Use Communities

More than 50% of all fossil fuel use in the United States is attributable to transportation, and the most effective strategy for minimizing VMT (Vehicle Miles Traveled) is to build and live in compact, walkable, mixed-use communities.

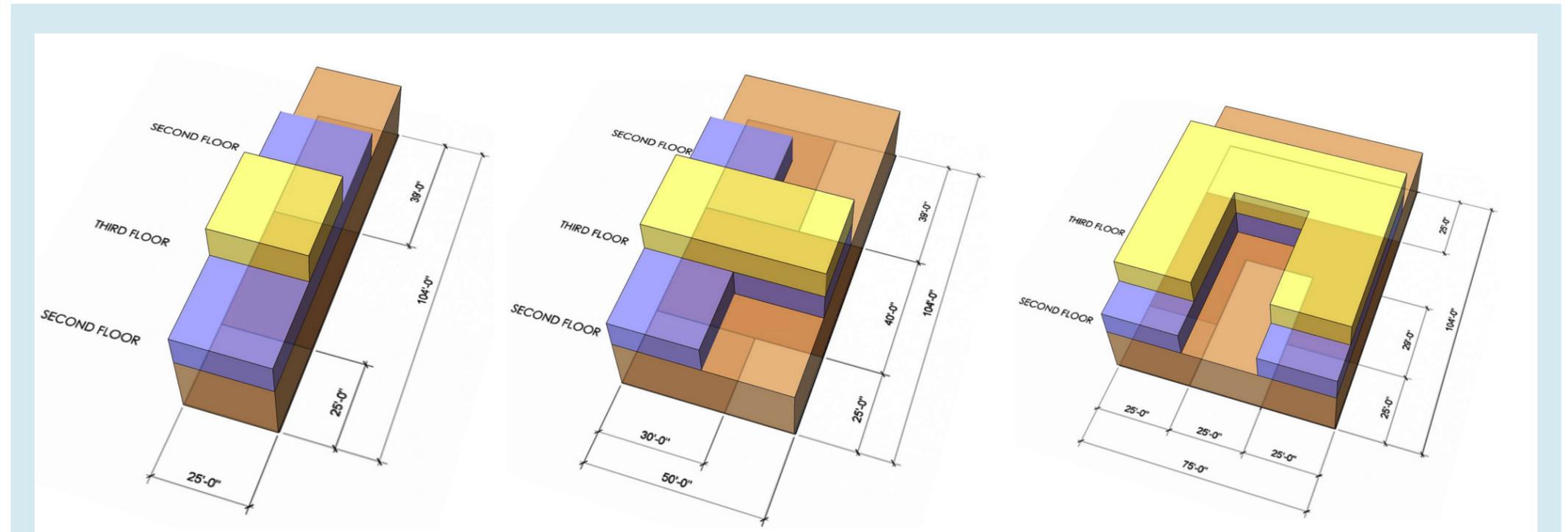
This model of development not only reduces both the amount and length of all vehicle trips generated, it also helps reduce the amount of non-pervious surface area attributed to automobile parking. LEED ND (New Development) was created specifically to encourage this form of community development.



Form-based Codes

Form-Based Codes are a means of regulating development, as to achieve a desired, and highly predictable, physical outcome. The principle components of a Form-Based Code (FBC) are a regulating plan, a building-type matrix, or its equivalent thereof, and a set of architectural and urban regulating codes. The primary difference between conventional zoning codes and a FBC is that conventional zoning focuses almost exclusively on uses and segregation by use, with the physical manifestation of those uses as an almost incidental consideration, while FBCs focus primarily on the urban form, and physical characteristics of place first, with uses dictated more by building type.

The three-dimensional massing diagrams on the following pages are intended to illustrate how Form-Based Codes can be used to precisely regulate the physical massing and form of any new development in Surfside.



TOWN CENTER MASSING MODULATION: STEP-BACKS & COURTYARDS

Proposed massing of downtown courtyard condo/hotel buildings with a maximum height of three stories on 25, 50, and 75 foot lots. Courtyards can be created by alternating setbacks on the various lots. Upper story setbacks are required to help ensure that new infill development respects the existing character of Harding Avenue.

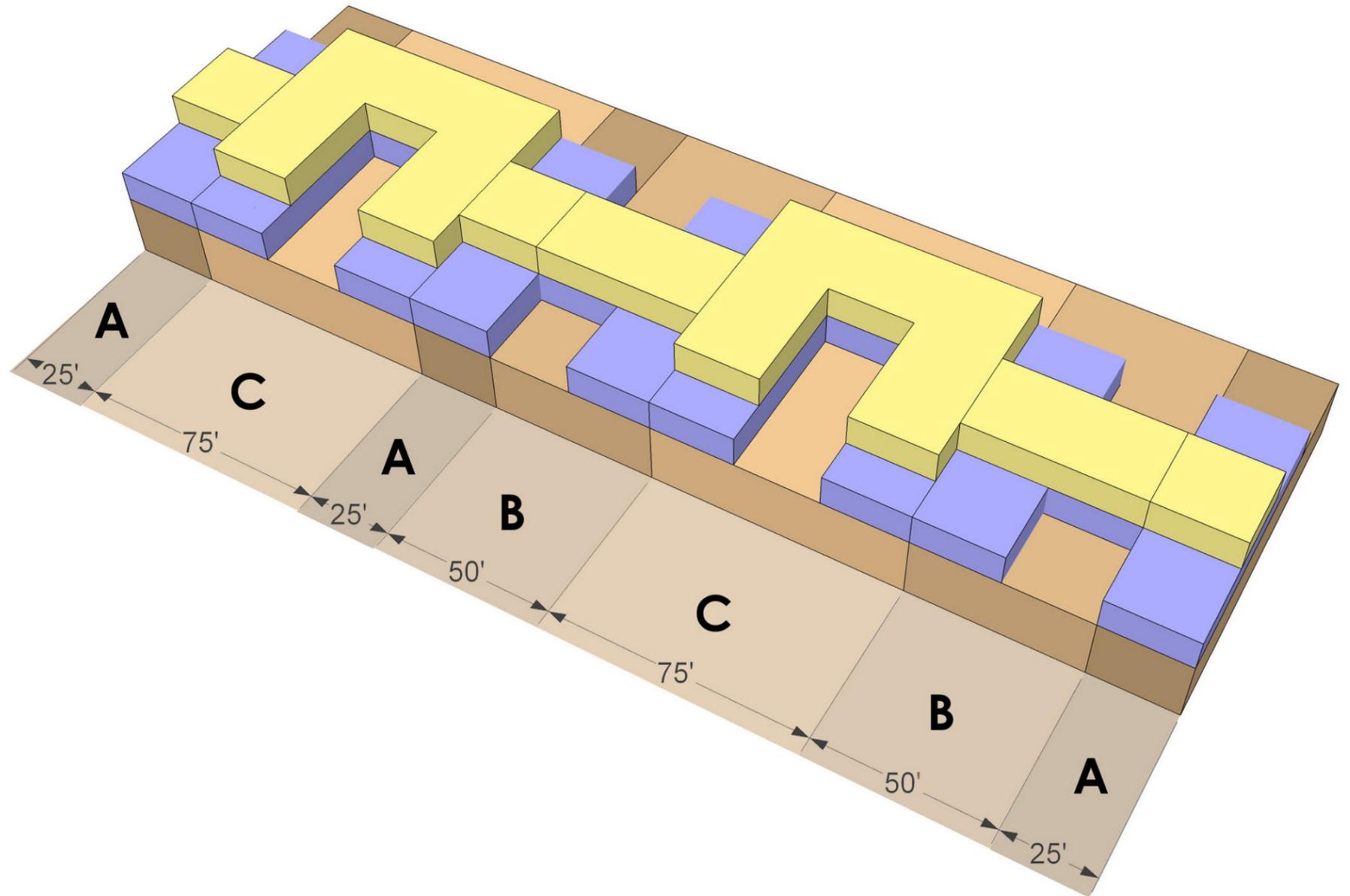


THE COURTYARD BUILDING TYPE

The above model shows in greater detail how the careful manipulation of the building form can create a desirable setting for both businesses and residents. This form could be divided to function as either live/work units, apartment units with ground-floor retail, and/or a horizontal hotel.

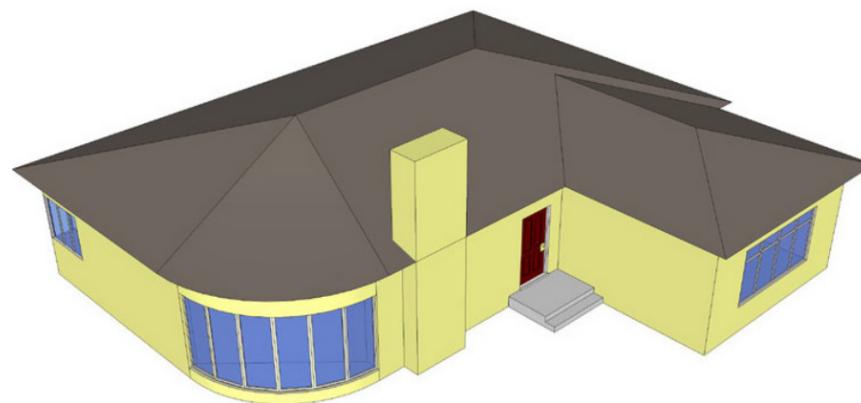
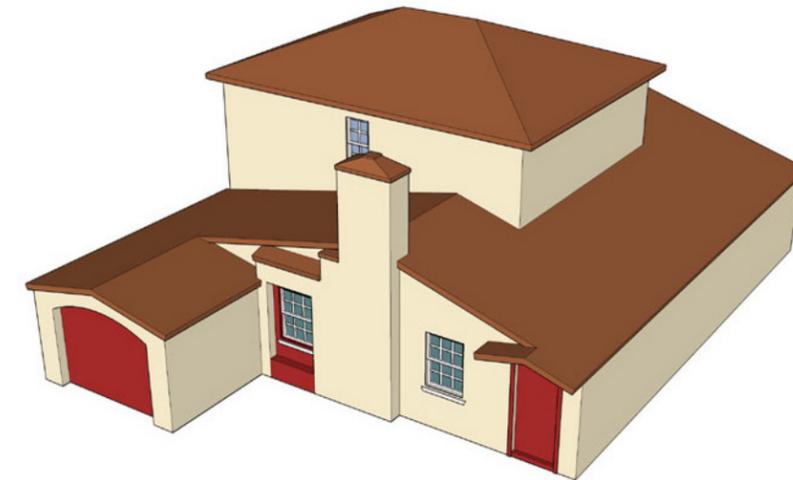
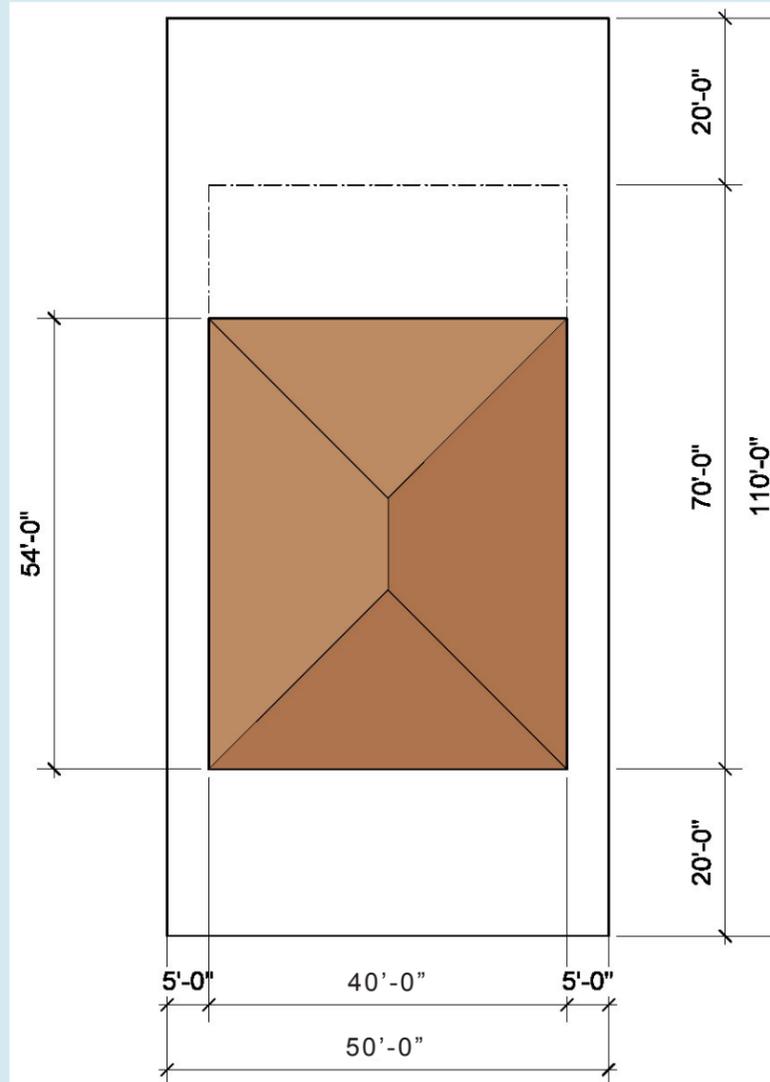


3-D MODEL RENDERING OF HARDING AVENUE SHOWING A MIXED-USE INFILL COURTYARD BUILDING TYPE

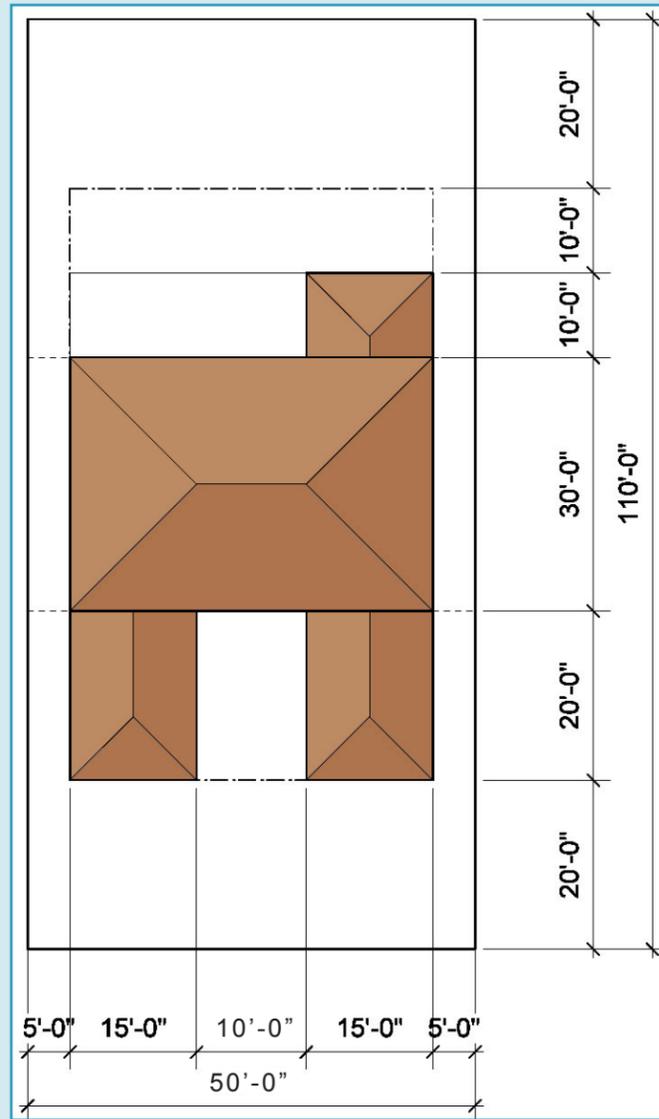


VARYING BUILDING WIDTHS IN A BLOCK

A Form-based code should be designed to encourage the retention of neighborhood character through rhythm and form.

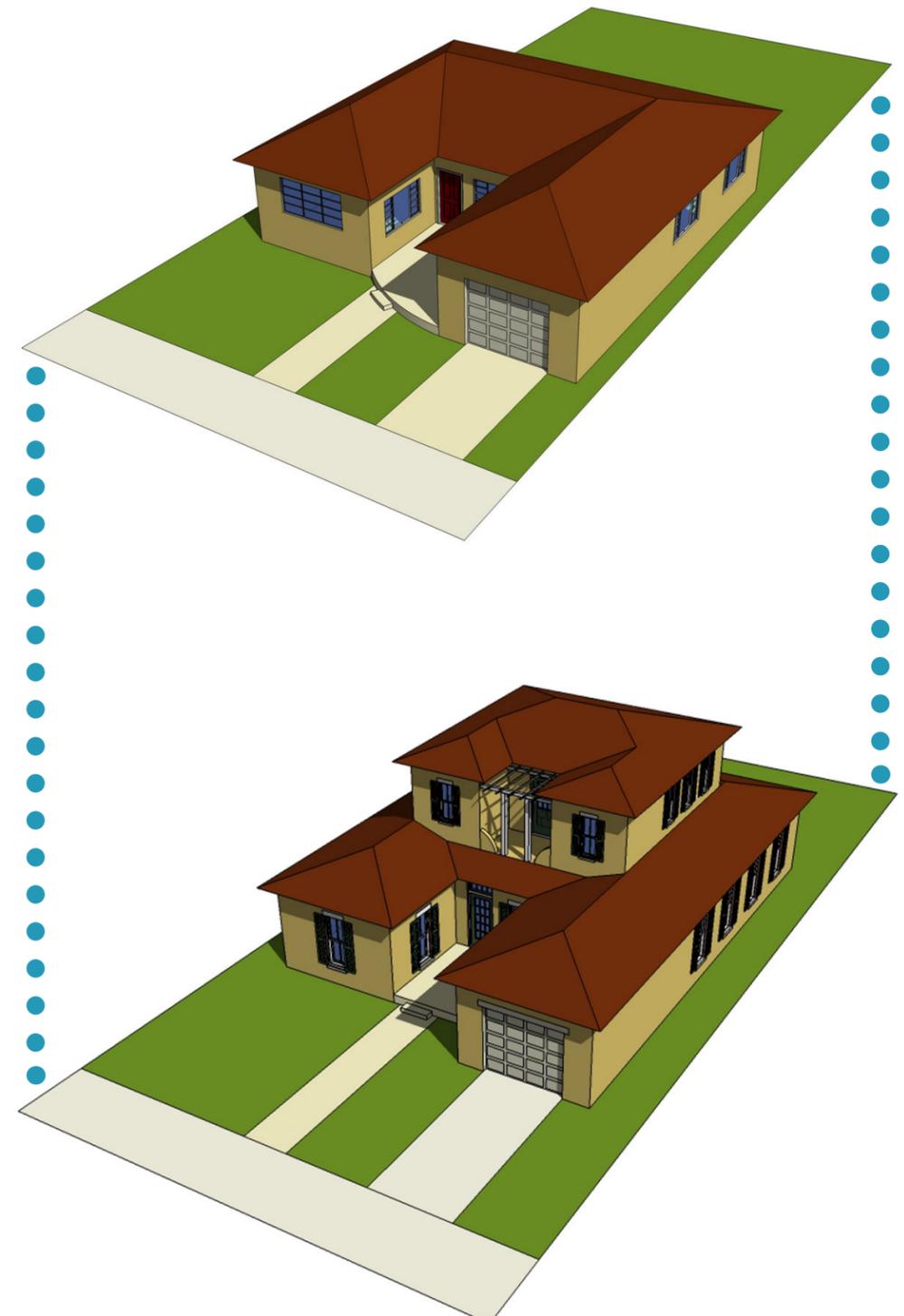
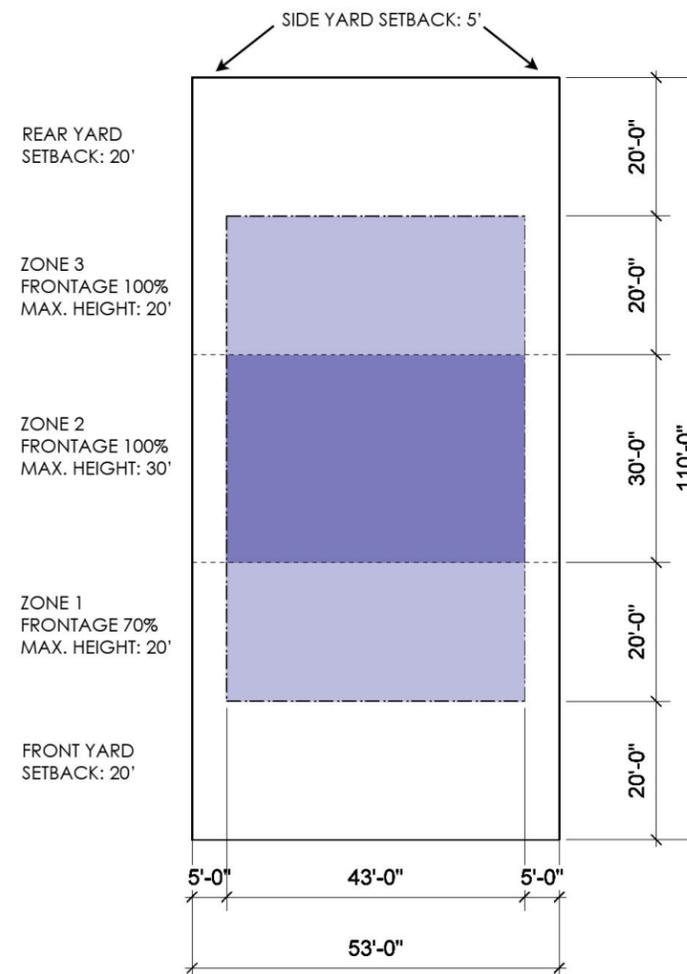


SURFSIDE & THE MC MANSION CHALLENGE:
 Though there are plenty of attractive examples of two story homes in Surfside (right), current regulations also permit builders to fill nearly the entire lot with a large two-story volume, resulting often being houses that are dramatically out of scale with the neighborhood.



REMODELLING THE SURFSIDE U-SHAPED HOUSE WITH IMPROVED REGULATIONS

This addition to a formerly U-shaped residence (right), a common house type in Surfside, suggests a possible set of regulation standards that could apply to future additions within the community. These codes could be put in place to allow appropriate additions to be accommodated without degrading the character of the existing community fabric.





96TH STREET

- 2.7.1 INTRODUCTION
- 2.7.2 STORM WATER RETENTION

LANDSCAPE REGULATIONS 2.7

LANDSCAPE REGULATIONS

General Principles

Landscaping, particularly in lush, tropical settings like South Florida, can be used to help create visual unity and coherence, and also to help articulate important or special places within a community context. More importantly -- street trees shade pedestrian pathways, helping to encourage and promote walkability, and provide spatial definition for the street in addition to a practical, as well as perceptual, measure of insulation from nearby traffic.

Landscape can also play a role in “green” communities, in terms of moderating micro-climatic impacts, and in terms of the suitability of the species deployed, relative to their location and climatic conditions in which they will reside.

Observation

There is, at present, no coherent landscaping scheme in Surfside to speak of, leading to a discordant visual effect, as

well as some very real potential safety hazards, in terms of intersection sight lines, “eyes on the street,” etc. In addition, the combination of a lack of the street trees, and relatively wide residential streets, results in an unsafe and unpleasant walking environment -- counterproductive to encouraging walking and/or biking as viable transportation modes and/or recreational activities, within the residential neighborhoods of Surfside.

Discussion

The residents stated that they would like more street trees, as it is uncomfortable to walk in Surfside without shade. They also expressed a strong desire for a safer walking environment, though many were not willing to give up space in their front yards to make room for sidewalks. That may have been a perceptual problem, however, as the needed space in question would mostly comprise existing municipal right-of-way, however the sentiment was sincere, and also reflected concern over a potential impact to on-street parking, as well as any costs associated with implementation.



TOP LEFT: Shade trees help to create a more attractive and comfortable walking experience.

ABOVE: Manicured hedges can provide privacy where desired, but also can present safety issues, reduce neighborly interaction, and contribute to an overall sense of anonymity.

LEFT: A unified planting scheme can help bring visual coherence to Surfside streets.



Bay to ocean thoroughfare section illustrates context specific landscape elements in a cross-island framework.

Specific Recommendations

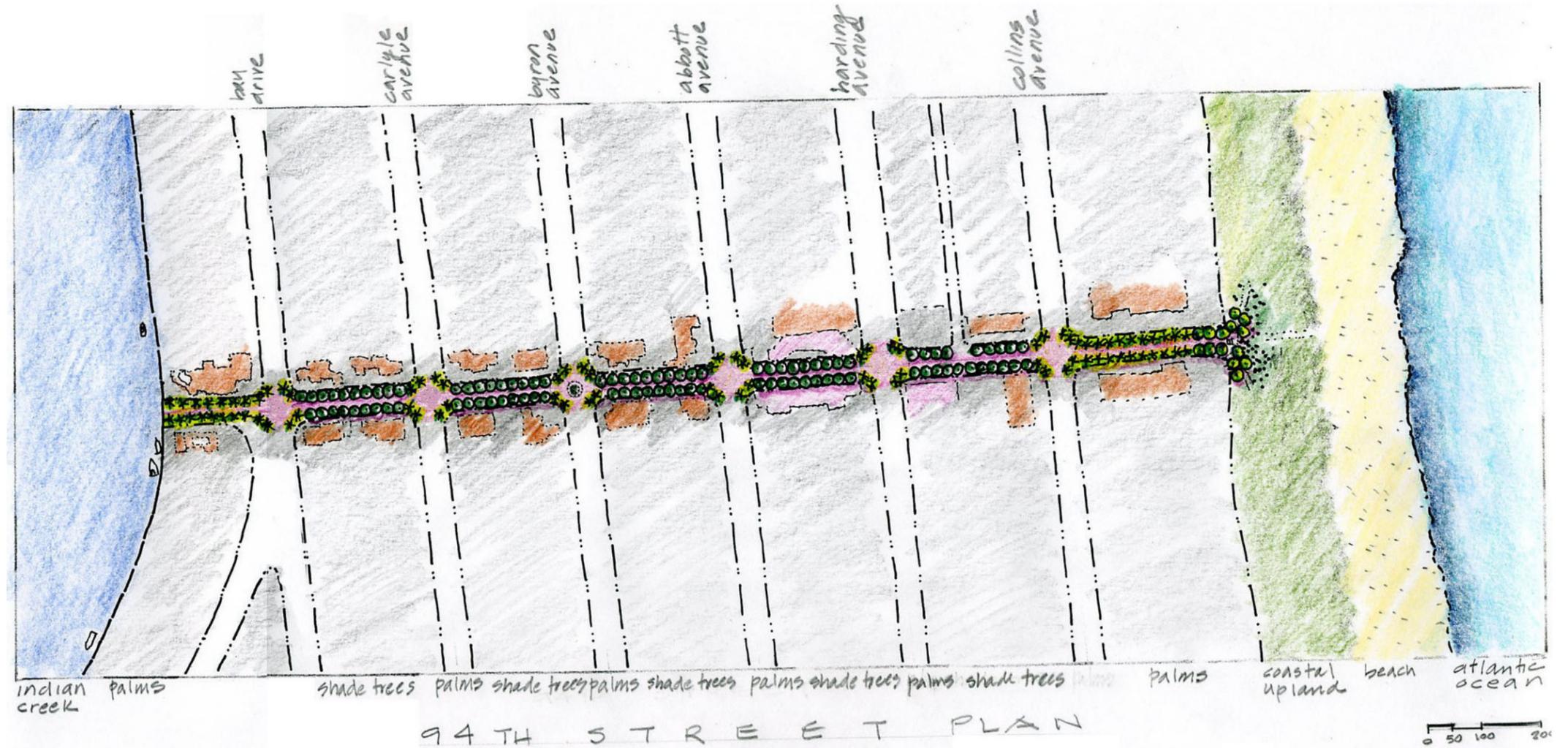
Comprehensive Street Landscaping Regulations

Because of the unique and often conflicting desires and objectives related to enhancing the visual coherency of the neighborhoods, while also improving pedestrian comfort and safety, a comprehensive solution was proposed that attempts to address all of those issues within one overall design framework.

Specifically, it is recommended that a comprehensive system of planting street trees within the existing right-of-way, and more importantly, within the existing paved portion of the street (see images), be implemented in such a way that:

1. The perceived visual width of the street is reduced, thereby encouraging traffic to move more slowly;
2. Storm water run off and absorption is not impeded and ideally, improved;
3. On-street parking is not appreciably impacted or reduced, nor driveway access;
4. Bike lanes and “virtual” sidewalks are added to the carriageway (lane) such that when one car is traveling down the street, a clearly delineated pedestrian path is perceptible but that:
 - a. The street will function as an effective “yield street” when oncoming cars approach; i.e., they will both be obliged to slow and, if necessary, “encroach” upon the virtual pedestrian/bike lanes, in order to pass, and
 - b. Worst case scenario, pedestrians can always step between trees and/or parked cars, as needed, for additional safety. While this is not ideal, it represents an effective compromise, given all of the practical constraints placed upon the resolution of this particular issue, and lastly;
5. It is felt that this approach (along with the removal or relocation of the existing overhead power lines) will provide sufficient visual coherency as to allow for a significant level of landscaping “flexibility” within private yards (beyond the actual R.O.W., subject to safety considerations).

Specific recommendations are as follows: Plant street trees along all residential streets for a continuously shaded walking network, but switch to palm trees at intersections to allow more light and better visibility at these location.



TYPICAL BAY TO OCEAN THOROUGHFARE PLAN ILLUSTRATES CONTEXT SPECIFIC LANDSCAPE ELEMENTS IN A CROSS-ISLAND FRAMEWORK.

Improve 91st street by creating a more formal axis through the town from Indian Creek Village to Collins. Plant shade trees along the street with palm trees at the intersections.

Create a jogging and cycling loop around Surfside, connecting all existing parks and the proposed street-end parks along Bay Drive with the beach through the use of an integrated network of footpaths, sidewalks, and designated bike lanes. Plant a different species of trees along this route, to help denote the significance of this path.

A plant species list should be developed and implemented, which promotes and requires the use of species specifically native to, or appropriately acclimated to, the localized and regional climatic conditions the area is subjected to. Recommended species are :

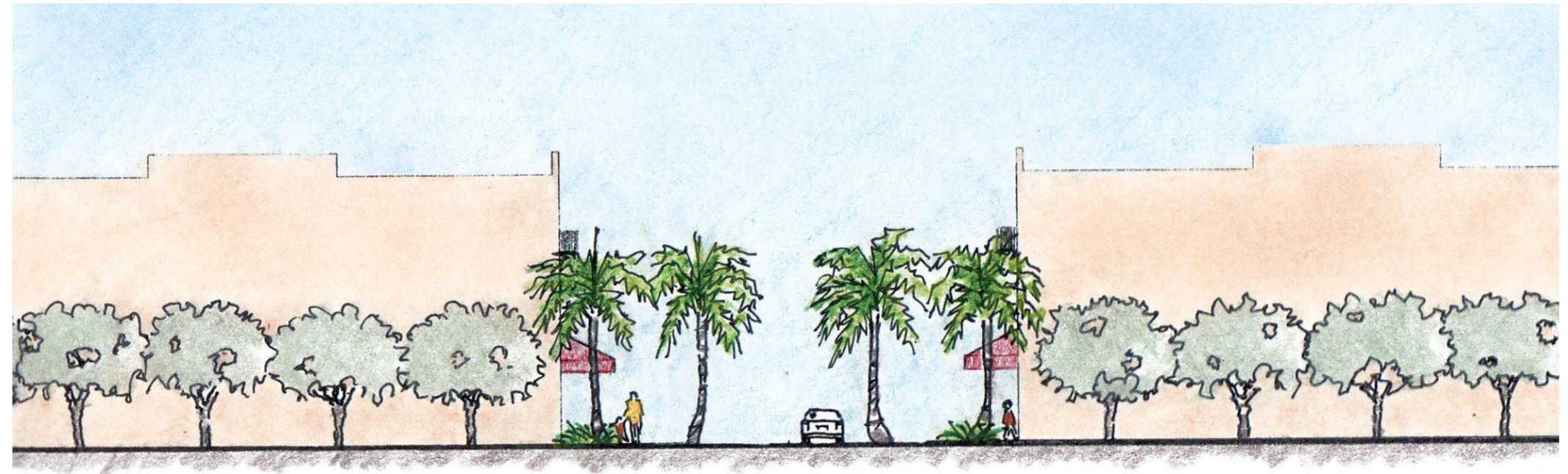
Residential neighborhood.

- Live oaks
- Mahoganies
- Gumbo limbos
- Hurricane palms at intersections

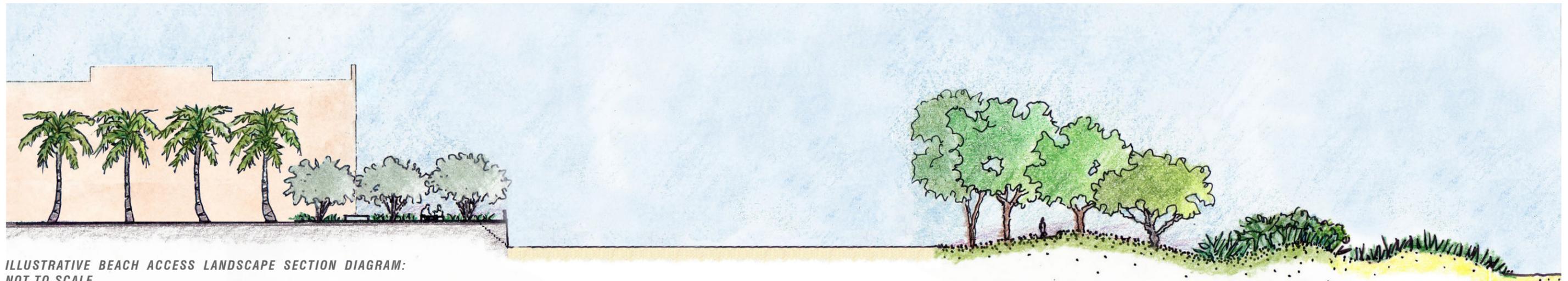
Downtown

- Hurricane palms
- Coconut palms towards the beach

And lastly, fence and hedge regulations should be developed as well as standards for their maintenance.



ILLUSTRATIVE COMMERCIAL AREA LANDSCAPE SECTION DIAGRAM:
NOT TO SCALE



ILLUSTRATIVE BEACH ACCESS LANDSCAPE SECTION DIAGRAM:
NOT TO SCALE

Storm Water Retention

There are several issues related to storm water management best practices and potential storm water management strategies for the Town of Surfside. The first is related to the unique nature of South Florida's topography and hydrology; the second relates specifically to Surfside's history and the costal barrier islands in general.

The history of Surfside is the same history as most of South Florida barrier islands, such as Miami Beach. The Town was once a low lying barrier island comprising a beach, coastal dune area, and a bayside mangrove estuary, which was later filled in to help create the developable area now known as Surfside. Like most barrier islands, the relative lack of elevation, along with water quality issues associated with the health of the bay, complicate the issue of storm water management.

In general, most urbanized areas are have street sections optimized around pedestrian movements and walkability, which often means a continuous curb and gutter, sidewalks, and storm sewers, and that is indeed the case in Surfside's mixed-use downtown area. In many residential areas throughout South Florida, however, the streets have no curb or sidewalk, and an open swale (and/or simply a private lawn) acting as the primary conduit for conveyance, retention, infiltration and recharge.

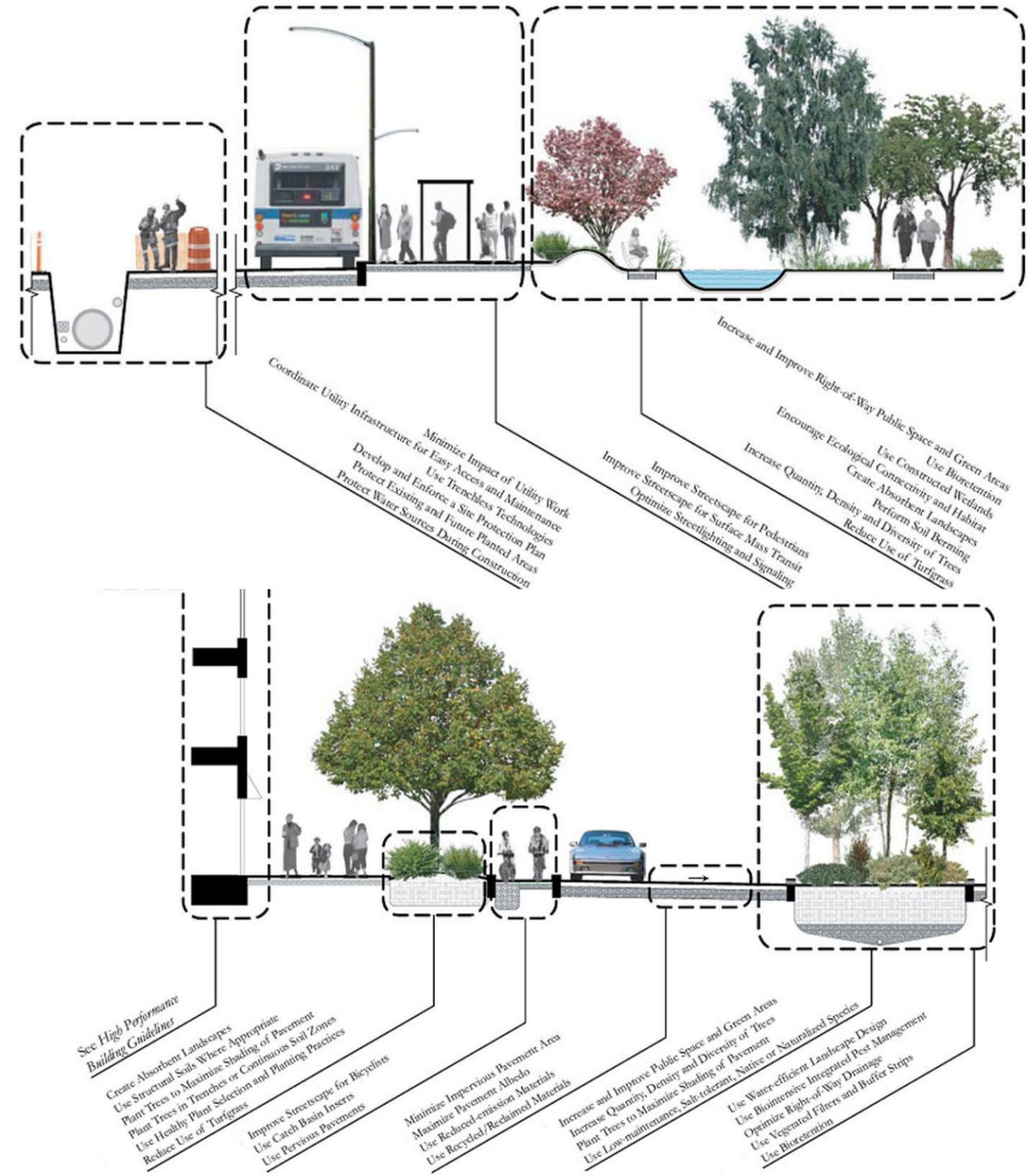
In these instances, the introduction and use of bio-retention swales can dramatically enhance the quality and nature of stormwater management by managing storm water at the source, allowing rainfall to be returned to the natural cycle as early in the urbanized environment as possible. Bio-retention swales are an excellent tool for capturing and retaining storm water on site, and allowing for



ABOVE: GENERIC EXAMPLES OF LANDSCAPED BIO-RETENTION SWALES



RIGHT: ILLUSTRATIVE DIAGRAMS SHOWING TYPICAL "GREEN" STREET SECTIONS



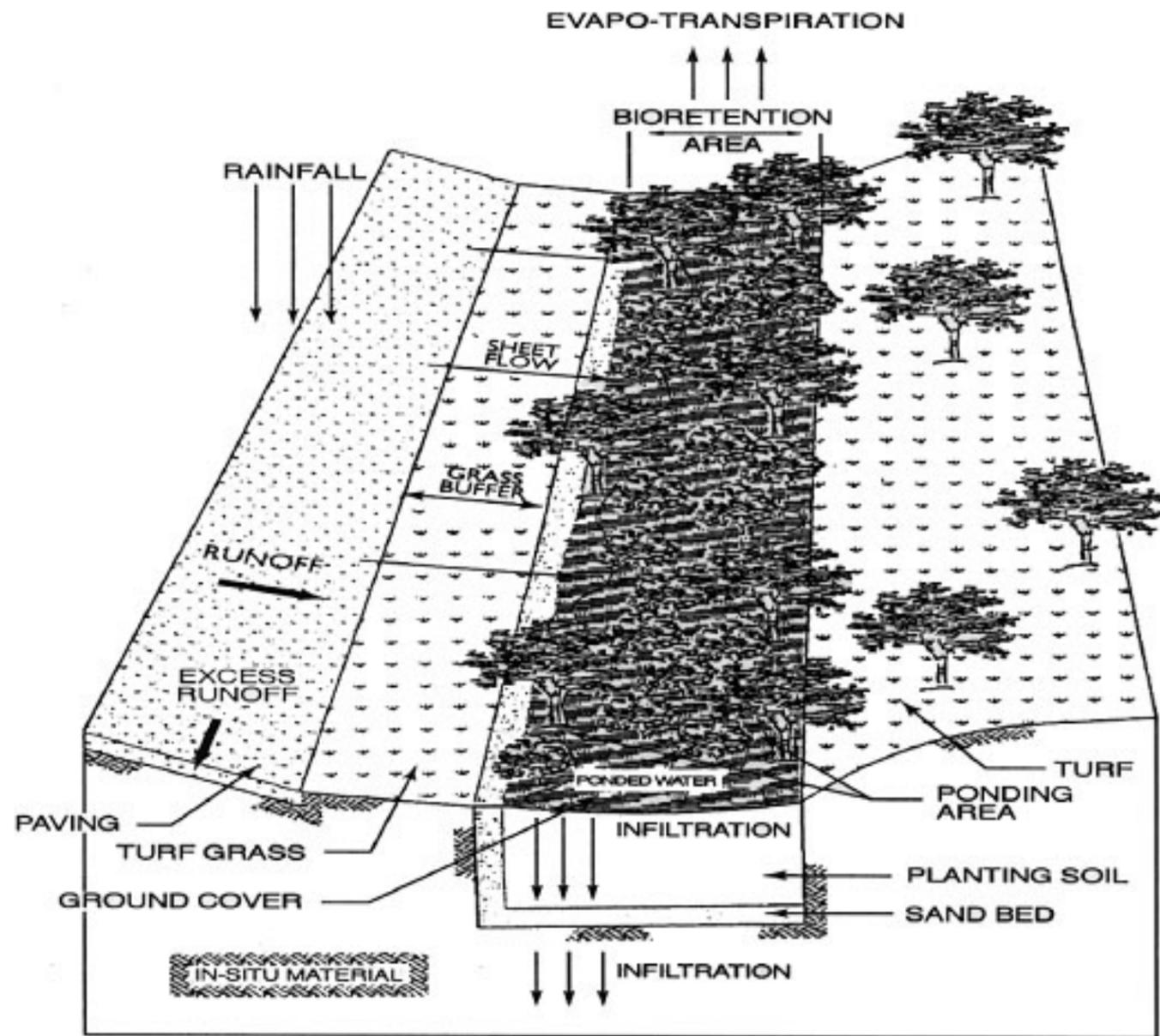


Figure 1: Bioretention Area Conceptual Layout (Functioning like an Infiltration Basin)

Source: Prince George's County Department of Environmental Protection, 1993



The Discovery Center parking lot features bioswales planted with native species that filter pollutants from parking lot runoff.

both filtration and recharge at the source, thereby minimizing the need for costly conveyance and large scale retention facilities.

Such swales also offer water quality improvements and evapotranspiration. In Surfside, certain areas have become problematic, likely due to a combination of soil compaction, which interferes with localized retention infiltration capabilities; grade issues, which can contribute to water collecting in specific areas and overwhelming the ability of the pervious surfaces to absorb the runoff in an efficient and timely fashion; and water quality issues, as the storm water under these circumstances rarely benefits from the normal processes associated with a well designed system.

In the case of Surfside, where there is continuous curb and gutter throughout the residential areas, such a system can be implemented through the use of periodic breaks in the curb, which can allow for the introduction of bio-retention swales within the right-of-way. The existing storm drains would then be integrated into these swales such that retention, filtration, recharge and water quality would be improved prior to storm water entering the existing system.

Without the benefit of a detailed engineering and drainage analysis, it is still reasonable to assume that a more focused grading effort targeting the isolated problem areas of standing water related to storm events, could benefit from a comprehensive strategy to manage storm water collection and treatment based upon current best practices, including bio-retention swales and other recognized "green" techniques. These approaches may include soil reconstitution and specific planting selections to optimize the storage, evapotranspiration, and water quality improvement opportunities in each location.

MISCELLANEOUS

This section is for any issues that fell outside of the specific categories outlined in this document but that otherwise have relevance to this particular process and the resultant Citizen's Master Plan for Surfside --

Fire Stations

While no ideal location for a fire station was specifically identified during the charrette, there were three potential options that were considered viable by residents: The two vacant lots on 96th Street between Abbott Avenue and Byron Avenue could be used, however, the Town wishes to make that property commercial. A fire station could use some of the land south of the Town Hall where trucks would enter a garage off Harding and pull out on Collins, however this property is designated as part of the civic center complex and may also be used in other ways. And lastly option would be to locate it at or near the area proposed to receive the relocated public works department at the current Veterans' Park.

Bay Harbor Bridge

Even though not owned or controlled by the Town of Surfside, we recommend that Bay Harbor modify the bridge on 96th Street that connects the two towns to include larger sidewalks and benches, and to render it more architecturally pleasing. This would allow better walkability between the two towns and the two business districts, benefiting both.

Streets And Public Space

The bus stop in front of Publix should be moved back off the sidewalk.

We recommend that Publix improve the space between their ground level parking (under the store) and the sidewalk by creating shallow retail space to enhance the business district on the south end of Harding.

New Buildings/Green Technology

All new commercial buildings should be LEED certified.

The new Public Works building could include solar panels to power an all-electric fleet of vehicles for the Town.

There should be incentives, such as no permit fees for adding solar or wind power, and other environmentally conscious actions.

Retention of One Way Pairs

Though the consultant team clearly advocates in favor of reverting the current one-way pair of Collins and Harding Avenues to their historical two-way configuration, it also recognizes that such a proposal would have to undergo additional political and technical feasibility analysis and that it is possible that the effort to effect the conversion may ultimately not prevail. Therefore the question remains as to what the impact would be on the rest of the Citizen's Master Plan and other specific improvement initiatives, should this one-way conversion not take place.

In general, all of the other recommendations outlined in this book can be implemented more-or-less as described in this document, if both Harding and Collins remain in their current one-way pair configuration. The areas of the plan that will be most significantly impacted, of course, will be those around Harding and Collins Avenues.

Because the same total number of north-south lanes will be necessary regardless of which configuration goes forward, if the one-way pair stays in place, Harding will remain 3 lanes southbound, which will eliminate many of the proposed streetscape enhancements associated with that thoroughfare -- in both the commercial and residential areas of town.

This will mean a less safe and attractive downtown shopping area, and a much less appealing residential boulevard on Harding, south of the downtown. Regardless, the same basic traffic calming strategies will still apply -- that being to reduce lane widths to the absolute minimum possible to help reduce ambient speed and improve the

visual merchandising opportunities, widening sidewalks and adding street trees, pedestrian-scaled lighting, to improve the pedestrian environment, etc.

South of the downtown shopping area, narrower lanes and wider planting strips should still be implemented, to both beautify the street, slow the traffic, help shade the sidewalks, and provide the maximum of access and maneuvering space outside of the travelway between the curb cut and driveways lining the street.

One-way pairs will still mean excessive turning movements downtown and complicated pedestrian crossings, but prioritized east-west connections (particularly in the area around the new Community/Civic Center), could still benefit from a more pedestrian-centric approach, and the proposed comprehensive pedestrian district around the Civic Center could still facilitate safer crossings of Collins while maintaining the ability to close 93rd street for special events.

The question would remain as to whether or not the additional turn movements associated with the one-way pairs would still encourage cut-through traffic in the residential neighborhoods, though hopefully, the proposed mitigation strategies would help with that issue.

Pedestrian Bridge To Bay Harbor

There was concern voiced over the both the distance and the nature of the path currently required by Surfside's school age children, to reach their elementary school in nearby Bay Harbor Island, which included crossing a busy vehicular bridge.

It was observed that even though the existing options for accessing the primary school was via a circuitous route involving potential dangerous roads, by elementary school-age standards, the school itself was relative close by, as the crow flies, but separated by a navigable canal. The possibility of creating a bridge link was discussed and thought to be a very attractive means of circumventing the difficulties inherent in the existing route, and allowing the children to reach their school by walking exclusively on local, neighborhood streets.

However, challenges were raised immediately by local boat owners, who expressed concern that such a bridge would cut off their access to deep water, and severely impact their property values.

A simple solution is recommended by the consultant team, which is to place the bridge access points along existing right-of-ways, thereby eliminating any concerns and/or challenges based upon property acquisition issues, and then construct the bridge in a non-conventional fashion, using fixed or floating dock technology, which is an inexpensive and proven technology (widely used on the west coast of the US).

The advantage of this system is that the operable "span" of the bridge is, in effect, essentially a raft, which can easily and quickly be maneuvered, by hand (facilitated by a simple cranking mechanism), from open to closed positions, and back again, by either a supervising adult. The operational proposal recommended is the dock/bridge remain in the "open" position at all times, except during the two short time periods during the day when it is necessary to allow the school children to shortcut their existing walk to school.

The rest of the time it would present no hazard to navigation, representing no more than a typical dock, and needing only minimal boat handling skills to avoid, and could be kept locked in the open position until such time as an authorized adult, the equivalent to a crossing guard, is on hand to close and secure the "bridge" for the short period of time necessary to effect the transfer of students from Surfside to Bay Harbor Island, and back again.

If it is necessary for a child to make that trip at any other time that the start or end of the school day, they will simply revert back to the existing route, and each parent can attend to the issues associated with that path, as they are currently doing at present.

Bal Harbour

Since Bikes are not allowed on sidewalks or beach path, recommend to restripe A1A to add bikes lanes to connect Haulover to Surfside and Miami Beach.

Surf Club

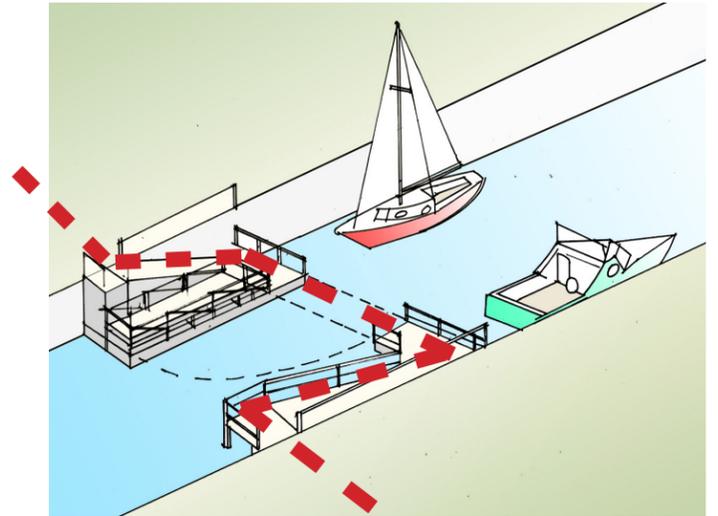
Recommend to beautify the property at the east end of 91st Street for people heading eastbound toward Collins.

Traffic Light at 90th Street and Collins

Consider moving light to 91st Street and Collins to make it easier for people to exit from 91st: Currently, people who turn westbound at Collins and 90th, think that there is a light at Harding and 90th. There is not light, only a dangerous curve that is difficult to see around.

Burying the powerlines

The consensus was that the power lines would be better underground. Many of the ideas presented in this document in regards to streetscape and landscaping could benefit from underground powerlines, Further study needs to be done, but the final decision should be made prior to certain related projects being initiated.



A movable floating dock can provide convenient access for school children between Surfside and Bay Harbor Island during the morning and afternoon trips to and from school. At all other times, the bridge remains open to maritime navigation.

IMPLEMENTATION STRATEGY/NEXT STEPS

GENERAL PRINCIPLES

In general, both the pace and quality of the implementation of this Master Plan vision will be improved through the use of a rational and well thought out strategy -- focusing on short, medium, and long-term goals, and based upon feasibility, cost, political support, and ease of implementation.

It is always a good idea to identify at least one thing that can be implemented almost right away, which will yield tangible results. This will help build support and momentum for the more challenging and time consuming initiatives to come.

OBSERVATION

Surfside experienced broad-based citizen participation in its public charrette process, which helps to ensure a well-vetted set of ideas and recommendations, as well as broad public support for both the general concepts, and specific proposals, outlined in this report.

That also means that the community of Surfside is well positioned to realize most, if not all, of the objectives described in this document, if it is able to create and sustain momentum, as well as adhere to the fundamental principles upon which these many ideas are based.

DISCUSSION

There appears to be both political as well as broad-based community support for most of the ideas presented in this booklet, therefore the primary focus should be on developing and prioritizing a specific implementation strategy, and on identifying key resources for moving forward.

SPECIFIC RECOMMENDATIONS

Specific short/medium-term recommendations are as follows:

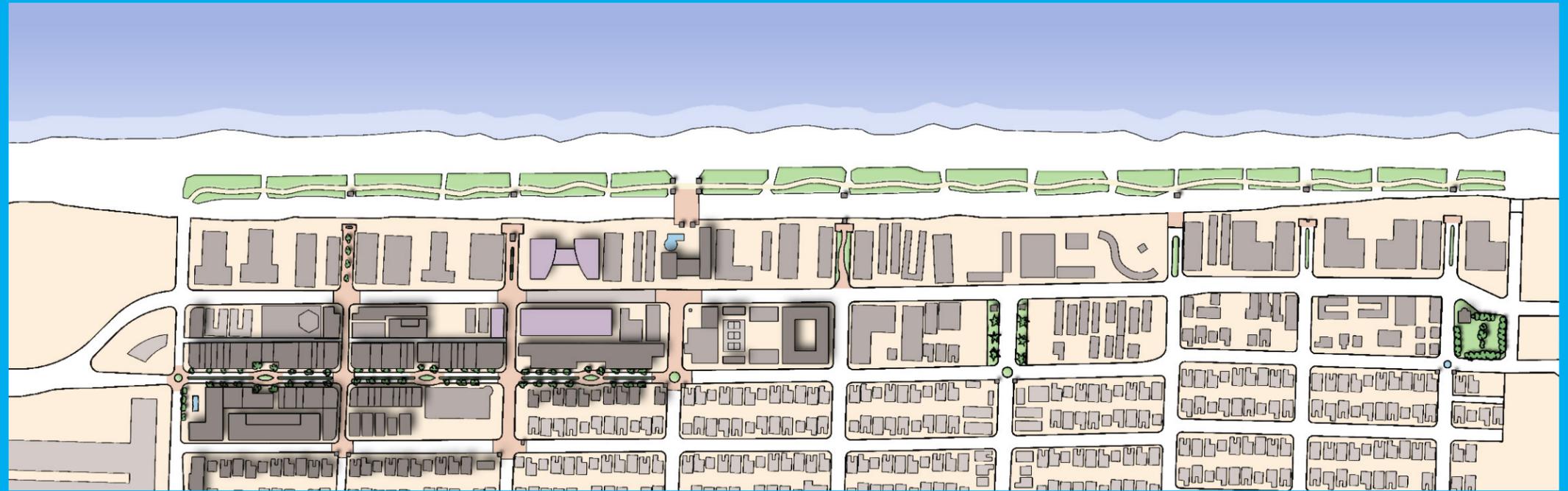
- *Identify key issues for further feasibility analysis and detailed design focus, such as one-way pair reversion, and begin consultant scoping exercise for moving forward.*
- *Begin implementing the most readily feasible agendas, prioritized on the basis of need and affordability, to maximise immediate impact. In this case that would be the incremental traffic calming strategy.*
- *Begin identifying key funding techniques and approaches for implementing major capital improvement programs, specifically streetscape enhancements and municipal parking decks.*
- *Initiate dialogue with key property owners*

whose participation is critical to moving forward with specific recommendations within the plan; i.e., the property on the southwestern corner of 96th Street and Harding Avenue.

- *Continue public outreach initiatives to help ensure continued public support, including the ongoing work of various citizen committees.*
- *Immediately begin the process of developing a viable and legally credible Form-Based Code, modeled upon the insights and community inputs cataloged in this document. Apply as soon as possible.*
- *Identify key incentive zoning strategies to help encourage rapid adoption of key features of the Plan and Form-Based Code*
- *Develop and implement landscape code, immediately.*
- *Move forward with detailed planning and design of residential streetscape and pedestrian improvements. Explore funding mechanisms.*
- *Develop and implement comprehensive downtown parking district. Investigate state-of-the-art management techniques.*
- *Identify and hire consultant resource to develop and implement downtown design, signage and lighting criteria and ordinance, based upon standards and criteria identified in Form-Based Code, and consistent with best practices retail design and merchandising standards.*
- *Hire a Downtown Manager to represent and market downtown merchants. Develop specific merchandising strategy and pursue key tenants.*
- *Develop architecture regulations based*

upon recognized Surfside building typologies and architectural style precedents, and integrate with Form-Based Code as soon as possible.

- *Develop and implement Beachwalk master plan and sustainable landscaping.*
- *Develop ongoing coordination framework with adjoining communities to maximize value/impact of collective initiatives.*
- *Hire consultant to begin detail planning and design work on the Town of Surfside's Community and Civic Center, and associated civic center pedestrian district.*
- *Development marketing plan to keep citizens informed of ongoing progress, and to build excitement both within the community and in the larger regional context.*

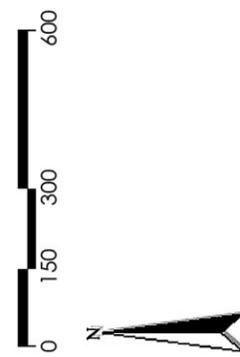
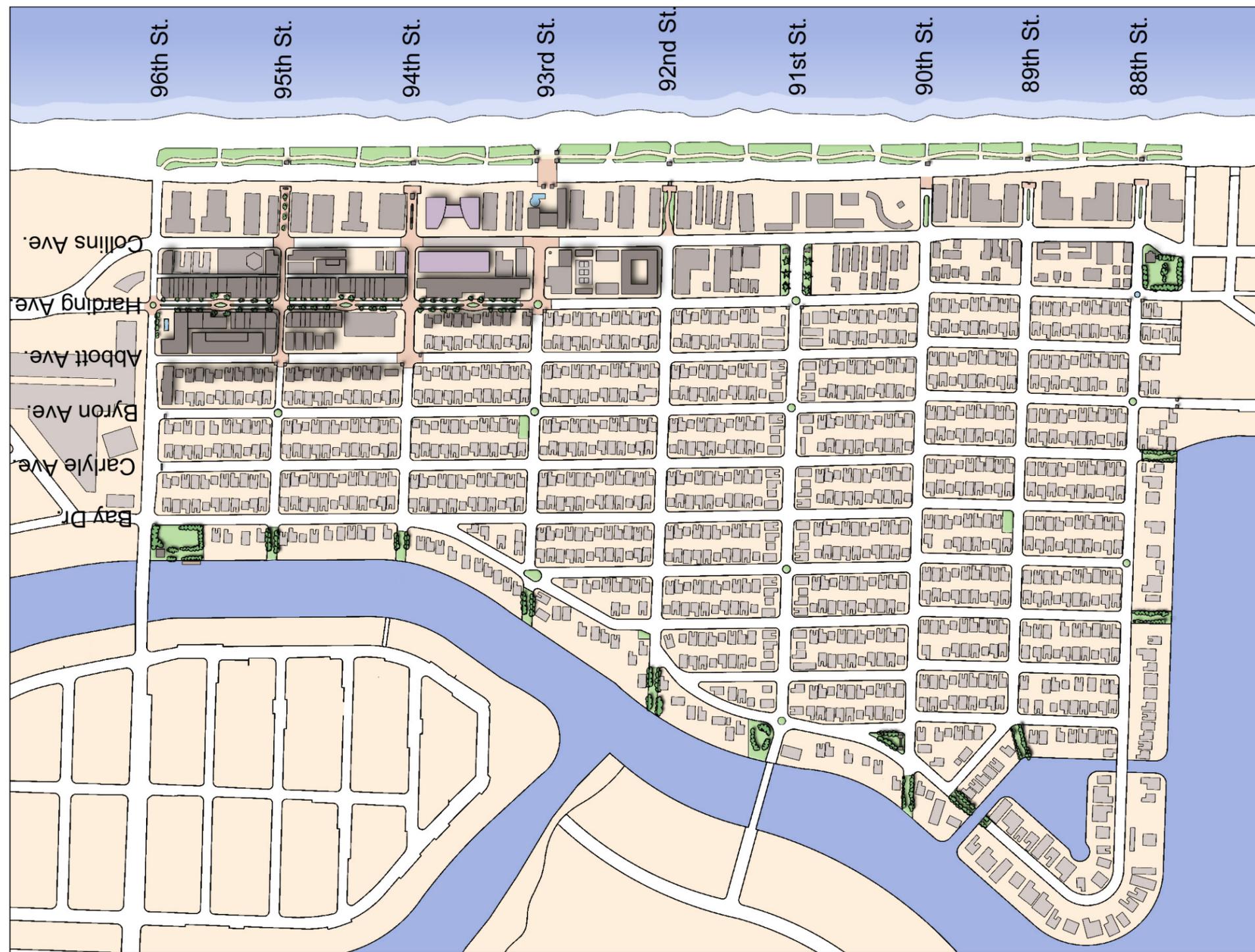


SITE PLAN

APPENDIX 3

- 3.1 PLANS AND IMAGES
- 3.2 PLANT LIST
- 3.3 3-D COMPUTER ANIMATION

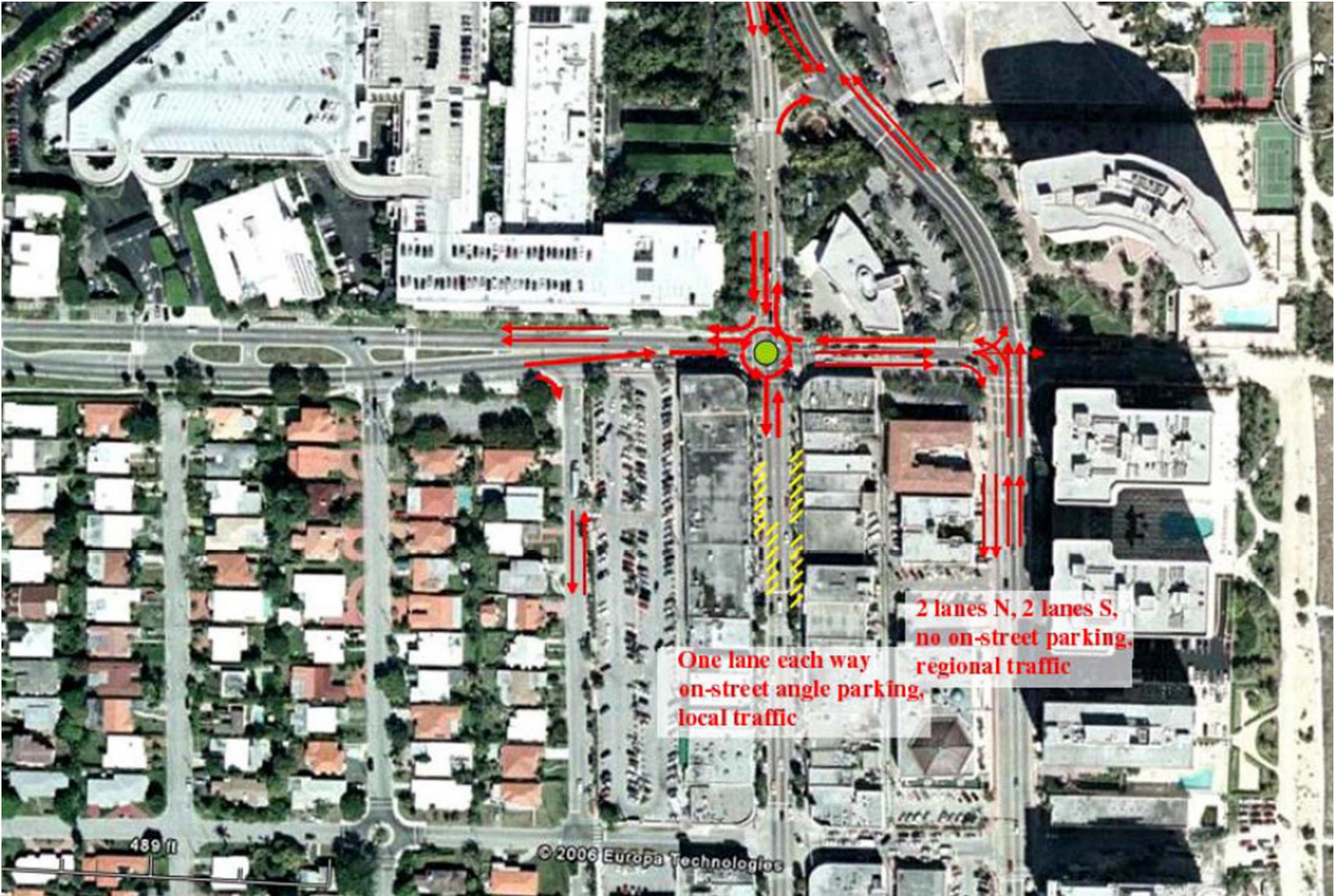
MASTER PLAN



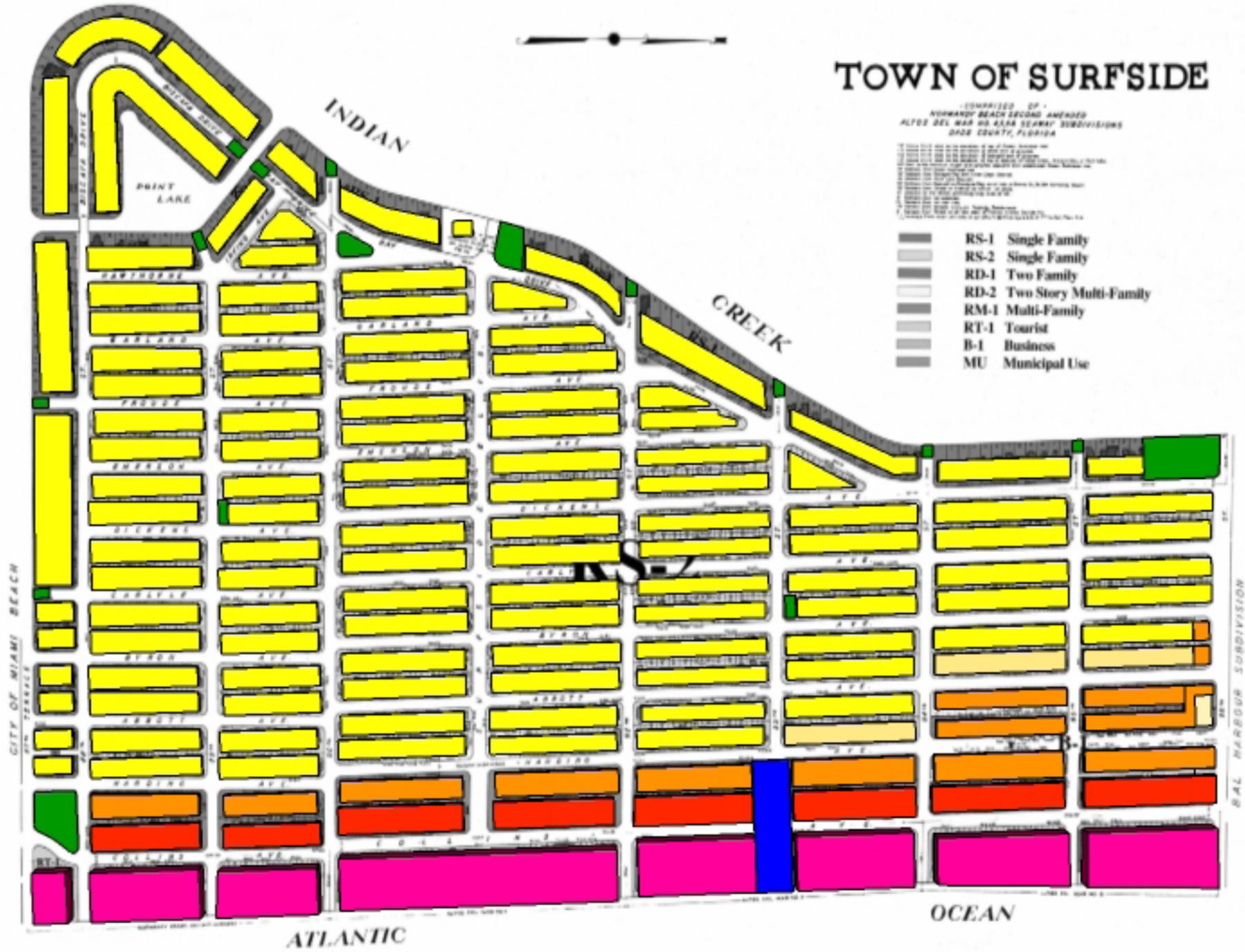
TOWN OF SURFSIDE ~ MASTER PLAN
12-27-06

SETH HARRY & ASSOCIATES, INC.

Two-way Operations Conversion



Density Model



PLANT LIST

The recommended beach planting scheme is as follows:

Residential neighborhood.

- Live oaks
- Mahoganies
- Gumbo limbos
- Hurricane palms at intersections

Downtown

- Hurricane palms
- Coconut palms towards the beach

Beachwalk

Maritime forest

- Sea grape
- Gumbo limbos
- Pigeon plum
- Myrsine
- Wild coffee

Coastal strand

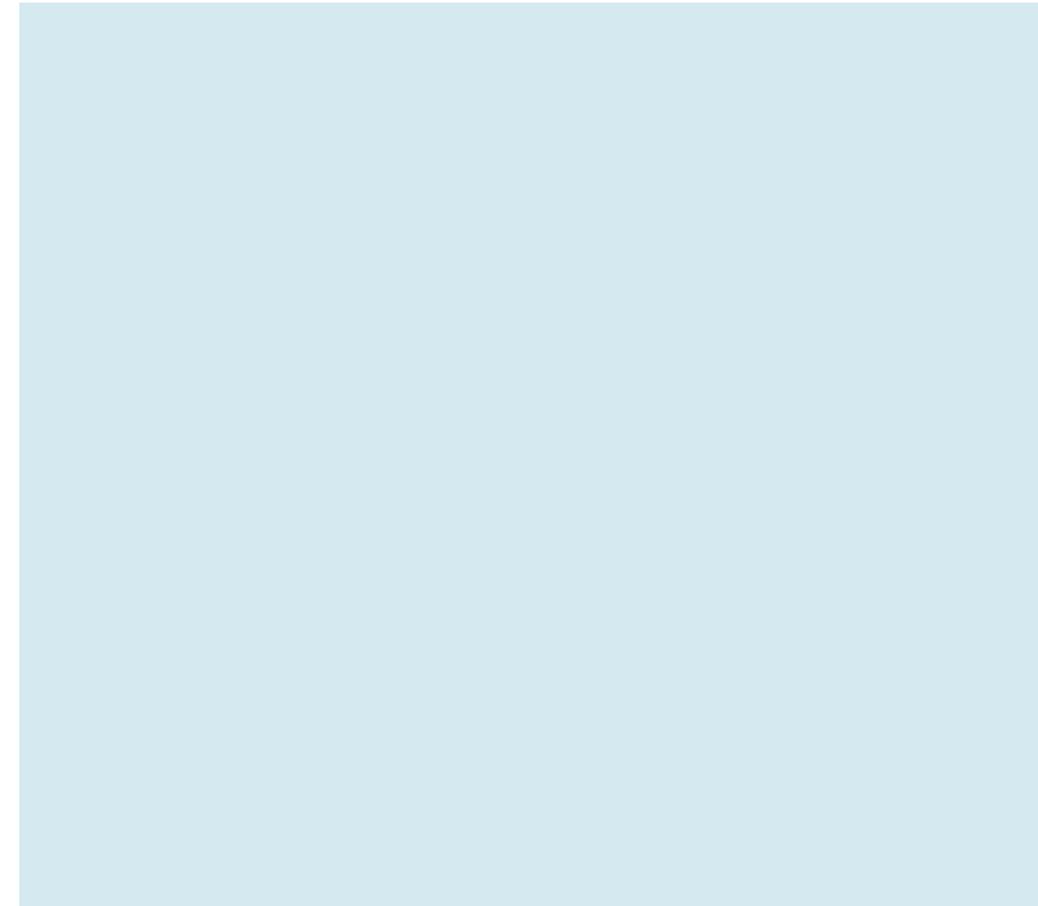
- Wax myrtle
- Saw palmetto
- Cocoplum
- Sea lavender
- Inkberry
- Bay cedar

Beach dune

- Beach bean
- Railroad vine
- Dune sunflower
- Seapurslane
- Sea oat
- Blanket flower



3-D COMPUTER ANIMATION



Insert 3-D computer animation DVD here