OCEAN TERRACE NEIGHBORHOOD

URBAN DESIGN PLAN
WORKING GROUP MEETING 3

AUGUST 29TH, 2018

OCEAN TERRACE NORTH MIAMI BEACH 2018 PREPARED BY

THE CORRADINO GROUP garcia-pons+associates TROPICAL ALCHEMY

INITIAL MEETING WITH CLIENT TO COORDINATE SCHEDULES + DELIVERABLES
[APRIL 19TH - COMPLETED]

WORKING GROUP MEETINGS:

1ST MEETING: LISTEN ("WHAT ARE THE ISSUES")
[JUNE 12TH - COMPLETED]

2ND MEETING: FEEDBACK ("THIS IS WHAT WE HEARD")
- I.E. DRAFT URBAN DESIGN PLAN
[JULY 11TH - COMPLETED]

3RD MEETING: RECOMMENDATIONS ("THIS IS WHAT WE RECOMMEND")
- I.E. FINAL URBAN DESIGN PLAN
[AUGUST 29TH - TODAY]

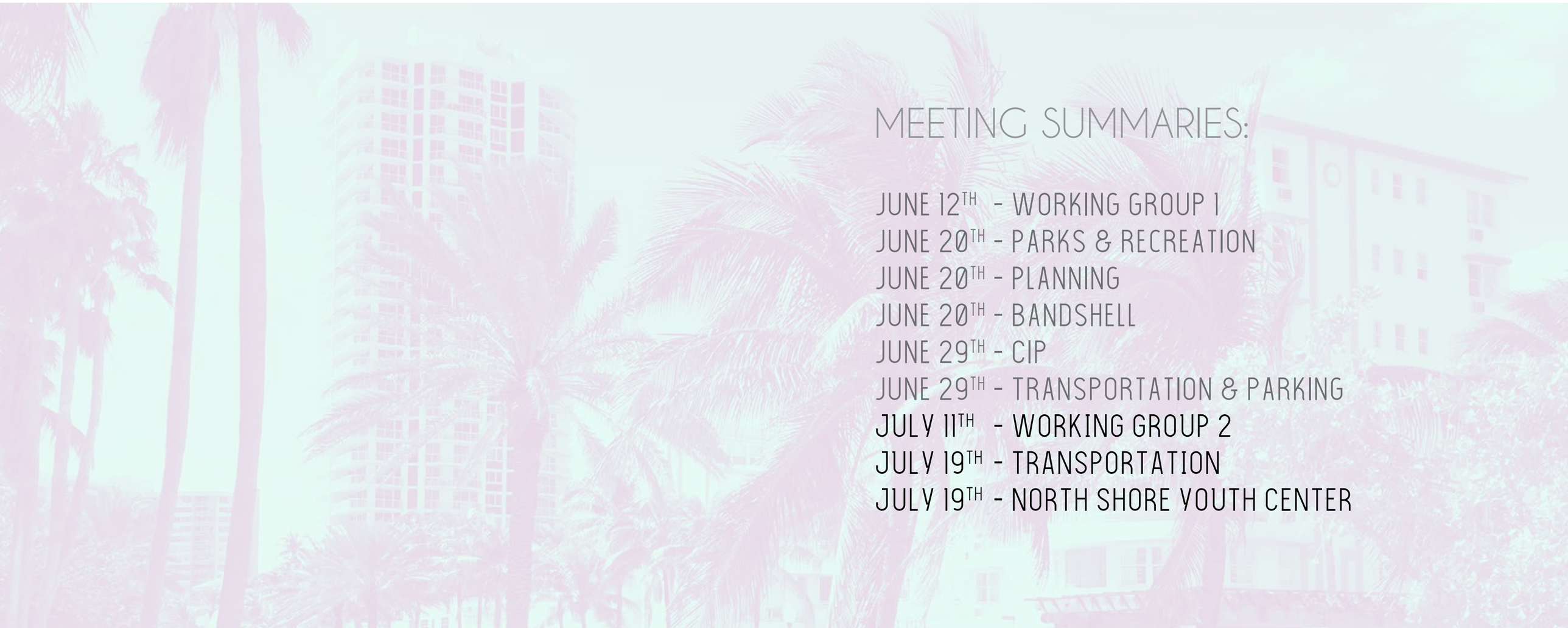
CITY COMMISSION MEETING TO PRESENT THE FINAL URBAN DESIGN PLAN.
[ANTICIPATED SEPTEMBER, 2018]:

INDIVIDUAL FOLLOW-UP MEETINGS WITH THE CITY PLANNING, ECONOMIC DEVELOPMENT AND PUBLIC WORKS DEPARTMENTS

INDIVIDUAL MEETINGS WITH REPRESENTATIVES OF CITY OWNED PROPERTIES LOCATED WITHIN THE STUDY AREA

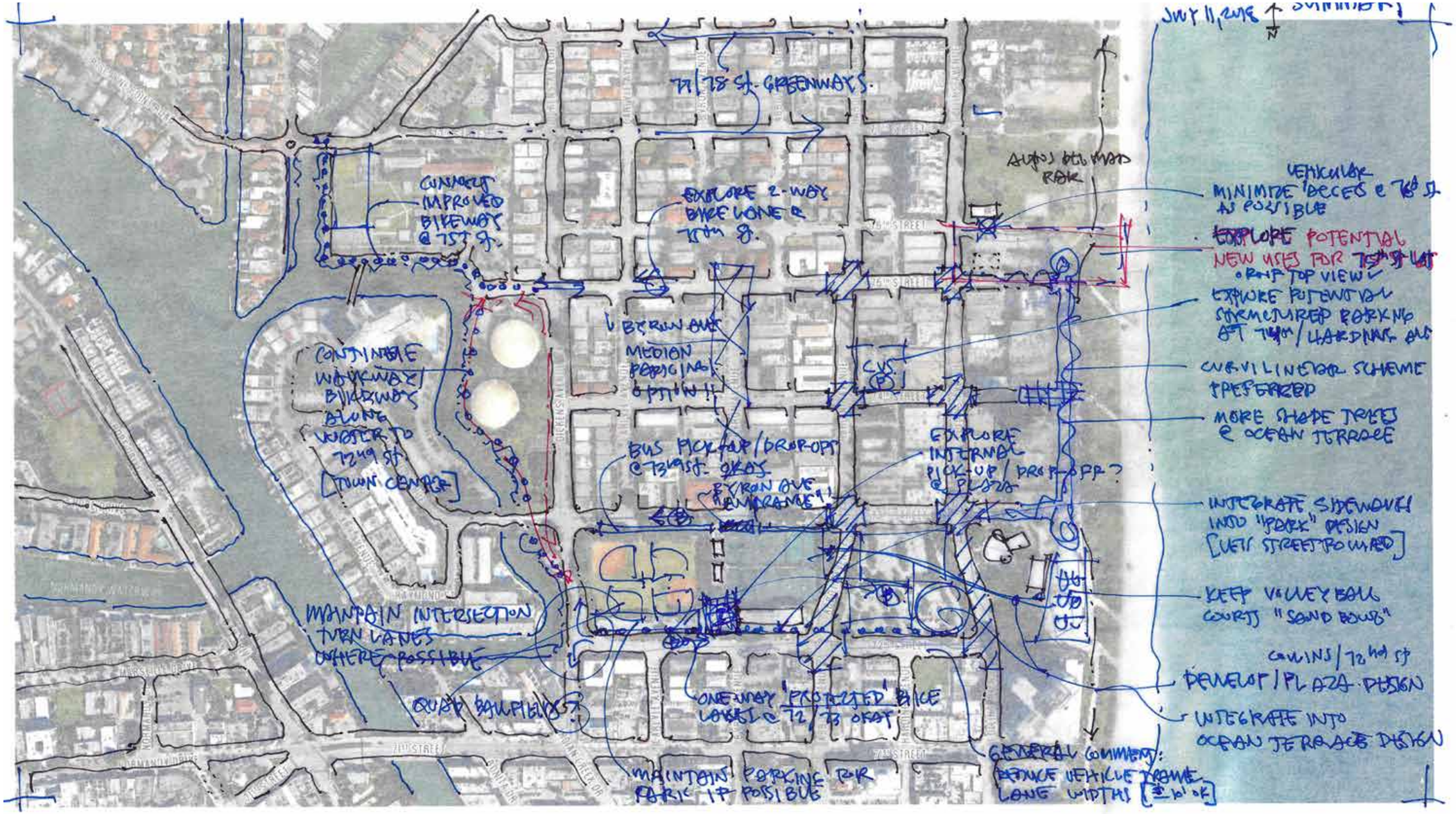
INDIVIDUAL MEETINGS WITH CITY ELECTED OFFICIALS

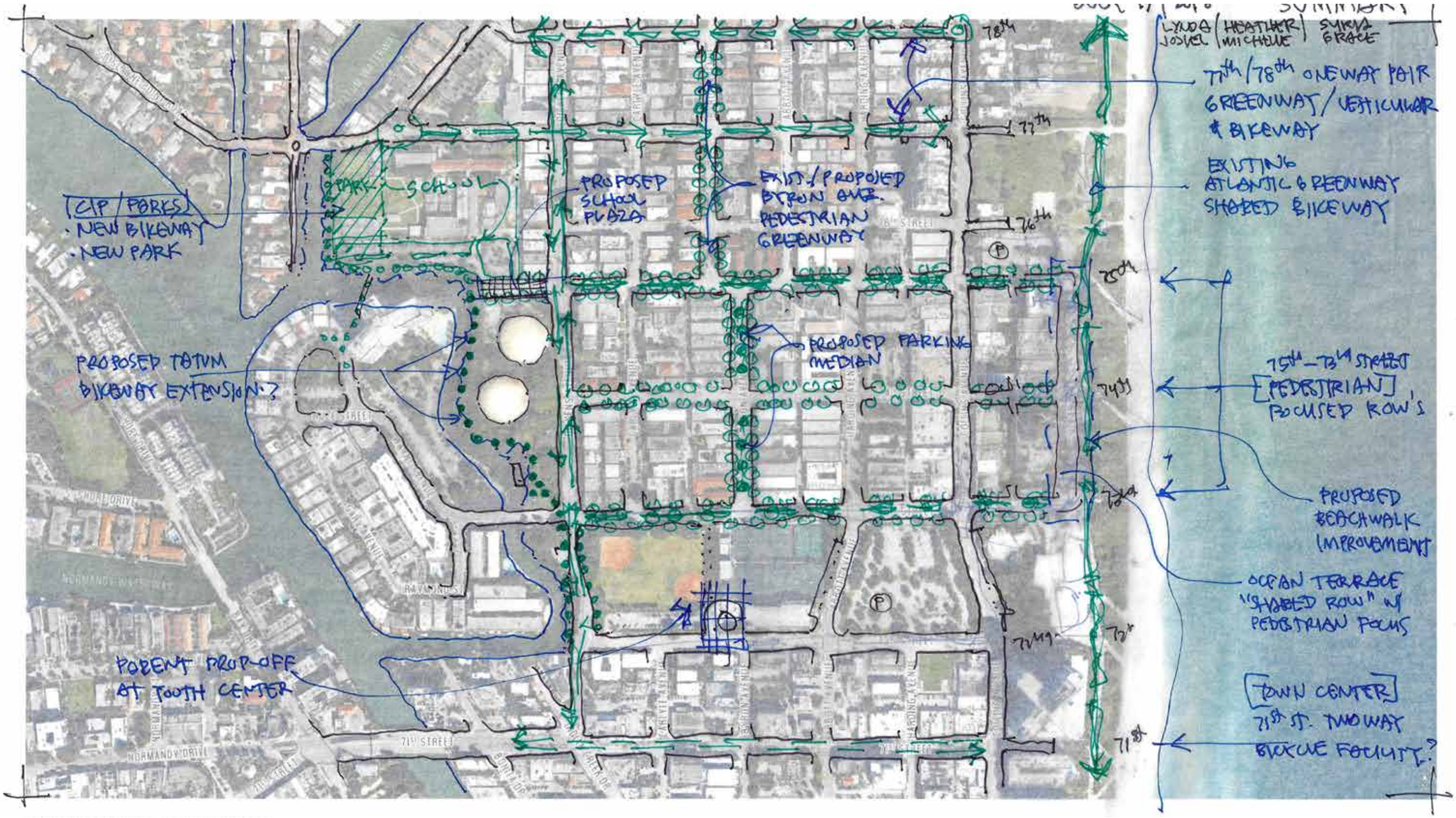
MEETINGS WITH OTHER CONSULTANT TEAMS

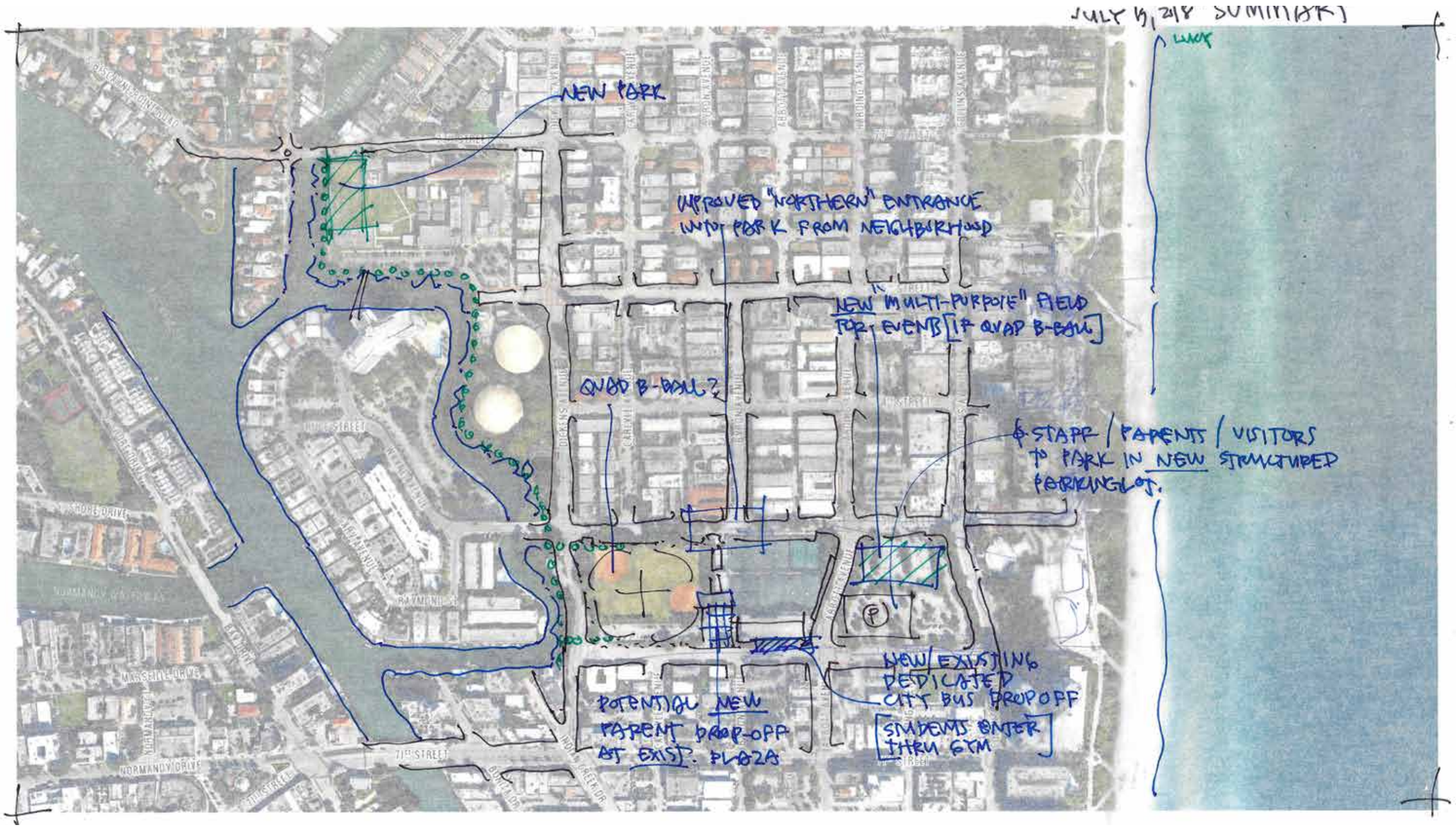


MEETING SUMMARIES:

JUNE 12TH - WORKING GROUP 1
JUNE 20TH - PARKS & RECREATION
JUNE 20TH - PLANNING
JUNE 20TH - BANDSHELL
JUNE 29TH - CIP
JUNE 29TH - TRANSPORTATION & PARKING
JULY 11TH - WORKING GROUP 2
JULY 19TH - TRANSPORTATION
JULY 19TH - NORTH SHORE YOUTH CENTER

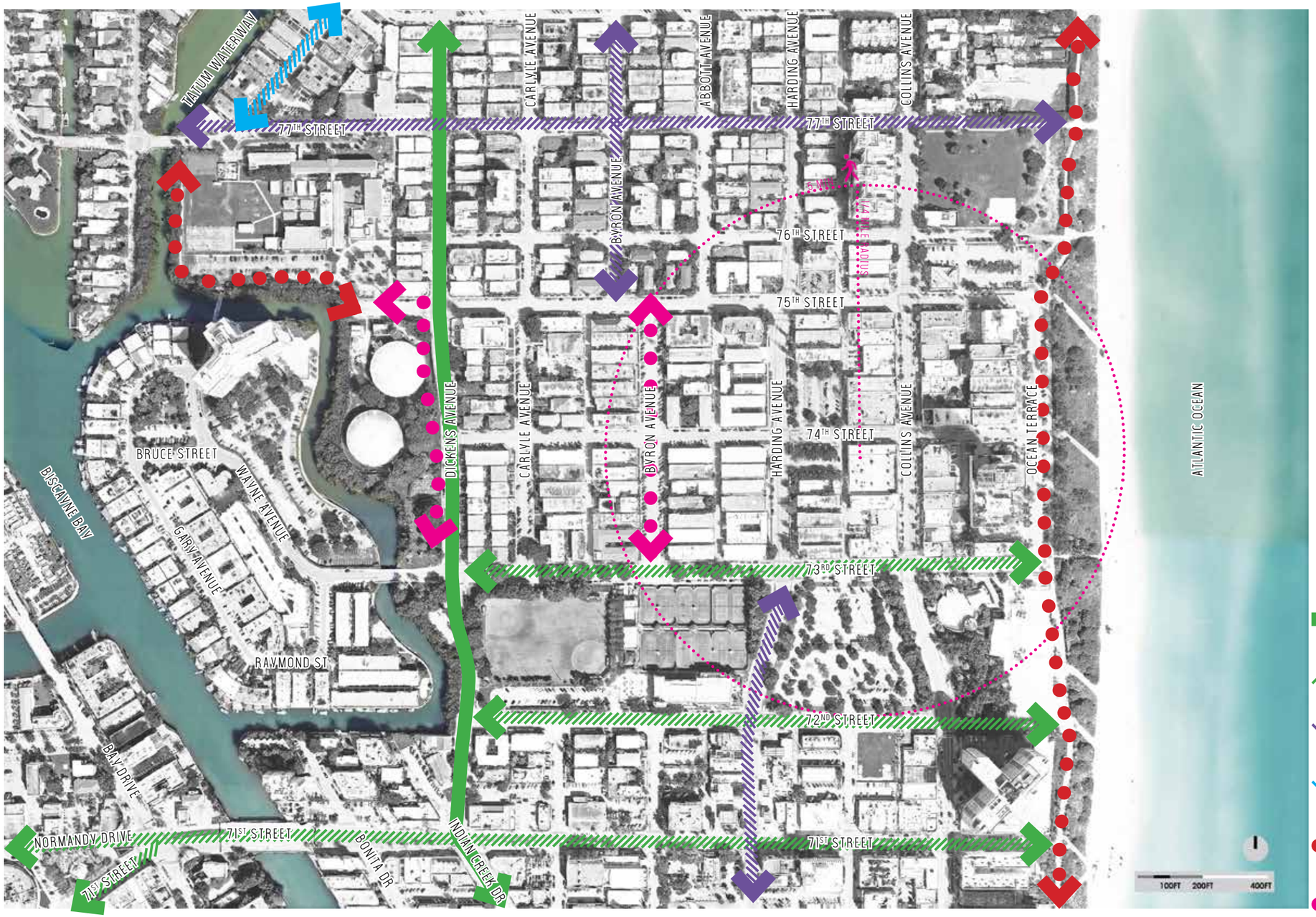

JULY 11, 2018
71/78 ST. GREENWAYS.
CONNECT IMPROVED BIKEWAY @ 75TH ST.
EXPLORE 2-WAY BIKE LANE @ 73RD ST.
AUTOS BELOW MAST RAIL
VEHICULAR
MINIMIZE DECES @ 75TH ST. AS POSSIBLE
EXPLORE POTENTIAL NEW USES FOR 75TH ST LOT
• RMP TOP VIEW
EXPLORE POTENTIAL STRUCTURED PARKING AT 75TH / HARDING AVE
CONTINUOUS WALKWAY/ BIKEWAY ALONG WATER TO 72ND ST [TOWN CENTER]
1 BERRY AVE MEDIAN PARKING OPTION!!
CVS
CURVILINEAR SCHEME PREFERRED
MORE SHADE TREES @ OCEAN TERRACE
BUS PICK-UP/DROP-OFF @ 73RD ST. OKAY
BYRON AVE ENTRANCE?!
EXPLORE INTERNAL PICK-UP / DROP-OFF? @ PLAZA
INTEGRATE SIDEWALKS INTO "PARK" DESIGN [VETT STREETSCAPE]
KEEP VOLLEYBALL COURTS "SAND BOWL"
MAINTAIN INTERSECTION TURN LANES WHERE POSSIBLE
COLLINS / 72ND ST
DEVELOP / PLAZA DESIGN
QUAD BALLFIELDS?
ONE-WAY 'PROTECTED' BIKE LANE @ 72/73 OKAY
INTEGRATE INTO OCEAN TERRACE DESIGN
GENERAL COMMENT: REDUCE VEHICLE TRAVEL LANE WIDTHS [10' OK]
MAINTAIN PARKING FOR PARK IF POSSIBLE

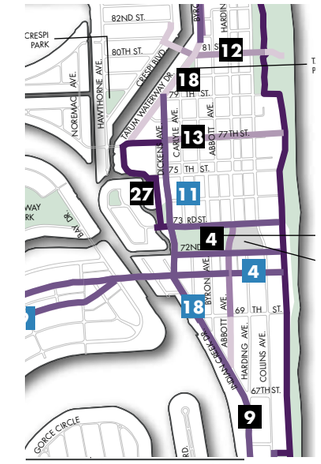

LYNDA JOSEL
HEATHER MICHELLE
SYRYA GRACE
77th/78th ONEWAY PAIR GREENWAY/VEHICULAR & BIKEWAY
EXISTING ATLANTIC GREENWAY SHARED BIKEWAY
CIP / PARKS
· NEW BIKEWAY
· NEW PARK
PARK
SCHOOL
PROPOSED SCHOOL PLAZA
EXIST./PROPOSED BYRON AVE. PEDESTRIAN GREENWAY
PROPOSED PARKING MEDIAN
PROPOSED TOTUM BIKEWAY EXTENSION?
75th–73rd STREET [PEDESTRIAN] FOCUSED ROW'S
PROPOSED BEACHWALK IMPROVEMENT
OCEAN TERRACE "SHARED ROW" W/ PEDESTRIAN FOCUS
PARENT PICK-UP AT YOUTH CENTER
TOWN CENTER
71st ST. TWO WAY BICYCLE FACILITY?
78th
77th
76th
75th
74th
73rd
72nd
71st
71st STREET
NORMANDY DRIVE


JULY 19, 2018 SUMMARY
LUNCH
NEW PARK
IMPROVED "NORTHERN" ENTRANCE INTO PARK FROM NEIGHBORHOOD
NEW "MULTI-PURPOSE" FIELD FOR EVENTS [IF QUAD B-BALL]
QUAD B-BALL?
STAFF / PARENTS / VISITORS TO PARK IN NEW STRUCTURED PARKING LOT.
NEW/EXISTING DEDICATED CITY BUS DROPOFF
[STUDENTS ENTER THRU GYM]
POTENTIAL NEW PARENT DROP-OFF AT EXIST. PLAZA
P
DICKENS
CRAWFORD
KALORAMA AVENUE
INDIAN CREEK DR
71ST STREET
NORMANDY DRIVE
MARSEILLE DRIVE
RAYMOND
BOWMAN

WHAT WE HEARD

EXCERPTS FROM SEVERAL CITY OF MIAMI BEACH MOBILITY PLANS [ADOPTED]





LEGEND: BIKEWAY NETWORK

- Protected Bike Lane
- Conventional Bike Lane
- Neighborhood Greenway (Heavy)
- Neighborhood Greenway (lite)
- Shared Path
- Shared Space

BIKE LANE [EXISTING]

PROTECTED BIKE LANE [PROPOSED]

NEIGHBORHOOD GREEN-WAY [HEAVY]

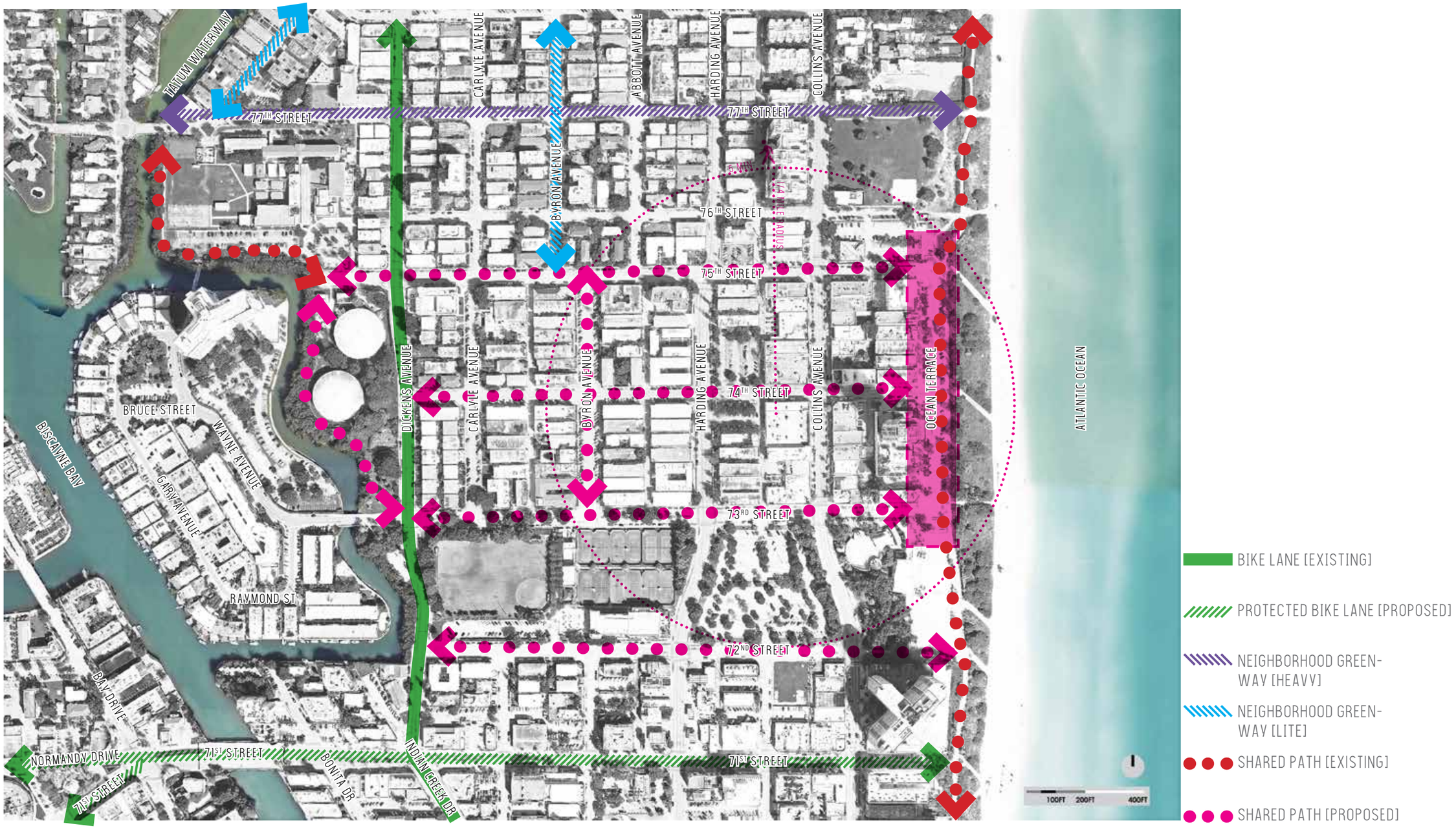
NEIGHBORHOOD GREEN-WAY [LITE]

SHARED PATH [EXISTING]

SHARED PATH [PROPOSED]

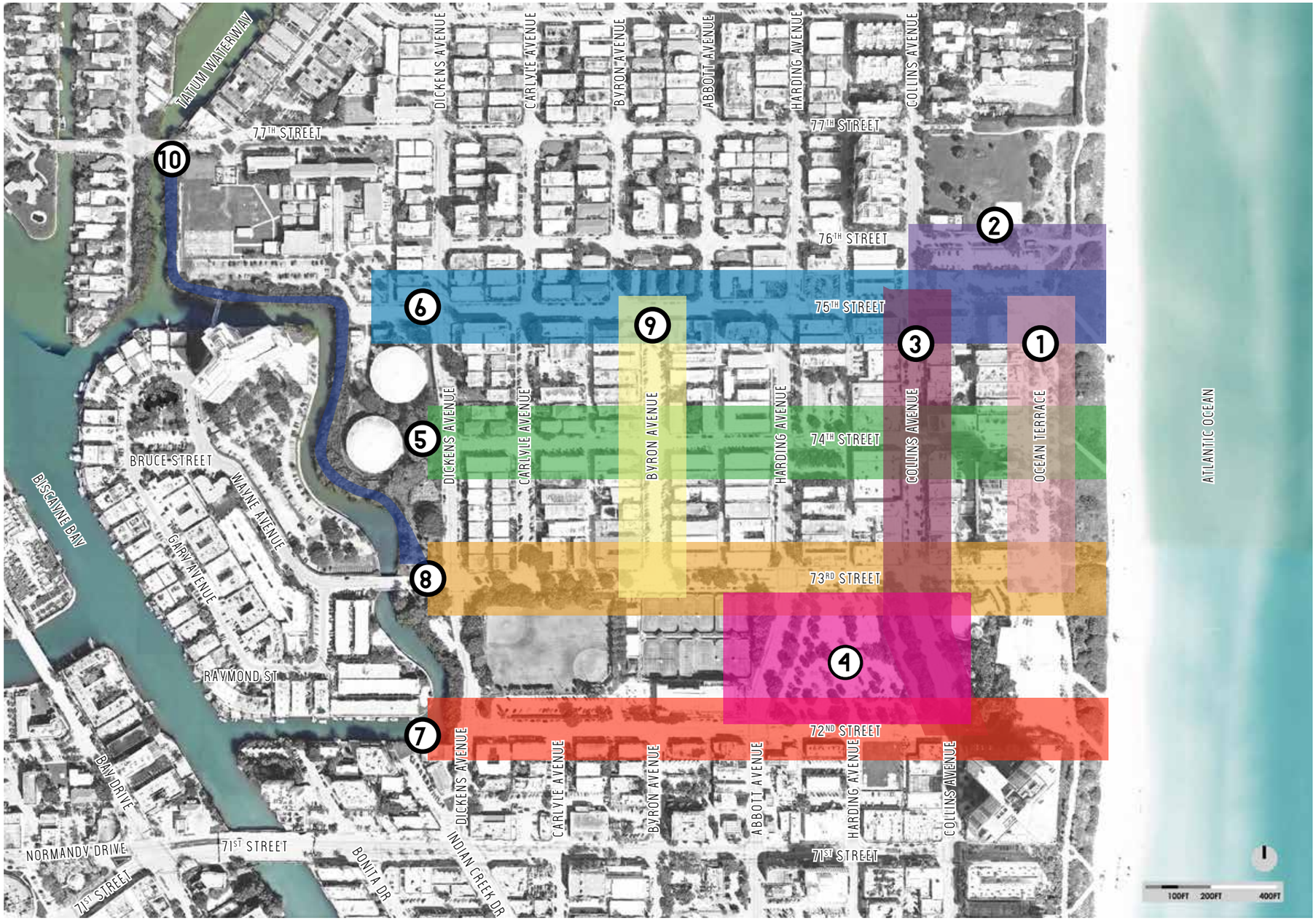
OCEAN TERRACE NEIGHBORHOOD

BICYCLE + PEDESTRIAN NETWORK [PROPOSED CONNECTIONS]



OCEAN TERRACE NEIGHBORHOOD

PROPOSED CONNECTIONS + ONGOING CITY INITIATIVES*



* ONGOING CITY INITIATIVES

OCEAN TERRACE NEIGHBORHOOD
PROPOSED CONNECTIONS

1. OCEAN TERRACE
2. LIBRARY & PARKING LOT
3. COLLINS AVENUE
4. NSYC TO BANDSHELL
5. 74TH STREET
6. 75TH STREET

72ND STREET*

73RD STREET*

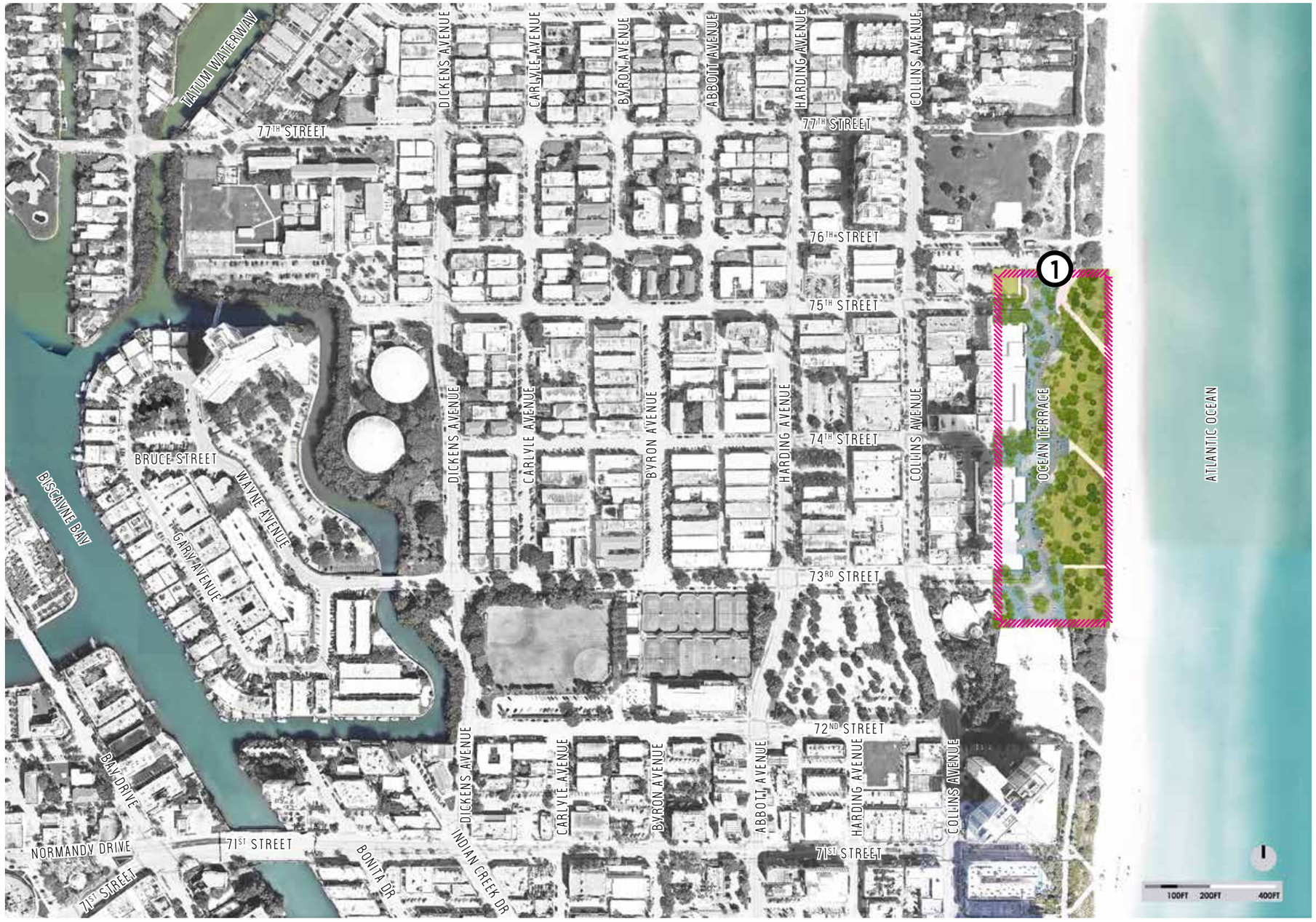
BYRON AVENUE*

TATUM WATERWAY SHARED USE PATH*

* ONGOING CITY INITIATIVES

OCEAN TERRACE NEIGHBORHOOD

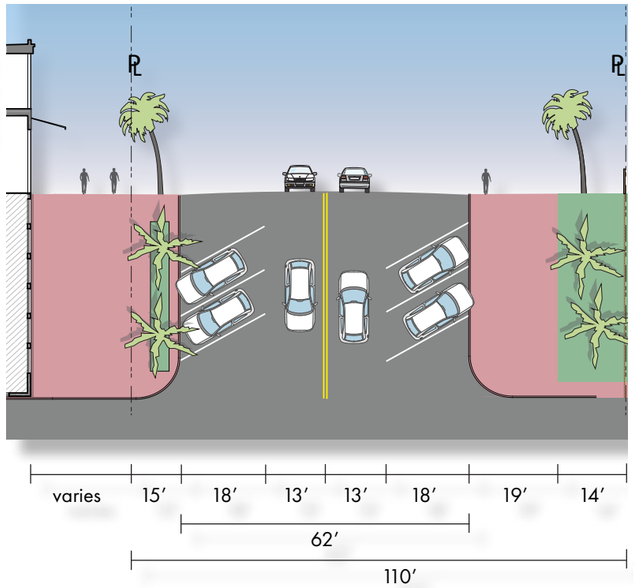
1 | OCEAN TERRACE [PROPOSED CONNECTION]



Ocean Terrace

Existing Conditions

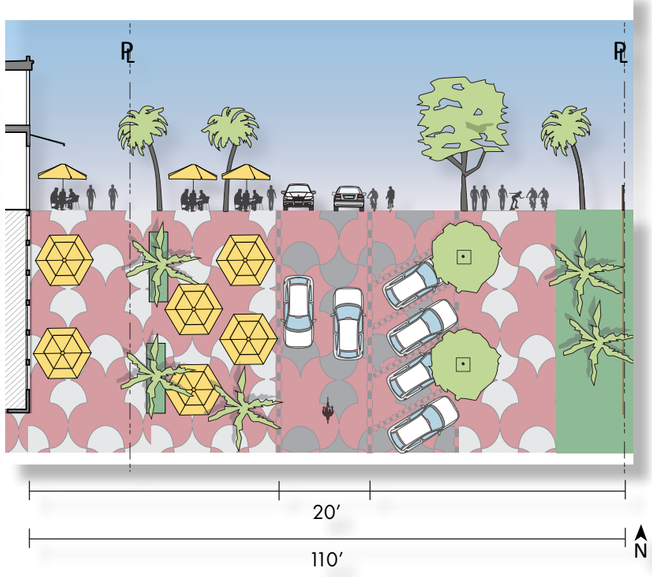
The existing condition of Ocean Terrace is one with angled parking on both sides of the street, few shade trees and a very wide pavement area to cross.



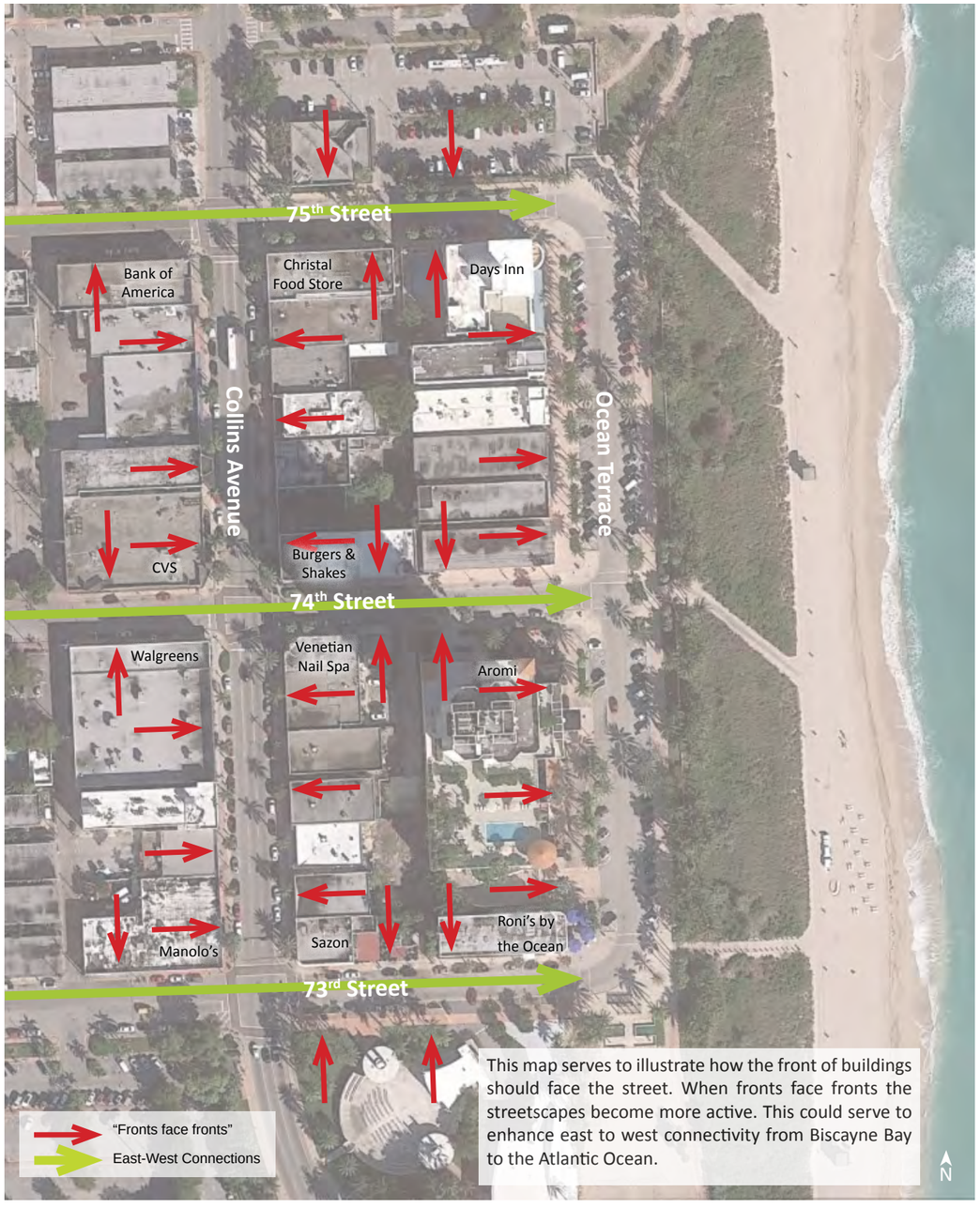
Shared Space

Designed as a curbless shared space, Ocean Terrace can become an elegant public space in Miami Beach. The pavement design can subtly indicate primarily pedestrian space from space that cars may occupy. At certain key times, such as during festivals and street fairs, the street can be closed to cars completely with simple metal bollards.

What is key is that Ocean Terrace remain a street accessible to all with vehicular access, ample parking, bicycle lanes, sidewalks, and transit access. Residents will still need to maintain access to parking entrances located on Ocean Terrace.



FROM NOBE MASTER PLAN 2016



This map serves to illustrate how the front of buildings should face the street. When fronts face fronts the streetscapes become more active. This could serve to enhance east to west connectivity from Biscayne Bay to the Atlantic Ocean.

DRAFT

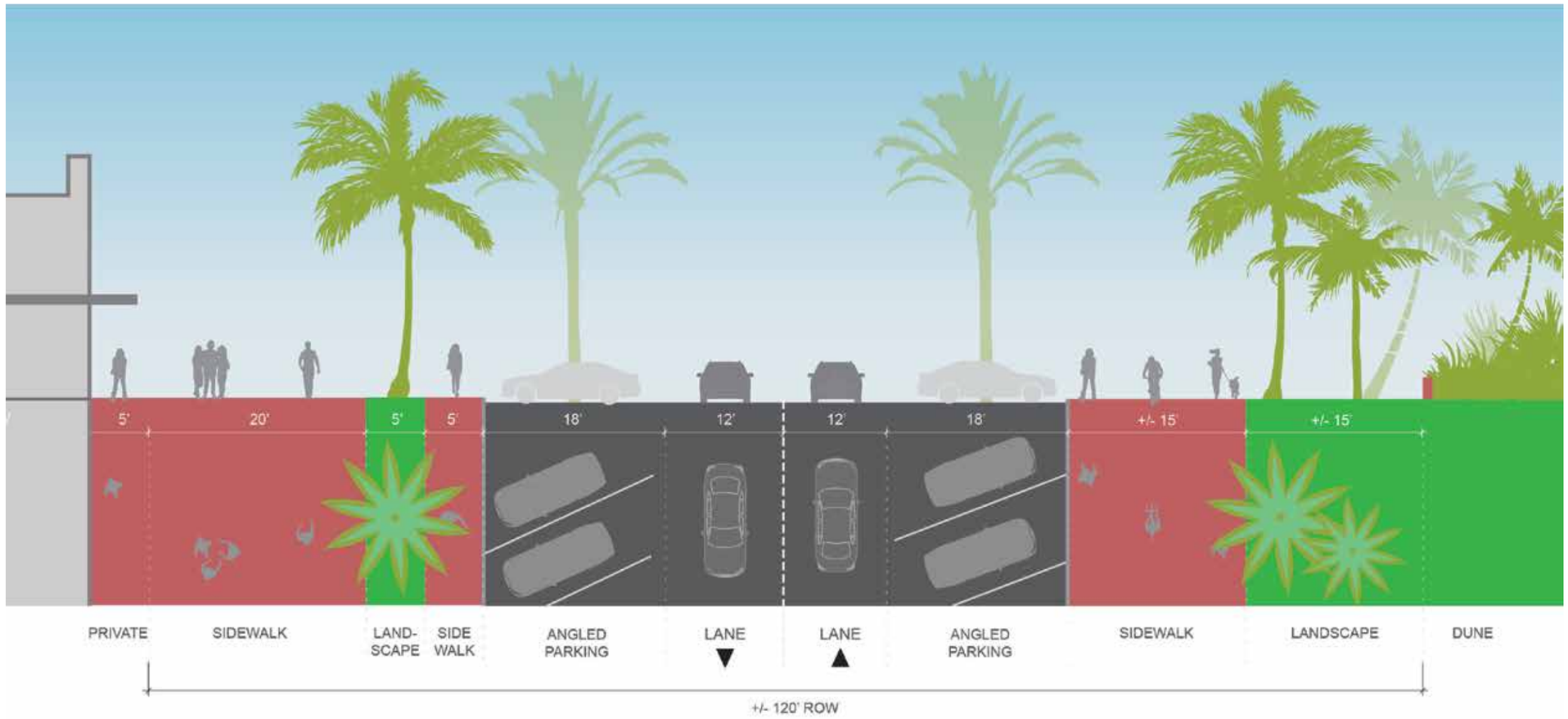
① | OCEAN TERRACE

STREETSCAPE CONDITIONS [EXISTING]

OCEAN TERRACE + 73RD STREET *[LOOKING NORTH]*

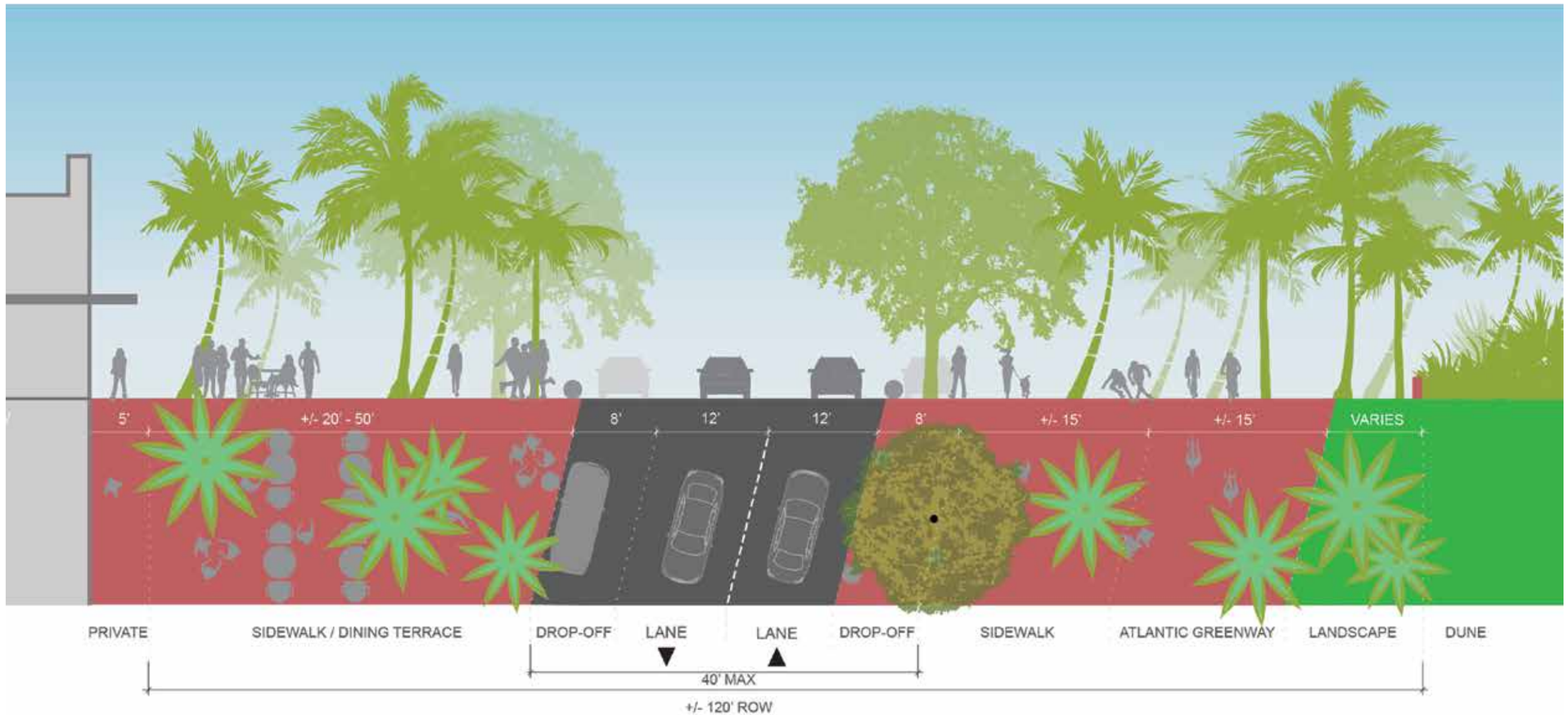
OCEAN TERRACE + 74TH STREET PLAZA *[LOOKING NORTH]*

OCEAN TERRACE + BEACHWALK *[LOOKING NORTH]*

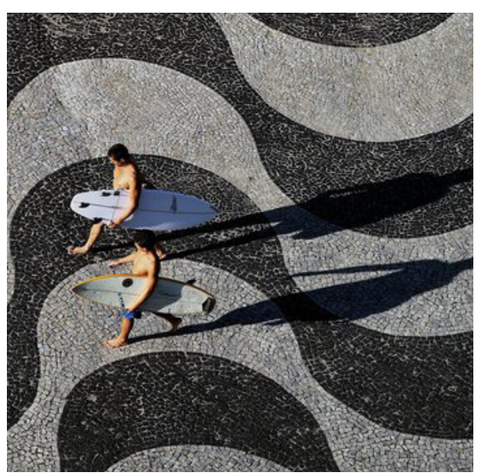


① | OCEAN TERRACE
STREETSCAPE CONDITIONS [PROPOSED]

PEDESTRIAN ORIENTED SHARED STREET



INSPIRATION IMAGES [CURVILINEAR]

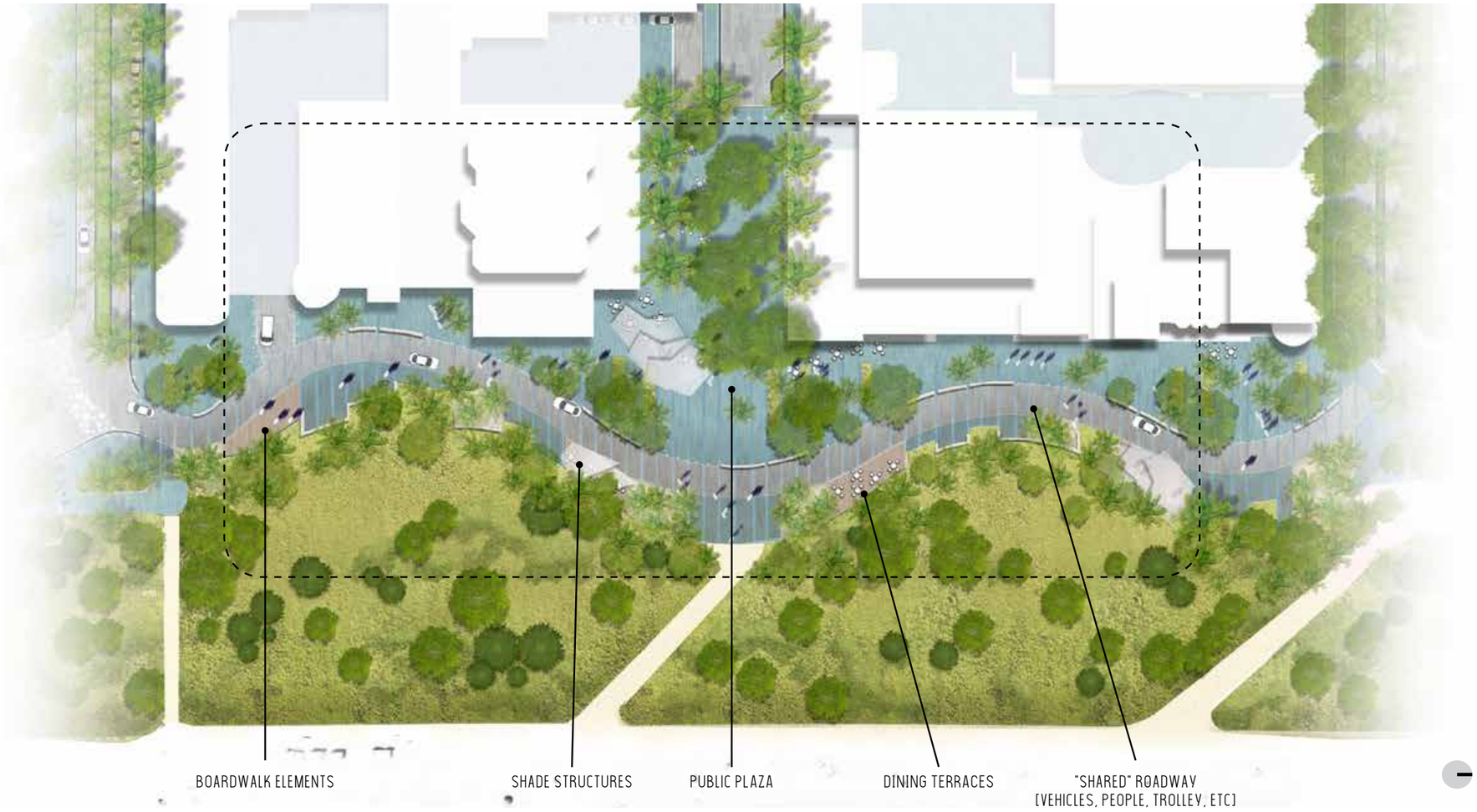


① | OCEAN TERRACE
STREETSCAPE IMPROVEMENTS [PROPOSED]

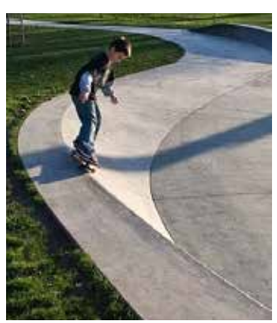
PEDESTRIAN ORIENTED SHARED STREET

① | OCEAN TERRACE
@ 73RD STREET [PROPOSED]

① | OCEAN TERRACE
@ 74TH STREET [PROPOSED]



① | OCEAN TERRACE
@ 75TH STREET [PROPOSED]



WEST - EAST SECTION [PROPOSED]

SECTION @ OCEAN TERRACE

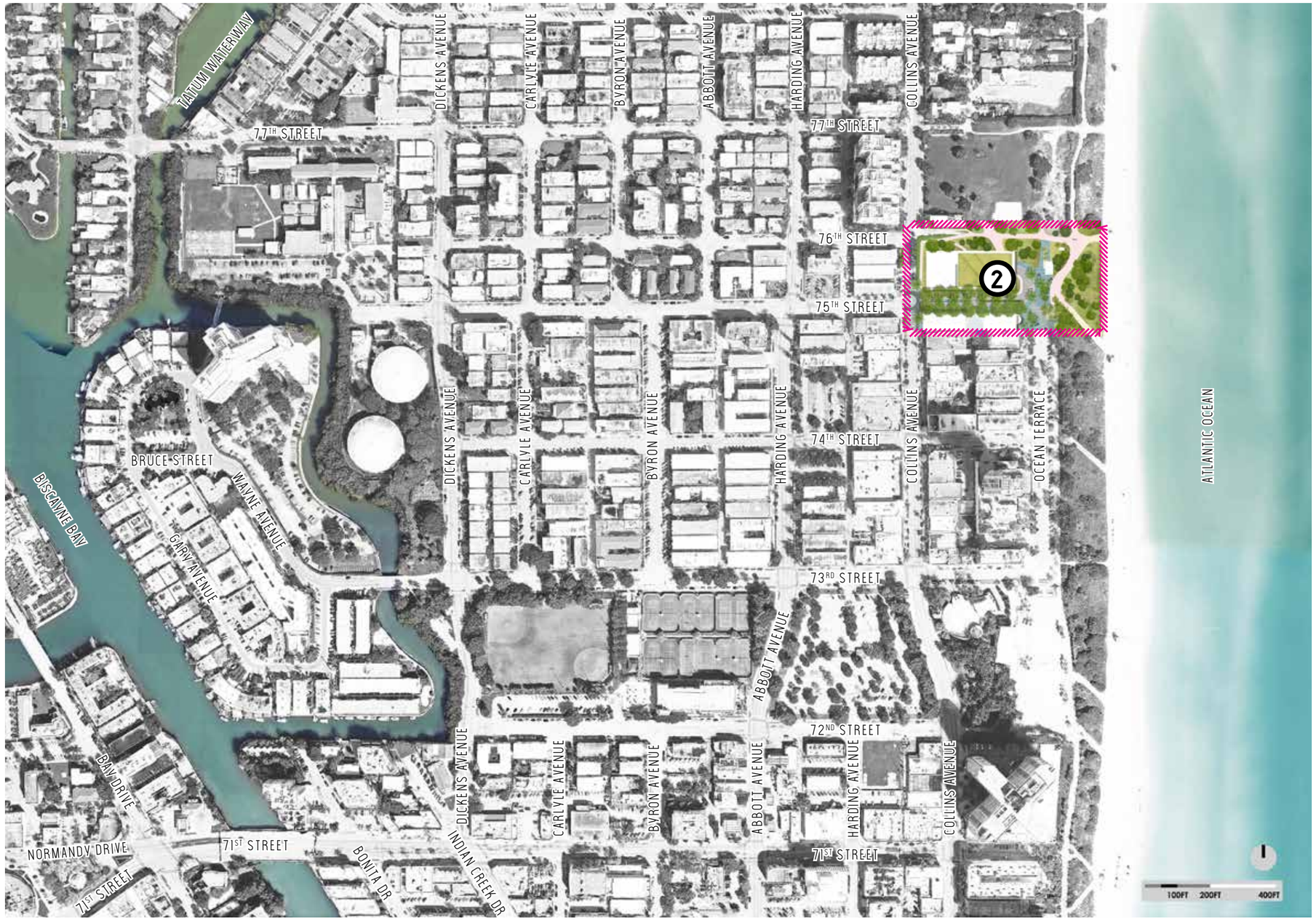
WEST - EAST SECTION [PROPOSED]

SECTION @ 74TH STREET PLAZA

VISUALIZATION @ 73RD STREET LOOKING WEST [PROPOSED]

VISUALIZATION @ 73RD STREET LOOKING NORTH [PROPOSED]

2 | LIBRARY + 75TH STREET PARKING LOT [PROPOSED CONNECTION]



STREETSCAPE CONDITIONS @ 75TH STREET LOT [EXISTING]

COLLINS AVENUE + 76TH STREET LIBRARY *[LOOKING EAST]*

75TH STREET + COLLINS AVENUE *[LOOKING EAST]*

LIBRARY *[LOOKING EAST]*

OCEAN TERRACE + 75TH STREET *[LOOKING WEST]*

LIBRARY + 75TH STREET *[LOOKING EAST]*

North Shore Branch Library

One of the key recommendations made by North Beach stakeholders who participated in the Mayor's Blue Ribbon Panel on North Beach in 2014 and 2015 was to "Relocate the library from its current location at 7501 Collins Avenue, to a more centrally-located and modern site in the Town Center" (cited from North Beach Revitalization Summary Report, November 20, 2014).

A couple of questions arise: Where should the library be relocated ? What should happen with the current library site?

Relocating the Library

The North Shore library's proximity to the beach makes this public asset unique, as it is the only facility of its type located in such a desirable location, steps from the beach. However, one of the complaints about the current library facility is that it is out-dated and does not meet the functions or have the selection of books that one finds at larger regional facilities like the Miami Beach Regional Library in South Beach.

Town centers should host City offices, banks, post offices, and other public services. These types of institutions, both public and private, give a "center" its primacy. North Beach's post office is currently located on 71st Street across from the Byron Carlyle Theater. If the Byron Carlyle Theater is one day to be redesigned, one of its potential new uses could be the creation of a '21st Century library' that could consist of a media center and community space that would provide Wifi access and computers that could be used by local residents to access the Miami-Dade County Library System's Online database.

Re-purposing the Current Library Site

It is important to note that the library site is a public facility owned by the City and that a portion of the current library is within the Coastal Construction Line. This line makes it difficult, if not impossible, for any buildings larger than the current footprint to be built. Any new uses would likely to be smaller in size. New buildings on the Coastal Construction Line are intended to have a lighter environmental footprint than what they replace.

New public uses could include outdoor dining under a public pavilion. South Point Park in South Beach includes a popular coffee and non-alcoholic frozen drink concession alongside a space that can be rented by members of the public for events. Similar low impact, community-serving, City-owned opportunities should be investigated.

Another public use to explore is an Ocean Rescue Station. The City of Miami Beach Ocean Rescue Division provides for the safe swimming and beach protection to all Miami Beach residents, visitors and tourists in designated areas. The responsibilities of Ocean Lifeguards include accident and drowning prevention, public education, citizen assist, search and recovery of lost children, basic life support, and swimmer rescues.

The Miami Beach Ocean Rescue Headquarters is located at 1001 Ocean Drive in South Beach. Ocean Rescue has three sub-stations located at South Pointe Park, 53rd Street and Collins Avenue and 79th Street and Collins Avenue.

The plan recommends establishing an advisory group to explore the possibilities for relocating the Library to the Town Center and re-purposing its current location for either public concessions, Ocean Rescue, a combination of the two, or some other appropriate use.

Source: Google Earth

North Beach stakeholders would like to see the North Shore Library located at 7501 Collins Avenue relocated closer to the Town Center

Recommendations

West Lots

- Make landscape and streetscape improvements on the West Lots.
- Issue a Request for Proposals to assess what the private market would be willing to build in the West Lots in accordance with plan principals.

North Shore Library

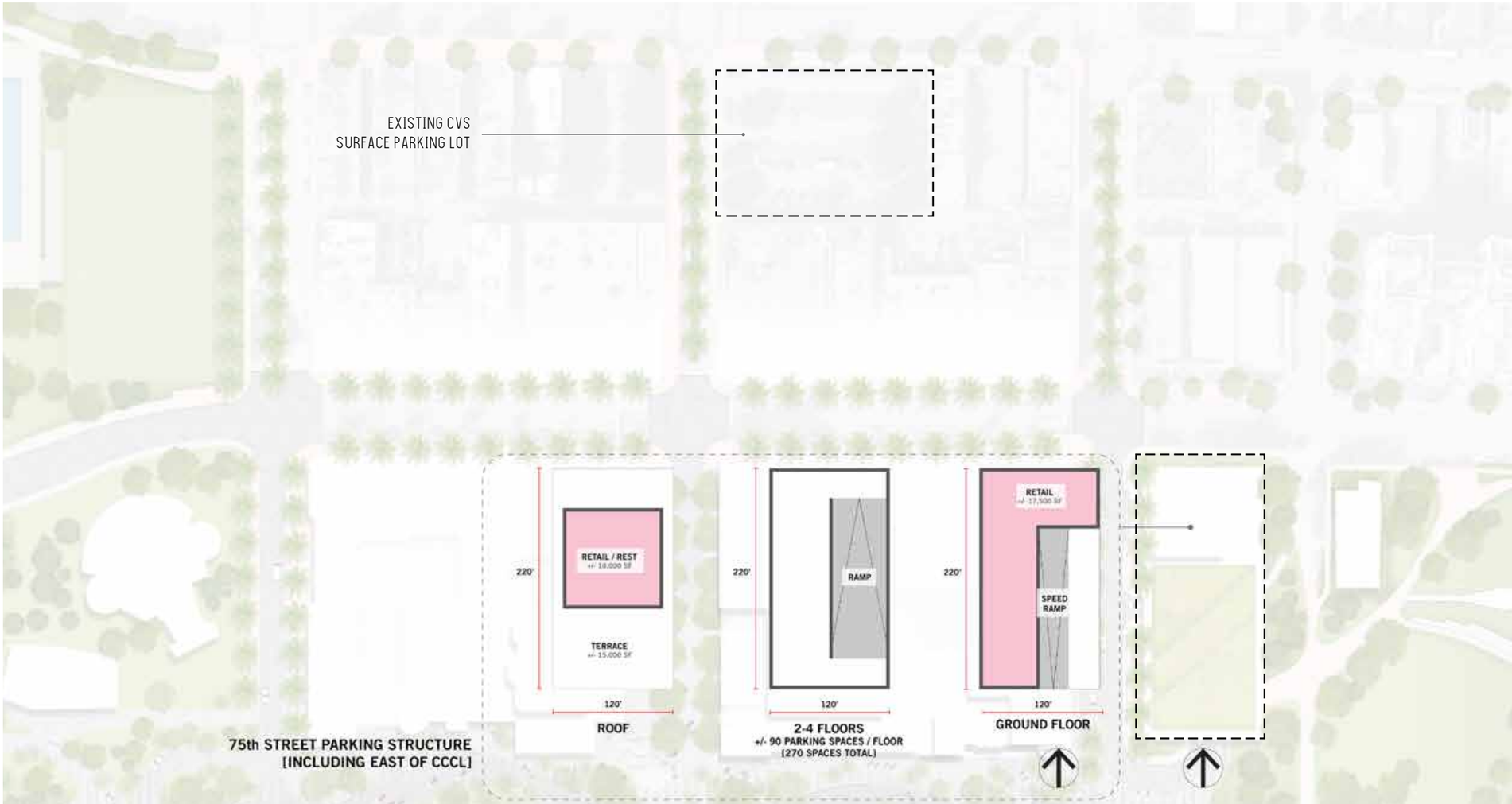
- Establish an advisory group to explore the possibilities for relocating the Library and re-purposing its current location.

DRAFT

DRAFT

② | LIBRARY + 75TH STREET PARKING LOT

STRUCTURED PARKING OPTION [PROPOSED]



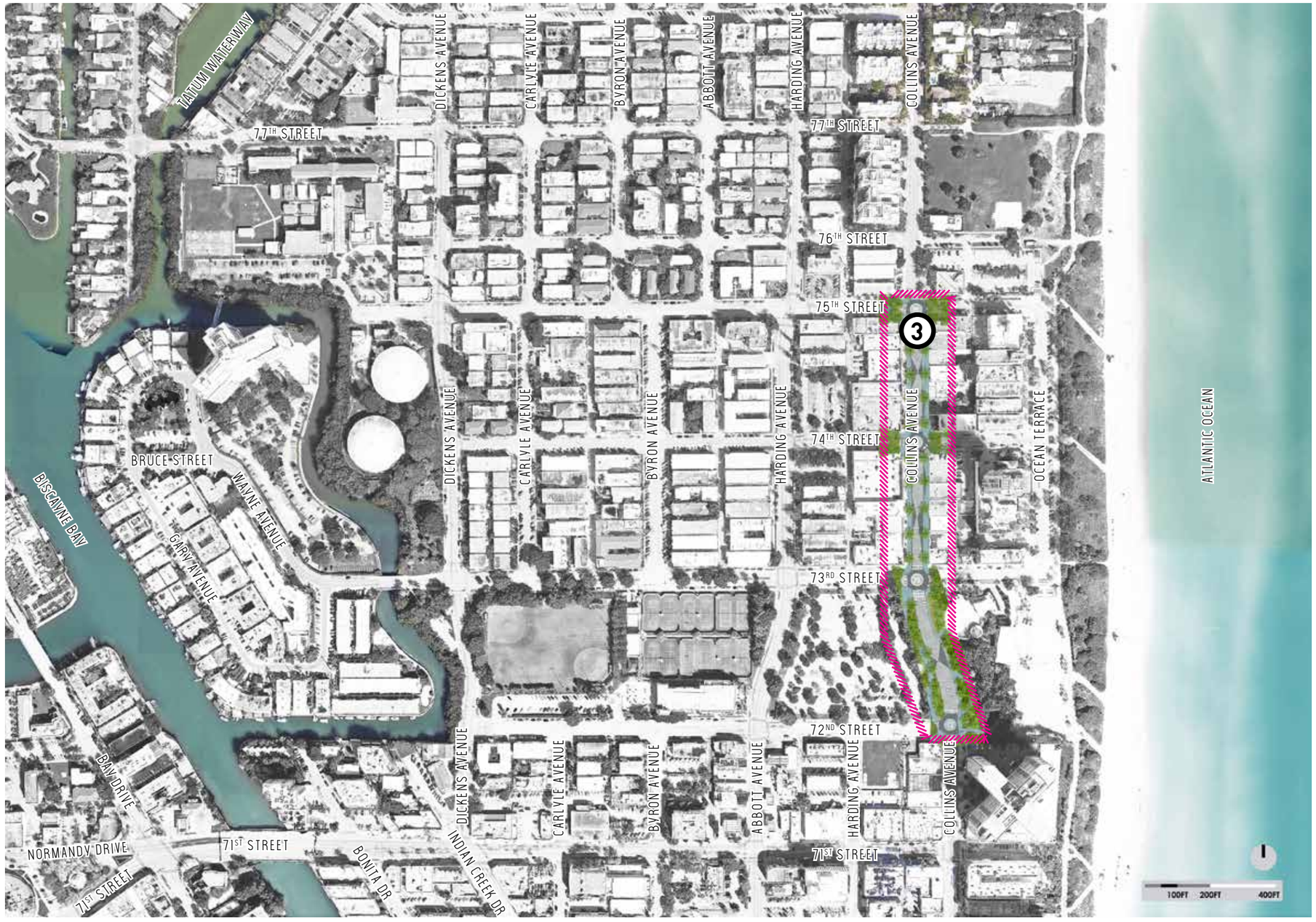
EXISTING

- LIBRARY BUILDING WITH PLAZA FRONTING COLLINS AVENUE
- THREE-BAY SURFACE PARKING LOT BETWEEN LIBRARY AND BEACH

PROPOSED

- RELOCATE LIBRARY USE TO 72ND STREET PROJECT (ONGOING CITY IINITIATIVE)
- MAINTAIN PARKING AT THIS LOCATION (TO INCLUDE DISPLACED OCEAN TERRACE PARKING)
- REPLACE EXISTING BUILDING AND SURFACE PARKING LOT WITH A NEW STRUCTURED PARKING DECK (CCCL NOT A CONSTRAINT)
- PROVIDE NEW GROUND FLOOR RETAIL ALONG COLLINS AVE AND 75TH STREET
- PROVIDE NEW BEACH PATROL OFFICES AND PERHAPS BEACH MAINTENANCE FACILITIES
- PROVIDE INTEGRATED DESIGN CONNECTION BETWEEN ALTOS DEL MAR PARK AND OCEAN TERRACE

3 | COLLINS AVE - BTWN 72ND AND 75TH STREETS [PROPOSED CONNECTION]



3 | COLLINS AVE - BTWN 72ND AND 75TH STREETS
STREETSCAPE CONDITIONS [EXISTING]

COLLINS AVENUE + BANDSHELL *[LOOKING NORTH]*

COLLINS AVENUE + BANDSHELL *[LOOKING NORTHEAST]*

73RD STREET + COLLINS AVENUE INTERSECTION *[LOOKING NORTH]*

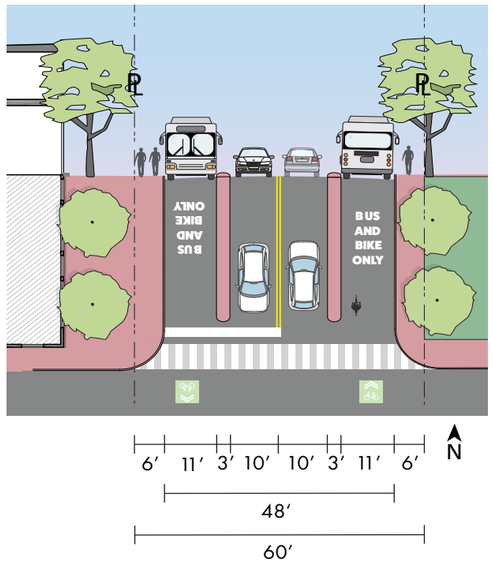
75TH STREET + COLLINS AVENUE *[LOOKING EAST]*

COLLINS AVENUE +77TH STREET *[LOOKING SOUTH]*

③ | COLLINS AVE - BTWN 72ND AND 75TH STREETS

MIAMI BEACH INTERMODAL HUB OPTION [ONGOING CITY INITIATIVE]

Collins Avenue at 71st Street
Two-Way Travel & Dedicated Transit

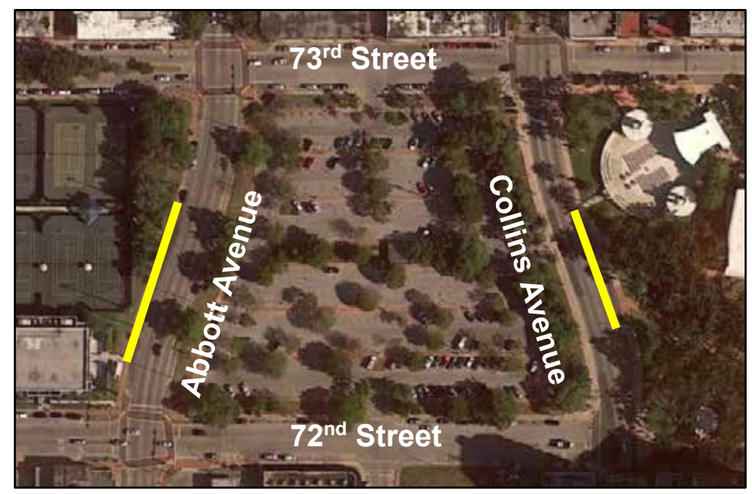


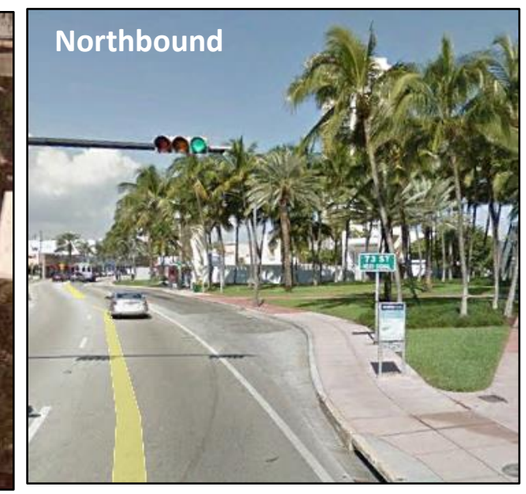
FROM NOBE MASTER PLAN 2016

Figure 14. Alternative A Site

Name: Harding Avenue/Collins Avenue Split Configuration (existing layout)

Aerial and Street View:



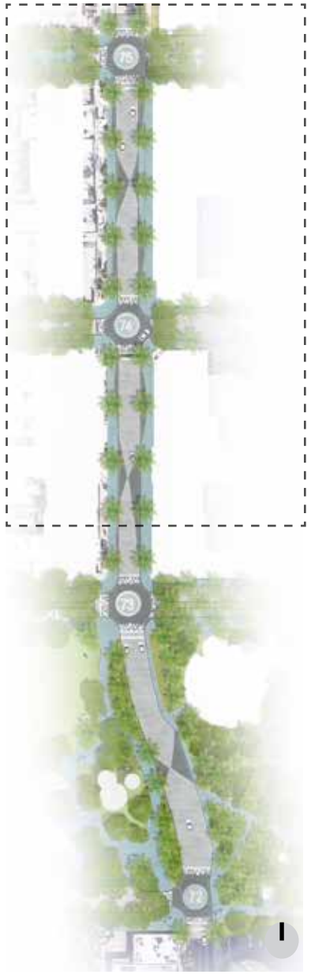


FROM MIAMI BEACH INTERMODAL HUBS FEASIBILITY STUDY 2018

STATUS: PENDING COMMUNITY + COMMITTEE REVIEW

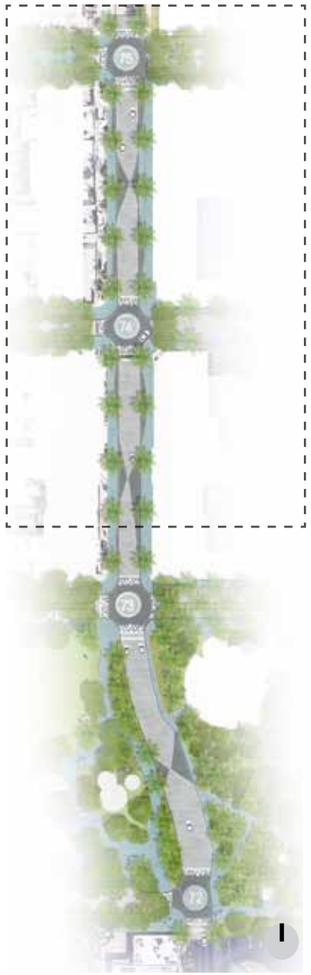
③ | COLLINS AVE - BTWN 72ND AND 75TH STREETS

POTENTIAL CHARACTER IMAGERY



③ | COLLINS AVE - BTWN 72ND AND 75TH STREETS

POTENTIAL CHARACTER IMAGERY



OCEAN TERRACE NEIGHBORHOOD

4 | YOUTH CENTER TO BANDSHELL [PROPOSED CONNECTION]

4 | YOUTH CENTER TO BANDSHELL
STREETSCAPE CONDITIONS [EXISTING]

COLLINS + 72ND STREET *[LOOKING NORTH]*

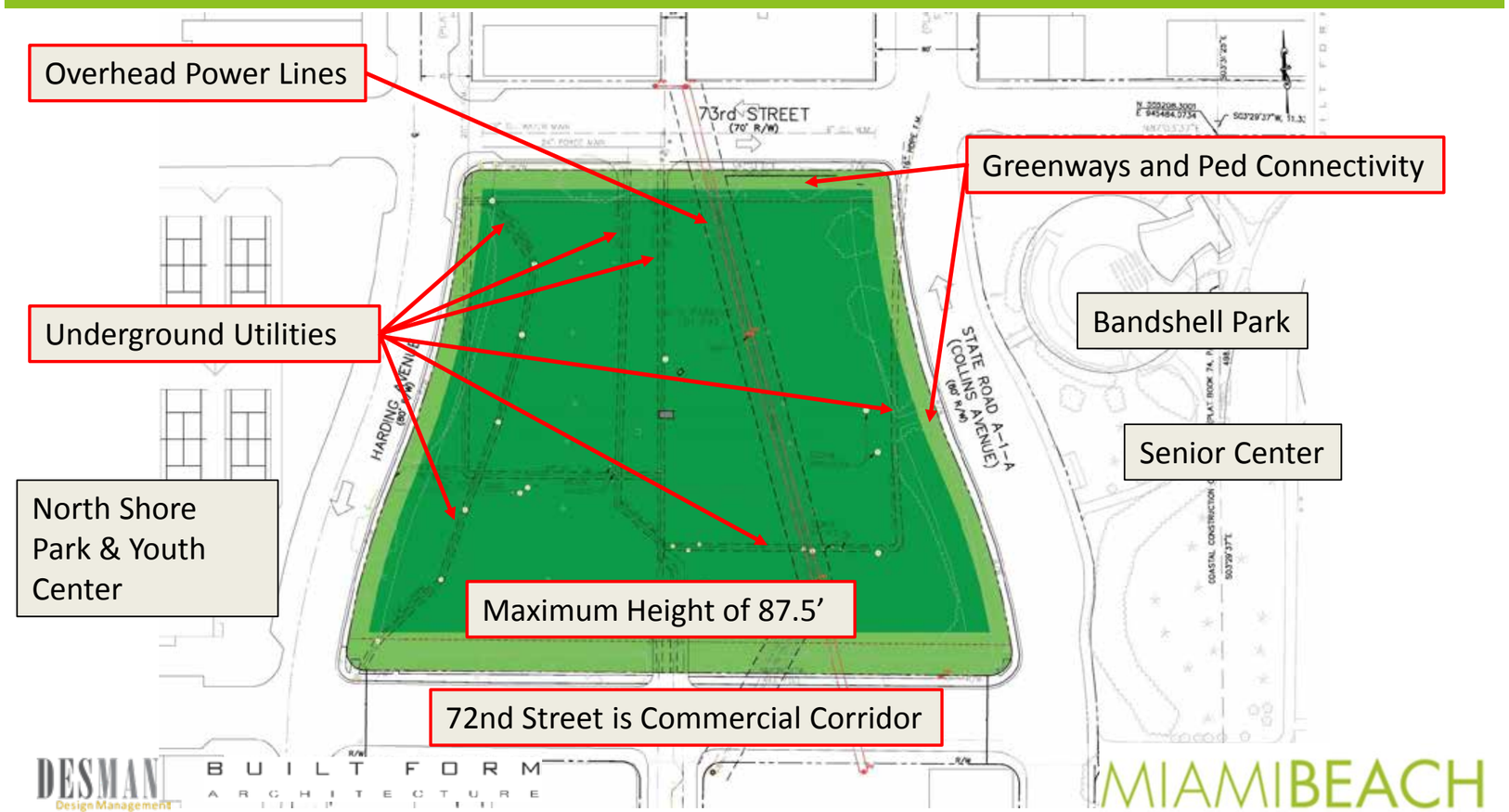
72ND STREET LOT + ABBOT *[LOOKING WEST]*

73RD STREET + 72ND STREET LOT ENTRANCE *[LOOKING SOUTH]*

72ND STREET LOT + HARDING *[LOOKING NORTH]*

72ND STREET LOT + HARDING *[LOOKING WEST]*

Site Constraints



STATUS: IN COMMITTEE REVIEW

Mid-term Improvements

General Recommendations

- **a** Commercial kiosks activate the public space
- **b** An all-wheels skate park offers an amenity to the neighborhood
- **c** A recreational field can be used for a variety of sports including soccer
- **d** A civic use such as a library, community center or other, further builds on the public uses on the adjacent blocks
- **e** Green space serving the surrounding businesses and residences
- **f** Compatible new buildings face the street and locates parking in the rear
- **g** Street trees enhance the pedestrian environment
- **h** Convert Collins Avenue to two-way traffic; include a dedicated bus lane and on-street parking

Mid-term Improvements

In the near future, on-demand car sharing and transit use are anticipated to increase. A balanced mix of transportation options, including efficient buses, a connected bike network, walkable streets and a connected street network for cars will further decrease the need for abundant parking at all hours. Self-driving vehicles may also further change the mobility needs of the community.

A parking strategy that accommodates current and future demand should be developed. The plan should balance on-street and off-street options, and provide for easy access and efficient use of space. The City can also require new development projects to prepare and implement a transportation demand management plan to reduce parking demand and greenhouse gas emissions. These development standards and rules can reduce Vehicle Miles Traveled (VMT) and promote transit, car sharing, bicycle parking, and other VMT-reduction strategies.

As mobility options improve, and fewer parking spaces are required, the remaining spaces can be converted into additional green space, creating a complete public space within the Town Center. With improved pedestrian, cyclist, and trolley/transit facilities, on-street parking, smaller surface lots will provide ample parking options to meet existing demand, while encouraging foot traffic.

A bus transfer station could also be created using a small footprint within the parking lot. Such a facility could further encourage the use of mass transit over cars.

Long-term Possibilities

Someday, the city might also *consider* the option of constructing a mixed-use parking garage, with retail, commercial, and office or residential units lining the garage on all sides. The scenario illustrated here holds open the option of building a public parking garage as a last resort, in the distant future, should it ever actually prove necessary.

Long-term possibilities

Site Options

STATUS: IN COMMITTEE REVIEW

4 | YOUTH CENTER TO BANDSHELL
PROPOSED STREETSCAPE CONDITIONS

4 | YOUTH CENTER TO BANDSHELL

POTENTIAL CHARACTER IMAGERY | MULTI-USE FIELD + PLAYGROUND

MULTI-USE FIELD
[ONGOING CITY INITIATIVE]

INTEGRATED STREETSCAPE +
ALL WHEELS PARK OR PLAZA
[ONGOING CITY INITIATIVE]

4 | YOUTH CENTER TO BANDSHELL

POTENTIAL CHARACTER IMAGERY | PLAZA

4 | YOUTH CENTER TO BANDSHELL

VISUALIZATION @ COLLINS & 72ND LOOKING NORTH [PROPOSED]

EXISTING

PROPOSED

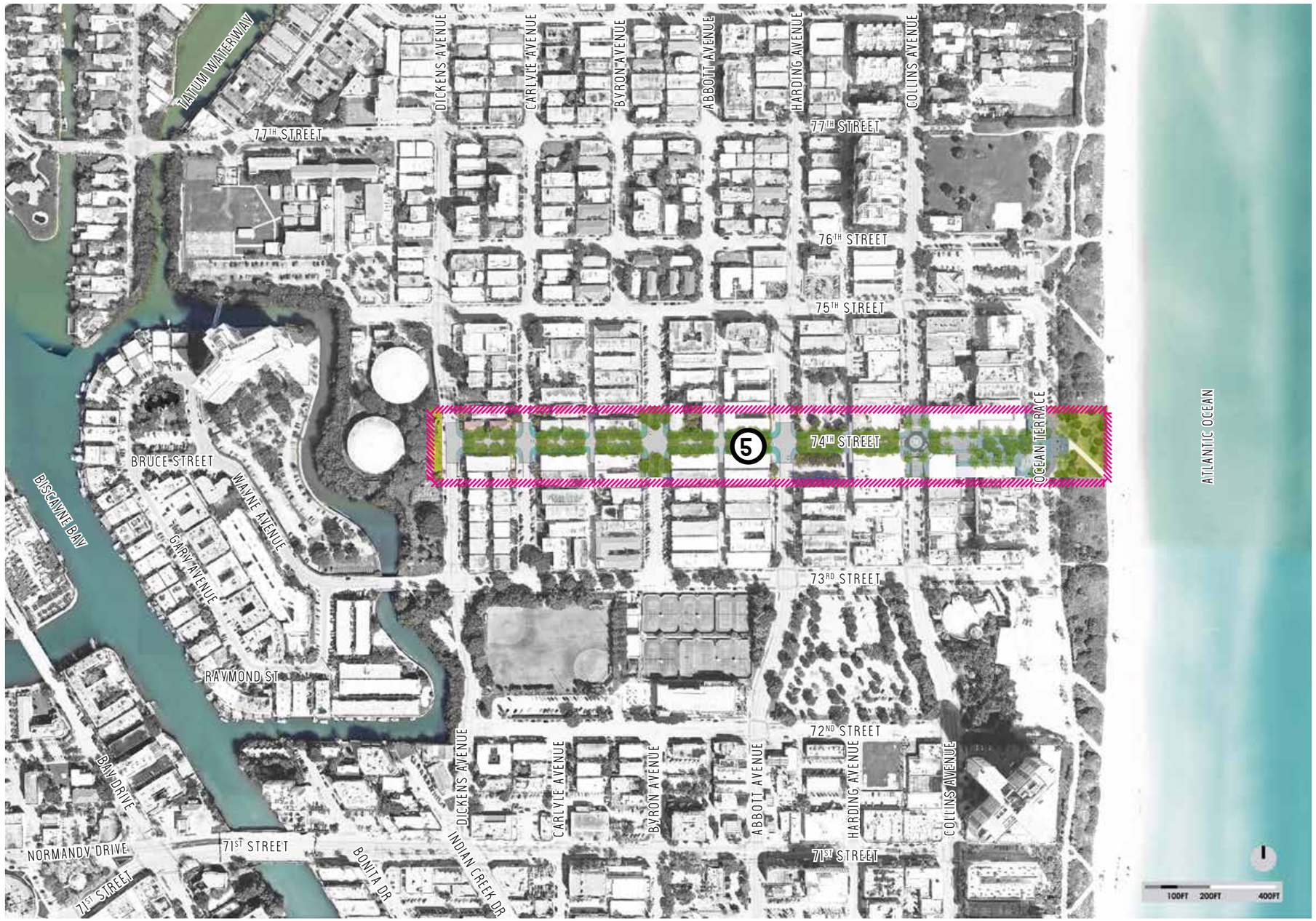
INTEGRATED STREETSCAPE + PARK / PLAZA IMPROVEMENTS [ONGOING CITY INITIATIVE]

CROSSWALK + ROADWAY HARDSCAPE IMPROVEMENTS [PROPOSED CONNECTION] [MUST BE COORDINATED WITH FDOT]

OCEAN TERRACE NEIGHBORHOOD HARDSCAPE IMPROVEMENTS [PROPOSED CONNECTION] [MUST BE COORDINATED WITH FDOT]

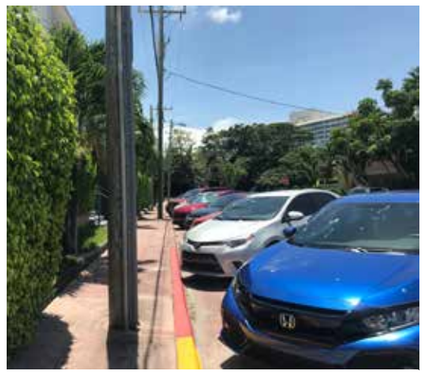
OCEAN TERRACE NEIGHBORHOOD

5 | 74TH STREET [PROPOSED CONNECTION]



5 | 74TH STREET

STREETSCAPE CONDITIONS [EXISTING]



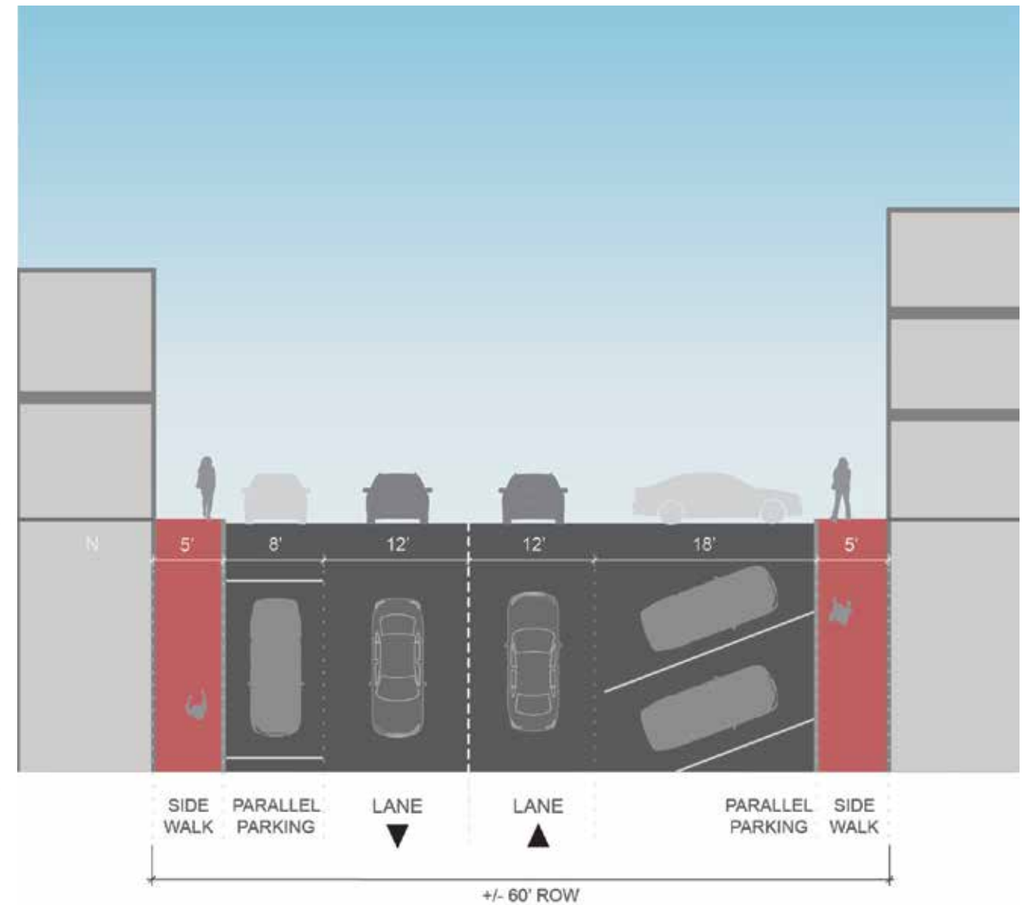
74TH STREET + CARLYLE AVENUE *[LOOKING WEST]*

74TH STREET + BYRON AVENUE *[LOOKING EAST]*

74TH STREET + BYRON AVENUE *[LOOKING WEST]*

74TH STREET + CARLYLE AVENUE *[LOOKING WEST]*

74TH STREET + LOT ALLEY *[LOOKING WEST]*



5 | 74TH STREET

STREETSCAPE IMPROVEMENTS [CONCEPT]

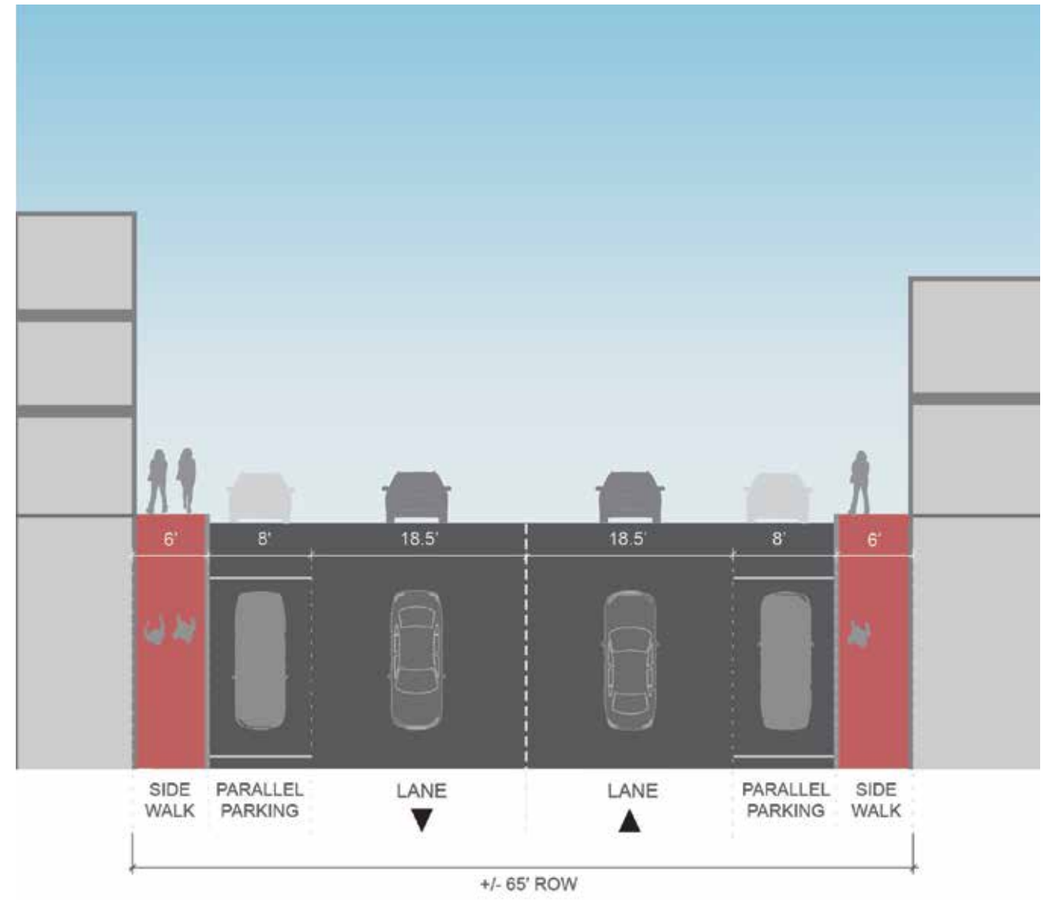
⑥ | 75TH STREET

STREETSCAPE CONDITIONS [EXISTING]

75TH STREET + DICKENS AVENUE *[LOOKING EAST]*

75TH STREET + DICKENS AVENUE *[LOOKIN*

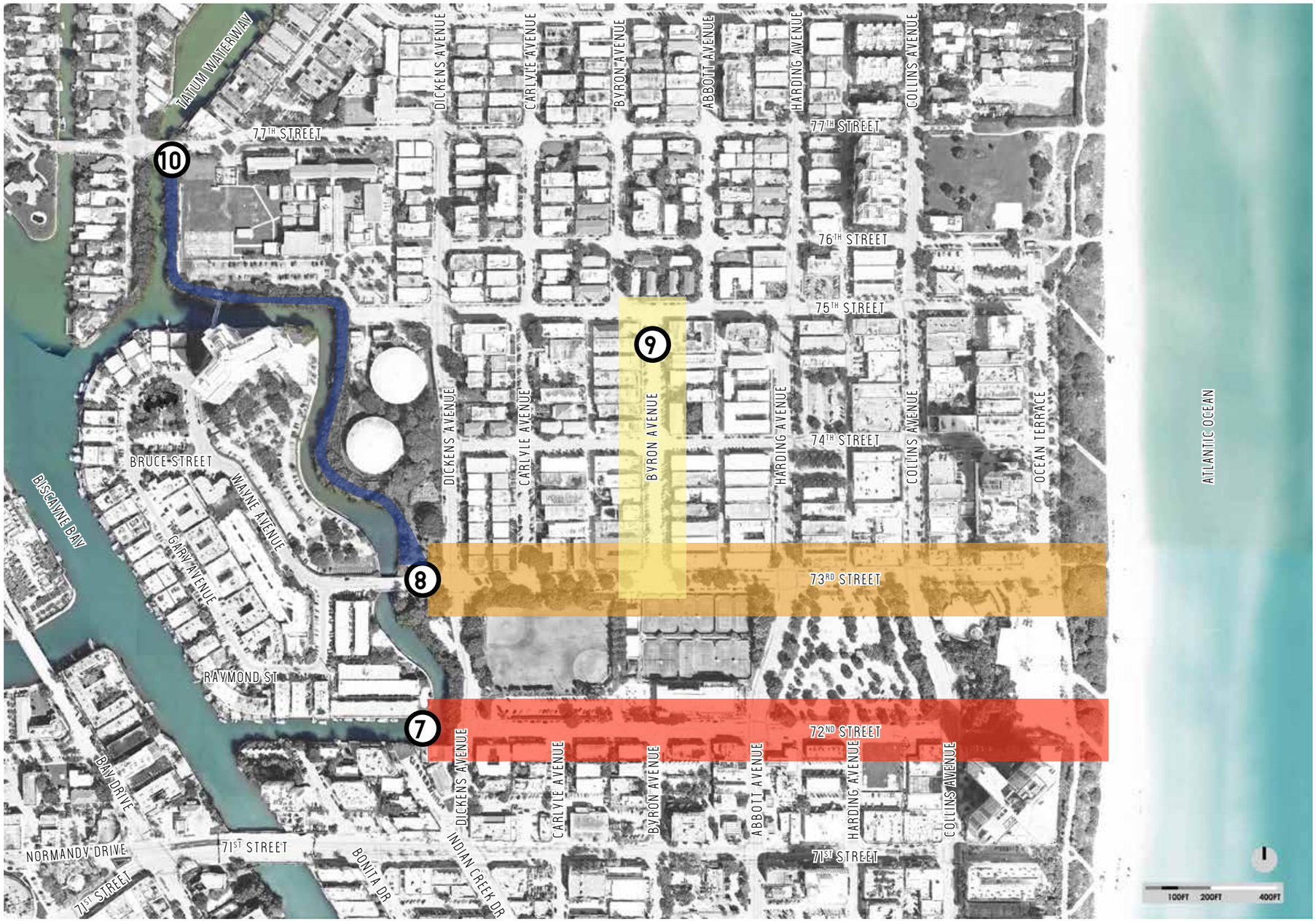
75TH STREET + BYRON AVENUE *[LOOKING EAST]*



⑥ | 75TH STREET

STREETSCAPE IMPROVEMENTS [CONCEPT]

OCEAN TERRACE NEIGHBORHOOD
ONGOING CITY INITIATIVES*



OCEAN TERRACE

LIBRARY & PARKING LOT

COLLINS AVENUE

NSYC TO BANDSHELL

74TH STREET

75TH STREET

7 72ND STREET*

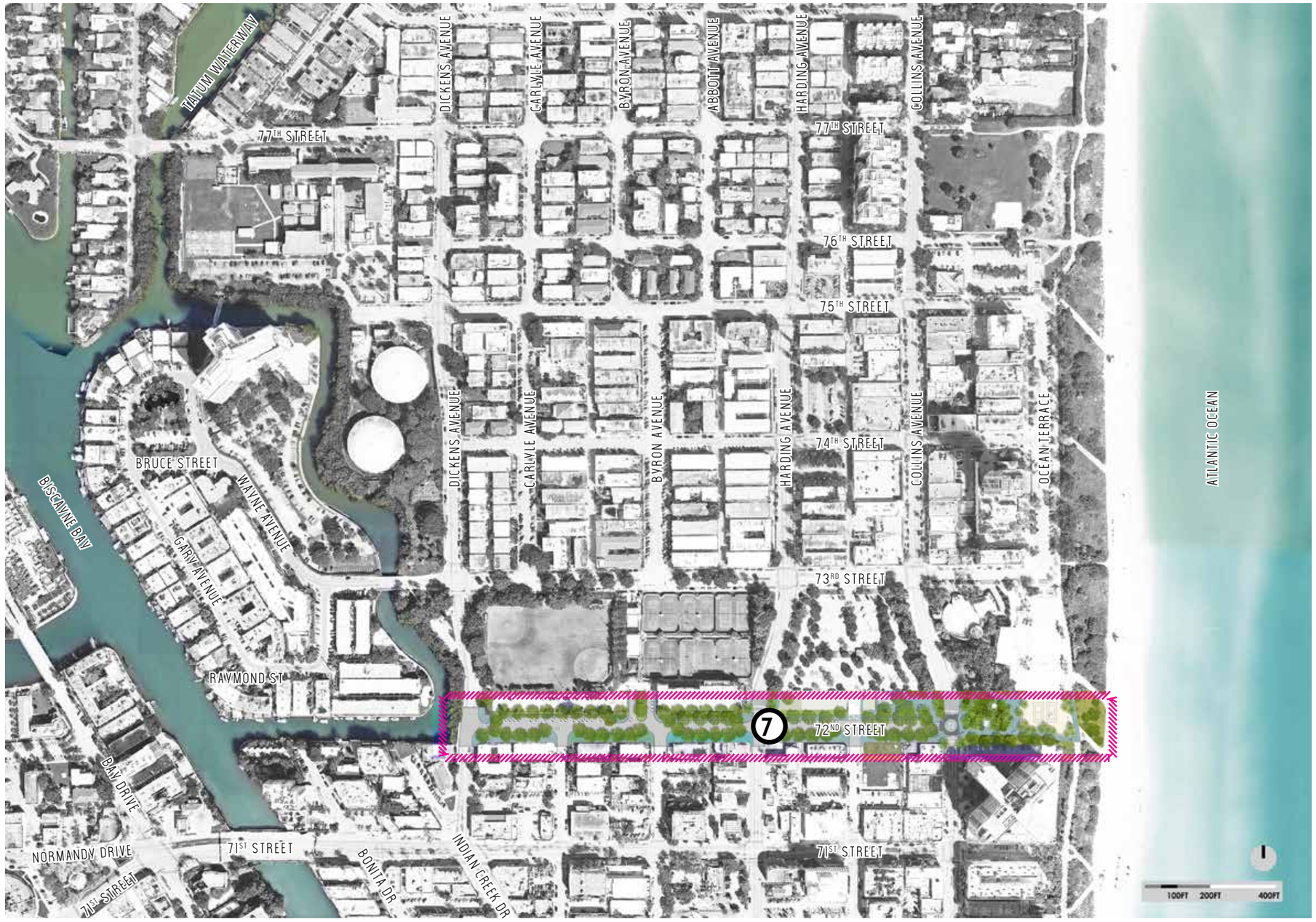
8 73RD STREET*

9 BYRON AVENUE*

10 TATUM WATERWAY SHARED USE PATH*

OCEAN TERRACE NEIGHBORHOOD

7 | 72ND STREEET [ONGOING CITY INITIATIVE]



⑦ | 72ND STREET

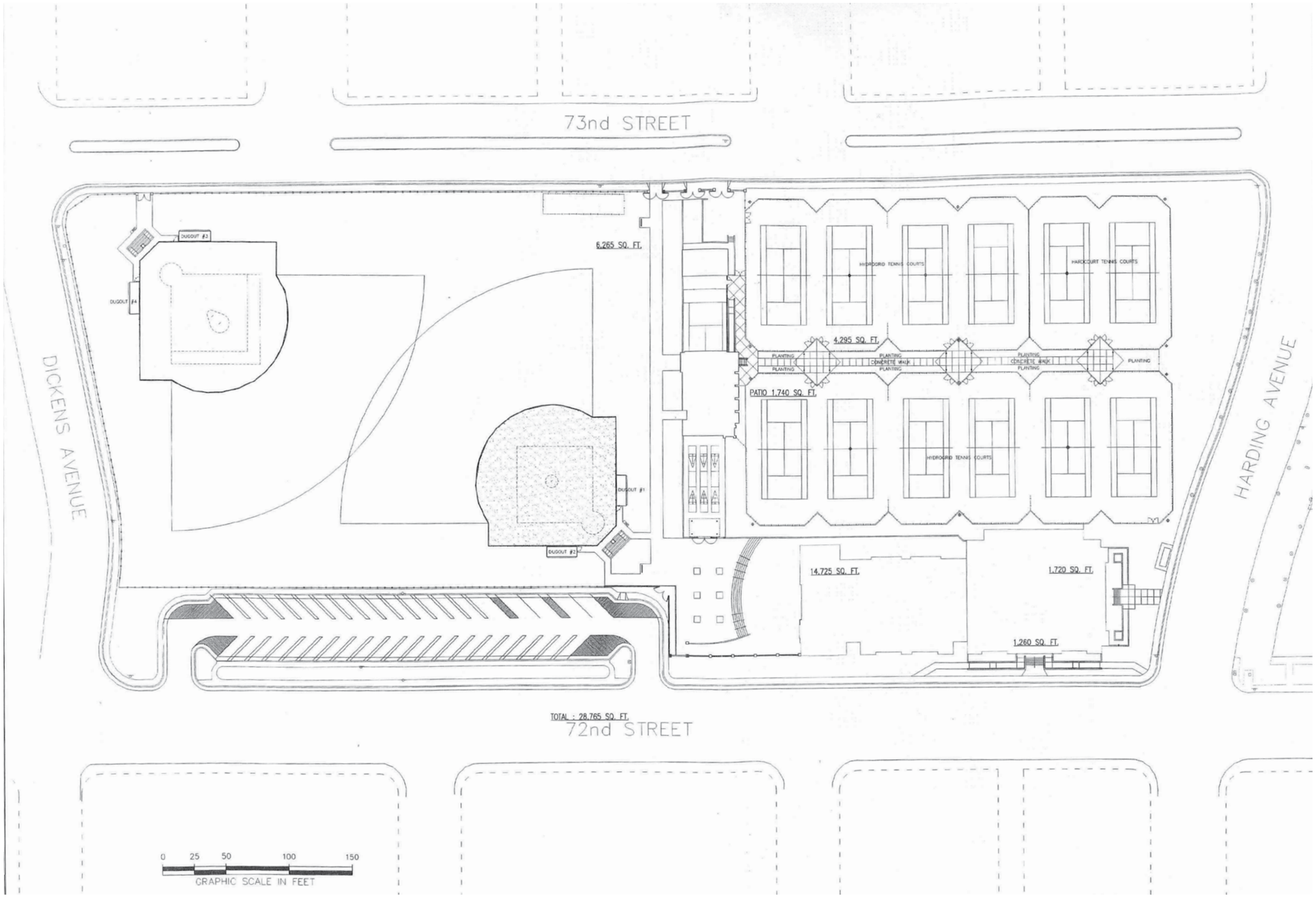
MASSING DIAGRAM TOWN CENTER [ONGOING CITY INITIATIVE]

FROM TOWN CENTER GUIDELINES REPORT

STATUS: PENDING COMMISSION ADOPTION

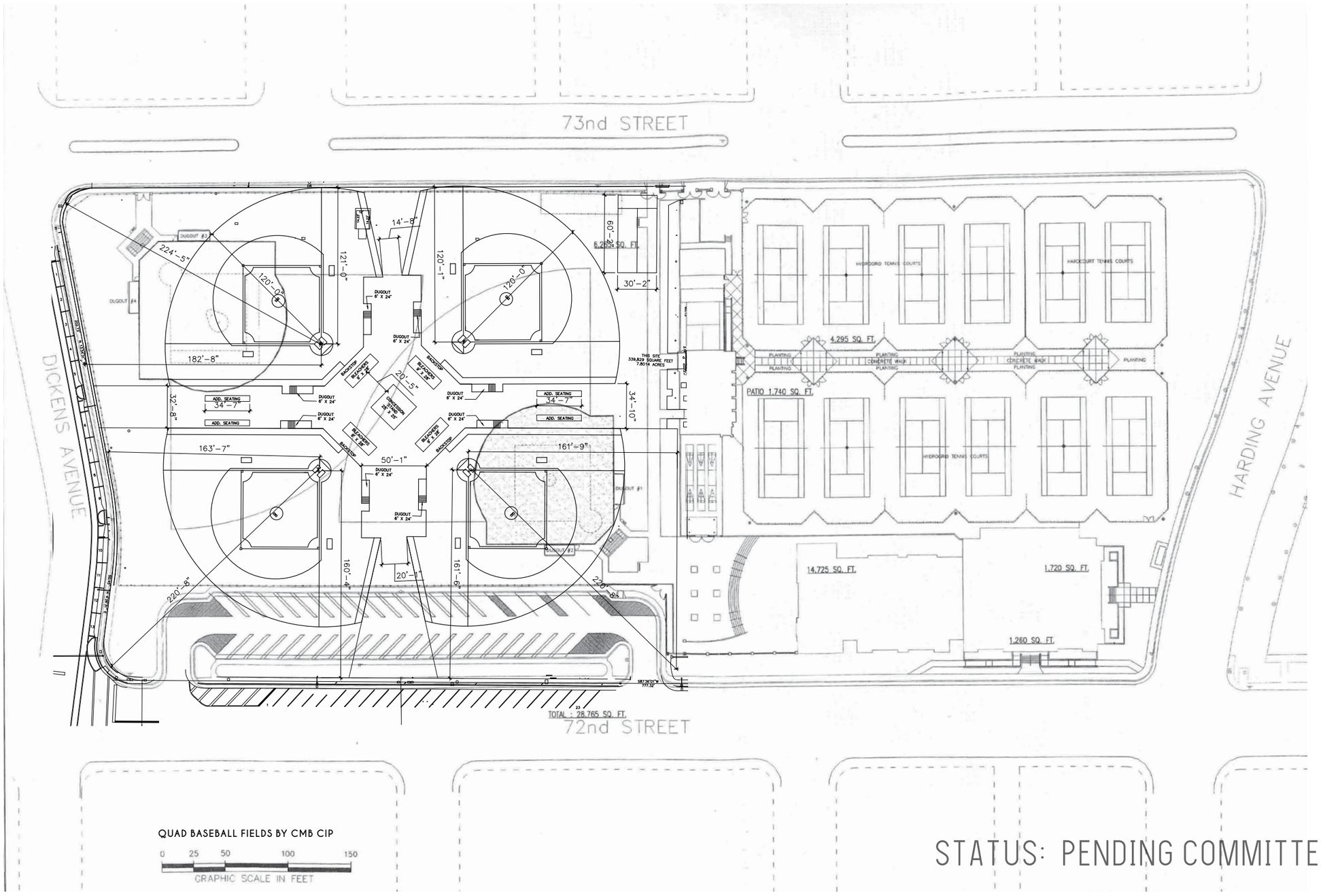
⑦ | 72ND STREET

NORTH SHORE YOUTH CENTER [EXISTING]



⑦ | 72ND STREET

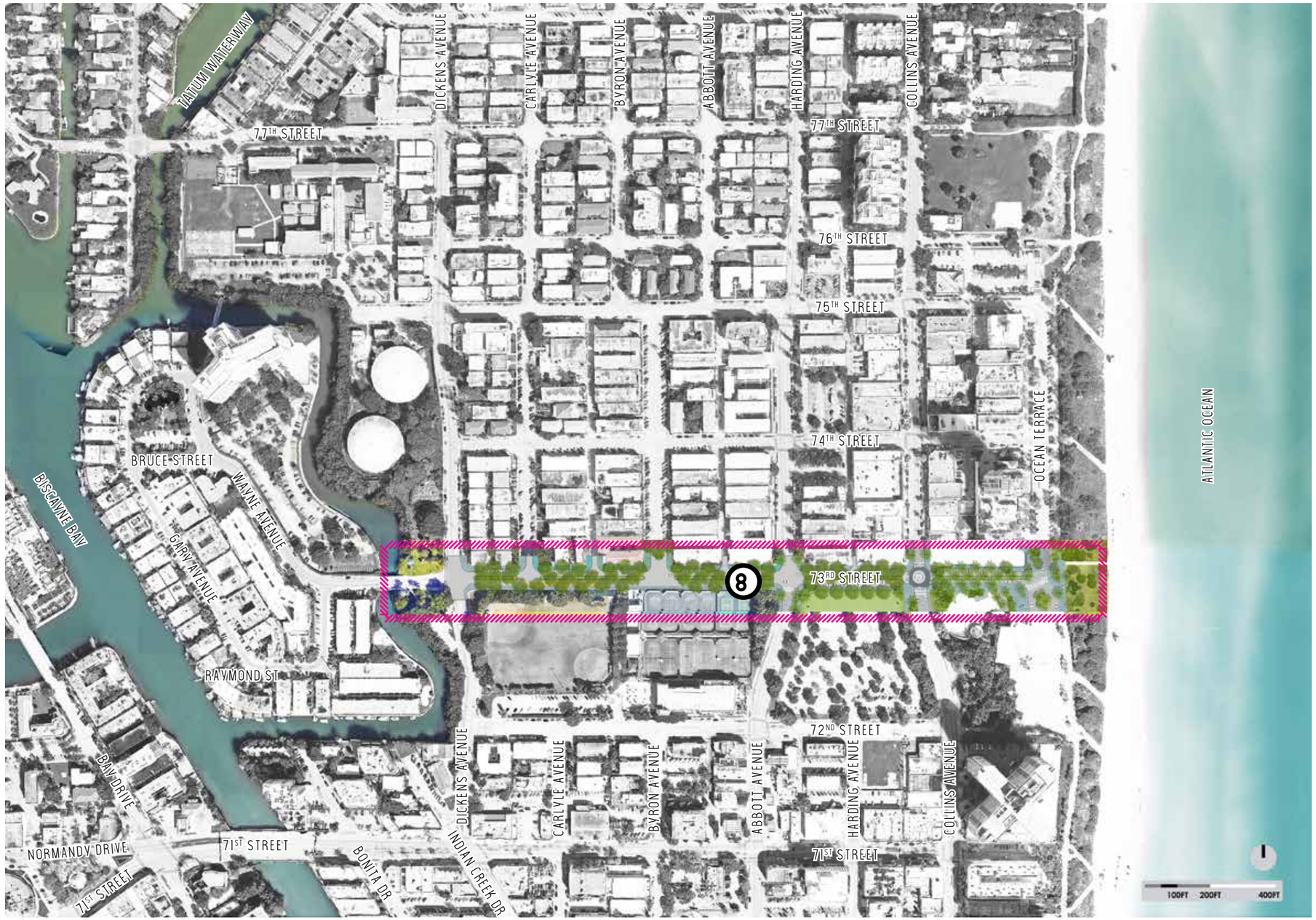
POTENTIAL QUAD BASEBALL FIELDS [ONGOING CITY INITIATIVE]



STATUS: PENDING COMMITTEE REVIEW

OCEAN TERRACE NEIGHBORHOOD

8 | 73RD STREET [ONGOING CITY INITIATIVE]



8 | 73RD STREET
STREETSCAPE CHARACTER IMAGES

EXISTING

73RD STREET + BYRON *[LOOKING EAST]*

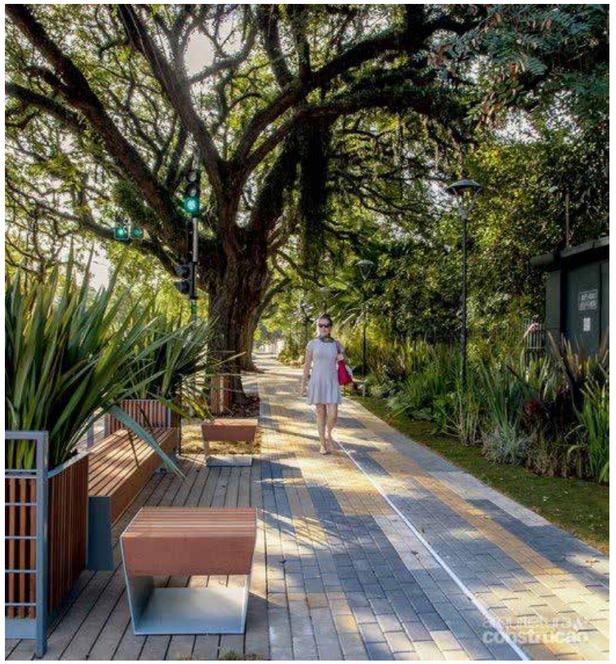
73RD STREET + DICKENS AVENUE *[LOOKING EAST]*

73RD STREET *[YOUTH CENTER ENTRANCE]*

73RD STREET + CARLYLE *[LOOKING WEST]*

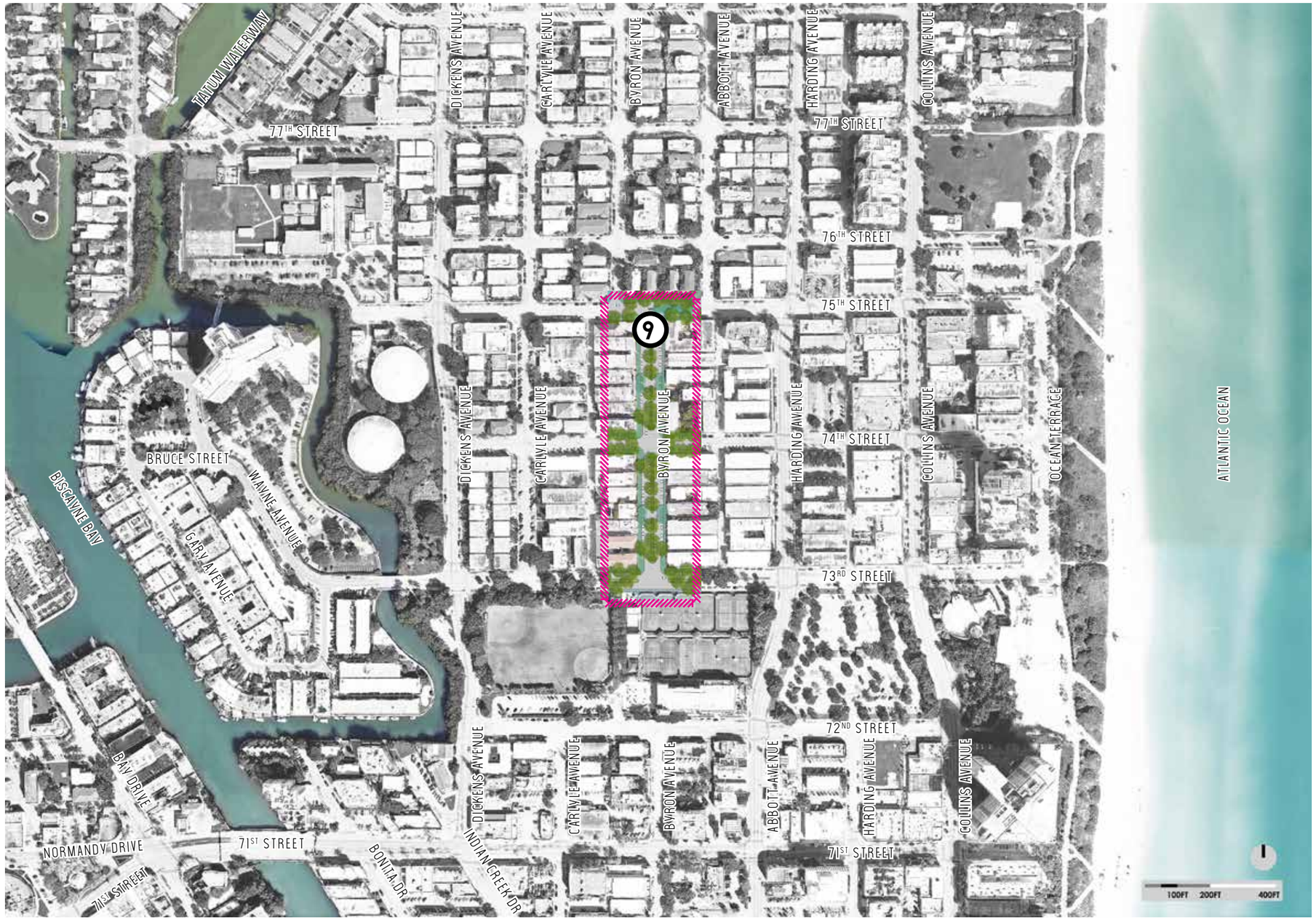
73RD STREET + BYRON *[LOOKING EAST]*

CONCEPTUAL



OCEAN TERRACE NEIGHBORHOOD

9 | BYRON AVENUE [ONGOING CITY INITIATIVE]



9 | BYRON AVENUE
STREETSCAPE CHARACTER IMAGES

EXISTING

73RD STREET + BYRON AVENUE *[LOOKING SOUTH]*

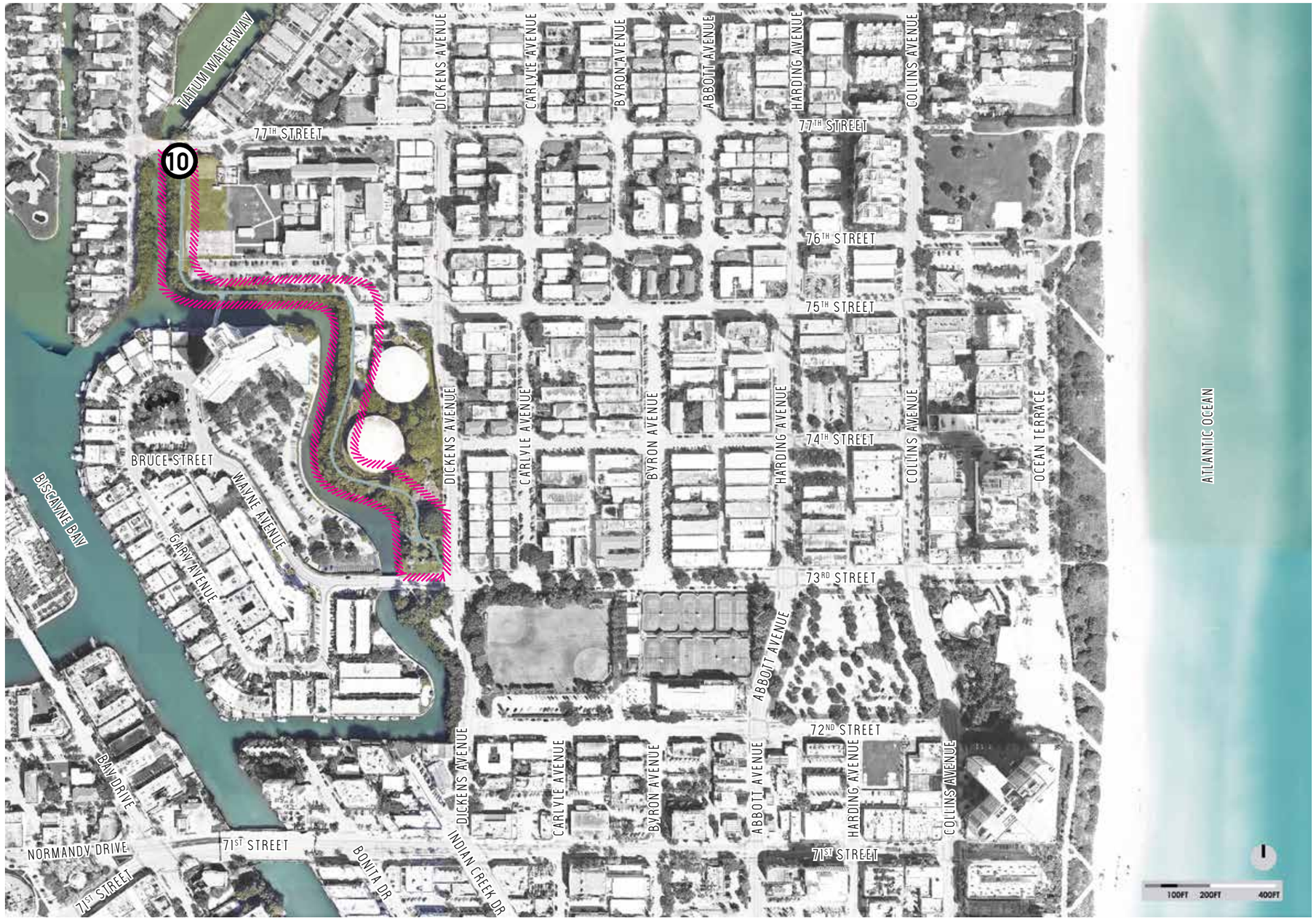
73RD STREET + BYRON AVENUE *[LOOKING NORTH]*

74TH STREET + BYRON AVENUE *[LOOKING NORTH]*

74TH STREET + BYRON AVENUE *[LOOKING SOUTH]*

CONCEPTUAL

10 | TATUM WATERWAY SHARED USE PATH [ONGOING CITY INITIATIVE]



10 | TATUM WATERWAY SHARED USE PATH
WALKWAY CONDITIONS [EXISTING]

TATUM WATERWAY WALKWAY *[LOOKING WEST]*

TATUM WATERWAY WALKWAY + BISCAYNE ELEMENTARY SCHOOL PARK *[LOOKING SOUTH]*

TATUM WATERWAY WALKWAY *[LOOKING SOUTH]*

TATUM WATERWAY WALKWAY + PARKVIEW PEDESTRIAN BRIDGE *[LOOKING SOUTH]*

TATUM WATERWAY WALKWAY + PARKVIEW PEDESTRIAN BRIDGE *[LOOKING EAST]*

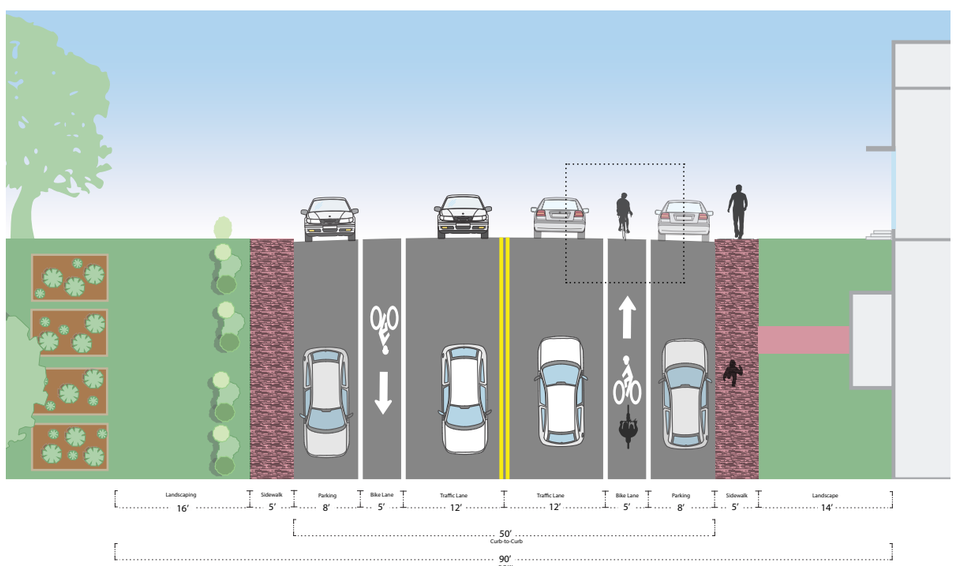
10 | TATUM WATERWAY SHARED USE PATH

SCHOOL / CITY PARK / FIELD [ONGOING CITY INITIATIVE]

DICKENS DRIVE / PARK VIEW ISLAND PARK

Street Data	
Public Right-of-Way Width	90′
Pavement Width	50′ typical
Project Limits	Dickens Between 72nd and 77th Streets
Project Length	1,800′ or 0.35 Miles
Posted Speed Limit	30 mph
Daily Volume	NA
Predominant Land Use	Compact Urban
Predominant Development Pattern	1 - 2 Residential Buildings
Bicycle / Pedestrian trip generator(s) (parks, paths, bike shop, etc.)	Park View island Park, Community Garden, Biscayne Elementary , North Shore Park
Impact on modeshare	low
Upcoming Public Works Project	Yes

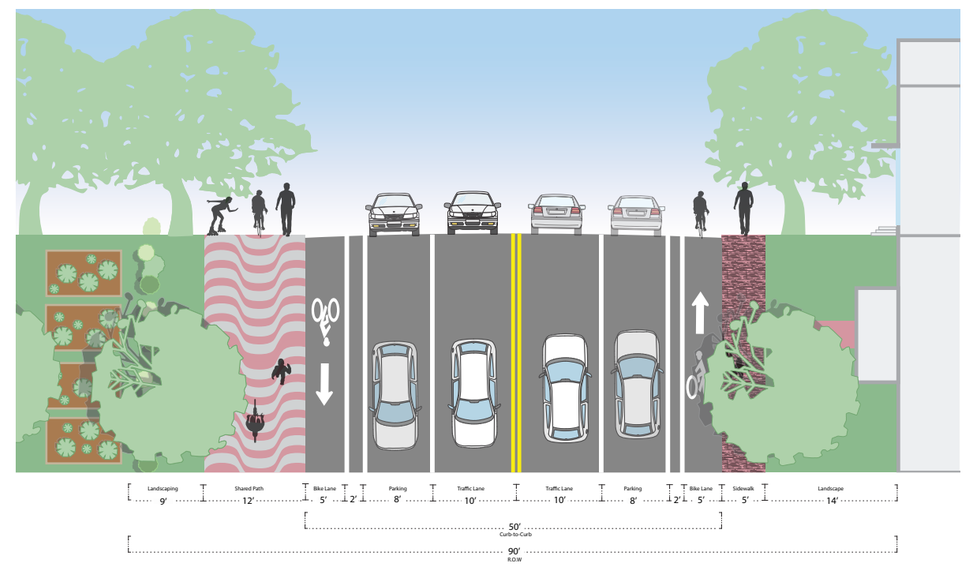
EXISTING CONDITIONS



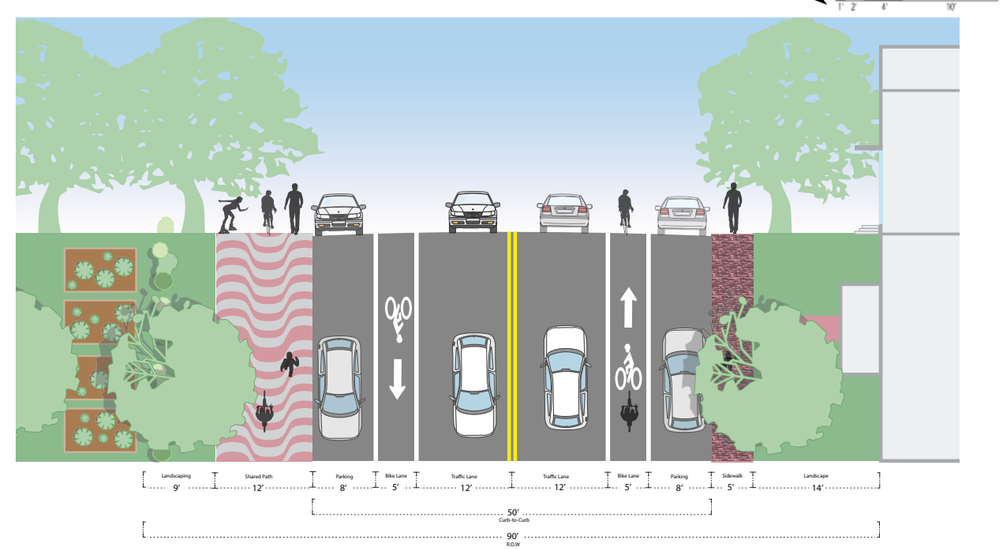
Refer to figure 3.18 of the street design guide for additional information.

DICKENS DRIVE / PARK VIEW ISLAND PARK

SHARED PATH AND PARKING PROTECTED BIKE LANE



SHARED PATH AND CONVENTIONAL BIKE LANE



100FT
200FT
400FT

VISUALIZATION OF OCEAN TERRACE NEIGHBORHOOD

THANK YOU!

NEXT STEPS

COORDINATION AMONGST CITY OF MIAMI BEACH PLANNING, HISTORIC PRESERVATION, PARKING, & TRANSPORTATION DEPARTMENTS AND THE FLORIDA DEPARTMENT OF TRANSPORTATION