



Historic Downtown District Master Plan

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Homestead



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Introduction

The goal of **Homestead's Downtown Historic District Master Plan** is to create a rationally based vision that highlights Downtown Homestead's distinctiveness, and establishes a programmatic direction for the sustenance and growth of Downtown Homestead. This will be done through the implementation of public investments and specific policies that will bring users and create value for the Downtown.

Downtowns come in many different shapes and sizes. Defining what success is in the context of Homestead's Historic Downtown District is a major question that the Master Plan has attempted to answer through community consensus building, and thorough understanding and realization of Homestead's Historic Downtown's possibilities.

The project has been carried out in a number of phases to gradually build this understanding and consensus. In the following pages we present the City of Homestead's Historic Downtown Master Plan, its goals and objectives; analysis, policies, and proposed projects that comprise it.



Figure 1 - Downtown Aerial Photo



MASTER PLAN PROJECT AREA

The City of Homestead's Historic Downtown District Project Area is as outlined in by the red line in *Figure 2*. The project area proper is of an irregular shape.

The boundaries of the project area can be described as: The Krome Avenue Corridor starting at SW 1st Street and the South Miami-Dade Busway on the south; extending to NW 4th Street on the north; the west boundary follows the rear of the commercial property lines on the west side of Krome Avenue; extends east to the South Miami-Dade Busway; over the Busway to the east side of properties on East Flagler Avenue; on the Flagler Avenue area, from Mowry Drive on the south to NE 1st Street on the north; the south limit is the Miami-Dade Busway and the north limit is NW 4th Street/Court Street.

While this is the area that has been defined as forming the core of Homestead's Historic Downtown, this section of the City of Homestead does not exist isolated from its surroundings and a much wider area has been researched in order to better understand the urban context and influences on the Historic Downtown, as well as propose improvements to areas immediately outside the described boundaries.

A wider area that spans from the South Miami-Dade Busway on the south to Campbell Drive on the north has been included in the project for the purposes of identifying influences and trends as well as connectivity of the Downtown to the major thoroughfares.

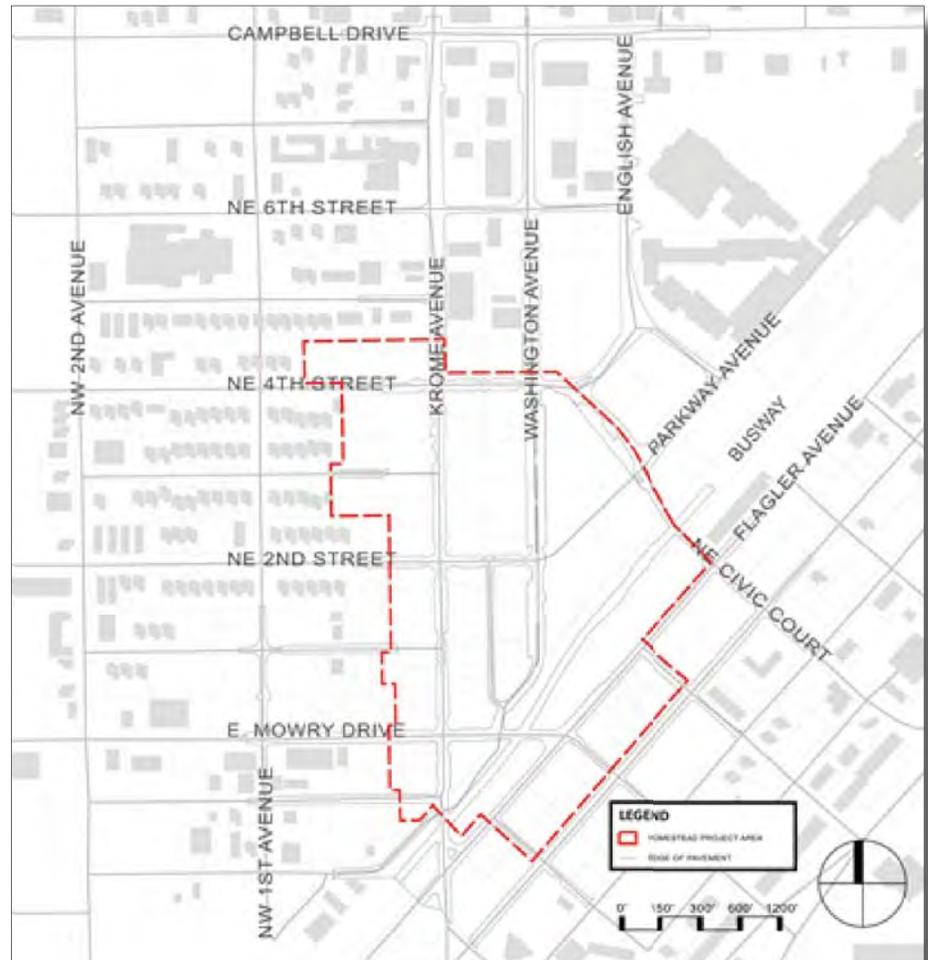


Figure 2 - Project Area



MASTER PLAN REPORT ORGANIZATION

The Master Plan Report is organized in three chapters. Chapter I includes the Master Plan and outlines the Master Plan recommendations. Chapter II provides the background for Master Plan development including the Economic and Market Analysis. Chapter III is the Form Based Code for the City's Historic Downtown District; and is provided as an appendix to this report.

CHAPTER I - MASTER PLAN RECOMMENDATIONS

1. Master Plan Objectives
2. Master Plan Proposed Projects and Actions
3. Master Plan Influence Are Improvements
4. Master Plan Next Steps

CHAPTER II - MASTER PLAN PROCESS RESEARCH AND ANALYSIS

5. Project Approach and Methodology
6. Public Involvement and Community Outreach Process
7. Existing Conditions Analysis
8. Economic and Market Analysis
9. Recommended Actions and Next Steps
10. Summary of Issues and Opportunities



I Introduction

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Chapter 1

Master Plan Recommendations



1.1. MASTER PLAN OBJECTIVES

The Existing Conditions Analysis and the Market Analysis carried out in the initial phase of the Master Plan process identified a series of issues and opportunities that were translated in to Master Plan Objectives. These Master Plan Objectives are the recommended actions and public investments to create activity and improve the City of Homestead's Historic Downtown District. The Master Plan Objectives and actions are:

- Reclaim the civic significance of Homestead's Historic Downtown through the construction of the New City Hall;
- Activate public spaces through inclusion of more active family related activities;
- Improve linkages to the major east-west thoroughfares, Campbell Drive through street improvements that promote pedestrian linkages and beautification;
- Improve linkages to Miami-Dade College to increase pedestrian traffic to Downtown and address this linkage as a major street improvements priority;
- Make strategic long term investments through the acquisition of critical sites that can play a major role in Downtown redevelopment;
- Promote selective infill of open sites on Krome Avenue to address the need to maintain street continuity and activity;
- Support continued growth of educational uses as a major

activity generator and a major use in the development of Downtown;

- Provide incentives to attract food and beverage facilities in order to build on a successful Downtown business trend;
- Create a singular tourist attraction in Historic Downtown Homestead;
- Provide a Form Based Code to ascertain that the urban and architectural character assets of Historic Downtown Homestead will be preserved and serve as the base for improving the health, safety and welfare of Downtown; its economic activity.

In the following pages the recommended projects and actions are translated into specific concept design recommendation where appropriate; or descriptions of proposed public sector actions where designs are not warranted.



1.2. ON-GOING COMMUNITY REDEVELOPMENT PROJECTS

At a cost of \$1.9 million, the City of Homestead Redevelopment Authority (CRA) has recently concluded substantial street improvements to Washington Avenue from N.E. 4th Street to Campbell Drive. These improvements were identified earlier in the report. The recently completed street is provided with a landscaped median, on-street parking, new sidewalks and road paving surface. It will improve the connection of Downtown to the major east-west collector street that is Campbell Drive.

The City of Homestead Redevelopment Authority (CRA) has recently concluded substantial street improvements to Washington Avenue from N.E. 4th Street to Campbell Drive. These improvements were identified earlier in the report; they were on-going, being in the process of implementation at the time. The recently completed Washington Avenue to Campbell Drive street is provided with a landscaped median, on-street parking, new sidewalks and road paving surface. The improvements provide an attractive gateway into the Downtown from the major east-west collector street that is Campbell Drive.



Figure 3 - On-going projects



1.3. INFLUENCES AND IMPROVEMENTS

- *New City Hall Building in Downtown Homestead*

The Market Analysis established that there is limited opportunity for retail and residential development in Downtown Homestead. The Downtown economy has shifted to one of educational and civic uses. The construction of a New City Hall in Downtown Homestead complements the civic/institution based Downtown economy. The capital investment in a New City Hall building will provide a major improvement to linkages between Downtown, the US 1 Corridor and the new developed areas further east.

A substantial amount of new development has occurred east of the Homestead Extension of the Florida Turnpike (HEFT) including the new Baptist Hospital, new hotels and substantial number of residential developments. This has created two distinct areas of the City of Homestead with the retail emphasis being in the large retail center development on Campbell and the HEFT exit.

The construction of City Hall in Downtown Homestead will become a point of attraction to all residents of the City of Homestead and help Downtown regain its civic significance.

The additional parking provided by the New City Hall will be shared by Downtown visitors.

While the number of employees in City Hall is not substantial, nevertheless, the New City Hall will provide an additional local population, both employees and visitors, to help support restaurants, retail and other establishments.

As mentioned, the existing City Hall site has substantial economic value and will bring into the tax rolls new development at Campbell and US 1, one of the most important commercial intersection of the City of Homestead.



Figure 5 - New City Hall for Downtown Homestead

Since the beginning of this Master Plan the present building at Campbell Drive and U.S. 1 has been vacated. It was deemed a building with substantial environmental problems and determined to be a sick building. The City Hall functions were relocated to a commercial building and the City Commission has approved the issuance of an RFP for the construction

Reclaiming Civic Significance



- *Losner Park activation and improvements*

Losner Park is a major open space for both the City's Downtown and the Krome Avenue sector of Historic Downtown Homestead. This is one of the City's most centrally located parks and can become a point of attraction for citizens of all areas of the City of Homestead.

Regrettably, it is essentially a very passive design with no real attraction for children or families other than an open space where children can run. The available stage at the south west side of the park is use during events only.

During the research process to identify what public uses could be included in Losner Park to make it more active and attractive to the community at large; the inclusion of an interactive water features was identified as being a featured used in numerous downtowns to attract families and help local businesses.

Interactive Water Feature

The Master Plan proposes the inclusion of an interactive water feature in Losner Park as indicated by the site plan and the before and after renderings of Losner Park. The Interactive Water Feature proposed will be minimally invasive to Losner Park.

The Interactive Water Feature concept design proposes maintaining a substantial amount of green space that is presently in the park; green space that is also used as a viewing area for the stage.

The stage will not be impacted in its design or viewing area.

An open air eating area adjacent to the Seminole Theater is proposed. This eating area will work in conjunction with a concession on the ground floor of the Seminole Theater immediately off the park. This is further explained in the following section.

The renderings show the conceptual location of the Interactive Water Feature. The facility can be turned on and off to respond to different events in Losner Park.



Figure 6 - Open space at Losner Park



Downtown Silver Springs, MD



Clematis, West Palm Beach, FL



Centennial Park, Atlanta, GA



- PLAZA
- EXISTING AMPHITHEATER
- LAWN AREA
- CLOCK & FLAG PLAZA
- LINEAR INTERACTIVE WATERFEATURE
- BENCHES
- LAWN AREA
- LARGE PALM / SHRUBS
- PLAZA CAFE
- SEMINOLE THEATER CONCESSION AREA AND PUBLIC RESTROOM RECONSTRUCTION

Activating public spaces

Figure 7 - Samples of successful open spaces

Figure 8 - Before and after concepts for Losner Park



Activating public spaces



Figure 9 - Losner Park with interactive water feature (day view)



Activating public spaces

Figure 10 - Losner Park with interactive water feature (night view)



- *Seminole Theater concession and public restroom facilities improvements*

The Seminole Theater is an important piece of the City's Downtown redevelopment. The City of Homestead has invested in the construction of restrooms on the building's north side. These restrooms open to Losner Park and are presently inactive.

Seminole Theater Losner Park Restrooms

For the construction and operation of the Interactive Water Feature there is a necessity to provide restroom facility in close proximity to the water feature as required by State of Florida Health laws. The present Seminole Theater restroom that open to Losner Park and located on the north side of the theater building could be brought into service to provide the required facility to meet the Health Code requirements. This would minimize the need for additional investment as well as the construction of a building on Losner Park.

Seminole Theater North Krome Avenue Corner Café and Outdoor Eating Area

The Seminole Theater has a glass enclosed space on the north side of its ground floor that opens to Krome Avenue and Losner Park. While the Seminole Theater building is not fully renovated and is in need of substantial investment to make it operational, the small ground floor space identified could be finished to provide a concession to serve park and Interactive Water Feature users. This space combined with an outdoor open area

with new landscape, tables and umbrella shade protection could provide a point of activity and new business on Krome Avenue. It could provide easy access coffee, ice cream and other light foods.

The build-out of this space in the Seminole Theater will require public assistance. Combined with the Interactive Water Feature the new commercial space can be a catalyst for further Seminole Theater renovation.



Figure 11 - Seminole Theatre restrooms on building's north side



Activating public spaces



- *Pedestrian and vehicular linkage improvements to Miami-Dade College*

An important element in the redevelopment of the overall experience of Historic Downtown Homestead is improving vehicular and pedestrian connections between the major users and the Downtown Core. The City of Homestead Community Redevelopment Agency, as mentioned earlier, is in the process of extending the Washington Avenue Boulevard from N.E 4th Street to Campbell Drive.

The pedestrian connections between Miami-Dade College Homestead Campus and the Downtown Core need to be improved. Improving pedestrian connectivity will allow easier access from the college to Downtown thus increasing the potential users of future developments.

The Master Plan proposes improving Park Drive, the street that leads from the main entrance of Miami-Dade College Campus to N.E 4th Street and Downtown. The proposed improvements include widening of the sidewalks, inclusion of shade trees, and the construction of a traffic circle at the intersection of Park Drive and N.E. 4th Street to highlight this linkage.

The Master Plan also proposes improving English Avenue to Campbell Drive to further link both Miami-Dade College and the Downtown to the major City of Homestead east-west connector.



Streetscape improvements to Miami-Dade College Homestead Campus



• *Attract and develop a Downtown tourist attraction*

While in its beginning Downtown Homestead was at the center of the transportation network, Krome Avenue and the railway, today Downtown Homestead sits separated from the major north-south vehicular circulation routes: U.S. 1 and the Florida Turnpike. Once the center of retail for the City of Homestead, the Historic Downtown has transitioned into educational uses with a strong presence of ethnic restaurants, mostly Mexican. The City's proximity to the Everglades gives it a unique opportunity and the low-scale small-town attractive features of the Historic Downtown make it an ideal place to attract Everglades bound tourism.

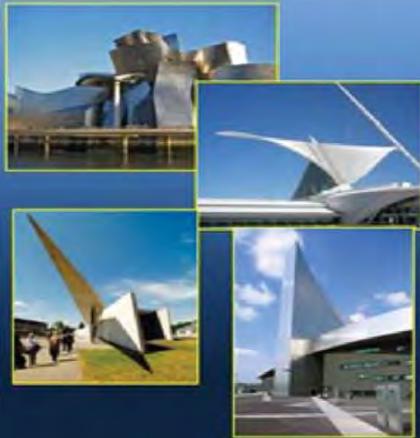
Still Historic Downtown Homestead needs an attraction, a feature that will "place it on the map". At the beginning of the project process a number of questions were asked:

- How can we make Historic Downtown Homestead prominent and visible? From U.S. 1? From the surrounding area? Nationally? Internationally?
- How can we capitalize on its proximity to the Everglades?
- How can we bring some "wow-factor" Downtown?
- What can we do that is economically viable and that may be attractive to a private entity?
- How do we do this in the relative publicly owned limited space available?

All these questions lead to the answer that to place Downtown Homestead "on the map" a major attraction that is architecturally significant and creates a Wow! Factor needs to be present; and that the attraction needs to respond to the

unique context of the Downtown. The City must search for, and support, the creation of this attraction.

The "Bilbao Effect" /Wow-Factor/Star Architecture



- Use of star architecture as a point of attraction
- Creation of a use/project that will place the city "on the map"
- "Bilbao Effect"
 - City not a tourist attraction, industrial image
 - Construction of Guggenheim Museum by Ghery has spurred a tourism renaissance

Star architecture

Tourism Driven Project Ideal Site



- "Arsenic Site"
- City owned site
- Close proximity to Downtown
- Synergy opportunities with City Hall, parking area of City Hall
- Large site area, approximately 3 acres
- Easier visibility from US 1
- Can provide linkage across E. Flager St.

Tourism-driven, project ideal site

Creating a tourist attraction



- *Work with local businesses to fully utilize available site opportunities*

There is an opportunity to work with present property owners and successful Historic Downtown businesses to maximize the utilization of privately owned sites that are adjacent to these uses.

As an example of this concept, there is an opportunity to create an open air eating area adjacent to the sidewalk on the site next to the **Casita Tejas Restaurant (Figures 12 and 13)**; the site is owned by the restaurant.

The frontage of the site could be developed as an open air café through the construction of a narrow structure.

That narrow structure will eliminate only one surface parking space while providing an added activity on the sidewalk, a buffer to the parking area from Krome Avenue views, and fill a gaping hole in Krome Avenue's street activity pattern.



Figure 12 - Existing site owned by Casita Restaurant.



Figure 13 - Potential development of open air cafe on existing Casita Restaurant site.



- *Carry out a targeted land acquisition program*

There are other sites within the Downtown Historic District core that should be acquired and assembled by the City of Homestead in order to remove buildings that are not contributing to the desired Downtown environment and that assembled with other sites can become adequate development parcels.

- *Gap in urban fabric*
- *create an activity that will not impact parking*
- *provide street cafe entertainment*



Figure 14 - Casita Tejas Restaurant property

Promoting options for open sites



1 Master Plan Recommendations

Attracting restaurants

- *Create a private food and beverage investment incentives program*

As identified in the Market Analysis, there are a number of very well-known and successful Mexican restaurants on Krome Avenue in the Historic Downtown district.

With the increasing student population, a new Subway restaurant opened on Krome Avenue just north of 4th Street. There is a successful large Italian restaurant on Washington Avenue on N.E. 6th Street, if well outside the Historic Downtown it is still in close enough proximity to indicate that there is a growing market for food and beverage establishments.

There are numerous successful restaurant incentives models that have been implemented by cities throughout the nation to incentivize the development of food and beverage facilities in downtowns.

Food and beverage incentives program

- *Establish a Downtown fund*
 - » *for new and expanding businesses*
 - » *for profit businesses*
 - » *non-profits may be considered*
- *Design the program to achieve public benefit (creation of employment and property value)*
- *Minimum restaurant area*
 - » *incentives based on square footage of restaurant*
- *Identify applicant financial stability*



A Mexican restaurant on Krome Ave.

- *Clearly define eligibility*
 - » *selection evaluation criteria*
- *Define implementation procedures*

Downtown Homestead has opportunity to become South Dade's food and entertainment center

- *Target orientation to more restaurants and entertainment*
- *play upon the pedestrian experience (quaint)*

Thoroughly evaluate near term investments

- *consideration for the type of investment should be planned in phases.*
- *support cost of tenant build-out to convert to restaurant entertainment uses.*
 - » *tenant improvement loans*



- *Educational incentives program*

The expansion of civic and educational uses was identified in the Market Analysis as a potential major driver for Downtown redevelopment.

Expansion of higher educational facilities within the Downtown core will play a major role in Downtown redevelopment (Figure 15).

Incentivizing higher education uses within the Downtown core is recommended as part of the Master Plan.



Figure 15 - Proposed future site location

Supporting education



1 Master Plan Recommendations

Establishing standards

- *Form based code preparation and implementation*

A Form Based Code, a series of standards for project development, is needed to provide for the orderly and congruent development of Homestead's Historic Downtown both for the construction of new buildings and the renovation of existing structures in order to foster a high quality design identity; provide for an active street scene; and protects the historic resources of Homestead's Downtown.

A Form Based Code provides standards for the continued and orderly redevelopment that will assist in enhancing and maintaining the identity of the City of Homestead's Downtown Historic District.

The objectives of the Form Based Code are:

- To maintain the architectural style and building integrity, including the retail village appearance of Homestead's Historic Downtown by providing regulations that will promote a minimum amount of retail ground level uses in order to create an attractive street scene representative of Homestead's Historic Downtown.
- To provide development zoning regulations that will provide for the complementary development of future investdirect and control future reinvestment anotential future volumetric appearance of large buildings

A Form Based Code has been prepared as part of the City of Homestead Historic Downtown District Master Plan.

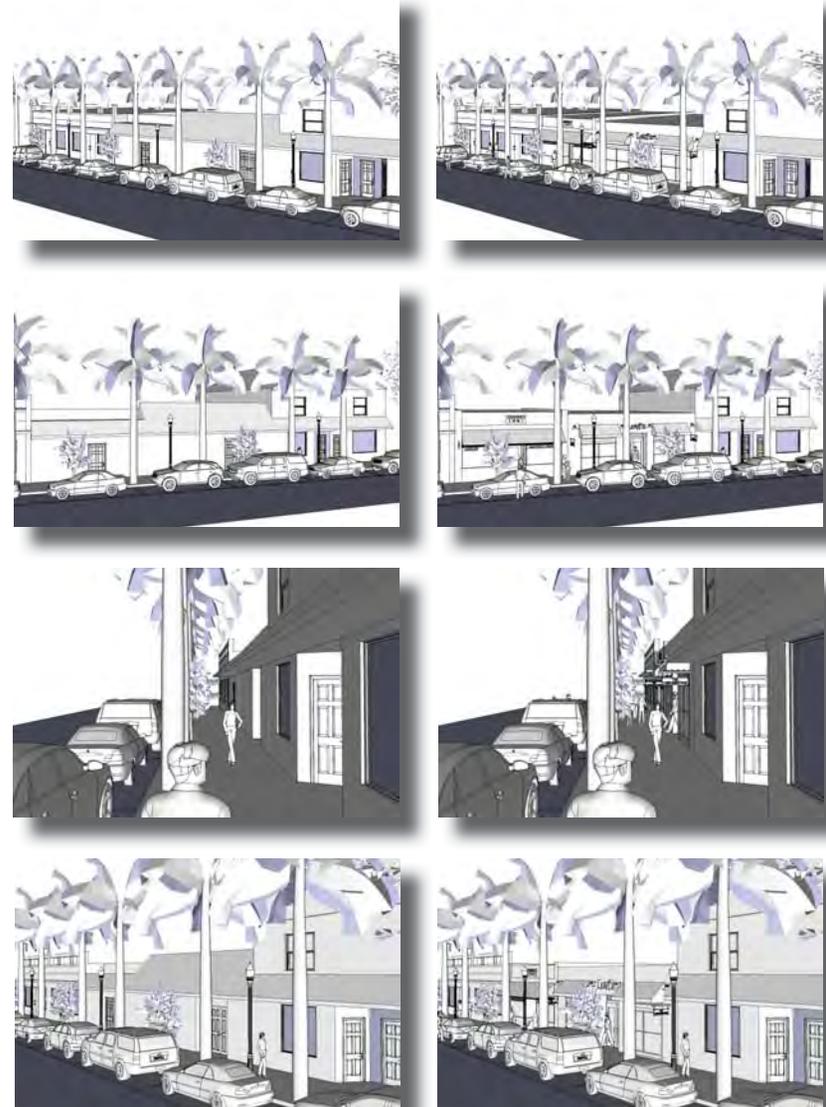


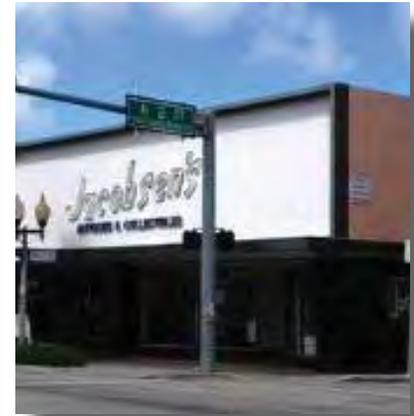
Figure 16 - Form based codes - before and after views



Establishing standards



Samples of Art Deco-styled buildings



Samples of Mission-styled buildings



Samples of Historic Homestead Architectural Vernacular



Establishing standards



Figure 17 - View of Corner, 4th. Street before and after redevelopment / form based code



Figure 18 - Proposed Gateways

- *Historic Downtown Gateways / Visual Linkages*

The limited area of what is the core of Historic Downtown Homestead is an asset in creating a walkable and easily recognizable district. Two important conditions that affect the vitality of Downtown were identified during the project research process and indicated in Chapter 2, Master Plan Process and Background Studies. The conditions identified are: 1) the limited visibility of Historic Downtown Homestead from the major north south thoroughfare, U.S. 1, and attracting the vehicular traffic on this thoroughfare to help improve the economic vitality of the Downtown; 2) the surrounding boundary commercial areas that, although not of the same urban and historic fabric, are part of the Downtown and help support its economic activity.

The Master Plan proposes the creation of major gateways at strategic points of high vehicular traffic confluence and access to Downtown. These major gateways will also serve to delimit the overall central traditional commercial core of the City of Homestead and provide a more cohesive image of the Historic Downtown and its immediate surrounding commercial context.

The proposed Gateways are distributed on Krome Avenue, the major traditional commercial spine of the City of Homestead. A gateway is proposed on the north at Krome Avenue and the intersection with Campbell Drive; and on the south on Krome Avenue and the intersection with S.E. 4th Street.

Defining Gateways



Gateways are also proposed on the east at the intersection of the two major connectors from Historic Downtown Homestead to U.S. 1: at N.E Civic Court and U.S 1 and at Mowry Drive and U.S. 1. Of course, visibility of Historic Downtown Homestead from U.S. 1 and other areas of the City of Homestead will also be enhanced by the creation of a tall vertical element, with a viable internal activity. A vertical element that announces the location of Historic Downtown Homestead to tourist traffic traveling to the Florida Keys and the Everglades, as well as to local citizens and Miami-Dade County residents.

Both Krome Avenue and U.S. 1 are roads under the jurisdiction of the Florida Department of Transportation (FDOT). The construction of gateways at these points will have to be closely coordinated with FDOT and under their approval guidelines. The development of the truck by-pass route, channeling heavy truck traffic from Krome Avenue in the Historic Downtown District, may open opportunities to create differing gateway options.

Gateway designs are not part of the scope of this Master Plan. The designs of the gateways are specific projects that will require direct focus on their detailed development. This specific focus may include detailed attention to: functionality; compliance with codes and accepted design practices; branding intent; design character and symbolism to name a few.



1.4. NEXT STEPS

The projects and programs identified in the Master Plan require different levels of investment. The proposed projects have been grouped into Early Action Projects that are either in the pipeline for construction and/or implementation; or projects that can have an immediate impact on the Historic Downtown and could be readily implemented. A concept time frame of one to three years has been assigned to these projects. As with every Master Plan the project implementation priority will be modified as projects are further detailed; as community players and their priorities change and interact; and as funding becomes available; and as other factors come into play.

Mid-Term Projects are those projects identified that can take longer to implement given their complexity and cost. A time frame of 3 to 5 years has been identified for these projects. As can be expected, certain projects may move further ahead in the time schedule given internal and external factors that affect project implementation. Planning and funding availability may change project priority.

EARLY ACTION PROJECTS 1 to 3 YEAR TIME HORIZON

- New City Hall Construction – As of the completion of this Master Plan report the City of Homestead has received construction contract bids for the New City Hall. Construction of the New City Hall should proceed on a timely basis. The final contract will require City Council approval.
- Losner Park Activation and Improvements – Interactive Water Feature – Begin planning and design of the proposed Interactive Water Feature in Losner Park and park redesign

to accommodate this new feature as well as the new eating areas proposed for the park.

- Seminole Theater’s Losner Park Restrooms and Seminole Theater North Krome Avenue Corner Café and Outdoor Eating Area - The construction and operation of the Interactive Water Feature will require that restrooms be available within a limited distance from the interactive water feature. The City of Homestead invested in the construction of a set of bathrooms facing and accessible from Losner Park and located in the Seminole Theater Building. These bathrooms should be evaluated to support the Interactive Water Feature and rehabilitated as needed.
- Selective Infill Sites Options – An infill project that requires relatively limited investment has been identified. The City of Homestead should work with property owners to provide an infill option that can be developed in the short term.
- Pedestrian and Vehicular Linkage Improvements to Miami-Dade College – The City of Homestead CRA has concluded major streetscape improvements to extend the Washington Avenue Boulevard to Campbell Drive. Improving pedestrian and vehicular linkages to Miami-Dade College is a priority to improve connectivity to this major Downtown generator of activity.
- Targeted Land Acquisition Program - Provide funding to acquire sites that can be key development parcels to entice new development.
- Food and Beverage Incentive Program – Elaboration and implementation of a Food and Beverage Incentive Program

Next steps



1 Master Plan Recommendations

Next Steps

to attract these business through initial development investment assistance that could be in the form of infrastructure improvements, tax abatement, or direct contribution. The City should contract a qualified consultant to assist in the development of this program.

- Downtown Parking Fund – Develop a Downtown Parking fund where owners and developers can contribute funds in lieu of constructing parking in their sites for new or expanded development. The funds collected can be used to construct a parking structure to provide parking for the totality of Downtown.
- Adopt Form Based Code - Adopt the City of Homestead’s Historic Downtown District Form Based Code that is part of the Master Plan process.
- Accept City of Homestead’s Historic District Master Pan – Acceptance by the City Council of this City of Homestead Historic District Master Plan.

MID-TERM PROJECTS 3 to 5 YEAR TIME HORIZON

- Tourism Attraction Development and Construction – Identification and implementation of a major tourism attraction in Downtown Homestead or in its immediate influence area. The nature and type of project will need to be identified, conceptualized and evaluated for feasibility.



Chapter 2 Master Plan Process and Background Studies



2.1. PROJECT APPROACH AND METHODOLOGY

The project scope of services, the work carried divided the project tasks into two clear efforts with specific products: 1) A Master Plan to address a vision for the development of the City of Homestead's Historic Downtown District; and, 2) The formulation of a Form Based Code to guide future development within the Historic Downtown Core and supporting adjacent areas.

In this document the Master Plan is presented. A separate document containing the Form Based Code forms part of the Master Plan work.

City of Homestead Historic Downtown Master Plan Approach

The Master Plan approach is based on:

1. Existing Conditions Analysis where we investigate and outline existing physical conditions within the study area. In the Existing Conditions Analysis we provide an understanding of the City Wide and Regional context of Homestead's Historic Downtown that is so important in order to define how surrounding areas and uses affect Downtown's development and its potential for growth; including recent retail development, residential development, transportation and traffic improvements. Another key element is the identification of key sites and constraints to development that will serve as catalysts to Homestead's Historic Downtown improvement as well as key visual and physical linkages that will serve to expand the user base of Homestead Downtown. In essence to identify what makes the District distinctive today and what will make it so in the future; and attempt to

understand what we can include to make it sustainable and attractive in the future.

The analysis also includes: 1) a review of the current regulatory framework and its impact on the continued redevelopment of Historic Downtown; 2) An evaluation of the present regulatory framework to identify regulatory constraints to development and to further identify elements that will need to be included in the form based code to be developed as part of the project; 3) On-going and proposed projects that will impact the development of Historic Downtown Homestead; 4) Identification of available redevelopment sites and building conditions; 5) A susceptibility to change analysis; 6) And the identification of major property owners within the Historic Downtown Study Area and surrounding influence areas.

An important element of the Existing Conditions Analysis is a Summary Market Analysis carried out by Lambert Advisory LLC. to address market demand issues and competitive opportunities for Homestead's Historic Downtown.

As with all projects that we undertake, we will also guide our process through the use of pertinent questions that aim to carve a deeper understanding of the Downtown Historic Area. These questions are:

- How has the overall City of Homestead and surrounding context changed over the last years?
- What are the inherent qualities, opportunities, and limitations of Homestead's Downtown Area?



2 Master Plan Process Research and Analysis

- What makes it distinctive today, and will make it distinctive in the future?
 - What programmatic direction does this lead us to? What are the seminal projects that will direct the Downtown in this direction?
 - How can we capitalize on these qualities and how can we make the Downtown more attractive and competitive?
2. Summary of issues and Opportunities to clearly outline and highlight the findings of the Existing Conditions Analysis and the Summary Market Analysis. This includes a series of issues and opportunities that have become apparent during the process of project investigation. These issues and opportunities form the basis for the development of the plan and the future form based code design controls.
 3. Proposed Master Plan to include a series of investment actions divided into a phased program that defines improvements for the Historic Downtown Core in a time frame of: Early Action Plan (1 to 2 years) investments and plans; Mid-Term Plan (3 to 5 years) investments; and Long Term Plan (over the 5 year time horizon).
 4. Form Based Code the Form Based Code of the Master Plan will be developed based on the analyses and recommendations carried out in the Master Plan process to ascertain the orderly and intended development of the Historic Downtown. The Form Based Code element of the Master Plan will include recommendations for building

design responses for the overall Historic Downtown; specific sites design controls to address the development of major sites

2.2. PUBLIC INVOLVEMENT AND COMMUNITY OUTREACH PROCESS

The design team has undertaken an extensive public involvement process that has been interactive and ongoing throughout the Master Plan process. As part of the planning and public involvement process a Steering Committee composed of both City of Homestead officials and community leaders was organized. The Steering Committee has provided a guiding role in the preparation of project research, community relations guidance and project program “brain-storming”. Meeting sessions with the Steering Committee have been organized as a function of need and occurred on numerous occasions during the Master Plan process and in particular prior to the organized community presentations/workshops. The Steering Committee was composed of the following members:

- **Joseph Corradino AICP**
City of Homestead Development Services Director;
- **Robert Barnes AIA**
Local architect in practice in the City of Homestead
- **Yvonne Knowles**
Executive Director, Homestead Main Street
- **Timothy J. Slawson RA**
Local architect in practice in the City of Homestead
- **Gemma Torcivia**
City of Homestead Economic Development

The project process and both its public involvement and internal



approach is formulated on the following tasks:

- Project Meetings with City Project Staff and the Steering Committee that included a Kickoff Meeting with City Staff and “as needed” meetings to address project issues;
- Steering Committee Meetings to review each task and preview future tasks. These have occurred “as needed”;
- Stakeholder Meetings which were individual one-on-one meetings with local property owners and concerned citizens. A summary of these one-on-one meetings is included in the Stakeholder Interviews Section of this Master Plan Report;
- Elected Officials Meetings, one-on-one meetings were designated as part of the project proposal. The B&A Team was not successful in finally organizing the coordination of these meetings with City administrative staff.
- Public Workshops/Charrettes
 - » **Charrette/Workshop No. 1**
That took place on the 30th of May, 2012 with the intended purpose of introducing the planning team, and providing a summary of identified conditions, issues and opportunities and potential courses of action in order to develop consensus on the issues and opportunities and the different plan options;
 - » **Charrette/Workshop No. 2**
That took place on February 7, 2013 and where the detailed Master Plan options were identified.
- * Community Redevelopment Board (CRA) Presentation.
- * Final presentation to City Council.



Figure 19 - Community meeting invitation



2.3 EXISTING CONDITIONS ANALYSIS

2.3.1. Homestead's Downtown Historic Development

The City of Homestead is the second oldest city in Miami-Dade County having been incorporated in 1913.

The City and its Downtown core developed along the rail line that would eventually be extended to the Florida Keys and Key West.

Agriculture has always been a major driver of the region and the City's economy. The railroad played an important role in the development of the city. The railroad provided a viable means of transport for the agricultural products of its farms; winter vegetables and tropical fruits. These were the major mainstays of the City of Homestead economy in the 1900's.

Far from Biscayne Bay and access to the Atlantic Ocean, Homestead's connection to South Florida and the rest of the country was through the rail line and U.S.

The north south Florida East Coast rail line provided a connection to the outside world and a delimiting line that defined the Downtown's east edge. Krome Avenue and the blocks adjacent defined the Downtown. The aerial photo from the University of Florida Archives illustrates the City of Homestead in the mid 1930's. Areas east of the rail line were totally devoted to agriculture and major surrounding land areas to the north and west were urbanized and in the process of development.

In 1942 the Homestead Air Force Base was constructed

and played a major influence in the urban and economic development of the City of Homestead and South Miami-Dade County.





The City of Homestead's Historic Downtown as defined by Krome Avenue and the immediate blocks surrounding it, has been the historic center of the City since its founding. Downtown was the commercial and civic center of the community and the distance to the major city of Miami to the north allowed it to develop its own individual character as a small agricultural community.

The rapid urban expansion and population growth of South Florida little by little reached Homestead's front door. Post World War II suburban expansion did not spare Homestead and gradually through the construction of new commercial centers to the north and the movement of population to new suburban development Homestead's Downtown began to suffer.

The construction of the Homestead Extension of the Florida Turnpike (HEFT) provided a new vehicular link to Miami-Dade County's Metropolitan Area and what is more allowed Florida Keys traffic to by-pass the City of Homestead. It changed the dynamics of traffic and connections to the east became competing major access thoroughfares to the city.

By the 1990's Metropolitan Miami had experienced substantial suburban expansion to the west and south with Kendall being almost fully developed. Vacant land for development was scarce.

The City of Homestead was severely devastated by Hurricane Andrew, a Category 5 Hurricane that brought destruction to South Miami-Dade County. The City made the national headlines and the loss of housing and business created population loss.

With large amounts of vacant land, the City of Homestead was still Miami-Dade County's last frontier for development. The scarcity of green fields for development attracted home builders to Homestead. In a mere ten years from Hurricane Andrew, beginning in 2002, large vacant tracts of land became prime grounds for residential development.

The areas east of the HEFT have become heavily populated. The US 1 Corridor on the City of Homestead frontage has remained with heavy traffic. New commercial development in the US 1 Corridor, including large big box retail stores to its immediate east and in Florida City; as well as the new major retail centers adjacent to the HEFT have moved the retail center of the City of Homestead to the east.

Homestead's Historic Downtown retail was not able to evolve to keep up with the changing retail patterns of today. In any case it was too small and fragile to begin with. The urban form of Downtown Homestead however, provides a unique small town feel that is an attribute of the Downtown and upon which there is potential to maintain its unique character and allow it evolves in a manner that is more adapted to the present retail market realities.

In the 1960's Homestead's City Hall was relocated from the original small historic building at Krome Avenue in the heart of Homestead's Historic Downtown, to the intersection of Campbell Drive and US 1. Having lost its City Hall, Homestead's Downtown also lost another of its traditional values: its civic significance. Today there are two Homesteads: one that exists in the Historic Downtown and the traditional residential core; and one that is rapidly developing east of the HEFT. There is a new City of



2 Master Plan Process Research and Analysis

Homestead to the east of the HEFT with large expanses of low rise residential, a new Baptist Hospital, and substantial new retail development. Miami-Dade County population projections estimate that the City of Homestead and specifically areas east of the HEFT will gain substantial additional population within the next 10 years.

The resurgence of Homestead's Historic Downtown as a vibrant and successful area with its own character is crucial to tying these two geographically separated City of Homestead sectors. Regaining Historic Downtown Homestead's civic significance is of utmost importance to accomplish this task. The Master Plan recommends the construction of the New City Hall in the City's Historic Downtown. This is further discussed in the Market Analysis section of the report.

2.3.2. Downtown Functional Areas

While Homestead's Historic Downtown District occupies a relatively small land area of approximately 42 acres, the District has a number of distinct use areas that respond to different influences, user groups, and market conditions.

Homestead's Historic Downtown District, the Master Plan Area, is defined by Krome Avenue and Washington Avenue. The Florida East Coast right of way, now the Busway, defines an edge and barrier to this core on the east. Immediately to the west, the residential neighborhood of Pioneer Village defines this boundary. On the south, the turn of the Busway limits the land area from Mowry to 1st Street and creates small triangular parcels that define the end of the Historic Downtown.

Homestead's Historic Downtown core is a traditional urban core area that is the most pedestrian oriented area of the City of Homestead. The Downtown Historic core can be defined as the area from the South Dade Busway and Krome on the South to 4th Street on the north. While one could say that Downtown Homestead spans all the way to Campbell Drive on the north, this more vehicular oriented area is a distinct change from the building lined streets of Homestead's Historic Downtown core.

With its substantial share of quaint buildings on Krome Avenue, and the low scale of its architecture, Downtown Homestead is a unique place in south Miami-Dade County. Krome Avenue defines the core of Downtown Homestead and within this historic segment of the City three clear sectors with sub-areas are defined:

1. The Krome Avenue corridor with the sub-areas that are defined as: A) The sector from Mowry Drive to 2nd Street; B) The sector from 2nd Street to 4th Street; C) and heading back south, the sector from Mowry to the Busway; the area where the City of Homestead Police Station is located;
2. Washington Avenue and its two distinct commercial areas; A) From N.E 2nd Street to N.E. 4th Street/Civic Court; B) South of N.E. 2nd Street to the intersection with Mowry Drive;
3. Flagler Street the area immediately east of the Busway directly facing on Flagler Street.



- *The Krome Avenue Corridor*

Krome Avenue defines the core of Downtown. It has evolved from a retail area from its early inception to an educational/service sector punctuated by a number of successful restaurant/entertainment uses. As previously stated is divided into a number of sectors:

The South Sector from the 14 South Miami-Dade Busway to Mowry Drive

This sector is occupied looking south from Mowry Drive by:

- On the south west corner the City of Homestead Police Department building that spans almost the totality of the block and frontage along Mowry Drive. The corner building was adapted for the Police Department use having previously been a Movie Theater. Following south from the Police Station building on the west side of Krome the use a small retail building and a successful restaurant/ entertainment use, The Stick & Stein Restaurant.
- On the southeast side there is the Toro Taco Restaurant that occupies the totality of the block. The restaurant is an old institution in Downtown Homestead and forms an activity anchor on this section of the Downtown.
- Nestled as a single small parcel of land between SW 1st Street and SW 2nd Street, a one story I historic building structure stands isolated as the last building before the South Miami-Dade Busway. The building is vacant and

used to house an antique store.

The Bus-way cuts through this area and delimits the southern boundary of the City of Homestead’s Historic Downtown District. The Bus-way acts as a barrier to the south cutting off connectivity and activity. A surface parking area parallels the busway on the south side north of Krome and serves as parking to support Downtown and surrounding areas.





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- *The sector from Mowry Drive to 2nd Street*

The Seminole Theater and Losner Park provide a focal point to the City's Downtown core. Presently closed and in the process of restoration the Seminole Theater building is a large structure, City owned historic building, presently managed by a non-profit group who are seeking funds for its restoration and operation. Losner Park is a passive green space within Krome Avenue. Immediately to the north on the same west side of the street are the presently vacant McCrory Department Store building and an adjacent "Peruvian Disco" building that is also presently vacant. These buildings have been acquired and are planned for renovation and reuses. On the corner of NW 2nd Avenue and Krome are located two antique stores, the Cobblestone Antiques store and the Jacobsons store.

Starting on the east side of Krome Avenue and Mowry Street (2nd Street), the north east corner of the intersection is occupied by a small non-descript one-story office building. This building is followed by an vacant land parcel use for surface parking, and from here the paved surface parking that is part of, and serves the Casita de Tejas Restaurant; a well-known Mexican restaurant that brings activity and users to the Downtown Core. The Casita de Tejas Restaurant building has a number of other retail stores that face this surface parking area; the areas of the building facing the surface parking lot are totally occupied.

Immediately to the north of this restaurant is the City of Homestead Museum that now occupies the restored Old

City Hall Building. It houses the Museum on the ground floor and the offices of Main Street, Inc., a non-profit organization that promotes Historic Downtown Homestead. Immediately on the corner of 2nd Street is a one story retail building that has a vacant store on the ground floor.





- *The sector from 2nd Street to 4th Street*

The core of Homestead's Historic Downtown District, the image of the Downtown, is created by the sector of Krome Avenue that runs from NW 2nd Street to NW 4th Street. These two blocks are the center and core of the Historic Downtown.

The east side of Krome Avenue from 2nd Street to 4th Street presents a continuous row of low scale buildings that are aligned on a build-to line of the street. Two two-story office structures anchor the south and north end of this side of Krome Avenue. There is a vacant site that breaks up the continuity of the street.

A new fast-food restaurant, Subway, recently opened towards the north end of Krome Avenue.



Figure 20 - Oblique Aerial - Krome Avenue from 4th. Street to 2nd. Street



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- ***Washington Avenue Corridor/ Retail Area***

Washington Avenue runs from Mowry Drive on the South to Campbell Drive on the north where it terminates as a commercial street.

There are two clear areas to Washington Avenue as it spans from Campbell Drive to Mowry Avenue: 1) the area south of 4th Street which includes a boulevard with shade trees that provide an attractive street space and forms part of the Historic Downtown core; 2) the sector north of 4th Street to Campbell Drive that is auto oriented and has numerous uses that cater to a broad service area of users.

Again, Washington Avenue within the Historic District and study area is composed of two sectors:

- a. Washington Avenue from 2nd Street or Court Street in the south to 4th Street in the north, Washington Avenue is a retail street, with retail stores on the west side and the vacant City of Homestead owned site on the east side. This area caters to a specific population of the City and Downtown Homestead: the City's Hispanic population. There are few vacancies and only two store front church uses.
- b. The sector south of 2nd Street to Mowry Drive that has successful hardware store with parking on the corner of Washington and 2nd Street as well as other less successful stores on Washington Avenue. There is a large vacant structure that has been recently remodeled located

at the end of Washington Avenue on the west side. A small plaza was constructed in front of the building by the City of Homestead. There are no structures on the west side of Washington Avenue, only a City owned and operated surface parking lot and the rest of the City owned vacant site.





- *The Flagler Street Sector*

The South Miami-Dade Busway separates the uses on Flagler Street from the core of Homestead’s Historic Downtown Center. The properties immediately to the east and the west side of the Busway are City of Homestead owned. The site is being designed as a surface parking lot to provide additional parking for the Downtown and to remove the empty image that these sites represent.

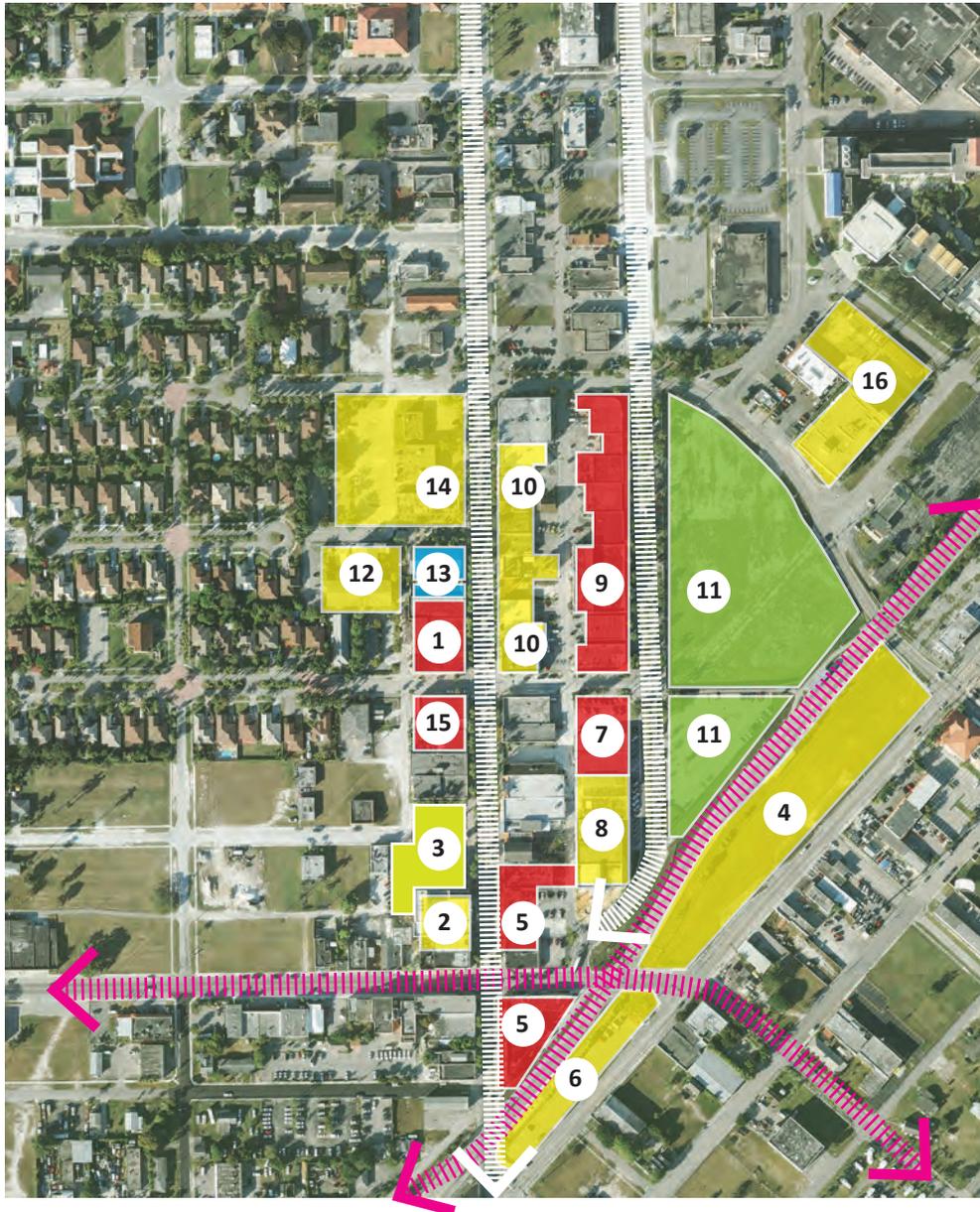
Immediately to the north the sites between the Busway and South Flagler Street from Court Street (4th Street) to Campbell Drive have been acquired by the Board of Trustees of Miami-Dade College. These sites are slated to be converted to parking areas to support the College operation. Given the substantial amounts of land owned by Miami-Dade College both to the west and east of the Busway it is unlikely that the lands dedicated to parking use on the east side of the Busway will be developed in the near future. Nevertheless Miami-Dade College represents a local population that can have a positive influence on the Historic Downtown economy.

The historic Redland Hotel is located on East Mowry Drive, just east of the South Dade Busway and at the south east corner of Flagler Street and Mowry Drive. The only other historic building on Flagler Street, the Landmark Hotel, is located to the south of the Redland Hotel.

Properties fronting on this section of South Flagler Street have not experienced a substantial economic development

growth. Uses to the north of East Mowry Drive and on Flagler Street are comprised of auto oriented uses; auto repair establishments or used car lots.





Major Structures & Uses

1. Edison Furniture
2. Seminole Theatre
3. Losner Park
4. Future Parking
5. Mexican Restaurant Core
6. Busway as Connector Barrier
7. Hardware
8. Less Intensive Use
9. Retail Store / Services
10. Social Services / Education
11. Major Vacant Site
12. Montessori School
13. Artsouth
14. Stores w/front street parking
15. Antique Store
16. AT&T

Figure 21 - Plan - Major Structures and Uses



The drawing Major Structures/Uses, Figure 17, indicates the principal buildings in Homestead's Historic Downtown District. Also indicated are the major space users within the District. The description of the structures and their present and proposed uses is as follows:

Seminole Theater Building

The present largest structure within the immediate study is the Seminole Theater building. The Seminole Theater is presently vacant and is in the process of restoration. There is a substantial capital funding shortfall to conclude the structure. Conversations with Seminole Theater officials indicate that this shortfall may be in the neighborhood of \$4.5 million to conclude the facility.

Edison Furniture Store



The largest remaining retail commercial enterprise on Homestead Downtown Historic District's Krome Avenue, Edison Furniture occupies approximately 20,000 square feet of land area the northwest corner of 2nd Street and Krome Avenue. Edison Furniture has been on Krome Avenue for a various generations. It is a business model that

attracts users from throughout the City of Homestead and South Dade.

Art South Building

Occupying a Greek Revival church building, Art South is an art institution that provides cultural activities and arts in the City of Homestead. Immediately to the rear of this property is the Montessori School.

Areas North of The Historic Downtown Core:

Mexican Supermarket and Restaurant Sector

Located between Miami-Dade College's Homestead Campus and the Homestead' Historic District Core, a large Mexican food oriented supermarket, the Mexico Market provides a node of activity that with the La Cruzada Taqueria create a successful niche market within the area. Improvements to the overall pedestrian environment will help to provide a link between this successful Downtown use and the Historic Core.



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Miami-Dade College Homestead Campus

Miami-Dade College Immediately adjacent to the Downtown Historic District, Miami-Dade College is the largest university educational institution in Miami-Dade County.

The Homestead Campus is approximately 6 acres and serves a population of approximately 10,000 students. MDC's Homestead Campus is within a short walking distance from Washington and Krome Avenue. The pedestrian environment is not conducive to promoting foot traffic that could benefit business ventures in both Washington Avenue and Krome Avenue.

Improvements to these pedestrian connections need to be implemented as part of future area public investments.





2.3.4. Vacant Sites / Lands

The largest vacant sites and land parcels are located on the periphery of Homestead’s Historic Downtown District. Interestingly enough, only two small vacant sites are present on Krome Avenue and both of these sites are located on the east side of the street. These two small sites represent an opportunity for future infill development but most of all illustrate that Krome Avenue at the Historic District is almost fully built out and that the building stock remains in use.

There are two major vacant land areas that are significant to the redevelopment and sustainability of Homestead’s Downtown Historic District:

1. The land parcel on Washington Avenue and Civic Court immediately adjacent to the South Miami-Dade Busway. This is a large City of Homestead owned land parcel that was proposed as the new location for the City of Homestead City Hall that is presently located on the south west corner of US1 and Campbell Drive. Presently fenced off this site is an opportunity to provide a use that will help attract users to Downtown Homestead and create an attractive urban area in support of Washington and Krome Avenues. A large site on the east side of the Busway and facing Flagler Street is scheduled to become a City of Homestead owned surface parking lot with approximately 220 spaces.

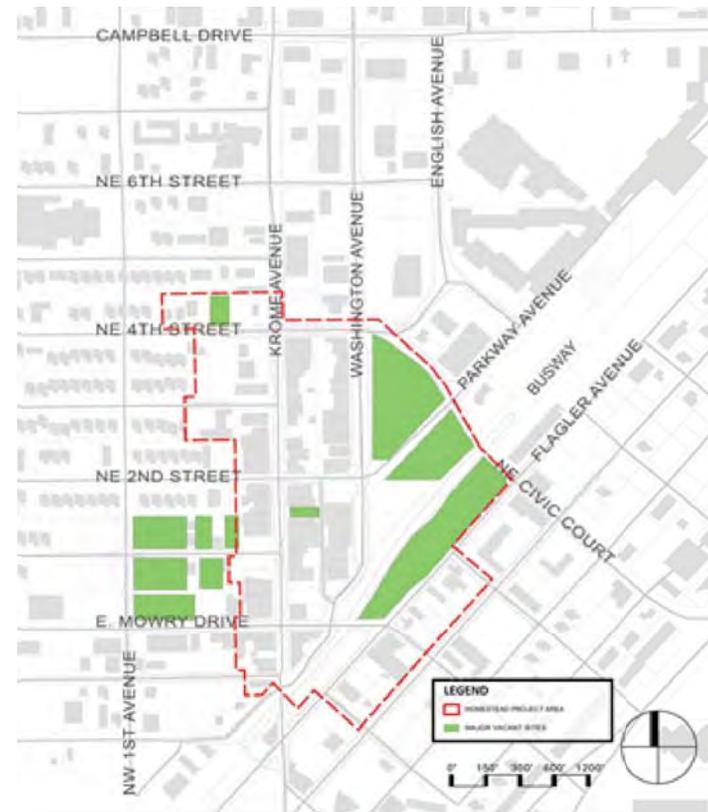


Figure 23 - Vacant Sites and Lands



2.3.5. Vacant Storefronts

On-site reconnaissance carried out by the design team indicates that there are a number ground floor store vacancies within the District. **Figure 21** indicates the location of these vacancies.

A number of these vacant stores and uses are slated for reconstruction or reuse. The Seminole Theater site and its ground level uses are in the process of renovation and while funding is an issue they will eventually be completed and occupied.

The old McCrory Department Store building and the adjacent “Peruvian” site have been acquired and are slated to become a food court and a live-work retail mall. The Motel was also acquired and plans are pending for its reuse.

Eliminating these vacancies from the mix, one can see that the ground level vacancies within Homestead’s Historic Downtown District are at present limited to two or three sites on Krome Avenue and two larger commercial spaces on Washington Avenue. While there are no major vacancies the area has evolved into an education and service area sector punctuated by a number of specialty restaurants, and limited specialty shops.

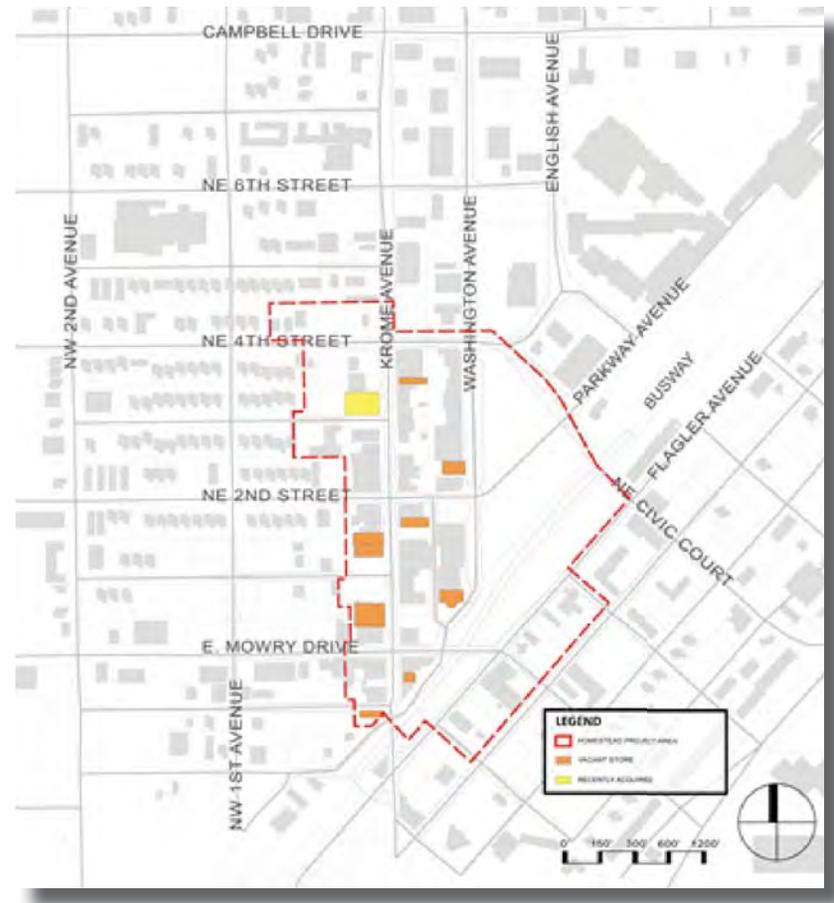


Figure 24 - Vacant Storefronts



2.3.6. Major Property Owners

Figure 22 indicates the major property holdings/owners within the Master Plan study area. The information included has been compiled from the Miami-Dade County Property Appraiser web page, and verbal information gathered in the process of stakeholder meetings. Not all the property registration names reflect the intended user/owner name.

There are three major property owners. These are:

1. The City of Homestead that owns major land parcels on Washington Avenue;
2. Miami-Dade County Board of Trustee that are the proprietors of the sites immediately north of the Historic core;
3. Bell South that owns a major switching station and parking area between Miami-Dade College and Civic Court.

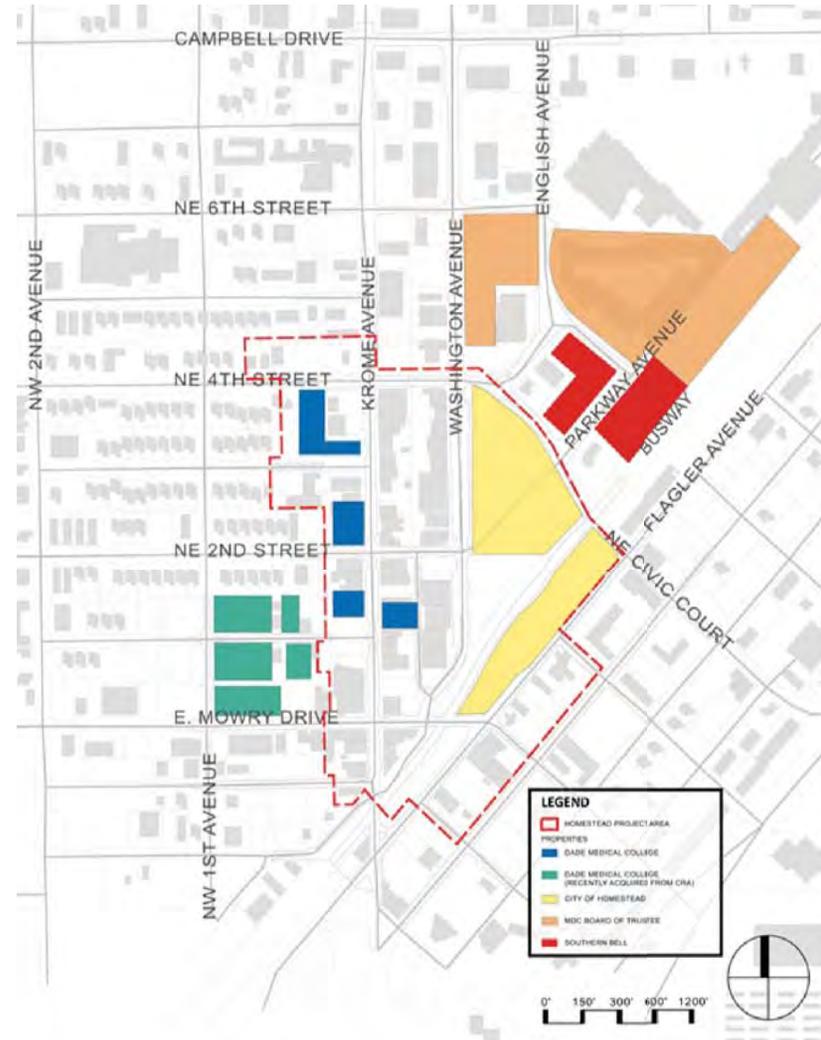


Figure 25 - Major Property Owners



2.3.7. Summary of Stakeholders' Interviews

As part of the planning process and in order to become more familiar with the project, its assets, and its issues, a number of Stakeholder Interviews have been held to date. The stakeholder comments give a glimpse into what the actual users see on the ground and what they have planned for the future of their area.

Summarized in this section are these comments from different individuals that are either property owners; business owners; or are involved in non-profits in Downtown Homestead. A number of themes seem to permeate the discussion and interviews:

- Downtown Homestead as a major educational center of South Dade and the region;
- Need to bring back civic life to the Downtown;
- Entertainment as a major driver in the future of Downtown;
- Competition from new large stores on the east area;
- Potential for residential, albeit as student dormitories;

Additional interviews have been scheduled. The names of the participants have been omitted and the comments will be expanded as other interviews take place including those with Elected Officials of the City of Homestead the list of comments will be expanded. These are some of the most salient comments gathered from the various individuals interviewed:

- Seminole Theater was an asset to the City of Homestead's Historic Downtown that it would bring activity and users to the Downtown. "The only show in Downtown";
- Owner spoke about the negative impacts that all the

restaurants along the Turnpike and US 1 were having on restaurants in the Downtown;

- Sales are down and feel the Chain restaurants are a major reason for this;
- Have not been able to rent the vacant space that they have in the building;
- They are expanding to create banquet facilities and use of the patio in the back as an event space;
- Parking is a major issue. They feel they need more parking and that the lack of parking limits their business potential;
- Without the education component Downtown homestead would lack a substantial amount of activity;
- Seminole Theater could be self-sufficient and could provide activities for a number of users including tourist, theater performances, night time movie events, etc.;
- A new club opened across the street next to the Seminole Theater. There are people who go there and they are mostly Mexicans or Hispanics of Central America. Place seems to be doing OK and there is no conflict or competition with them as they open after 9 PM when Taco Toro is closed;
- Office building for sale at Mowry and Krome Avenue on the North would be nice as parking;
- Health Care and patient center would draw people
- Relocation of City Hall to Downtown Homestead would be good;
- They advertise in Miami and their clientele on weekends includes people from Miami mostly Hispanics;
- Seminole Theater could be a major anchor of development in Downtown;
- As other uses such as education enter Downtown Homestead periphery areas such as Washington Avenue



are strengthened through the relocation of buildings and the additional foot traffic;

- Business is good and customers come in regularly;
- Feel that on US 1 may be a good investment however, they felt that Downtown could do well.
- Would think of remodeling and doing architectural style “Mission Style”;
- Entertainment is a major need in Homestead
- Downtown can become a major University City campus area;
- Dormitories could be built in Downtown Homestead;
- Keep building heights low;
- Saw reduction of on-street parking when they eliminated angled parking from Krome Avenue;
- Diversified list of clients and major institutions to support business;
- Have survived while other larger businesses have failed;
- Business is not good, but doing the best to survive economically.

2.3.8. Review of Existing Regulatory Framework, Capital Improvements Plans and Previous Studies

City of Homestead Comprehensive Plan

A review of the City’s Comprehensive Plan Housing Element indicates that the allowed residential density within the City of Homestead has a limit of 15 residential units per gross acre. Planned Urban Neighborhoods could have up to twenty (20) units per gross acre while integrating residential and nonresidential uses. The Comprehensive Plan Housing Element

states the following regarding the availability of different types of residential units:

- “Objective 2: Private Sector Housing Provisions Ensure the Future Land Use Map (FLUM) contains an adequate inventory of residential lands. The City review process must be efficient to permit the redevelopment and new development by the private sector and redevelopment agencies. A variety of housing types should meet the needs of existing and future Homestead residents over the planning period. The housing type shall include affordable housing for very low, low and moderate income residents, those with special needs, and rural migrant farm workers.”

Allowed residential density is indicated in Policy 2.2 that states:

- Policy 2.2: Continue to provide residential land use categories on the City’ FLUM (i.e. Low Density Residential Use and Medium Density Residential Use) that allow up to ten (10) dwelling units per gross acre). In addition, allow residential development within the Down town Mixed Use (up to fifteen (15) dwelling units per gross acre) and Planned Urban Neighborhood (up to twenty (20) dwelling units per gross acre) land use designations subject to the provision set forth in the City’s Comprehensive Plan and Land Development Regulations for integrating residential and nonresidential and uses.
- Objective 2 Future Land Use Map indicates Downtown Mixed Use and that the permitted uses include ... residential uses up to 15 units per gross acre.



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In summary residential densities are limited in the Comprehensive Plan to a maximum of 20 units per acre for a specific district and the norm for Downtown Mixed use is a maximum of fifteen (15) units/acre.

The density of 15 units per acre can be an economic limitation to the inclusion of residential units within the City of Homestead's Historic Downtown or surrounding districts.

The Downtown Mixed Use Land Use category allows the inclusion of residential within the site's specific zoning envelope. However, present lands use Comprehensive Plan residential density regulations will not allow the inclusion of substantial residential development within the study area; or in the immediate area surrounding Homestead's Historic Downtown District. While the present residential density allowed may be sufficient to permit the construction of one or two residential units above a store, it does not allow the inclusion of sufficient residential units within a parcel to make this use economically viable in the context of Downtown.

And why is this so? A number of factors influence residential location. Residential above pop and mom stores have not taken hold in Downtown Homestead. While there are numerous reasons one clear reason may be the quality of life that this small amount of residential may offer, or the viability of converting existing buildings to this type of upper level use above retail and the number of units that can be fitted into the small sites that are the land parcels of Downtown.

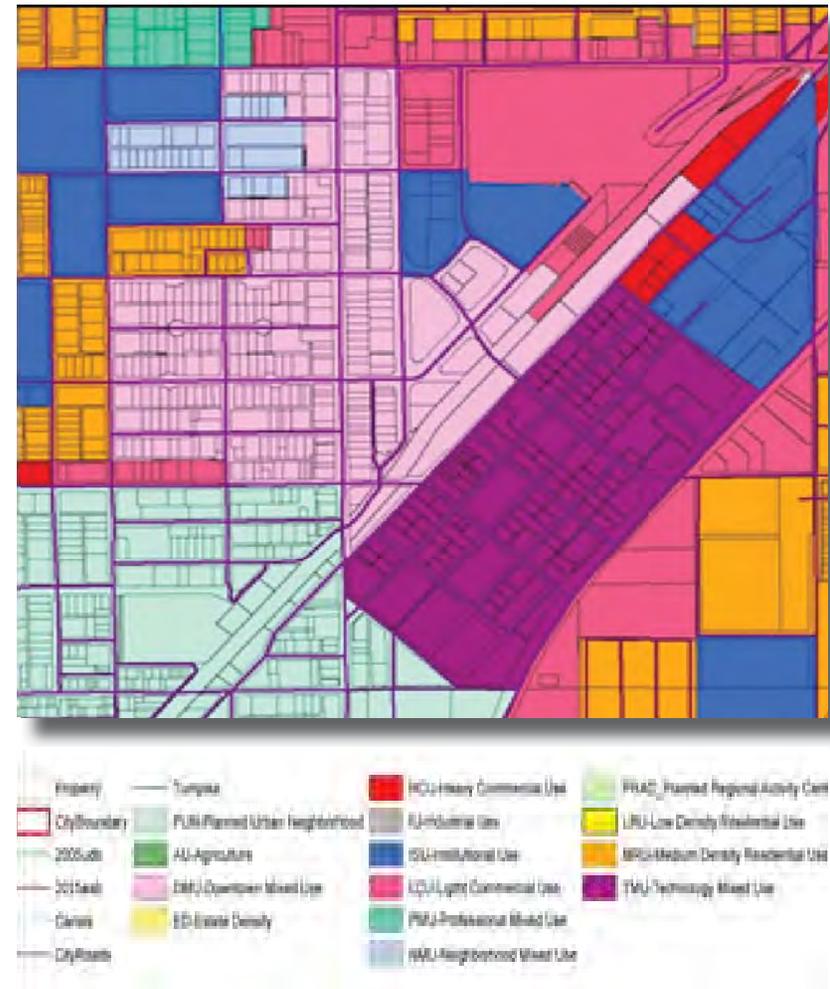


Figure 26 - Present Land Uses



But let us look at a larger site example. Take a different example, say 20,000 square feet or an approximately 0.46 acres site with a dimension of 200 feet frontage by 100 feet depth; and identify what can be constructed as far as residential. This is a site that assumes assembling up to 4 typical sites in Downtown Homestead (50 feet frontage by 100 feet deep). At a density of 20 units per acre the land use will allow 9 units ($20 \times .46 = 9.2$ units). This will require a minimum of 9 parking spaces plus whatever parking is required for retail. Including nine (9) units on a 200 feet frontage site in Downtown Homestead is not economically viable for redevelopment/new construction; more so when you realize that you are allowed up to 7 stories of building height.

There is a disconnection between the intensity of use allowed by the land use and what is allowed by zoning as of right. In effect, you can reach the maximum volume of construction with office and retail and a very limited amount of residential. You cannot develop a substantial residential on a given site of any land area to reach the maximum allowed zoning envelope. The City of Homestead should evaluate increasing allowed Comprehensive Park residential densities in the Historic Downtown and parcels to the east of Flagler Street to US 1.

City of Homestead Zoning Code

While zoning regulations may limit the development potential of an area, desirability and demand drives the economic value of the area. Nevertheless, zoning regulations that are not in consonance with the market demands can have a detrimental effect on the redevelopment of a city center.

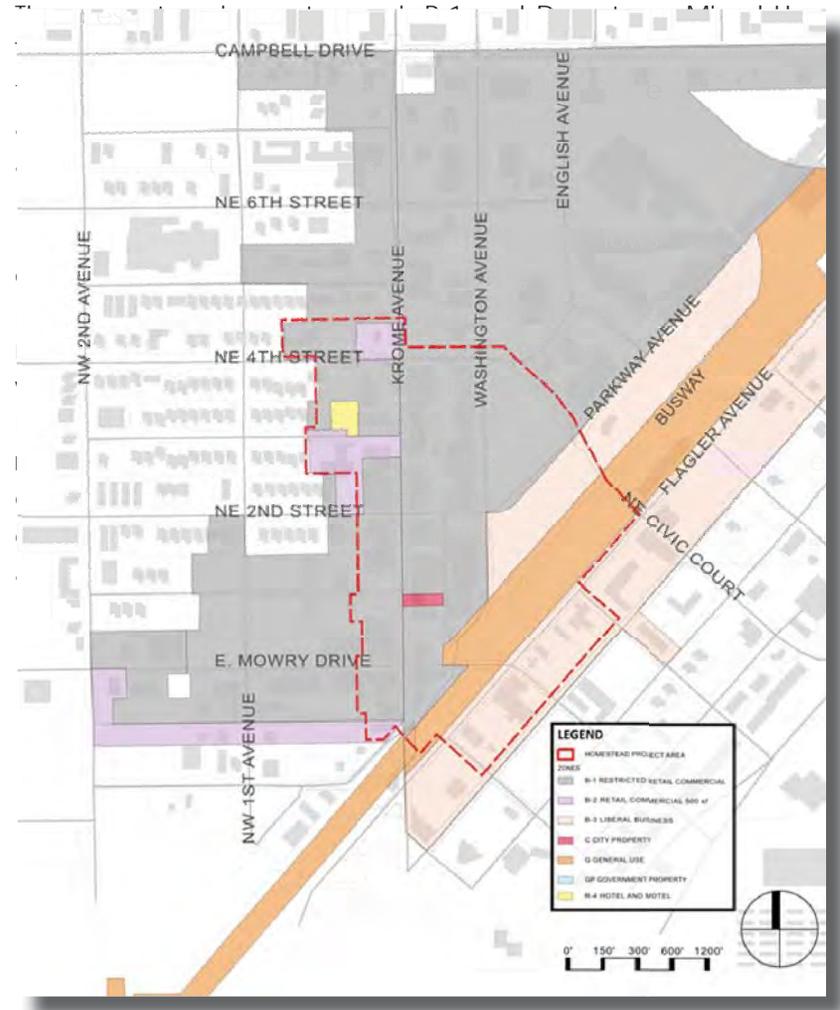


Figure 27 - Zoning Classifications



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Presently the residential density allowed is 15 units per acre for Downtown Mixed Use/land use. "Part II - Code of the City, Chapter 30 - Zoning, Article IV - Supplemental District Regulations Division 3. Density, Sec. 30-457. Maximum density established" states:

- a) *"The maximum density of residential development in the city shall be as follows: (1) The busway corridor and areas designated in the comprehensive plan as downtown mixed use (DMU): up to fifteen (15) dwelling units per acre. (2) Areas outside of those listed in (1) which is designated in the comprehensive plan as professional mixed use (PMU): up to ten (10) dwelling units per acre"*.

The Zoning Code Clearly identifies that density may be increased for a specific area and through a special area plan and an amendment to the City's Comprehensive Plan. It states: in Section 30-457 that:

- b) *"Upon an applicant's request, the City Council may adopt area plans that propose greater densities for defined areas of the city located west of the Florida Turnpike. Such areas may encompass more than one (1) parcel, and shall include at least twenty-five (25) acres. The area plan shall be reviewed and recommended by the Planning and Zoning Board and adopted by ordinance by the City Council. The resulting density shall be demonstrated to be compatible with the urban form and character of surrounding properties and uses. Area plans shall not exceed the allowable density requirements set forth within the City's Comprehensive Plan, unless the Comprehensive Plan is amended to authorize*

such additional density. If an area plan is adopted, section 30-457 shall not apply".

So conceptually there is the potential to develop an area plan and increase the allowed density as may be needed. However, this will require that the City's Comprehensive Plan be amended to allow greater density than the maximum of 20 units to the acre ; and that a land use amendment also be carried out, both with the approval of the City Commission.

As part of the project a Form Based code will be prepared for Homestead's Downtown Historic District. This will address the required glass store frontage to create an attractive commercial area, location of new building construction lines; height controls that are more site specific to allow the existing scale of the street to remain while permitting full utilization of the allowed height envelope to maximize the use of the properties. This in order to provide design controls to maintain and create a coherent and attractive district.

Urban Design Handbook

The City of Homestead adopted Miami-Dade County's Urban Design Guidelines to guide future development of the City (Ord. No. 2003-06-24, § 19, 6-23-03). It states that: *"All applications for site plan review, as set forth in section 30-47 of the Code, shall be reviewed by the city's urban designer to determine whether or not the proposed site plan substantially conforms to the design manual"*.

The City's Code, in *"Sec. 30-54. - Administrative variance to implement urban design guidelines"*, gives the City's urban designer and the development services director authority in



approving Administrative Variances and states that: "In the event that the city's urban designer, having reviewed an application for development as set forth in section 32-9 of the Code, specifically finds that a policy or policies of the urban design manual conflict with the city's land development regulations, the director of the development services department may grant an administrative variance as follows: (1) Applicability. An administrative variance may be granted pursuant to this section for properties zoned B-1, B-1A, and B-2, PUD and in all residential zoning districts. An administrative variance pursuant to this section may not be granted where the subject regulation has been previously varied.

2. Regulations to be varied. An administrative variance may be granted from the minimum requirements for: a. Setback lines; b. Frontage; c. Height; d. Lot size; e. Lot coverage; f. Lot width; and h. Building length. l. Lot orientation; j. Balconies, patios or terraces; k. Size, location or appearance standards for on-building signage (Shall only apply to those properties which are within five hundred (500) feet of and directly visible from the Florida Turnpike);

The Code under Section 32 also allows administrative variances for parking requirements. Specific to the study area are Section 30-54 (l) Parking administrative variances shall only apply to the following properties: 1. Properties fronting Krome Avenue: (i) For those properties which are located between NW/NE 4th Street and SW/SE 4th Street, a reduction or removal of parking standards and requirements may be granted. Properties fronting Washington Avenue: (i) For those properties located between NW/NE 4th Street and Mowry Drive, a reduction

or removal of parking standards and requirements may be granted. ii) For those properties located between NW/NE 4th Street and Campbell Drive, a twenty (20) percent reduction in parking standards and requirements may be granted.

The Code also places limitations on the granting of Administrative Variances to properties on Washington Avenue and in the same section states that: "*Notwithstanding the foregoing, an administrative variance of lot coverage as set forth in subsection (2)e. above shall not be permitted in the B-1, B-1A, and B-2 zoning districts.*"

Section 30-54 also identifies the criteria for granting Administrative Variances and states: "The urban designer shall consider and recommend approval or denial of an administrative variance to implement urban design guidelines subject to the following criteria: a. The reduction is the minimum reduction necessary in order to satisfy a policy or policies of the urban design manual; and b. The reduction in the minimum requirements does not exceed fifty (50) percent.

The ordinance gives the City's urban designer through the development services director the power to approve administrative variances to address variations of less than 50% in the categories previously identified; and when it is the determination of the reviewer that these variances will be in the benefit of the City of Homestead's development.

Review Comments

While the City ordinance gives this leeway in allowing change,



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it does not clearly define other categories such as building fenestration, storefront design, and others. In effect, it does not fully address what may or may not be done by a potential developer within the City's Downtown Core to address the commercial and aesthetic requirements of this specific area of the City of Homestead. For example, an Administrative Variance may be granted for lot frontage, to allow a building to be constructed. Still the owner or developer could create a façade facing on Krome Avenue where there is no storefront or where the use may not necessarily be retail while still being in the allowed uses by the Code. Thus the need for a Form Based Code, design controls to guide the development of the Historic Core.

Signage Regulations

The City of Homestead's Code under Chapter 23, Signs and Advertising, Article III Signs, defines the regulations that control the permitting and design of commercial and residential signs within the City. Division 3 Regulations defines the types of signs, areas, and locations where signs are allowed.

The sign regulations establishes categories that include: Prohibited signs; Signs permitted and regulated; Temporary signs; Permanent signs allowed in single family and multiple-family residential zoning districts; All other zoning districts; Civic, Church and institutional signs; Planned unit development signs; Public and private parking lots; Rigid construction; Vacant stores; Required signs; Mural approval process; Flag display standards; Special decorative displays; Supplemental regulations.

Review Comments

The present signage regulations of the City of Homestead appear to be complete for the purposes of controlling the design and installation of signs within the Downtown and the City in general.

It is impossible to create sign regulations that will completely control every potential condition that may arise. Proposed private property signage must be individually reviewed to ascertain high aesthetic standards. At present there is no review committee that passes review on the architectural design or signage within the Historic Downtown Core.

2.3.9. Proposed Projects and Public Improvements

Proposed Transportation Investments/ Studies

- City of Homestead Capital Improvements Projects (CIP)

No roadway, streetscape projects were identified in the City of Homestead Capital Improvements Plan for the study area or its immediate vicinity.

- City of Homestead Community Redevelopment Agency

Surface Parking at Flagler and Mowry Drive ("Arsenic Site")

The City of Homestead CRA is in the process of designing a major surface parking facility on the site at Flagler Street from Mowry to Civic court and from the Busway to Flagler Street. This site will provide 215 parking spaces to serve



Homestead’s Historic Downtown and the uses on Flagler Street.



Figure 28 - Proposed Surface Parking at Flagler Street and Mowry Drive

- Miami-Dade TIP
Park and Ride Sites. Miami-Dade Transit continues to plan and construct additional park and ride facilities. At SW 344th Street MDT is planning to build a 266 space parking lot with bus bays and shelters located west of the southern end of the Busway NW 2nd Avenue and NW 3rd Avenue at 344th Street (Palm Drive) in Florida City.
- Miami-Dade Expressway Authority (MDX)
U.S 1 Express Lanes P.D. & E. The PD&E study is underway to evaluate the feasibility of incorporating managed lanes within the South Miami-Dade Bus Way along U.S. 1. This project is part of the MD Master Plan and the MPO Long Range Transportation Plan. The PD&E Study is anticipated to

be completed by FY 2014 and includes the evaluation of a 20 mile segment from SW 344 Street to SW 88th Street.

- Concurrency Management
Concurrency Management is defined by the City of Homestead Code Part II, Chapter 1.5 - CONCURRENCY MANAGEMENT SYSTEM. This chapter of the Code is intended to implement and be consistent with the Homestead Comprehensive Plan, Chapter 163 of the Florida Statutes, and Rule 9J-5, F.A.C., by ensuring that all development in the City of Homestead is served by adequate public facilities.

This objective is accomplished by establishing a capacity management and monitoring system and by establishing a concurrency management system that ensures that public facilities are available to serve development at the time that the impacts of development occur on such public facilities.

In order to ensure that adequate public facilities are available concurrent with the impacts of development on such public facilities, a management and monitoring program is established. Its purpose is to evaluate and coordinate the timing, provision and funding of public facilities to ensure adequate maintenance of the adopted LOS for public facilities and to evaluate the capacity of the public facilities for use in the CMS

Concurrency Management must be met for transportation facilities, potable water facilities, sanitary sewer facilities, solid waste facilities, park and recreation facilities, drainage facilities, and public school facilities.



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Public school concurrency review ensures that public school facilities will be available for current and future students consistent with available financial resources and adopted level of service standards and that such facilities are available concurrent with the impact of proposed residential development

Previous Studies/Master Plans

Previous studies have been collected from numerous sources and reviewed in order to establish previous trends, evaluate previous proposals and ideas with the intent to develop knowledge of what has succeeded or failed to be implemented in the Historic Downtown Area.

Urban Transit Village, 2000-2001

The Urban Transit Village Plan of 2000-2001 evaluated the potential to create mixed parking and retail uses to take advantage of the new Busway and the available vacant on Washington Avenue. The Urban Transit Village Plan presents an interesting conception of the vacant City owned site on Washington Avenue and Civic Court as well as the vacant City owned site to the east on the other side of the Busway and on Flagler Street. For one it extends 2nd Avenue into the City owned site and connects this street to Civic Court creating a traffic circle to highlight the intersection. Most of all this street extension provides for the continuation of the urban pattern into the site and allows the texture of the Downtown to permeate into the area.

Another interesting feature of the plan is that it conceives the Busway as an obstacle that can be bridged and where both sides of the Busway, City owned properties, are connected allowing a physical link between both sides of the Busway which are now totally separated.



Figure 29 - Transit Village Plan 2001



Final Report, Ad Hoc Committee for New City Hall, April 2010

The report outlines the efforts and recommendations of the New City Hall Ad Hoc Committee who came together with the purpose of informing the Mayor and Council as to the feasibility of proceeding with the construction of a City Hall facility in Downtown Homestead.

The Committee was charged, generally, with evaluating the City Hall project as a business decision and without a predetermined outcome and reviewed numerous records and analyses of the current and proposed City Hall facilities.

The Committee identified three categories of information crucial to their analysis: facts; supportable estimates; and, intangible factors. In addition the Committee identified alternative capital cost scenarios.

Paraphrasing from the report, the following recommendations were made by the Committee as part of the study:

- The City of Homestead has a sunk cost in the proposed City Hall site of \$6,658,598. This figure includes all expenditures through 2009;
- The current City Hall facility requires substantial repair and reconstruction, including cleanup of environmental contamination;
- The current City Hall site is underutilized;



- sale of the current City Hall site would generate substantial cash; its subsequent development would generate substantial ongoing tax revenue and or rental income;
- The lease of the current City Hall site is an ongoing option, which can provide rental income to the City;



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- The proposed City Hall site is vacant, fenced and is producing neither tax revenue nor any service to the city, presenting an eyesore to the district and a liability to the City;
- As of September 30, 2009, the New City Hall Fund contained \$17,310,840;
- Bids for New City Hall are good until September, 2010, but the bidders may rescind if there is a long delay.

The Committee recommends that the City Council proceed with the construction of the New City Hall facility using Alternative Capital Cost Scenario #1 or #2 and the sale of the current City Hall site upon the receipt of a commercially reasonable contract for purchase and sale.

Proposed Projects

- *City of Homestead Proposed City Hall Project Plans (Washington Avenue and Civic Court)*

A design for a new City Hall to occupy the vacant sites on the east side of Washington Avenue from Civic Court to the Busway. The totality of the site is occupied by the proposed City Hall building and grounds. The site is approximately 6 acres in land area. A full set of construction documents have been prepared and the building is "shovel-ready".

The proposed site design covers the totality of the site with surface parking; a large open plaza to the North West; the City Hall building; and open spaces all around

the building. The building is at an angle to the street and parallel to Parkway Road that is presently non-existent and not included in the proposed site plan. The building's angled location is not arbitrary and once analyzed in depth, becomes apparent that it is an element that will highlight the building's importance and allow future flexibility.



Homestead City Hall - Washington Avenue South Portico



Homestead City Hall - Civic Court Rotunda

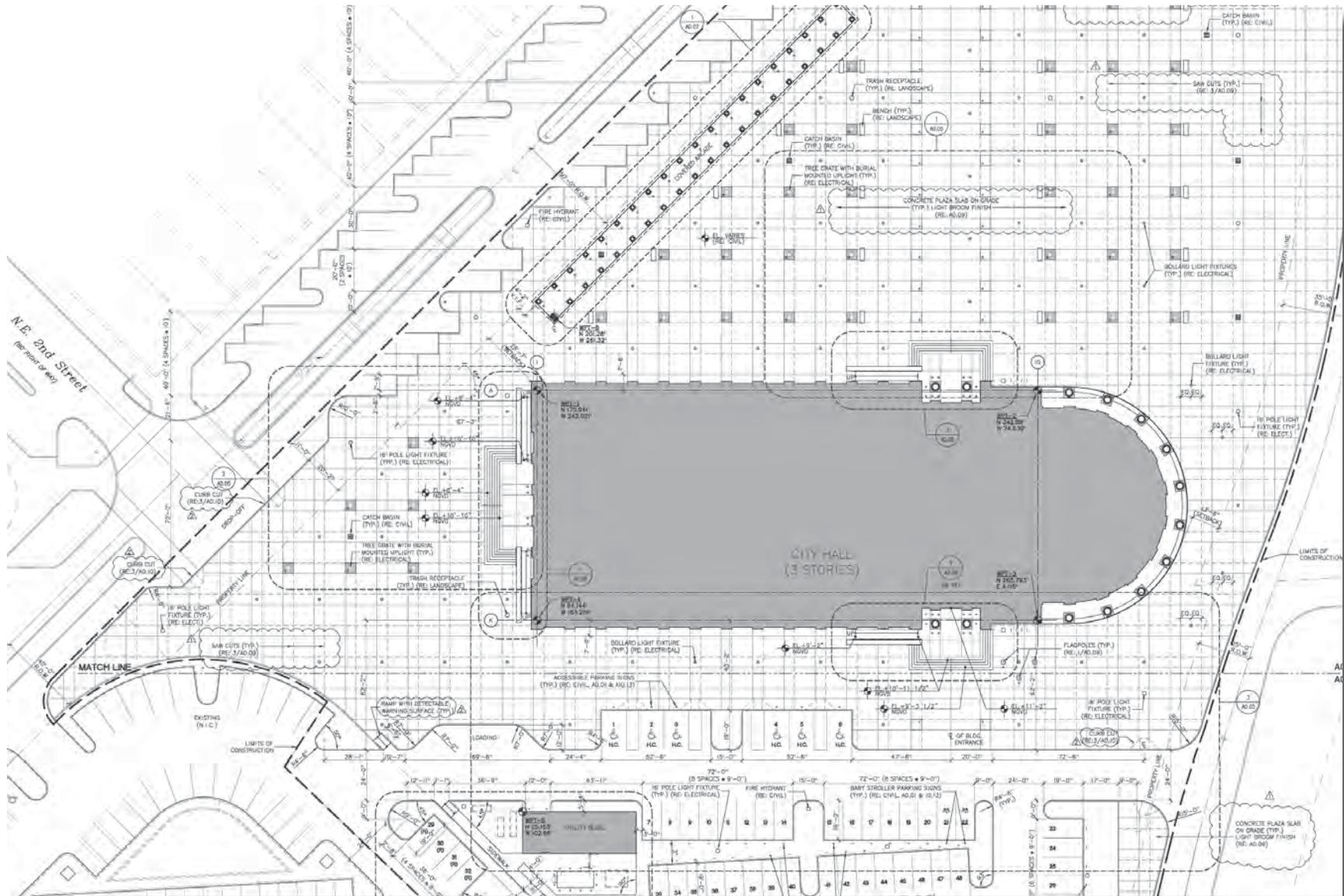


Figure 30 - Proposed City Hall Site Plan



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One of the principal characteristics of the building site plan is that it defines its own space through its axial location and use of open areas and landscape within the site. The substantial amounts of surface parking and open space are in contrast with the tight urban pattern of Homestead's Historic Downtown. It is a creatively and competently designed site plan and this is one way of conceiving the nature of the site in the context of Downtown Homestead and in relation to the building program.

The building's architecture is attractive and the intent is to create a civic landmark. This is a correct conception. The building and site plan are reflective of the historic nature of Downtown Homestead. The site design is conceived as the termination of axes that connect to the urban fabric of Homestead's Historic Downtown. This is accomplished through an axis that runs from near Civic Court (NW 4th Street and Washington Avenue) and from NW 3rd Street through a diagonal that parallels the previous Parkway Road.

Two entrances are established respectively on these axes: a principal entrance on the axis to Civic Court (NW 4th Street) that allows access to the Commission Chambers and the rest of the building; and another axis and plaza to the area of NW 3rd Street that allows access to the City Departments.

One could also conceive that the site is a bridge to link Downtown Homestead to future uses on the Flagler Street side, the Pioneer Village side; thus benefiting both areas of Homestead's Downtown. The site plan reflects this intent in the axial design of the open space facing on Civic Court and leading across the Busway to Flagler Street.

Undoubtedly there are large amounts of open space that setback the building from Washington Avenue, and while enhancing its prominence, also somewhat isolates the structure from the Downtown core. However, on more close observation the site design, given its limited building program to fill such a large site, allows the opportunity to use the open space to highlight the building and to provide long term flexibility in site use and design.

The large open space allows for a civic space that is part of every public building and could be used for numerous activities. The way the building and the site are designed and this open space has been created, again, allows for flexibility. Over the long term, other structures could carefully and creatively be included as they become needed or demanded.

Overall the building is a needed and good addition to Homestead's Historic Downtown. The market analysis that forms part of this report further evaluates the benefits of constructing a New City Hall in Homestead's Historic Downtown District and recommend its construction.



Preliminary Snapshot Analysis for Homestead Police Station, March 2012

Prepared by Lawrence Wright and Partners in 2012 the study evaluates the program requirements of the City of Homestead Police Station facilities and the conditions of the building. The present Police Department building was erected in 1910 and that in 1980, 70 years after, a new structure was built to bring the facility to 23,500 square feet. They recommend a major building expansion and renovation or facilitate a completely new design model governed by police facility usage needs.

Krome Avenue (SR997) Truck B-Pass PD&E Study Project Summary Report

Prepared by RS&H for the Florida Department of Transportation District 6 and dated August 2010. Paraphrasing the report:

“The purpose of the report is to provide a truck by-pass facility to redirect traffic from Homestead’s Historic Downtown District and to enhance truck traffic movement and address existing problems related to traffic congestion.

The PD&E Study limits are from South Flagler Avenue to SW 296th Street/Avocado Drive. The boundaries of the project study area are: SW 288th Street/Biscayne Drive to the north, US-1 to the east, SW 344th Street/Palm Drive to the south and SW 187th Avenue/Redland Road to the west. The corridor traverses the City to Florida City from Palm Drive to SW 328th Street/Lucy Street, and the City of Homestead from Lucy Street to NW 21st Street, south of Avocado Drive.

Twelve alternatives were generated to address the truck rerouting. These are indicated in the accompanying figure.

A first tier evaluation eliminated all but three alternatives. The preferred recommended alternatives are:

- **Alternative F:** SW 336th Street/Davis Parkway, US 1, SW 312th Street/Campbell Drive
- **Alternative I:** SW 336th Street/Davis Parkway, US 1, SW 288th Street/Biscayne Drive
- **Alternative K:** SW 336th Street/Davis Parkway, US 1, SW 304th Street/Kings Highway

The three options explore the inherent opportunities of rerouting truck traffic away from Krome Avenue segment that passes through Homestead’s Historic Downtown core. The alternatives have been presented to City Council for evaluation.

The development of the Master Plan will be carried out independently of the final option that is selected for the rerouting of truck traffic from Krome Avenue in Homestead’s Historic Downtown District.

Architectural Design Guidelines for the City of Homestead, 1995

The document provides a series of guidelines for Downtown and other areas of the City. This document will be reviewed in more detail once we proceed into the Form Based Code element of the project.



Other Older Reports and Documents

Other reports were collected and reviewed as part of the evaluation process. Given their dates and the information included they were not included for description in this document. These are:

- Proposal for Land Use & Public Parking in Downtown Homestead, 2004
- City of Homestead Florida, Historic Sites Survey 1994
- Downtown Revitalization
- Losner Commons Master Plan
- Main Street Program 1993 Application

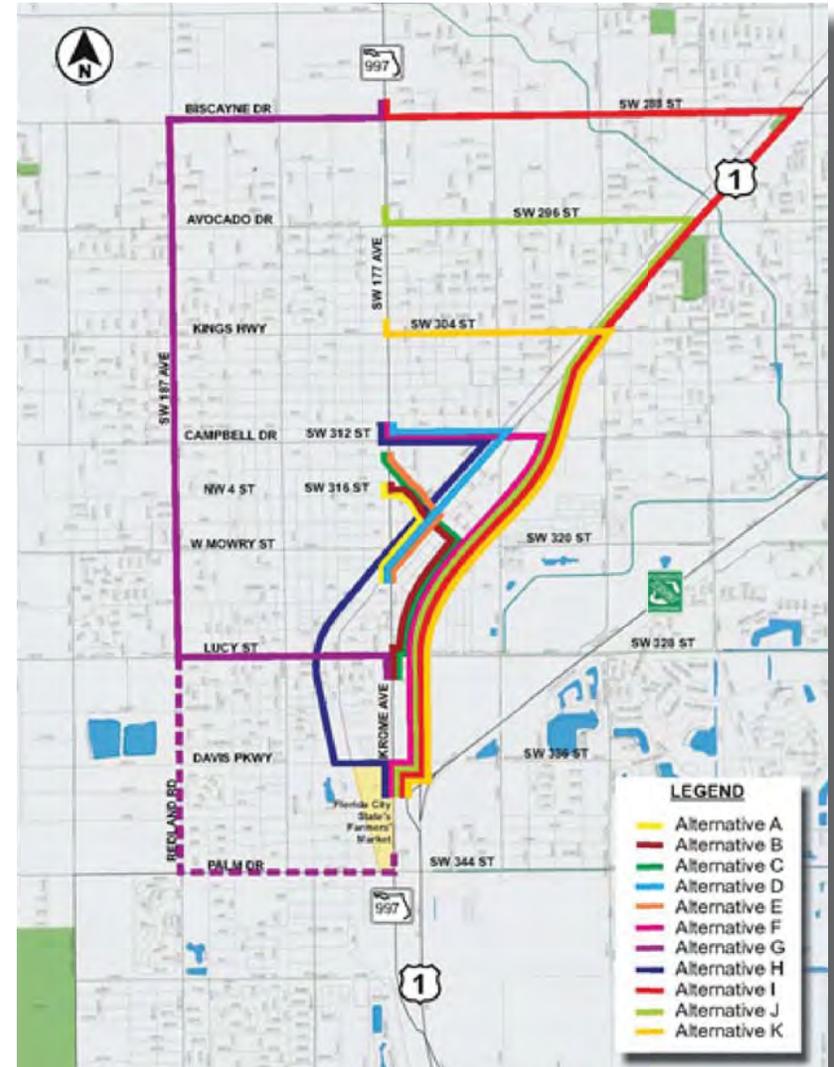


Figure 31 - FDOT Krom Avenue Bypass Study



2.3.10. Historic Buildings

Homestead’s Historic Downtown District has numerous historic structures.

Old City Hall is included in the National Register of Historic Buildings. Most buildings facing on Krome Avenue and Washington Avenue are designated as “Contributing Buildings” to Downtowns historic image and reel.

The Figure 32 indicates the different levels of historic designation that each of the buildings facing Krome Avenue and Washington Avenue have.

Buildings indicated in light blue have been designated as non-contributing buildings.

The historic fabric of the City’s Downtown core can be expected to remain without change. Susceptibility to change of these structures through demolition and replacement will be most difficult. Change to the Downtown core will happen either through change to the existing structures or the replacement of “non-contributing” buildings as well as construction on vacant sites.

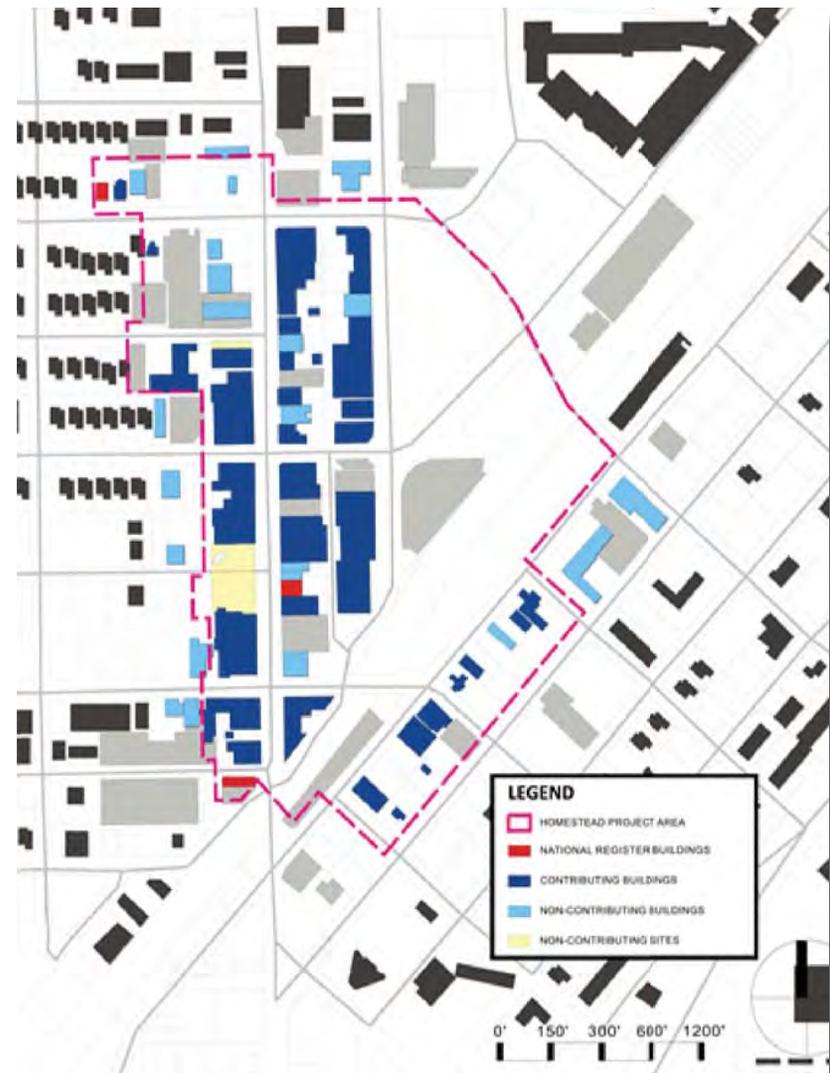


Figure 32 - Historic Buildings



2.3.11 Streetscape Conditions

The City of Homestead has carried out improvements and investments to streetscapes in Downtown Homestead. Krome Avenue is lined with Royal Palm trees, the sidewalks are provided with pavers and there is street furniture that includes trash receptacles and seating.

NW 3rd Street was converted to a pedestrian mall and is also attractively landscaped and provided with pavers and street furniture. The crossing at NW 3rd Street has been provided with pavers to highlight this area and act as traffic calming. It is an attractive design that has been weathered with use and may need cleaning in the near future.

Streets and sidewalks in Washington Avenue within the study are in good condition. There is a heavily landscaped median that provides excellent shade trees and creates an attractive street space. The areas north 4th Street (Court Street) on Washington Avenue are sparsely landscaped, do not have attractive sidewalks and need curbs and gutters. Thus the linkage of the Downtown Historic Core to Campbell Drive needs to be improved and made attractive.





2.3.12. Parks and Open Space / Outdoor Event Spaces

Losner Park is the major open space on Homestead's Historic Downtown District. The Park was conceived as a passive open space, basically a playground. The stage at the edge provides an event area but it is not playful and does not provide an attraction. The park while providing open space, lacks the ability to draw people to Downtown. It is missing an attraction; it is an open space with relatively limited activity during most of the day.

If we look at successful urban parks that have played a role in redevelopment, the one done at West Palm Beach's Downtown comes to mind. The inclusion of the fountain in the park created an attraction a reason for families with kids to go there. What is more at night, when there are no kids playing there, the lighting on the fountain looks great and becomes a focal point and provides an accent to West Palm Beach's Downtown area.

All over the country we see great examples of the use of parks and interactive water features to attract users and activity to Downtown's. The City of Savannah's Ellis Park is the most recent example of this success. Constructed in one of the original city square previously occupied by a hideous parking structure, the new park and interactive water feature fountain has brought life to this area of the city. New apartment buildings have been constructed facing the park and a restaurant district has developed in adjacent streets. State of Florida health laws consider an interactive water feature as a pool and as such restroom facilities are required in close proximity to the interactive fountain.





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The Seminole Theater has a series of restrooms that have been planned in support of Losner Park. These are presently close but could be activated in support of said use. Additionally, the Seminole Theater has a space on the ground floor that has been designated as a concession space that could be activated to serve park users.





2.3.13. Proposed Projects in Homestead's Downtown Core

Through the process of stakeholder interviews a number of proposed projects within the Downtown core and in the immediately surrounding area were identified. These will have a significant impact on the redevelopment of Downtown. These investments indicate a commitment by institutions and private enterprise in the redevelopment of the Downtown core.

The identified projects are:

- McCrory Building Entertainment and Restaurant. It has also been reported that there is the intent to create a “live work” art space within the structure.
- “Peruvian Discotheque” building remodeling. No use was identified for this facility.
- Acquisition of the Sanctuary Building. It has been reported that there are plans to make this building the a Library facility.
- Acquisition of the “Country Hearth Inn” Motel. No specific use has been defined for the building; however, conversations indicated that there are a number of options being studied: Converting it to affordable housing; meeting halls; or demolishing the structure and converting it to parking use.
- Miami-Dade College 40,000 square feet Student Activity Building on the parcel at Washington Avenue and 5th Street.





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- Land acquisition by Miami-Dade College of the strip of land between East Flagler Street and the South Miami-Dade Busway, from Court Street to Campbell Drive. These lands will be cleared of buildings and surface parking lots will be developed to support Miami-Dade College.





2.4. ECONOMIC AND MARKET ANALYSIS

As part of the Master Plan planning process, Lambert Advisory LLC., who is the economic consultant of the project team, carried out an economic and market assessment associated with the City of Homestead Historic Downtown District Master Plan.

The analysis and recommendations were structured to assist the design team of Bermello, Ajamil & Partners (B&A) (and the City Homestead) in evaluating the local and regional economic and market conditions that will impact both short term and long term redevelopment initiatives in the City’s designated downtown area. Accordingly, the assessment is intended to help the City of Homestead and the planning consultant team understands the opportunities and/or constraints associated with certain initiatives currently underway and the proposed relocation of City Hall to the downtown area.

This summary market analysis report is broken down into three primary sections: 1.) Economic/Demographic Overview; 2.) Real Estate Market Overview (by Use); and, 3.) and finally, Recommendations and Next Steps. Accordingly, the summary report provides narrative summary of the Research, analysis and finding of the economic and market assessment, with supporting tables and graphics provided as “Figure” in the Attachment and referenced within each section.

	City of Homestead	Florida City	Miami-Dade County
Total Population	60,512	11,245	2,496,435
Average HH Size	3.16	3.38	2.83
Median HH Income	\$36,279	\$25,132	\$42,969
Per Capita Income	\$16,256	\$9,337	\$22,619
Racial Composition			
White	66.2%	39.1%	73.8%
Black	29.1%	52.4%	18.9%
Other	13.4%	8.5%	7.3%
Hispanic	62.9%	42.4%	65.0%
Median Age			
Under 5	10.5%	10.5%	6.0%
5 to 14	16.4%	18.2%	11.9%
15 to 19	7.0%	10.1%	6.8%
20 to 39	35.3%	29.4%	28.1%
40 to 64	24.4%	24.9%	33.0%
65+	6.4%	6.9%	14.0%

Source: 2010 U.S. Census: 2006-2010

Table 1 - Income Distribution Comparison



	2000	2010
Total Population	31,999	60,512
Average HH Size	3.10	3.16
Median HH Income	\$26,775	\$36,279
Per Capita Income	\$11,357	\$16,256
Racial Composition		
White	64.1%	66.2%
Black	25.0%	29.1%
Other	10.9%	13.4%
Hispanic	51.8%	62.9%
Median Age	27.2	29.1
Under 5	10.6%	10.5%
5 to 14	17.9%	16.4%
15 to 19	8.1%	7.0%
20 to 39 (2000: 20 to 44)	40.5%	35.3%
40 to 64 (2000: 45 to 64)	15.0%	24.4%
65+	7.8%	6.4%

Source: 2000 U.S. Census; 2010 U.S. Census; 2006-2010 ACS

Table 2 - City of Homestead Demographics 2000-2010

1. Economic/Demographic Overview

Population

From 2000 to 2010, the City of Homestead's population nearly doubled from 31,999 to 60,500 residents (Figure 1), which far exceeds Miami-Dade County's growth rate during that period (6.6 percent average annually versus 1.5 percent average annually). Homestead's population generally represents approximately 2.5 percent of the County's total

population (Figure 2). Neighboring Florida City adds an additional 11,000 persons to the area's population.

In terms of demographic composition, Homestead has among the highest number of persons per household in the County at 3.16 (versus the County at 2.83). The City's average household size remained virtually unchanged from 2000 to 2010. This is largely attributed to the fact that Homestead still has a younger population with families, with Homestead's median age currently 29.1 (compared to the County's 38.2 median age).

Similar to that of age composition, the racial/ethnic composition of Homestead has not changed significantly over the last 10 years, though the Hispanic population continued to increase from 52 percent to 63 percent during that period.

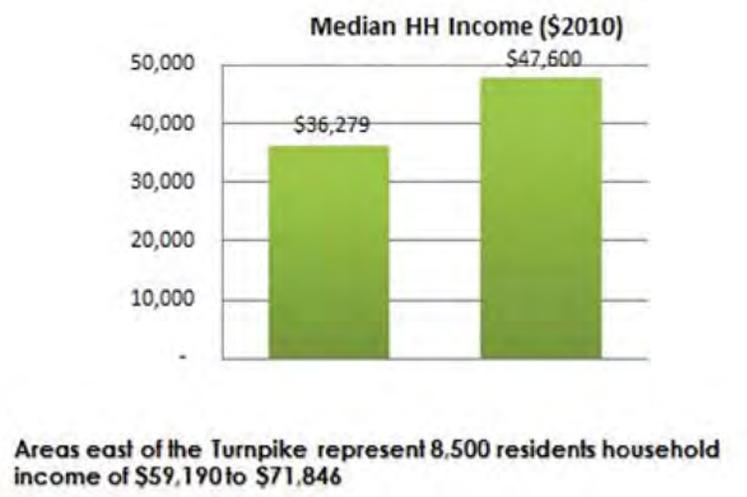
Going forward, and according to projections developed by Miami-Dade County Planning Department, the County's growth is expected to be slightly lower than the 2000 to 2010 growth rate with an average annual increase of 1.2 percent. As set forth within the City of Homestead Transportation and Transit Master Plan (2006), the City is expected to reach 78,500 residents by 2020 (or 2.5 percent annual growth from 2010 to 2020), which is a key factor in measuring potential demand for various real estate uses and, namely housing and retail.

Income Based on data from the US Census (2006-2010 American Community Survey), Miami-Dade County has an estimated median household income of \$42,969, which is



nearly 10 percent lower than the State’s income (\$47,600) and nearly 17 percent lower than neighboring Broward County (\$51,600). The City of Homestead has a current median household income of \$36,279 which is well below that of the State and County.

The City’s relatively modest median household income is an important factor to the opportunity for on-going growth; especially as it relates to retail demand and market rate housing development. Importantly, we recognize that there are areas within the City that have considerably higher income than broader market, which are the communities east of the Turnpike (within Census Tracts 110.08 and 110.09) that represent more than 8,500 residents and median household income of \$59,190 and \$71,486, respectively.



Employment Trends

Employment Trends

- **Miami-Dade Total employment 1.07 million**
 - **85%+ in private sector industry**
 - **Private sector employment averaged 1.1% growth during last five years; greater than national average of 0.8%**
- **Miami-Dade employment growth estimates average 1.5 to 2.0% from 2012 to 2016**
 - **Considers employment decline from recession**
- **Private office employment in Miami Dade County to grow by 4,499 jobs/year for next 8 years**

Employment

In terms of total labor force, Miami-Dade County’s total employment base is approximately 1.07 million, of which more than 85 percent is in private sector industry. According to employment data from EA/CBRE, private sector employment averaged negative 1.1 percent annual growth during the past five years, which is slightly higher than the national average 0.8 annual loss during the same period. Though many national economists indicate uncertainty remains in the general US economy, there are concrete signs of positive gains in the employment sector. For Miami-Dade County, EA/CBRE estimates employment growth to average between 1.5 to 2.0 percent from 2012 to 2016, which is slightly higher than that of the national average.

Based upon data provided by Florida Department of



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Economic Opportunity, Labor Market Statistics Center, Miami-Dade County is expected to increase total employment from 1.074 million in 2011 to 1.163 million in 2019; or roughly 11,000 total jobs average annually during the next eight years. Lambert did an analysis of select industry employment sector projections between 2011 and 2019 (based upon projections generated by the Florida Department of Economic Opportunity); specifically, this projection analysis focuses on private sector office demand. Based on this analysis, it is estimated that private office-demand related employment in Miami would grow by 4,499 new jobs per year on average over the 8-year projection period, which directly in line with new private sector office-demand related employment estimated by EA/CBRE in their five-year forecast for Miami for this same time period.

Traffic Patterns

The City of Homestead is directly served through two major roadways including Florida's Turnpike and US1/South Dixie Highway. As illustrated in Figure 3, the Florida Turnpike has an average daily traffic count of 51,000 at the northeast sector of the City's boundary. However, as traffic flows southward, the counts along the Turnpike decline considerably to 22,000 at the terminus (in Florida City).

The US 1/Dixie Highway corridor is the other major traffic artery serving the City. Though not as heavily traveled as the Turnpike, US 1 still has traffic count in excess of 30,000 at the northern sector of the City, declining to 12,900 near Florida City. The traffic counts along US 1 (and especially the

northern sector) are supportive of commercial development which is clearly indicated by the concentration of retail clusters along this corridor. However, 20,000 to 30,000 ADT is still somewhat limited compared to other major commercial corridors within in south Miami-Dade County where traffic counts reach 40,000 to 50,000 ADT (such as US 1 and Kendall Drive).

Specific to downtown Homestead, the district is primarily served by Krome Avenue, which has a relatively sizable 21,000 ADT; though, a considerable portion of this is reportedly truck related which serves the warehouse and distribution facilities in the western sector of the City. The truck traffic is not conducive to commercial development, and the City has for a while studied options for diverting this traffic.

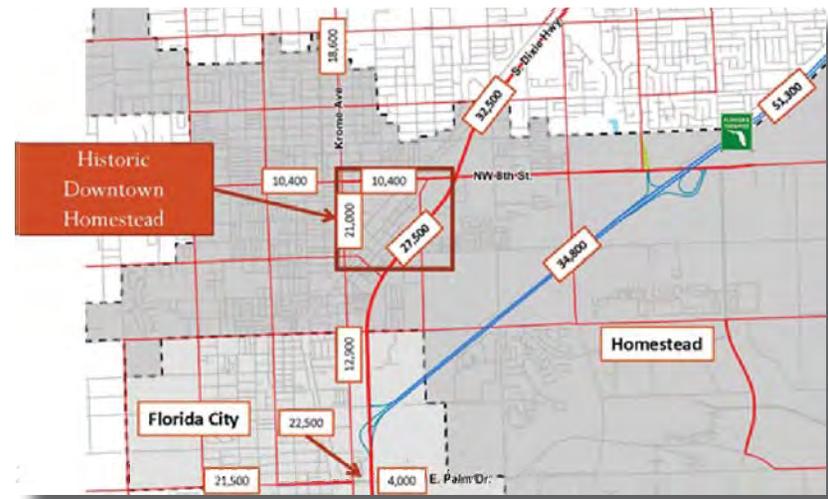


Figure 34 - Traffic Volumes in Vicinity of Downtown

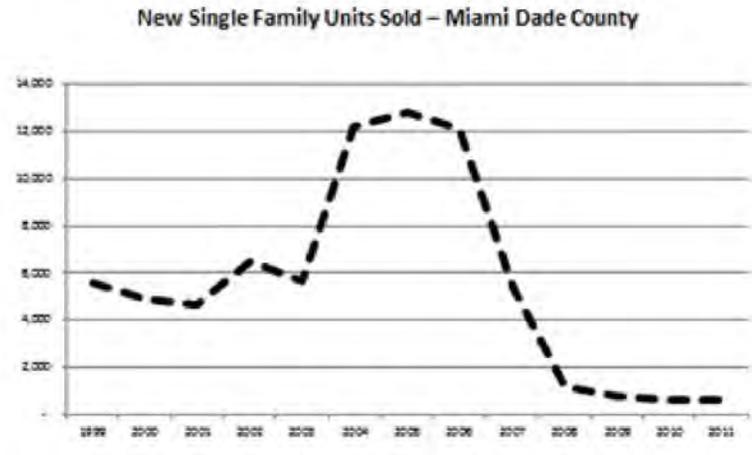


Housing (For-sale, Rental)

From 1999 to 2006, new single family home sales in Miami-Dade County steadily climbed from 5,542 to more than 12,000 sales in each of 2004, 2005, and 2006. However, following the national economic downturn and housing crisis that started in 2007, single family home sales in Miami-Dade County plummeted to less than 800 in 2009, 2010, and 2011. Average home sale prices largely followed this trend reaching a peak of nearly \$340,000 before dropping significantly to \$250,000+ in 2011.

Miami Springs/Doral and Perrine sub-markets were by far the most active new home sale markets within County’s 16 total submarkets, representing roughly two-thirds of all new home sales in the County during the past two years. The Homestead/S.W. Dade submarket was among the top four submarkets during the period with an average of roughly 25 new home sales during the past two years.

In terms of new condominium development sales, conditions and trends within the Miami Dade County market is well documented. After increasing from 3,000 new sales in 1999 to more than 24,000 sales in 2006, the drop off in volume has been dramatic to reach a low of 2,246 in 2011. Specific to the S.W. Dade/Homestead submarket, there has been very limited new condominium development during the past several years. Accordingly, based upon current permitting and prospective permitting activity, there will be limited new condominium development introduced in the South Dade area for the foreseeable future.



New Single Family Housing Price Trend – Miami Dade County





2 Master Plan Process Research and Analysis

In terms of rental housing, the S.W. Dade/Homestead market area comprises 1,740 rental apartment units. While the S.W. Dade/Homestead market is currently more than 98 percent occupied (compared to 96.7 percent for the County), there has been limited new rental development delivered to the past three to four years. This is in large part due to the fact that rental rates in the submarket are very low, with current lease rates in the market averaging: \$787 for one bedroom units; \$892 for two bedroom units; and, \$961 for three bedroom units. Comparatively, Miami-Dade County reports average pricing for one, two and three bedroom units at \$1,100, \$1,443 and \$1,692. Though the County's rental inventory is heavily impacted by high density and higher priced product along the coastal submarkets, suburban markets such as Kendall and West Dade are still achieving lease rates that are more than 20 percent greater than S.W. Dade/Homestead.

This clearly illustrates that new rental housing development in the Homestead area will require some form of economic subsidy; however, the opportunity to provide rental housing for students, young professional and/or young family may be warranted in the mid to longer term range as educational and civic development downtown progresses.

Retail

Based upon data provided by CoStar, the City of Homestead is located within the South Dade submarket, which is generally defined by the areas south of Kendall. This submarket comprises a total 12.7 million square feet of retail space, or 10 percent of the County's total inventory; however, the City itself is estimated to comprise roughly 10 to 15 percent of the total surveyed inventory within its own submarket.

Miami Dade County & Sub-Market Rental Housing Overview

- Rental housing SW Dade/Homestead market comprises 1,740 rental units
 - 98% occupied
 - Rents for 1-bed \$787, 2-bed \$892, 3 bed \$961
 - Less than County average of \$1,100, \$1,443, \$1,692
 - Kendall and West Dade achieving lease rates more than 20% greater than SW Dade/Homestead
- Rental housing development in Homestead will likely require some form of economic subsidy





The South Dade submarket has sustained relatively strong occupancy levels for many years, reaching more than 96 percent in 2006/7, and never dropping below 93 percent even during the economic downturn. Currently, the submarket is reporting retail occupancy of approximately 95 percent. In spite of the very strong occupancy performance within the submarket, there has been a relatively modest 1.0 million square feet of total retail space added to the entire submarket during the past five years. The constraint on new development is in large part due to two reasons: first, limited land availability in many areas of the South Dade market, particularly within sites proximate to dense population nodes; and, second, a prolific decline in lease rates (NNN) within the submarket that dropped from \$25 per square foot in early 2008 to \$19 per square foot currently. Net Lease means a lease structure where the tenant or lessee pays for his share or a portion of the common expenses related to the ownership of the overall structure and where these expenses are divided into three categories which are N - property taxes, N - insurance and N-maintenance.

The term NNN is a shorthand version for the fact that the rents are net of property taxes, insurance and maintenance. Though market lease rates have inched up during the past 12 months, they generally remain well below lease rates considered to minimally support new development (estimated to be in the range of \$22 to \$25 per square foot).

Within the City, and its bordering areas, the mix of retail comprises a broad range of big box retailers (eg. Wal-Mart, Lowes), power centers (Homestead Pavilion), neighborhood anchored shopping centers (including two newer Publix plazas), and small retail plazas. The primary concentration of retail activity is along Campbell Boulevard, at (and between) US 1/South Dixie Highway and the Turnpike.

Retail Market

Retail

- **South Dade sub-market (South of Kendall Drive)**
 - 12.7M Square feet of space
 - Never below 93% (even during recession)
 - Currently 95%
- **Sub Market added 1M sq.ft. total new retail space during last five to six years; constrained by:**
 - Land availability
 - Decline in lease rates, from \$25 (NNN) to \$19 (NNN)
 - Minimal rate to support new construction (\$22 to \$25 per s.f.)

Development Shifting to the East

- Shift in north-south transportation changes affected Downtown core
 - U.S. 1 as major north-south
 - Homestead Extension of Florida Turnpike
 - Suburban Growth to the East
- Suburban growth
- Development of good quality retail outside core
 - Unavoidable



2 Master Plan Process Research and Analysis

Based upon a “windshield” survey, this market overall is more than 90 percent occupied and many of the retail centers are in good condition and performing well. In terms of the more prominent neighborhood centers such as Oasis Plaza and Homestead Town Square (both anchored by Publix), lease rates are listed between \$25 to \$30 per square foot (NNN), while most of the smaller and/or older plazas (such as Dixie Center Shopping Center) primarily list retail space between \$14 and \$18 per square foot (NNN).

Specific to Homestead’s downtown area, there has been a tremendous effort during the past several years to create a unique “Arts and Entertainment” district. The historic district was lined with local retail, restaurants and commercial niche business including antiques, book store, galleries, bakery and authentic Mexican restaurants. However, in spite of relevant public and private investment to create a unique and vibrant environment, the district was never able to establish a critical mass of activity that would support measurable on-going investment.

As a result, during the past few years, many of the niche business moved out of the area which has slowed the momentum needed to sustain an energetic core. Currently, the downtown area is holding its own as the districts occupancy is (and particularly among the multi-tenant buildings) is estimated to be greater than 90 percent.

However, this level of occupancy is in part fueled by highly competitive rental rates, which collectively is estimated to range between \$12 and \$17 per square foot (NNN). This

Retail Market Overview

- Retail in Downtown Homestead:
- Tremendous effort to create unique “Arts and Entertainment” district
- District unable to establish critical mass of activity to support measurable on-going investments
 - Niche businesses moved out
 - Slowed momentum to sustain energetic core
- Downtown currently holding its own at 90% occupancy
- Occupancy fueled by highly competitive rental rates - \$12 and \$17 per s.f. (NNN)
 - Allows businesses to remain, but sensitive to upward movement of rents

Primary Issues to be Addressed

Downtown anchored by historic cultural venues

- Unable to implement/sustain successful programming
- Seminole theater in need of major improvements

Miami Dade College large presence in Downtown

- Physical and partnership/collaborative disconnect between campus and Downtown core

Many commercial buildings in need of repair

- Necessary to attract and support new stable tenants
- Rental roles sensitivity makes it difficult for landlords to support relevant investments



competitive pricing has allowed many businesses to remain in downtown Homestead; but, these businesses are likely to be very sensitive to any upward movement in rates.

There are a number of factors that underlie the downtown area's inability to emerge as a more relevant destination both locally and regionally, the most recognizable of which including:

- a. During the past several years, the focus of larger commercial development in Homestead has continually shifted east where there is greater land availability, stronger demographics, and more heavily traveled roadways - namely US 1 and the Turnpike. The City has successfully encouraged well designed "suburban" centers within these particular corridors. Unfortunately, the success achieved in the eastern sector has been to the detriment of the downtown area;
- b. Though the downtown core is anchored by historic cultural venues (Seminole Theater) and open public space (Losner Park), the venues and places have been unable to implement and/or sustain successful event programming. In particular, the Seminole Theater is in need of major capital improvements to position itself as a viable performance venue;
- c. Miami-Dade College, located just north of the downtown boundaries, has a large presence in Homestead and the downtown area in particular. However, there appears to be both a physical and partnership/collaborative

disconnect between the campus and the downtown core; and,

- d. Many commercial buildings within the area appear to be in need of considerable repair, at least to attract and support new and stable business. However, given the sensitivity in rental rates within the area, it is difficult for landlords to support relevant investment in their property.

While there may be other factors impacting the stability and growth of downtown Homestead, we believe these are the primary issues that need to be addressed as part of the master planning process and discussed in following sections.



2 Master Plan Process Research and Analysis

Office

The City of Homestead is situated within the South Dade office submarket which comprises a total 3.0 million square feet of office (or 3 percent of the County's total inventory). The submarket is reporting current vacancy of 10.9 percent, which is lower than that of Miami-Dade County (14.1 percent) and achieved total net positive absorption of nearly 140,000 square feet during the past five years. Accordingly, only 75,000 square feet of new office space was completed in the entire submarket since 2008, when vacancy peaked at 13.5 percent.

Office Market

Office Market

- **Office development within City of Homestead relatively limited**
 - Few major office complexes over 50,000 s.f.
 - Most prominent office development is Professional/Medical serving Baptist Hospital
- **Relocation of City Hall would provide added support for office in Downtown in the future**
 - Office development will remain as a limited supporting use

While occupancy strengthened since 2008, quoted full service lease rates have steadily declined from \$28.75 per square foot to a current level of \$22.30 per square foot, which

is well below the County's lease rates (\$28.50 per square foot). Office development within the City of Homestead is relatively small, with very few major office complexes (buildings greater than 50,000 square feet) available within the market. As a matter of fact, the most prominent office development is the Portofino Professional building, which is a 60,000 square foot medical office building serving Baptist Hospital with plans for an additional 90,000 square feet currently in place. Further, specific to the downtown area, office space is limited to a few professional service businesses.

Overall, the opportunity for office development downtown is limited to a small supporting use. However, the potential relocation of City Hall would definitely provide added support to office demand in the future.

Hotel

Greater Miami is one of the premiere tourist destinations in the U.S. The market is served by one of the busiest airports in the nation - Miami International Airport (MIA). The market benefits from strong day visitor and overnight visitor traffic attracted to the beaches, ecotourism, shopping, and entertainment. Port Miami is also the cruise capital of the world, with over 4 million cruise passengers per year, and serves the headquarters of three major cruise lines.

According to the Greater Miami Convention & Visitor Bureau (CVB), Greater Miami had total overnight visitation in 2009 of 12.6+ million, of which 52 percent were domestic



visitors. Overall, from the period between 2002 and 2010 (and despite a small decrease in 2008 as a result of the recession), visitation to Greater Miami increased 1.9 percent annually (CAGR) for all visitors, or an average increase of 241,500 visitors per year.

When broken down, international visitation generally grew at a rate of 1.9 percent per year (CAGR), while domestic visitation grew at 2.1 percent per year (CAAGR) between 2002 and 2010.

The Florida Keys plays a vital role in the region’s tourism demand receiving several million visitors annually, the majority of which auto transit; as such, Homestead (and Florida City) is an inevitably beneficiary of this demand. While access points along the Turnpike and US 1 has certainly taken advantage of the traffic flow from a retail perspective (as noted above).

Accordingly, the hotel market has been able to attract this visitor demand as well, with two newer hotel properties (Hampton Inn and Courtyard Marriott) having been recently built at the Turnpike and Campbell Drive.

From a broader perspective, the South Dade hotel market has not performed nearly as well as most other submarkets in the County. From 2008 to 2011, annual hotel occupancy in South Dade ranged between 57 percent and 64 percent, compared to the 70 to 76 for the County overall. Accordingly, average hotel daily room rates (ADR’s) ranged from \$75 to \$88 in South Dade, while the County’s ADR is significantly

Hotel

- **Miami-Dade County visitor demand continues to be robust**
- **Homestead/FL City will continue to grow with FL Keys tourism**
- **New development oriented to Turnpike**
 - **Strong pull from Baptist**
- **Boutique hotel becomes mid/long term opportunity for DT**

In all, the near term opportunity for hotel demand within the Homestead market is primarily along the major thoroughfares serving Florida Keys traffic, as well as continued growing demand for the medical sector that is slowly evolving around Baptist Hospital. However, as part of a longer term vision for the downtown Homestead area, another small (limited service, or boutique) hotel may be warranted at some point in the future as the mix of commercial, institutional and/or educational uses emerge.



2.5. RECOMMENDATIONS AND NEXT STEPS

For many years, there has been a strong community desire and vision to create a unique and vibrant downtown district in the City of Homestead. While the fabric, history and “main-street” feel of the downtown area is distinctive among most suburban communities within Miami-Dade County, the area has had marginal success supporting measurable and sustained redevelopment.

Even with the presence of educational facilities, niche restaurants, galleries and performance venue, investment downtown continues to be sporadic.

As highlighted above, there are a number of reasons for the limited growth downtown from both a regional and local standpoint including but not limited to:

- a. The national (and local) economic downturn that started in 2007 and has been slow to recover and remains an issue for many areas throughout the region;
- b. The City overall has considerably modest income levels compared to the County and State;
- c. A housing and commercial real estate market that has been in decline for much of the past few years and is only now starting to see modest signs of growth; and,
- d. A downtown district that is in need of capital investment among both public and private property that is lacking

because of economic conditions coupled with disparity in vision among many stakeholders within (and immediately around) the downtown area.

Recommendations and Next Steps

Recommendations and Next Steps

- **Capitalize on Main Street Appeal**
 - Unique among suburban communities
 - Pedestrian area
- **Influenced by a diverse economic base**
 - Arts
 - Niche restaurants
 - Educational institutions
- **Develop strategic cohesive plan that addresses divergent interests**
- **Economic support and investment from the City in Downtown would greatly benefit redevelopment effort**

This is not to say that there are not any notable positive indicators. As a matter of fact, the City has successfully encouraged investment in the area including a growing medical industry supported by Baptist Hospital, new housing development (such as Villa Portofino), and new retail development (such as Homestead Pavilion). However, nearly all of the new development (and redevelopment) is occurring to the east



of the downtown area which has, unfortunately, come at the expense of areas to the west including Downtown.

In spite of the shift in investment to the east, Downtown Homestead still has a main-street appeal that is unique among most suburban communities in Miami-Dade County and is influenced by a diverse economic base ranging from the arts to niche restaurants to noteworthy educational institutions.

Therefore in light of the opportunities and constraints presented herein, it is critical that the City (and its planning team) create a cohesive Master Plan for the Historic Downtown area that effectively addresses a strategic plan that involves all of these divergent interests. Accordingly, the extent to which the City can provide economic support and investment within the Downtown would greatly benefit the redevelopment effort.

Recommendations and Next Steps

- **Actively seek community/stakeholder input**
 - Dade Medical College
 - Physical linkages between Miami Dade College and Downtown
- **Maintain a Realistic Development Strategy**
 - Regulatory controls that encourage redevelopment
 - Opportunity for market driven commercial and housing development limited next few years
 - Retail Downtown will not compete with US 1/Turnpike
 - Play upon the pedestrian experience, quaint
- **Downtown has opportunity to become South Dade food and entertainment center**
 - Target orientation to more restaurants and entertainment

Considering this, we believe there are a few key items upon which the City and its planning team should contemplate as part of the next steps to the downtown master plan. These include:

1. **Actively Seek Community/Stakeholder Input:** The vision and strategy for downtown redevelopment has long been a priority among many stakeholders. However, there is current activity taking place among select property owners that can have serious implications on future planning and redevelopment efforts in downtown. The College is increasing its presence within downtown through property acquisition which has displaced some of the long standing business. It is presumed that the College has a strategy (or vision) associated with this expansion. Nonetheless, it is critical that the initial step of the planning process consider the College's initiatives. Accordingly, consideration for physical linkages between Miami-Dade College and downtown is recommended given the potential expenditure from both students and faculty.
2. **Maintain a Realistic Redevelopment Strategy:** The planning process sets forth the regulatory controls that can either encourage or discourage redevelopment within the specific area. Without question, it is important to lay the groundwork for development and investment within the downtown area over the long term. However, the fact is given current and foreseeable economic and real estate trends within the City, the opportunity for market driven commercial and housing development will be limited during the next few years at least.



2 Master Plan Process Research and Analysis

Specific to retail development, the Historic Downtown area will not compete with the US 1 & Turnpike corridors. Instead, Historic Downtown Homestead should continue to play upon its main-street environment aimed to provide a quaint and pleasant pedestrian experience. We believe that downtown can maximize what it has to offer patrons in terms of a better dining/entertainment experience as well as exposure to locally owned stores and niche businesses.

Downtown Homestead has an opportunity to become a south Miami-Dade County dining, food, and entertainment center, which means that the area will have to have a more targeted orientation to entertainment in addition to restaurants (including the Mexican cuisine that is a big part of the community). The City will have to be prepared to establish effective controls from the outset to maintain management, safety, and control of the entertainment related uses.

3. ***Thoroughly Evaluate Near term Investment:*** Any investment by the City in the downtown can have a quantifiable effect on the area and provide a strong impetus for on-going investment by the private sector. That said, consideration for the type and amount of investment should be carefully planned.

One prime example is the Seminole Theater which is a landmark venue within the downtown that is seen as potentially having a regional draw. However, the facility is in need of significant capital improvements (reportedly more than \$4 million) and our previous analysis of the theater

indicate that even with improvements to the facility and prospective performance there under, the theater would still require an annual operating subsidy. Therefore, not only would the City not recover its investment, it would require additional financial support to keep it operating.

Comparatively, the City may consider targeted investment supporting the cost of tenant build out and improvements. The configuration of much of the retail space within downtown is in need of significant upgrades to convert to restaurant, food, and entertainment uses. Restaurants require venting, appropriate locations for kitchens, upgraded bathroom facilities, etc., and these are significantly more expensive than the build out requirements for apparel retailers or furniture stores, as examples. As such, the City would establish and promote a tenant improvement fund/loan program that would be targeted to helping landlords and tenants reduce the cost of converting existing space for food and beverage users. Understanding that this specific investment by the City carries notable risk, the program will have defined parameters to ensure that only appropriately capitalized, reasonably experienced tenants that have a specific business plan of some quality will obtain funds.

Regardless of how the City decides to invest in Historic Downtown Homestead, the evaluation process should be thoughtful and comprehensive.



4. ***Further Assess the Relocation of City Hall:*** The City is a major stakeholder in the downtown area with several acres of vacant land on N.W. 1st Street (west of Washington Avenue). Though we do not believe that this type of civic use is traditionally the most optimal use for a downtown since it does not bring the same type of foot traffic as mixed use development, there are three reasons this particular move may actually be advantageous to the City:

Recommendations and Next Steps

- **Further Assess Relocation of City Hall**
 - **Opportunity for retail and residential development is limited within Downtown**
 - **City Hall would complement civic/institution based Downtown economy**
 - **Capital investment for City Hall would provide a major improvement to linkage between Downtown and US 1 Corridor**
 - **Additional parking would be provided and shared by Downtown**
 - **Existing City Hall property has significant value**
 - **Fiscal benefits that do not presently accrue to**

First, and as outlined above, the opportunity for residential and/or commercial development of scale within the downtown is limited from a market perspective. City Hall (and notably the employment base) would have an

immediate and measurable impact on the downtown area. City Hall would complement a civic/institution based downtown economy. This would provide considerable support to existing businesses and potentially provide the impetus for additional supporting office, retail and possible boutique hotel over time;

Second, the capital investment in City Hall would not just be limited to the facility itself, but would potentially provide a major improvement to linkage between downtown and the more heavily traveled US1 corridor. Accordingly, the City Hall development could provide additional shared parking for the downtown businesses, as well as provide much needed improvements to common areas and surrounding open space; and,

Third, the existing City Hall is situated on a large tract of land along the relatively vibrant US 1 commercial corridor and, as such, the property has significant value. However, the fiscal benefit associated with the property's likely substantial land value does not currently accrue to the City (as it is tax exempt). The relocation of City Hall (and redevelopment of the existing property with non-governmental use) allows the City to capture what is likely to be significant ad valorem tax along with other potential use taxes and fees. Since the City would be moving to land it already owns, nothing additional will be taken off the tax rolls as part of the downtown relocation.



2 Master Plan Process Research and Analysis

The summary market assessment herein is intended to provide general insight into economic and market conditions that will help guide the master planning effort for downtown Homestead. Based upon follow up discussions with the planning team, City, stakeholders and other community representatives, Lambert Advisory LLC., will be prepared to assist in select evaluations of some of the programming recommendations highlighted above.

2.6. SUMMARY OF ISSUES AND OPPORTUNITIES

- *Provide an Attraction/Activate Public Open Spaces in Downtown Homestead.*

The presence of Losner Park in Downtown Homestead presents a unique opportunity to create an attractive interactive space that will keep the present band shell and a limited amount of green space while providing for water based attraction that will bring children and families to Downtown.

- *Capitalize on City Investments*
- *Reclaim the Civic Significance of Homestead's Historic Downtown*

The Downtown Historic District was traditionally the civic center of the City of Homestead. As clearly identified in the Market Analysis there is an opportunity to bring back City

Hall to Downtown. This has been in the works for years.

The construction of a New City Hall in Downtown Homestead is a sound business decision that will help the City place a valuable property at US 1 and Campbell Drive in the tax rolls while improving land values and providing additional investment attraction in the City's Historic Downtown Core.

City Hall's employment base would have an immediate measurable impact on Downtown's economy and would complement the civic/institutional based economy Downtown and would provide an added attraction/linkage to US 1 and the areas east of the Turnpike, as well as improve the overall open space and aesthetic quality of Downtown.

A New City Hall in Downtown Homestead should also:

- » **Create a Civic Space in Downtown Homestead** – The civic significance of Downtown Homestead needs to be complemented with a meaningful and attractive civic space.
- » **Create an Architectural Landmark** - The design of a New City Hall building should be a major landmark in the City of Homestead and in South Miami-Dade County.
- » **Create New Parking** - Provide opportunities to create parking on Washington Avenue to support not only the New City Hall but also Downtown Core.



- *Project Downtown's Presence to Major Thoroughfares*
 - » *Improve and Provide Linkages to Major East-West Access Roadway*

Downtown Homestead is not limited to the study area. While the Historic Core is clearly defined, its health also depends on the surrounding urban texture and being easily accessed and identified. Uses north of Downtown in both Krome Avenue, English Avenue, and Washington Avenue are all successful. While predominantly automobile access driven, they provide a population and a level of activity that will help sustain Downtown Homestead.

- » Extend Washington Avenue Median and Treatment to Campbell Drive/ Create Gateway at Campbell Drive
- » Extend Krome Avenue Streetscape Treatment to Campbell Drive / Create Gateway
- » Improve Connections and Image to US 1
- » Improve Pedestrian Connection to Miami-Dade College and English Avenue.
- » Lobby US Post Office for Building and Parking Area Improvements
- Link Downtown To East Flagler Street - Provide Linkages to Flagler Street
The South Miami-Dade Busway separates East Flagler Street

from Homestead's Historic Downtown. Expanding the area of Downtown will only help both existing uses and future development

- » View South Miami-Dade Busway as an Opportunity for Linkage to East Flagler Street through concepts to construct elevated linkages, locate parking areas on the east side of the Busway; propose uses on City owned property on East Flagler Avenue that can complement Downtown.

- Support Continued Growth of Educational Uses

The development and strengthening of educational uses in Homestead's Downtown is a positive development that needs to be strengthened. Educational uses bring activity to the Downtown. The cooperation between the City and the Downtown based educational institutions should be continued and strengthened.

- Provide Incentives to Attract Food and Beverage Facilities to Downtown Homestead

As identified in the Market Analysis, the City would establish and promote a tenant improvement fund/loan program that would be targeted to helping landlords and tenants reduce the cost of converting existing space for food and beverage stores. As mentioned, this specific investment by the City carries notable risk; the program will need to have defined parameters to ensure that only appropriately capitalized, reasonably experienced tenants that have a



2 Master Plan Process Research and Analysis

specific business plan of some quality will obtain funds.

- Provide convenient parking areas That are easily accessible to all areas of Downtown and that will support future civic uses such as the propose New City Hall and as outlined in the Market Analysis.
- Make Strategic Long Term Investments
Key parcels for development of retail uses along Krome Avenue
- Provide Form Based Code Controls to:
 - » Maintain Commercial Retail Image and Appearance of Krome Avenue and Washington Avenue through strict requirements to: have a minimum amount of retail use on store fronts; requiring a minimum amount of storefront glass on facades; provide pedestrian protection; require a build-to line; limit non-retail uses; provide open air uses on open parking areas facing Krome Avenue; strictly control the redevelopment of the Country Inn Motel property; and other controls as identified in the Form Based Code section.
 - » Work with Miami-Dade College to Improve the Public Realm's Aesthetic Environment and Linkages to Downtown.
 - » Create a Design Review Board composed of both local architects, engineers, city staff and residents to review proposed projects in Downtown Homestead.

Exhibit A

City of Homestead

Downtown Historic District Code

Article 1 GENERAL PROVISION

Sec. 1.1 - Definitions

- **Abutting:** A common border or being separated from such common border by a roadway, easement or right-of-way.
- **Access:** The place or way by which pedestrians and vehicles have a safe and usable ingress and egress to a Property or Use of Property. An unobstructed way or means of approach to provide entry to, or exit from, a property.
- **Accessory Building:** Means a building; the use or intended use of which is supplementary to that of the principal Building situated on the same site but does not include an additional dwelling unit to the already-existent dwelling unit; a building that is supplemental to the principal use of the site on which said accessory building is located.
- **Accessory Use:** A use customarily incidental to, and related to, a principal use established on the same lot.
- **Alteration:** Any external alterations, additions or permanent decorations to any Improvements constructed on any Plot.
- **Balcony:** An unenclosed, habitable structure usually protruding from a façade or an elevation, providing private outdoor space to an upper level use such as retail, office, apartment or home.
- **Base flood:** The flood that has a 1-percent probability of being equaled or exceeded in any given year (also referred to as the 100-year flood).
- **Base Flood Elevation (BFE):** The height of the base flood, usually in feet, in relation to the National Geodetic Vertical Datum of 1929 or other datum as specified.
- **Block:** A combination of building lots, the perimeter of which abuts streets.
- **Block face:** The right-of-way line or easement line which delineates a block edge.
- **Buildable Area:** That portion of a Lot upon which a building, structure, pavement, or other improvements may be placed that does not encroach into designated areas such as setbacks, yards, and easements.

Homestead Downtown Historic District

- **Build-to-Line:** The Build-to-Line is a line parallel to the property line where the façade of the building is required to be located.
- **Building(s):** A permanently located structure having a room supported by walls or columns but excluding any courtyard that such structure may have; provided however, that no form of fabric tent or vehicle shall be considered a building.
- **Building Envelope:** The exterior surface of a building - the walls, windows, roof and floor.
- **Building Height:** The vertical distance measured from the average elevation of the finished grade at the front of the building to the highest point of the structure, exclusive of parapet walls, roof structures for elevators and stairways, and ventilating fans.
- **Building Line:** The line which is located at the front yard setback of a Lot and at which the required Lot width for the district is met.
- **Building Setback Line:** A line established by the code, generally parallel with, and measured from, the front property line, defining the limits of a Lot in which no building, accessory building or structure may be located above the ground.
- **Building Site Coverage:** The area of a land parcel that is covered by the footprint of a building.
- **Building, Main:** A building within which the principal use permitted on the Lot as provided by these Regulations is conducted.
- **Build-To-Line (BTL):** A line parallel to the property line where the façade of the building is required to be located.
- **Canopy:** A structure constructed of rigid materials, including but not limited to, metal, wood, concrete, plastic or glass, which is attached to, and supported by, a building, columns, poles or braces extended to the ground.
- **Civic Use:** Premises used primarily for public education, cultural performances, gatherings and displays administered by non-profit cultural, educational, governmental, and religious organizations.
- **Colonnade:** A roofed structure, extending over the sidewalk, opens to the street except for supporting columns or piers.
- **Commercial Use:** Area of a Building and/or Parcel reserved for commercial use.

Homestead Downtown Historic District

- **Commercial Façade:** The development of the ground floor of a building for retail, service or office use and expressed on the street side of the building.
- **Conditional Use:** A use which has certain characteristics which may be detrimental to the surrounding area, but which may be permitted within a district with designated mitigation measures.
- **Courtyard:** A landscaped, outdoor open space surrounded by walls, fences or other materials used to establish a sense of boundary.
- **Deck:** A roofless floor structure, at rooftop or ground level, specifically allowed to encroach into a Yard. A deck is similar to a terrace, but made of boards.
- **Density:** The number of dwelling Units per unit of land.
- **District:** Same as "zone." This term may apply to any size area. A Zoning District is an area of land with a particular designated use.
- **Dwelling:** A building used as a self-contained residence that must include a kitchen sink and food preparation facilities, a bath or shower, and a closet pan and washbasin.
- **Dwelling Unit:** One or more habitable rooms constituting a self-contained unit with a separate entrance and used, or intended to be used, for living and sleeping purposes.
- **Existing Use:** The lawful use of a Building, Lot or structure at the time of the enactment of these Regulations.
- **Expression Line:** A horizontal line, the full width of a facade, expressed by a material change or by a continuous projection not less than three (3) inches nor more than one (1) foot.
- **Façade:** The exterior walls of a building.
- **Federal Emergency Management Agency (FEMA):** The independent federal agency that, in addition to carrying out other activities, oversees the administration of the National Flood Insurance Program.
- **Fence:** A permeable metal or wooden wall, independent of a building, located along a Frontage line.
- **Federal Insurance Administration (FIA):** The component of FEMA directly responsible for administering the National Flood Insurance Program.

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- **Flood Insurance Rate Map (FIRM):** The insurance and floodplain management map issued by FEMA that identifies, on the basis of detailed or approximate analyses, areas of 100-year flood hazard in a community.
- **Floor Area:** The total horizontal area of all the floors of a building measured from the exterior surface of the outside walls including all floors below ground level but exclusive of vent shafts and courts.
- **Floor Area Ratio (FAR):** The ratio of the gross floor area of a building to the area of the Site on which it is situated.
- **Footprint:** The outside dimensions of a Building describing the amount of space it occupies on the ground.
- **Frontage:** That portion of a Lot that abuts a public right-of-way.
- **Frontage, Minimum Frontage Requirement:** The minimum amount of a parcel length that is required to have a development or building mass. The requirement is typically expressed as a percentage of the frontage that must have mass within a certain distance zone, as measured from the property line (i.e. "80% from 10 to 15 feet," requires that 80% of the length of that side of the Parcel must have building mass not less than 10 feet from the property line but not more than 5 meters from the property line).
- **Fully Enclosed Covered Area:** This is the measure of the sum of all such areas of each building floor level, including basements (except unexcavated portions), floored roof spaces and attics, garages, penthouses, enclosed porches and attached enclosed covered ways alongside buildings, equipment rooms, lift shafts, vertical ducts, staircase and any other fully enclosed spaces and useable floor areas of the building. Calculated by measuring from the normal inside face of exterior walls (i.e. excluding the wall thickness) but ignoring any projections such as plinths, columns, piers and the like which project from the normal inside face of exterior walls.
- **Galleria:** Narrow recessed balcony area along an upper floor on the interior of a building; usually marked by a colonnade.
- **Garden Wall:** A wall separating a courtyard garden from a public open space.
- **Grade:** The elevation of the surface of the Ground at any point on a Site.
- **Grade, Existing:** The elevation of the surface of the existing undisturbed ground at any point on a site.
- **Grade, Finished Floor:** The final elevation of the finished floor of a structure or building.

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- **Gross Floor Area:** The sum of the fully enclosed covered floor area and the unenclosed covered area of all floor levels of a building.
- **Habitable Space:** Building space whose use involves human presence with direct view of the fronting streets or open space, excluding parking garages, self-service storage facilities, warehouses, and display windows separated from retail activity.
- **Liner Building:** A building specifically designed to mask and enliven the edge of a parking lot, parking garage, public assembly or large retail facility (big box) along a public frontage
- **Lot:** A piece, parcel, or plot of land occupied by, or to be occupied by, one principal building and its accessory buildings and including the open spaces required in this Code.
- **Lot Coverage:** The percentage of the area of a lot or parcel of land, which is occupied by buildings or structure (building footprint).
- **Lot Frontage:** The front of a lot shall be construed to be the portion nearest the street. For the purpose of determining yard requirements on corner lots and through lots, all sides of a lot adjacent to streets shall be considered frontage.
- **Master Plan:** A comprehensive plan that describes and maps the overall development concept for an area or precinct, including present and future land use, detailed urban design and landscaping, built form, infrastructure and service provision.
- **Property Line:** A line established by survey which sets the legal boundaries of a property.
- **Retail Use:** Premises used for the exchange of services or goods.
- **Setback:** A line established by development control regulations, generally parallel with and measured from the front property line, defining the limits of a lot in which no building or accessory building or structure may be located above the ground.
- **Setback, Rear:** A setback extending the full width of the Lot in the area between the rear lot line and the rear building line.
- **Setback / Side:** A setback extending the full width of the lot in the area between a side lot line and a side building line.
- **Sidewalk:** The layer of a streetscape dedicated exclusively to pedestrian activity.

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- **Sign:** Any device designed to inform or attract the attention of a person not on the premises on which the sign is located. It means any structure, wall, natural object, or other device used for visual communications which is visible from any means of access and is used to advertise or direct attention to an activity, product, place, person, or business.
- **Shared Parking:** Parking used by more than one (1) use or building.
- **Storefront:** The portion of a building at the first story of a retail frontage that is made available for retail use.
- **Story:** A floor level within a building.
- **Substantial improvement:** Any reconstruction, rehabilitation, addition, or other improvement of a structure, the cost of which equals or exceeds 50 percent of the market value of the structure before the “start of construction” of the improvement. This term includes structures that have incurred “substantial damage,” regardless of the actual repair work performed. by FEMA that identifies, on the basis of detailed or approximate analyses, areas of 100-year flood hazard in a community
- **Total Floor Area:** The area of all floors of a building including finished attics, and finished basements.
- **Unit:** A unit of property (such as an apartment, hotel, office, or retail unit) contained within a building or buildings.
- **Use:** The purpose for which land or a building is arranged, designed, or intended, or for which either land or building is or may be occupied or maintained.
- **Utility Installations:** Public utility or public service uses such as electric, gas, water, sanitary, irrigation, storm-water, fiber-optics, substations and distribution systems, poles, wires, cables, conduits, vaults, laterals, pipes, mains, valves or similar pumping stations; radio, television and micro-wave transmitting or relay stations and towers; transformer stations; water towers and standpipes.
- **Wall:** A construction, not considered a structure, which is designed for screening or enclosing. Landscaping screens of a height of over 3 feet shall be considered a fence whereas random planting of any height shall not be considered a fence.
- **Yard:** An open space on the same Lot with a principal building; open, unoccupied, and unobstructed by buildings.

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- **Yard, Front:** A yard extending along the full length of a front property line. In the case of a corner lot, any yard extending along the full length of a right-of-way line.
- **Yard, Rear:** A yard extending along the full length of the rear property line. Buildings, unenclosed access Galleries (including ground floor) and any other trafficable covered areas of the building which are not totally enclosed by full-height walls. A rear yard is to be calculated by measuring the area between the enclosing walls or balustrade (inside face excluding the wall or balustrade thickness) .Measurement is taken to the edge of the paving or the edge of the cover (whichever is the lesser) when the covering element is supported by columns.

Sec. 1.2. - Purpose and Intent

The purpose of these standards is to provide for the orderly and congruent development of Homestead's Historic Downtown both for the construction of new buildings and the renovation of existing structures in order to foster a high quality design identity; provide for an active street scene; and protects the historic resources of Homestead's Downtown. It provides standards for the continued and orderly redevelopment that will assist in enhancing and maintaining the identity of the City of Homestead's Downtown Historic District.

Sec. 1.2.1 - Intent

The Downtown Historic District Code is intended to provide design standards in order to enhance and protect Homestead's Historic Downtown District with the objective of:

- (a) To preserve **building and architectural scale** through the inception of reviews and regulations that will provide for the continued presence of small scale commercial buildings and encouraging the construction of traditional building forms compatible with the historic character of Homestead' Downtown;
- (b) To enhance and preserve the **commercial and civic street scene activity** through adequate provisions for the inclusion of sufficient ground level retail commercial oriented uses and retail commercial architectural typologies;
- (c) To enhance and preserve the architectural character through the inception of reviews and regulations that will promote the use of the areas' traditional materials, architectural detailing, and overall designs compatible with its present architectural character and style;

Sec. 1.3 - Conflicting Provisions

Where there appears to be a conflict between the Downtown Historic District regulations and other requirements of any other statute, law, or regulation, the most restrictive and or that imposing the higher standard shall govern.

Sec. 1.4 - Applicability

The requirements of this Code apply to all development within the Downtown Historic District as designated in the Downtown Historic District Code Boundary Map.

Sec. 1.4.1 – District Boundaries

The requirements of this Code apply to all development within the Downtown Historic District as designated in the Downtown Historic District Code Boundary Map

Sec. 1.5 - Rules of Construction

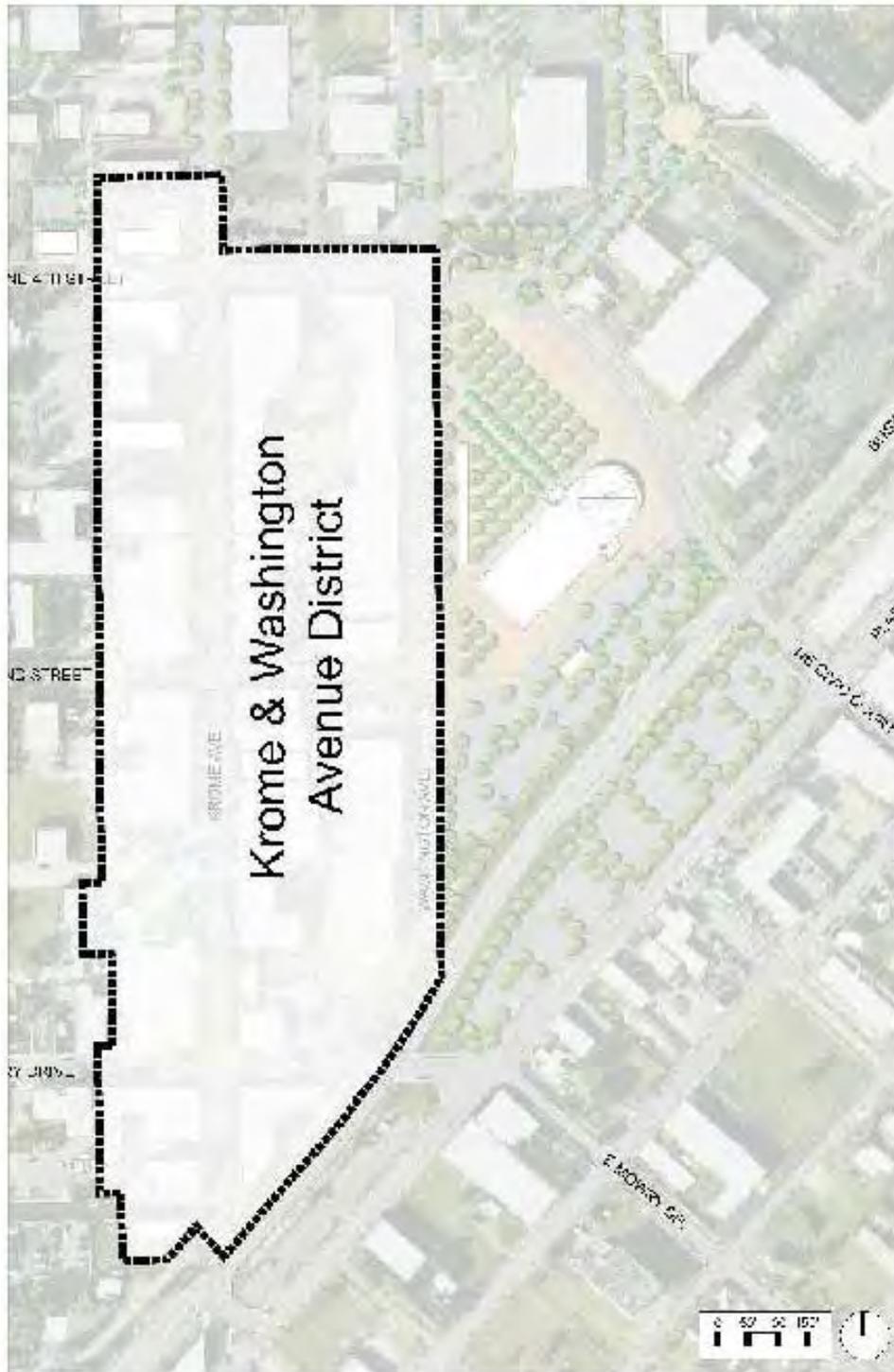
Certain terms or words used in this document entitled City of Homestead Downtown Historic District Code shall be interpreted as follows:

- (a) Present tense shall be construed as future tense, the singular number shall include the plural number, and the plural number shall include the singular.
- (b) The word “shall” is mandatory; the word “may” is permissive.
- (c) The words “used” or “occupied” applied to any land or structure shall be construed as “intended” or “designed” or “arranged to be used”.
- (d) The word “lot” includes the words “plot” or “parcel”.
- (e) The term “City of Homestead Downtown Historic District Code” includes the words “regulations”, “ordinances”, and “code”.
- (f) Where there may be differences between an illustration and the written text and whether this difference is in meaning or implied, then the text shall control.

Sec. 1.6 - Administration

The Development Services Director of the City of Homestead shall enforce the standards and requirements of this code.

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Sec. 1.6.1 – Approval Process

Development applications shall be processed consistent with the City of Homestead's development application review requirements. All interpretations are to be made by the Director of Development Services. Any appeal of the Director's decision will be heard by the City Council.

ARTICLE 2 GENERAL

Sec. 2.1 – Permitted Uses

Permitted uses shall be as per allowed under the City of Homestead Zoning Code, Chapter 30, Article Iii. - District Regulations, Division 24. - Business Mixed Use District.

Sec. 2.2 - Building Height

Building height shall be measured from the average elevation of the sidewalk on the principal frontage side of the building.

- (a) Maximum Building Height - Total building height at upper level setbacks is six (6) stories or 70'0" including parapets. All roof top mechanical equipment including but not limited to heating, ventilating, air conditioning machinery, accessory communication equipment, public utility service fixtures, elevator facilities, and stairway towers, water tanks and any other required mechanical equipment may project above the maximum height if located a minimum of fifteen feet setback from all sides of the building and screened from view.

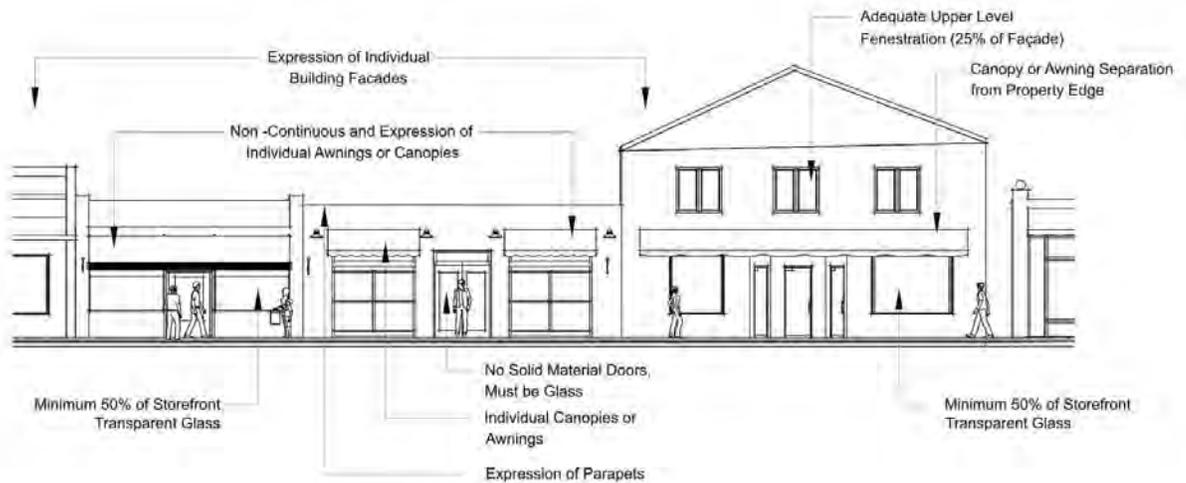
Sec. 2.30 - Assembled Frontages/Long Building Frontages

Maintaining "small town" and street friendly architectural scale of Historic Downtown Homestead requires that the street front appearance of individual buildings be preserved.

- (a) Preserving Individual Building Character - Conjoined buildings assembled to create a single use or ownership structure are required to maintain and enhance the individual façade character of each of the structures being conjoined.
- (b) Any building over fifty (50) feet long, whether an individual structure or a conjoined building, must be designed to read on the first two levels, as a series of buildings no wider than fifty (50) feet each in order to maintain the historic character of Homestead's Historic Downtown District. Preserving and enhancing the small scale character of building structures within the Historic Downtown District is important to enhance the economic health of the District. The 50 feet dimension is based on what is the minimum lot width allowed within the Historic District.
- (c) The requirements established for individual building facades in this Code shall apply to the facades of the individual buildings that are being conjoined for one single user or property. This includes all requirements such as: the articulation of the storefront façade; minimum front entry

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INDIVIDUAL BUILDING EXPRESSION



NOT ALLOWED

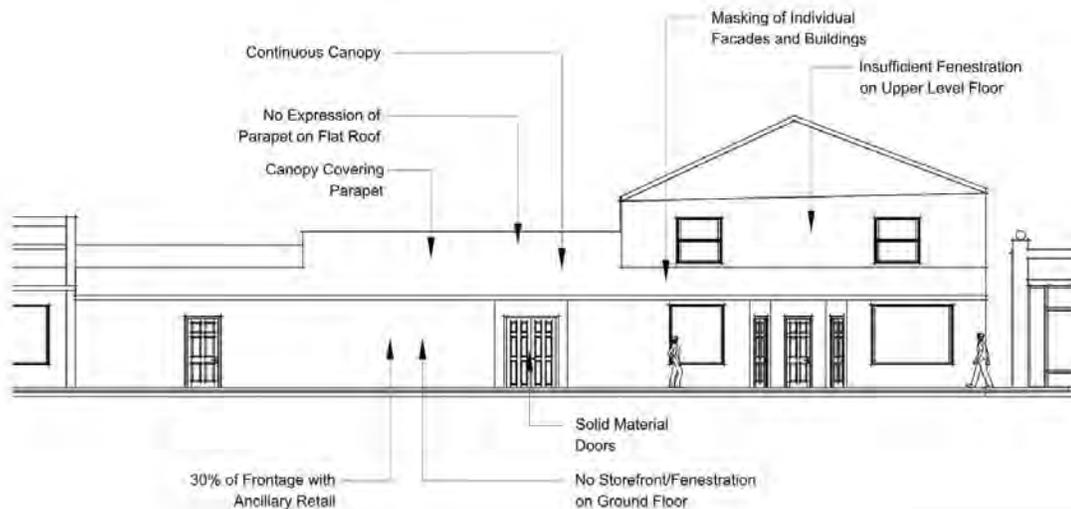


Figure 1

Homestead Downtown Historic District

- (d) Requirements; minimum storefront glass requirement; massing; materials; and detailing of each individual structure.

Sec. 2.4 - Parking

Sec. 2.4.1

- (a) **Buildings with a total construction area under 5,000 gross square feet** – A maximum three (3) parking spaces are required for buildings with a total of less than 5,000 square feet of floor area.
- (b) **Buildings with a total construction area over 5,000 square feet** - Will provide on-site parking with the following ratio: Retail 1 space per 300 square feet; Office 1 space per 300 square feet; Residential 1.15 space per unit
- (c) **Parking Driveway Entrances** – Where an alley is present, all entrances to parking areas shall be directly from the rear alley side of the property.
- (d) **Parking Placement**- Entrances to parking structures and surface parking shall be located as close as possible to the side and/or rear of each lot and meet all relevant access requirements for development.

Surface Parking - No surface parking use shall face directly on Krome Avenue, Washington Avenue, NW 4th Street or any side street within the Downtown Historic District.

- Surface parking shall be screened with a liner building, for the first two floors, or decorative wall/landscaping.

Structured Parking - Structured parking fronting on a commercial street within the Historic Downtown District shall be covered with a liner building in the first two floors.

- (e) **Shared Parking**- Shared access to parking shall be encouraged to limit the frequency of curb cuts onto main thoroughfares, which maintains the street front at the pedestrian level.

Cross Access Agreement- a cross access agreement between property owners shall be provided to outline the terms of shared parking consolidation.

Sec. 2.5 - Service Access

- (a) Where an alley is present, all service access shall be from the alley side of the building to a loading and service area.
- (b) Where there is no alley present:

- For sites with multiple street frontages, parking and services shall be accessed, via driveway, from the lower priority street.
 - For landlocked sites with singular frontage on a primary street, access to parking and services shall be via driveway passage through or driveway alongside the first floor of the building.
- (c) Shared access between adjacent property owners via a cross-access agreement is encouraged to reduce curb cuts along street frontage and provide more parking areas and inter-block circulation.

Sec. 2.6 - Entrances and Pedestrian Access

- (a) **Storefront Entrances** - All store fronts shall be accessed from the principal frontage street side of the building or a side street where applicable.
- (b) **Upper Level Entrances** - All access to upper levels occupied by one or different tenants shall be directly from the principal frontage or a side street where applicable. Main access to upper level uses shall not be from the alley side of the property. Secondary and emergency egress access may be from the alley side of the property.

Article 3 ARCHITECTURAL STANDARDS

Sec. 3.1 - Architectural Styles of Historic Downtown Homestead

Downtown Homestead possesses a number of historic structures and styles. These are:

(a) Mission Style /Homestead Vernacular

- (1) Homestead's Historic Downtown has a number of historic vernacular buildings, or Mission Style, whose architectural form and details reflect a very unique style found in Homestead's Downtown. In the book *From Wilderness to Metropolis*, researched and written by Metropolitan Dade County Office of Community and Economic Development, Historic Preservation Division, 1982, the Homestead Public School of 1914 is identified as a building of such style built in 1914; and designed by August Geiger who described the building's style as "Mission". The Mission architecture style has flat roofs with parapets where the parapets may be shaped in different curved forms and bell-shapes to highlight specific areas of the building.
- (2) Buildings occupy small sites, with mostly a maximum street frontage width of between 45 and 50 feet, with some buildings occupying up to 60 feet of street frontage.
- (3) The architectural designs of the structures reflect the site dimensions. Buildings clearly express the bearing-wall type of construction with substantial use of masonry covered with stucco and painted in light colors. Where second stories are present, upper level fenestration is defined by the bearing wall type of construction with limited use of windows. Symmetry and rhythm are part of the architectural expression of the facades.
- (4) Roof structures are either flat or sloped. Sloped roofs are expressed in the façade through the use of gable ends that are completely integrated into the façade of the building. The slope of the gable end roofs are substantial and serve to create the vertical elements that punctuate the façade of the blocks that make up the Krome Avenue Frontage.
- (5) Flat roofs are provided with parapets. Parapets are an integral part of the building design and define the façade's architectural style and character. The parapets are terminated with plaster moldings and are designed to increase the verticality of the building's façade. Symmetry is an integral element of the parapet designs. Marquees, canopies and arcades form part of building facades on Krome and Washington Avenue.

(b) Miami Modern

- (1) MIMO, a shorthand for Miami Modern, is a term coined by the authors of the book “MIMO, Miami Modern Revealed” by Randall Robinson and Teri D’Amico. The term

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Figure 2

ARCHITECTURAL STYLES

HOMESTEAD VERNICULAR



MIAMI MODERN



ART DECO



HOMESTEAD DOWNTOWN HISTORIC DISTRICT - BUILDING FORM STANDARDS

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- (2) Comprises different modernist styles that were prevalent in South Florida from 1945 to the late 1960's. It represented an adaption of the Modernist movement to local South Florida conditions, both in climate and in construction style.
- (3) The book "MIMO, Miami Modern Revealed" describes a series of elements that can be found in MIMO architecture among which are: concrete canopies, concrete block and stucco; cutouts; eyebrows; egg-crate facades; keystone; intersecting planes and other
- (4) Architectural elements that created a unique Miami style of the period. MIMO Architecture permeated many building types and while Miami Beach and Miami were at the forefront of the stylistic development, a number of buildings in Homestead's Downtown District have the attributes of the Miami Modern architectural style.
- (5) The Jacobsen's Building presents this Modernist style with the eyebrows and cantilevered façade elements, as well as the angled design of the storefront. Other examples of MiMo architecture in Homestead's Historic Downtown include the Edison Furniture Store at Krome and 3rd Street; the former jewelry store/vacant building at the south east corner of Krome and 3rd Avenue; and many others. These buildings contain the elements that comprise the style of Miami Modern Architecture (MiMo) as previously described. Improvements to these buildings should keep the architectural elements that form MiMo.

(c) Art Deco

- (1) A number of structures were designed in the "Art Deco" style of construction prevalent in South Florida during the twenties up to the forties. Derived from the Decorative Arts, the Art Deco Architectural style is characterized in South Florida by the use of masonry materials to create specific forms to adorn buildings that were relatively simple in plan and facade. The architectural style used stepped forms, curves, and rounded openings, geometric curves to as building and decorative elements. Most characteristic in Homestead is the use of eyebrows as window weather protection and sun screening.

Sec. 3.2 – Recommended Architectural Styles for Historic Downtown Homestead

All buildings to be constructed or reconstructed in the City of Homestead Downtown Historic District shall be designed in a specific architectural style such as Mission Style, Miami Modern or Streamline, Art Deco or other historic architectural style. The development services director shall review the design and determine its compatibility with the surrounding context of the Historic Downtown District.

Sec. 3.3 - Remodeling and Restoration of Existing Buildings

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When remodeling an existing building, the original historic style and appearance shall be remodeled/restored. The architect shall furnish, where available, photographs of the building as it existed in its original design and provide for design that is as respectful as possible of the original architectural design intent. The development services director shall determine the compatibility of the proposed design with the original architectural design and the surrounding Historic Downtown context.

Sec. 3.4 - Building Envelope and Materials

Sec. 3.4.1 - Style, Massing, Proportions and Materials

- (a) **Architectural Styles** – Architectural designs for new construction shall be compatible with the styles identified within Downtown Homestead’s Historic District. These styles are: Homestead Vernacular, Art Deco, Miami Modern, and Mission Style.

Sec. 3.4.2 - Primary walls

- (a) **Building Walls** – Wall materials shall reflect the traditional construction materials present in Downtown Homestead. These include block masonry covered with stucco; storefront glass frontage. The use of composite or synthetic materials not mentioned above must have equivalent or superior visual and performance properties to those mentioned.
- (b) **Decorative Moldings**- Use of decorative moldings is encouraged. No Styrofoam decorative moldings are allowed.
- (c) **Other Façade Materials** - Use of façade materials and decorative elements that are out of context with the prevalent architectural style and character of Downtown Homestead are not allowed.

Sec. 3.5 - Openings - Glass and Framing

- (a) **Ground Floor Glass Transparency Requirements** - All ground floor facades on retail frontage streets require storefront windows and shall have at least 50% glass at the ground level as measured to a height of ten (10’) feet above the sidewalk elevation. Storefront glass frontage shall extend to a minimum of eight (8’) feet above the sidewalk elevation.
 - (1) **Exceptions** - Exceptions to the 50% minimum storefront glass area may include specialty retail uses such as jewelry stores or food and beverage stores where these may be as approved by the Development Services Director. In no case shall there be less than 25%

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glass frontage as measured at ground level to a height of ten (10') feet above the sidewalk elevation.

- (b) **Storefront Glass** - Storefronts shall use clear glass with at least a 90% transparency. No reflective glass is allowed.
- (c) **Storefront Designs** – Storefront designs must be consistent with the architectural style of the building. Storefronts shall not reflect residential construction design typologies; except where existing residential buildings have been converted to commercial use.
- (d) **Storefront Doors** - Storefront doors must be composed of a minimum of 60% glass and comply with the storefront transparency requirements. In no case shall doors composed of non-transparent solid elements be allowed.
- (e) **Burglar bars and/or grates** on storefront windows or doors are not allowed be they on either on the inside or the outside of the storefront.

Sec. 3.5.2 - Storm Shutters and Hurricane Protection

Storm shutters shall be designed as an integral part of the façade. On existing buildings the design of storm shutters shall respect the historical character of the existing building.

Sec. 3.6 - Roof-Wall Connections

- (a) **Parapets**- Parapets shall be terminated in a manner consistent with the architectural style of the building. Parapets shall extend sufficiently above the roof line to hide any mechanical equipment that may be placed on the roof but in no case shall they exceed the maximum allowed building height at the setback line. Foam moldings are prohibited.
- (b) **Gable Ends** – Where pitched roofs are part of the design, only gable ends are allowed to be expressed on the frontage side of the building.

Sec. 3.7 - Roofs

- (a) **Flat roofs** – All buildings with flat roofs are required to be enclosed by parapets with a minimum of 42 inches high or as may be required to conceal mechanical equipment to the meet the satisfaction of the Development Services Director.

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- (b) **Pitched Roofs Building Crown/Eaves** – In pitched roofs where the ridge is parallel to the frontage facade of the building, the pitched roof must terminate in a gable end. In no case shall a hip roof be expressed on the either the front street or the side street frontage of a building.
- (c) **Roof Pitch/Roof Lines** – Where gable ends are expressed in the façade, the gable end shall be symmetrical in proportion and the minimum required roof pitch shall be a slope of 3 vertical units to 12 horizontal units (3/12).
- (d) **Mansards** – Use of mansard roofs on buildings lower than two stories is not allowed.

Sec. 3.8 - Mechanical Equipment Screening

- (a) All mechanical equipment shall be screened from street level view. Ground floor mechanical equipment or major utility connections shall be done in a manner not visible from sidewalk level.
- (b) When located on a roof top, mechanical equipment shall be set back a minimum of fifteen (15') from the established setback lines and screened as needed to make it not visible from sidewalk level.

Sec. 3.9 - Attached Elements/Building Projections

Sec. 3.9.1 - Awnings and Canopies

- (a) **Projections** - Awnings and canopies may extend forward of the property line/Build-to-Line on the front and side street of building frontages. Awnings and Canopies where placed, shall be so located so as to express the horizontal building element above the awning or canopy; be it a parapet or a gable end. The horizontal element of the structure behind the awning or canopy shall be sufficiently and proportionately expressed in accordance with the building's architectural style and aligned with the location of openings on the building façade.
- (b) **Maximum Allowed Projection** - Awnings and canopies may not extend more than eight feet (8') over the sidewalk and in no case shall be closer than two (2) feet to the curb line. Awnings and canopies must be setback a minimum of three (3') feet from the rear property line.
- (c) **Minimum Height** – The underside of any awning or canopy shall not be less than eight (8') feet above the sidewalk level. The maximum height of the awning or canopy shall not be higher than a slope of 2 horizontal: 1 height as measured from the outer edge of the awning or canopy.

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- (d) **Contiguous Building Alignment** – Where possible awnings and canopies shall be designed to be vertically and horizontally aligned with adjacent building canopies and awnings.
- (e) **Maximum Length of Canopies and Awnings** - Canopies and awnings shall not extend the full horizontal length of a building. Maximum canopy or awning length shall be commensurate with the individual façade articulation of the building and shall be separated by a minimum distance of eight inches (8”) from adjacent awnings and/or canopies; or from the property line where applicable.
- (f) **Allowed Materials, Awnings** – Awnings shall only be made of fabric material in a color compatible with the building structure color palette. Signage on awnings shall be as per approved City of Homestead signage code.
- (g) **Allowed Permanent Canopy Materials** - Permanent canopies shall be affixed to the main structure and may be constructed of concrete cantilevered slabs, or attached structural metal or structural wood structures. All construction shall meet the applicable building codes. Canopies are not allowed above the ground floor level.
- (h) **Canopy Roof Cover Materials**- Where sloped roof canopies are used, these shall be covered with metal roofs. No clay, cement or other type of finished tile, wood shingles, or shingles of any kind, shall be used to roof over the sidewalk canopy projections.

Sec. 3.92 - Marquees

Marquees are only allowed in the front and side street sides of a building. Marquees shall reflect the architectural character of the building and be appropriate in proportion and design. Marquees shall not extend more than eight (8') feet from the Build-to-Line and in no case shall they be closer than two (2) feet to the inside edge of the street curb.

Sec. 3.9.3 - Balconies

- (a) **Balcony Area Requirements** – Where residential uses are proposed no balcony no balcony is required for residential units facing Krome Avenue, Washington Avenue, or any side street. Residential units facing alleys shall have balconies. Where a residential unit is setback less than five (5') from the lot alley property line, balcony requirements shall be as per Sec. 30-396.507. - Patios, terraces, and balconies of the City of Homestead Code.
- (b) **Balcony Projections Build-to-Line** - Second story balconies may project a maximum of two (2) feet over the building front or side street Build-to-Line and over the sidewalk when the underside of the balcony is located at a minimum height of twelve (12') feet above the ground level.

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- (c) **Balcony Projections Setback** - Balconies may project a maximum of four (4) feet into the setback line where no Build-to-Line is required. Balconies may not project over alleys or the rear setback of buildings facing an alley.

Sec. 3.10 - Allowed Building Colors

Allowed main building colors are pastel palette as per the approved Historic District Color Palette. Building colors will be presented for approval of the Development Services Director.

Sec. 3.11 - Federal Emergency Management Administration (FEMA) National Flood Insurance Program (NFIP) Minimum Base Flood Elevation Requirements

New building to be constructed and existing structures to be remodeled with substantial improvements over 50% of their value must meet the FEMA Base Flood Elevation (BFE) requirements for habitable spaces. Sites facing Krome Avenue and Washington Avenue where the sidewalk elevation is not at the Base Flood Elevation (BFE) may be flood proofed as opposed to raising the ground floor retail above the sidewalk elevation.

The flood-proofing of non-residential buildings may be permitted as an alternative to elevating to or above the Base Flood Elevation. Please refer to the Federal Emergency Management Agency (FEMA) National Flood Insurance Program (NFIP) (O.M.B. No. 3067-007), Floodproofing Certificate for Non-Residential Structures. The National Flood Insurance Program (NFIP) Floodproofing Certificate is the form to be used to certify a flood-proofing design for non-residential buildings that are permitted as an alternative to elevating to or above the Base Flood Elevation (BFE).

Historic structures as defined under the NFIP are exempt from the substantial improvement and substantial damage requirements of the NFIP. The NFIP floodplain management requirements contain two provisions that are intended to provide relief for "historic structures" located in Special Flood Hazard Areas. Please refer to FEMA: Flood Plain Management Bulletin, Historic Structures.

Sec. 3.12 - External Lighting Standard

The intent of the outdoor lighting standards are to provide adequate lighting levels for safety and security; to reduce light pollution, light trespass, glare, and offensive light sources; encourage quality lighting design

- (a) **Illumination** - Meet and maintain the recommended luminance range and uniformity for each use and /or structure specified in the latest issue of the Illuminating Engineering Society of North America's (IESNA) publication.
- (b) **Light Trespass** – Meet and maintain the recommended luminance range to minimize light trespass as specified in the latest issue of Illuminating Engineering Society of America's (IESNA) publications.

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- (c) **Light Colors** – Yellow spectrum lamps such as sodium lamps are prohibited on private property.
- (d) **Lighting Controls** – The use of automated external lighting controls to minimize light pollution and energy consumption is recommended.
- (e) **Prohibitions** – No person shall install any of the following types of outdoor lighting fixtures: Blinking, flashing, moving, revolving, flickering, changing intensity or color, and chase lighting, except for temporary seasonal displays or for public safety; any light fixture that may be confused with or constructed as a traffic control device.
- (f) **Exceptions** – The standard of this Section shall not apply to the following types of exterior lighting: Landmark Signs, illumination of cultural significant signs, designated by the community as a landmark, public buildings; Ornamental lighting: low voltage (12 volts or less), low wattage ornamental landscape lighting fixtures, and solar operated light fixtures having self-contained rechargeable batteries, where any single light fixture does not exceed 100 lumens; Right-of-way lighting and public lighting that is located within the right of way of a street; seasonal lighting displays; temporary outdoor activities that include, without limitation, fairs, carnivals, sporting events, concerts, and promotional activities that require temporary outdoor lighting.
- (g) **Consistency with City Street Light Design Guidelines** - Lighting shall also be consistent with the City of Homestead street light design guidelines (section 32-2 of the City Code). Should there be a conflict between this Code and the city’s street light design guidelines, the director of development services shall determine which standards shall apply.

Article 4 - Signage

The City of Homestead’s Commercial Signage Regulations as provided in section 23-41 of the City of Homestead Code of Ordinances shall apply.

Article 5 Specific to Krome Avenue and Washington Avenue Commercial Streets

Sec. 5.1 Boundaries

The boundaries of the Krome Avenue and Washington Avenue Commercial Streets are indicated in Figure 3.

Sec.5.2 Frontage Standards

Sec. 5.2.1 Frontage Types Allowed

This section addresses the relationship of the building to the street and the building types allowed under the Code. Frontage types are indicated in Figure 4.

Sec. 5.2.2 Krome Avenue, Washington Avenue and Side Streets N.W 1st Street to N. W. 4th Street -

Only Commercial Frontages are allowed within Downtown Homestead Historic District' Krome Avenue, Washington Avenue and N.W. 1st Street to N.W. 4th Street frontages. New construction of buildings with external stoops is not allowed on Krome Avenue, and Washington Avenue. Existing historic buildings with exterior stoops such as the 250 North Krome Avenue building are exempt from this requirement.

Sec. 5.3 – Maximum Building Site Coverage

Total allowed lot coverage by buildings, parking, driveways, sidewalks, and all other impervious surfaces shall be one hundred (100) percent of the total lot area.

Sec. 5.4 Building Placement

Sec. 5.4.1 Setbacks

- (a) Front Street Setback/Build to Line (Distance from Property Line) – All commercial and residential development shall be constructed at the Build-to-line on the first two stories with the percentage of building façade at the Build-to-Line as indicated in Section 2.5.2.a. At the third story a minimum setback of fifteen (15') feet from the build-to-line is required. At the fourth story and thereafter a minimum setback of thirty (30') feet from the build-to-line is required.

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- (b) Side Street Setback /Build-to-Line – All commercial and residential development shall be constructed at the Build-To-Line on side streets on the first two with the percentage of building façade at the Build-to-Line as indicated in Section 2.5.2.b. At the third story a minimum setback of fifteen (15') feet from the Build-To-Line is required. At the fourth story and thereafter a minimum of setback of thirty (30') is required.
- (c) Rear Setback Minimum Distance from Property Line – A minimum rear setback of five feet (5') is required at the rear of the property facing an alley.
- (d) Interior Side Setback – On the first three stories no setback is required. At the fourth story and thereafter a minimum setback of ten (10') feet is required

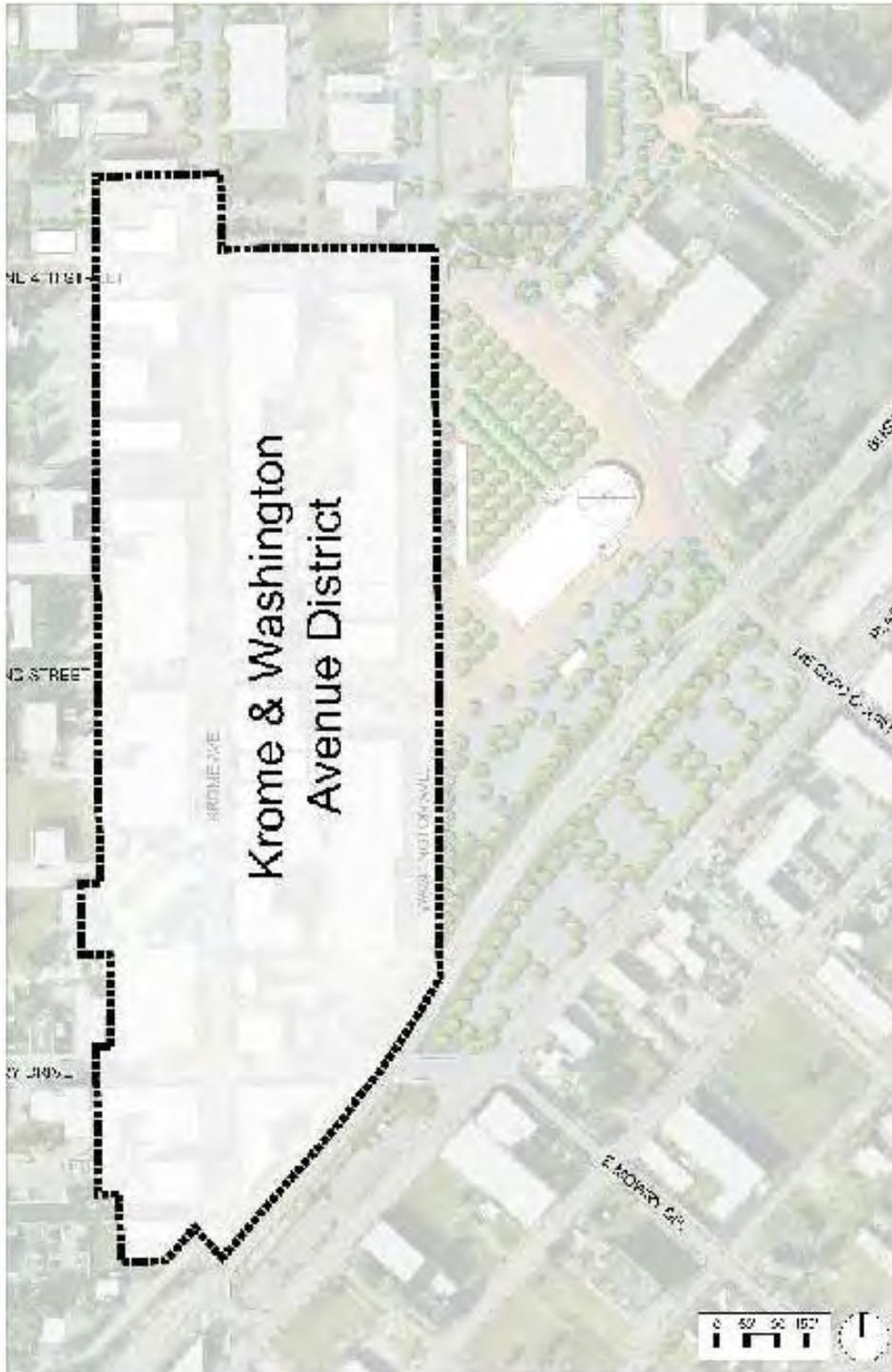
Sec. 5.4.2 Building Façade at the Build-to-Line (BTL)

- (a) Frontage Street - One hundred percent (100%) of the ground floor building volume shall be placed at the Build-to-Line on the front street of the site. On the second floor 90% of the building volume shall be placed at the BTL on the front street of the site.
- (b) Side Street – Ninety percent (90%) of the ground floor building volume shall be placed at the Build-to-Line on the side street of the site. On the second floor 80% of the building volume shall be placed at the BTL on the side street of the site.

Sec. 5.5 Ground Floor Uses

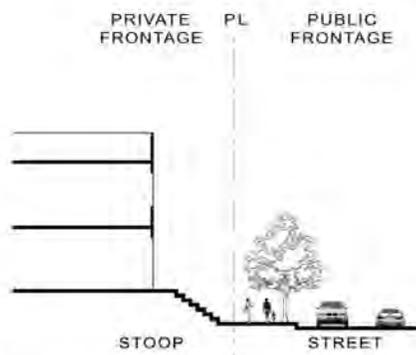
- (a) It is recommended that a minimum of 30% of the building ground floor frontage on Krome Avenue or Washington Avenue shall be provided with retail use, or food and beverage use. The building frontage at the Build-to-Line shall be designed in a manner complementary to the retail space and with the required amount of storefront glass as outlined in this Code.
- (b) Upper level uses may include retail, restaurants, office, residential, hospitality, or parking.

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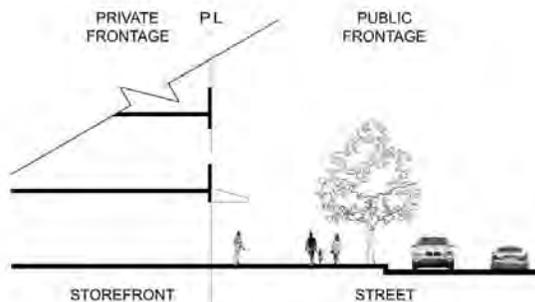


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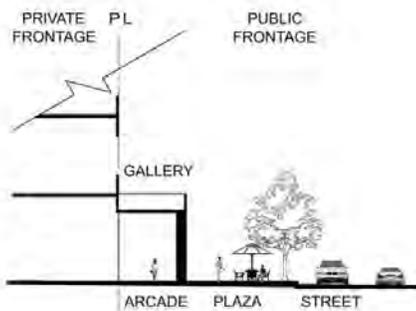
FRONTAGE TYPES



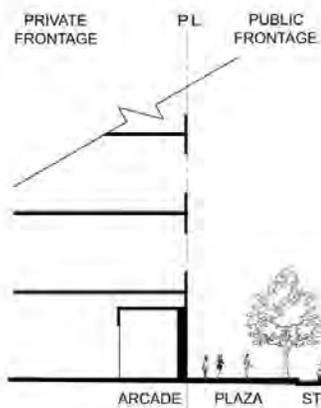
1. STOOP



2. SHOPFRONT / AWNING



3. GALLERY



4. ARCADE

Figure 4

Homestead Downtown Historic District

BUILDING PLACEMENT

Min. Lot Area	5,000 sq.ft.
Min. Lot Width	50'-0"
Max. Lot Cover	100%
Building Façade at BTL	
Front	100% min.
Side Street	90% min.

BUILDING SETBACK

	FIRST TWO STORIES	THIRD STORY	AT FOURTH STORY
A Front	0'-0" Required	15'-0" Minimum	30'-0" Required
B Street Side	0'-0" Required	15'-0" Minimum	30'-0" Required
C Interior Side	0'-0" Required	10'-0" Required	10'-0" Required
D Rear	5'-0" Minimum	5'-0" Minimum	5'-0" Minimum

ALLOWED USE TYPES

FRONTAGE TYPE ALLOWED

Only commercial frontages are allowed within Downtown Homestead Historic District.

New construction of buildings with external stoops is not allowed on Krome Avenue, and Washington Avenue.

Existing historic buildings with exterior stoops are exempt from this requirement.

REQUIRED USE TYPES

Ground Floor 30 % Retail frontage required

OTHER : ALLOWED ENCROACHMENTS

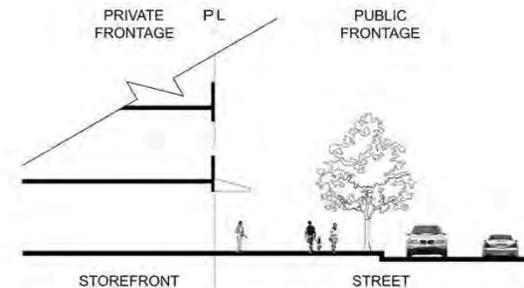
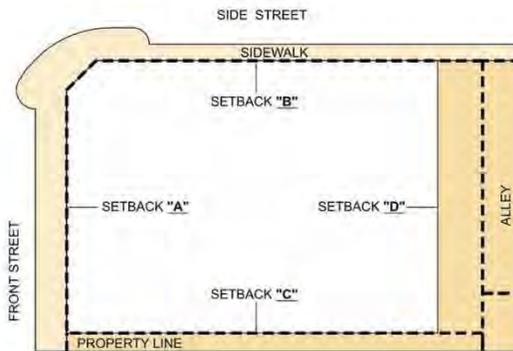
Ground Floor	Awnings and canopies may extend not more than 8'-0" over the sidewalk and in no case shall be closer than two feet to the curb line
Upper Floors	Balconies and terraces may project not more than 2'-0" over the building front or side street Balconies and terraces may project not more than 4'-0" into the setback line where no BTL is indicated.

MISCELLANEOUS

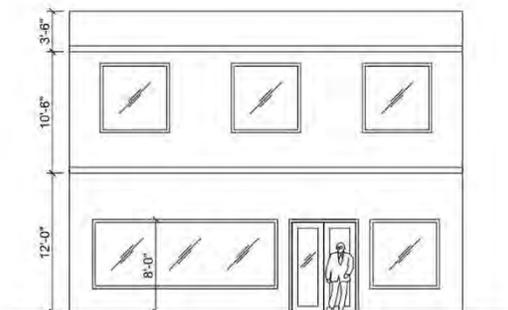
All store fronts shall be accessed from front or side street of the building

All access to upper levels occupied by one or different tenants shall be directly from the principal frontage or a side street

Buildings or conjoined buildings wider than fifty (50) feet must be designed to read as a series of buildings no wider than fifty (50) feet



Commercial Frontage



Building Openings:
Two or More Stories
- Ground Floor Minimum 50% of Storefront Transparent Glass
- Upper Level Fenestration (25% of Façade)

Figure 5

Homestead Downtown Historic District

BUILDING FORM

ALLOWED HEIGHT

A Main Building	70'-0" Max. on 6 Stories
B First Floor	14'-0" Maximum
C Second Floor	12'-0" Maximum
D Upper Floors	14'-0" Maximum

PARKING

SPACES

Buildings under 5,000 sf.	3 Spaces max
Buildings over 5,000 sf.	
1. Retail	1 Space / 300 sf.
2. Office	1 Space / 300 sf.
3. Residential	1.15 Space / Unit

PARKING PLACEMENT

No surface parking use shall face the main frontage of sites on Krome Avenue, NW 4th Street or any side street within the Historic District.

Structured parking fronting on Krome Avenue shall be covered by a liner building in the first two floors and setback on the upper levels as indicated in Figures "A" and "B".

All entrances to parking areas shall be directly from the rear alley side of the property

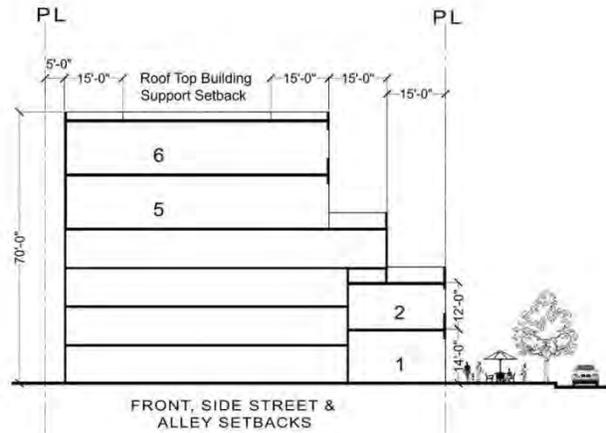
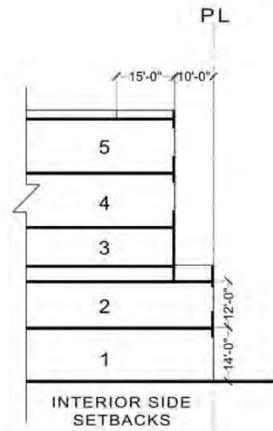


Figure 6

Article 6 Specific to North and South Flagler Street

Sec. 6.1 Boundaries

The boundaries of the North and South Flagler Streets are indicated in Figure 3.

Sec. 6.1 Frontage Standards

Sec. 6.1.1 Frontage Types Allowed

This section addresses the relationship of the building to the street and the building types allowed under the Code. Frontage types are indicated in Figure 4. Stoop, Shopfront/Awning, Gallery and Arcade storefronts are allowed within Downtown Homestead Historic District's North and South Flagler Streets.

Sec. 6.2 – Maximum Building Site Coverage

Total allowed lot coverage by buildings, parking, driveways, sidewalks, and all other impervious surfaces shall be one hundred (80) percent of the total lot area.

Sec. 6.3 Building Placement

Sec. 6.3.1 Setbacks

- (a) Front Street Setback/Build to Line (Distance from Property Line) – All commercial and residential development shall be constructed at the Build-to-line on the first two stories as indicated in Figure 6. At the third story a minimum setback of fifteen (15') feet from the build-to-line is required. At the fourth story and thereafter a minimum setback of thirty (30') feet from the build-to-line is required.
- (b) Side Street Setback /Build-to-Line – All commercial and residential development shall be constructed at the Build-To-Line on side streets on the first two stories as indicated in Figure 6. At the third story a minimum setback of fifteen (15') feet from the Build-To-Line is required. At the fourth story and thereafter a minimum of setback of thirty (30') is required.
- (c) Rear Setback Minimum Distance from Property Line – A minimum rear setback of five feet (5') is required at the rear of the property facing an alley.
- (d) Interior Side Setback – On the first three stories no setback is required. At the fourth story and thereafter a minimum setback of ten (10') feet is required.

6.3.2 Building Façade at the Build-to-Line (BTL)

- (a) Frontage Street - One hundred (100) percent of the ground floor building volume shall be placed at the Build-to Line on the front street of the site. On the second floor ninety (90) percent of the building volume shall be placed at the BTL on the front street of the site.

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Figure 7

- (b) Side Street - A minimum of eighty (80) percent of the ground floor building volume shall be placed at the Build-to-Line on the side street of the site. On the second floor seventy (70) percent of the building volume shall be placed at the BTL on the side street of the site.

6.4 Required Ground Floor Frontage Typology and Recommended Use

- (a) It is recommended that a minimum of 30% of the building ground floor frontage be provided with retail use, or food and beverage use. The building frontage at the Build-to-Line shall be designed in a manner complementary to retail space and with the required amount of storefront glass as outlined in this Code.
- (b) Upper level uses may include retail, restaurants, office, residential, hospitality, or parking.

Homestead Downtown Historic District

BUILDING PLACEMENT

Min. Lot Area	5,000 sq.ft.
Min. Lot Width	50'-0"
Max. Lot Cover	90%
Building Façade at BTL	
Front	80% min.
Side Street	80% min.

BUILDING SETBACK

	FIRST TWO STORIES	THIRD STORY	AT FOURTH STORY
A Front	0'-0" Required	15'-0" Minimum	30'-0" Required
B Street Side	0'-0" Required	15'-0" Minimum	30'-0" Required
C Interior Side	0'-0" Required	10'-0" Required	10'-0" Required
D Rear	5'-0" Minimum	5'-0" Minimum	5'-0" Minimum

ALLOWED USE TYPES

FRONTAGE TYPE ALLOWED

Only commercial frontages are allowed within Downtown Homestead Historic District.

New construction of buildings with external stoops is not allowed on Krome Avenue, and Washington Avenue.

Existing historic buildings with exterior stoops are exempt from this requirement.

REQUIRED USE TYPES

Ground Floor 30 % Retail frontage required

OTHER : ALLOWED ENGROACHMENTS

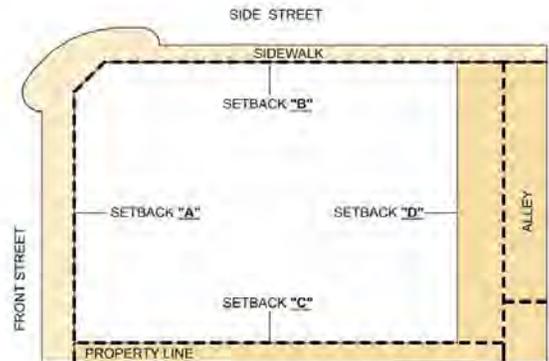
Ground Floor	Awnings and canopies may extend not more than 8'-0" over the sidewalk and in no case shall be closer than two feet to the curb line
Upper Floors	Balconies and terraces may project not more than 2'-0" over the building front or side street Balconies and terraces may project not more than 4'-0" into the setback line where no BTL is indicated.

MISCELLANEOUS

All store fronts shall be accessed from front or side street of the building

All access to upper levels occupied by one or different tenants shall be directly from the principal frontage or a side street

Buildings or conjoined buildings wider than 60 feet must be designed to read as a series of buildings no wider than 60 feet



Homestead Downtown Historic District

BUILDING FORM

ALLOWED HEIGHT	
A Main Building	70'-0" Max. on 6 Stories
B First Floor	14'-0" Maximum
C Second Floor	12'-0" Maximum
D Upper Floors	14'-0" Maximum

PARKING

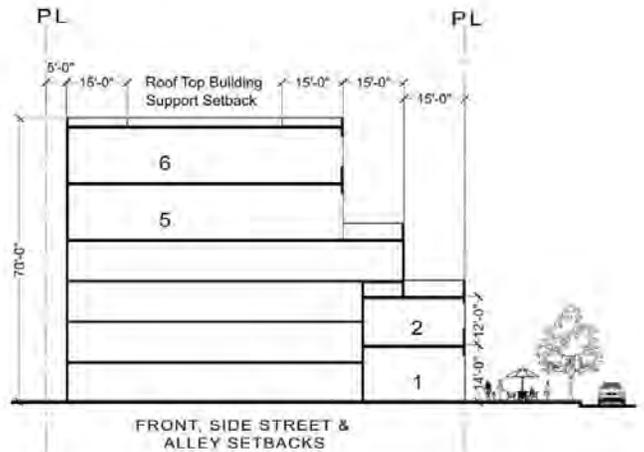
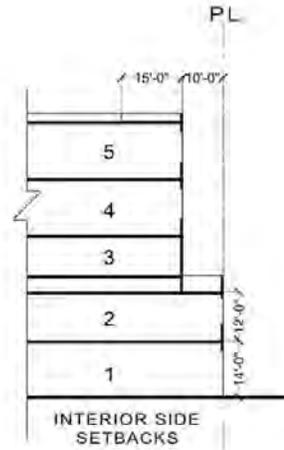
SPACES	
Buildings under 5,000 sf.	3 Spaces max
Buildings over 5,000 sf.	
1. Retail	1 Space / 300 sf.
2. Office	1 Space / 300 sf.
3. Residential	1.15 Space / Unit

PARKING PLACEMENT

No surface parking use shall face the main frontage of sites on Krome Avenue, NW 4th Street or any side street within the Historic District.

Structured parking fronting on Krome Avenue shall be covered by a liner building in the first two floors and setback on the upper levels as indicated in Figures "A" and "B".

All entrances to parking areas shall be directly from the rear alley side of the property



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