



SOUTH MIAMI

PLACEMAKING, BRANDING & URBAN DESIGN

PUBLIC OUTREACH SUMMARY
SEPTEMBER 24, 2024

OVERVIEW

Our team is committed to ensuring that effective and inclusive engagement with residents and community stakeholders forms the foundation of our planning process. To achieve a successful plan, we have outlined a series of engagement strategies designed to gather input, guide the planning process, and facilitate thorough review before finalizing the plan.

Key elements of our strategy include organizing working group meetings with neighborhood representatives, the real estate development community, restaurant managers, and retail business operators, along with personalized one-on-one briefings with important stakeholders.

Moreover, the consultant team will lead three pivotal community engagement activities to disseminate information, stimulate discussion, and collect feedback from the broader public. Each workshop is timed to coincide with critical project milestones:

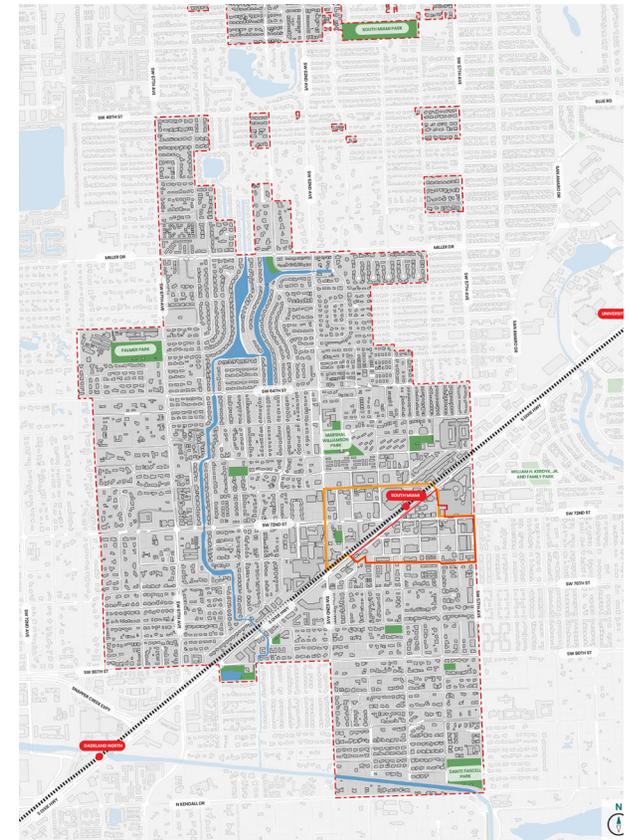
The scope of work objectives for this task includes:

- The "Needs and Opportunities Workshop," held on September 12th, 2024, at the City of South Miami

Commission chambers, served to communicate findings from our Existing Conditions Assessment and engage attendees in brainstorming sessions to explore opportunities and develop a vision for Sunset Dr. With over 30 participants, this event was a significant step in shaping redevelopment plans.

- Scheduled for January 28th, 2025, the "Recommendations/Concept Alternatives Open House" will take place at the same venue. This session will unveil and discuss three proposed streetscape alternatives for Sunset Dr., with community feedback playing a crucial role in selecting the preferred option.
- The final stage, the "Final Plan Open House," will present the chosen streetscape concept alongside urban design studies and redevelopment plans.

This summary presents the insights from the "Needs and Opportunities Workshop" and highlights the participants' recommendations for redeveloping the Hometown District and Sunset Drive Streetscape.



- Buildings
- Parks
- Water
- Study Area
- Metrorail Tracks
- Metrorail Station
- Hometown Overlay
- City Boundaries

TEAM:



PUBLIC OUTREACH



PUBLIC OUTREACH HIGHLIGHTS

TABLE 01

and visitors to view cycling as an efficient and viable transportation option. Another suggestion was to better integrate the Metrorail and the future Underline to the Hometown District to amplify transportation opportunities and expand connectivity to other neighborhoods and destinations.

For those who choose to travel by car, parking was a great concern. Table 1 supported the idea of a park-once environment where people park at a nearby garage and then walk to their destination. They also proposed a circulator trolley system that would connect parking garages--and the Metrorail--to businesses and destinations throughout the Hometown District. Clear and visible wayfinding signage was also considered critical to guiding cars to these garages so as to reduce the number of cars circulating the district in search of a parking space. Table 1 also believed congestion could be mitigated with the construction of a roundabout at the intersection of SW 58th Avenue and Sunset Drive.

REDEVELOPMENT VIGNETTES

Table 1's proposals regarding the potential redevelopment of three selected sites--SW 73rd Street, the Civic Center site, and the Bank site--were in line with their previous suggestions. For SW 73rd Street, the group generally desired a walkable street design that would take into consideration pedestrian comfort, safety, and engagement. At the Civic Center site, the group proposed erecting mixed-use condos between 8-12 stories with green roofs and an active frontage along Sunset Drive. They believed the construction of a public parking garage should be a requirement of this redevelopment. At the Bank site, the table suggested designing a park with its own amphitheater. The idea here was to create a public gathering space where events are programmed year-round, creating a destination that attracts both locals and visitors on a regular basis.

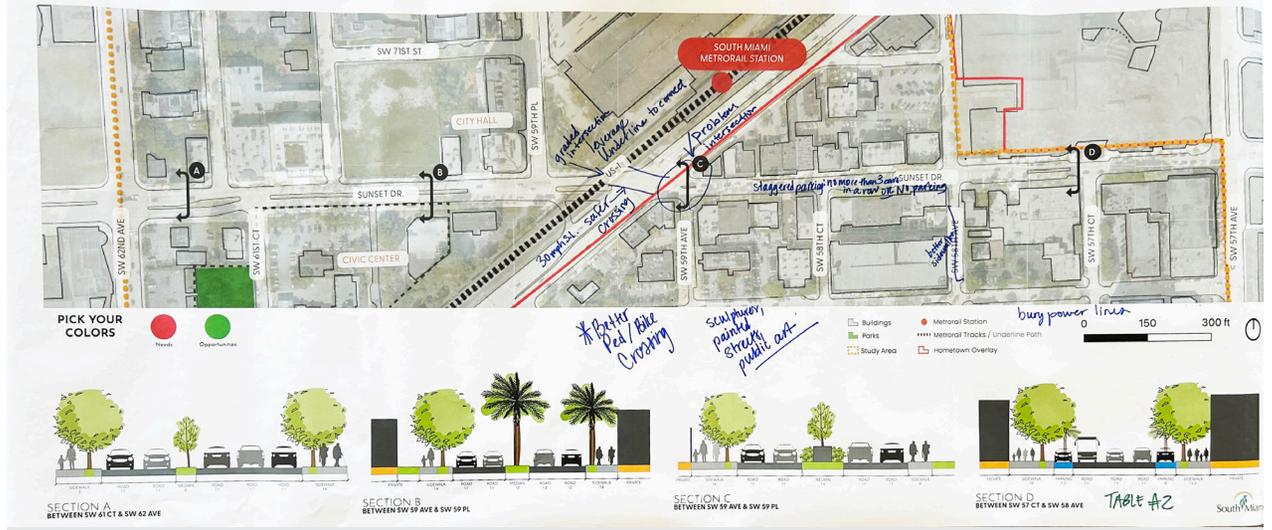


TABLE 02

ENHANCED WALKABILITY AND IMPROVEMENTS TO MULTI-MODAL TRANSPORTATION

Table 2 expressed a desire for improvements to mobility throughout the Hometown District. The intersection of US-1 and Sunset Drive was highlighted as an area in need of attention. The table proposed a graded intersection at this site and a 30mph speed zone to improve pedestrian safety. Improvements to pedestrian and bicycle crossings—especially ones that aid access to the Metrorail and future Underline—were also deemed necessary for strengthening safety and facilitating non-vehicular transportation. To further reduce the prevalence of cars, the group proposed limiting parking availability by implementing staggered parking, where no more than three cars in a row may park. Another site Table 2 brought to the spotlight was SW 58th Avenue. The table suggested improvements to the sidewalk along this avenue to encourage and protect pedestrian walkability. The group also proposed burying power lines throughout the district to improve aesthetics and attract pedestrians.

WHAT SHOULD BE IMPROVED OR WHAT'S MISSING ALONG SUNSET DR. TO MAKE IT A MORE WALKABLE PLACE?



30mph speed zone and graded intersection at US-1 & Sunset drive was proposed to improve pedestrian safety.

Improvements to pedestrian & bicycle crossings were deemed necessary for strengthening safety and facilitating non-vehicular transportation.

TABLE 02

REDEVELOPMENT VIGNETTES:

Table 2 had many ideas regarding the potential redevelopment of three selected sites: SW 73rd Street, SW 74th Street, and the Civic Center site. Along SW 73rd Street, the group suggested improvements that would make this street a destination. For example, they proposed closing the street to vehicular traffic on certain days in order to host events such as farmers markets. The group also suggested making better use of roof space to create more attractions for locals and visitors. The street could also foment safety and nightlife through improvements to street lighting. To increase access to the street, the group also suggested improving pedestrian crossings, especially at the intersection with US-1. Their suggestions for the improvement of SW 74th Street were similar, emphasizing the desire for enhanced sidewalk infrastructure that would promote walkability. At the Civic Center site, the group suggested creating a park with a cafe space that would incorporate the future Underline. This proposal would not only expand the green space already provided by the Jean Willis Park, but create a pleasant resting destination for those traversing the Underline.

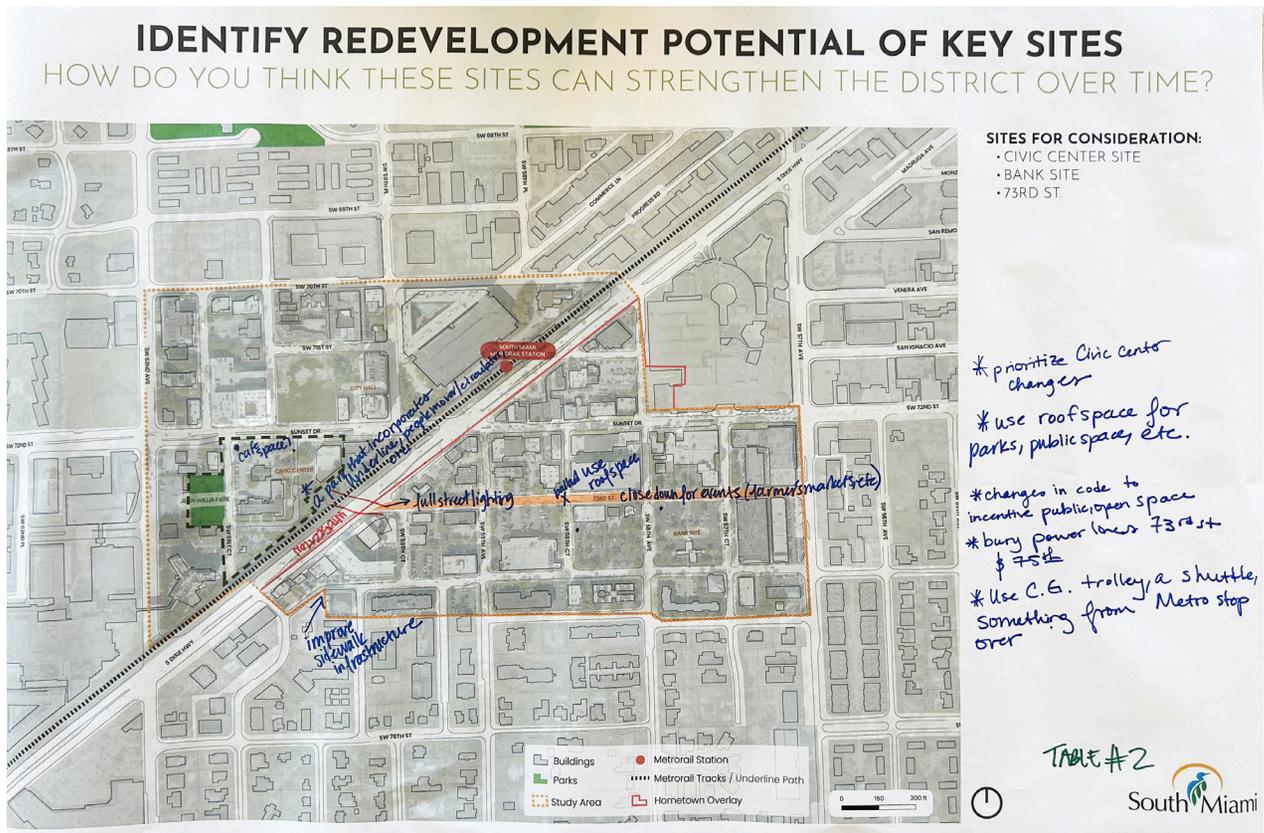


TABLE 03

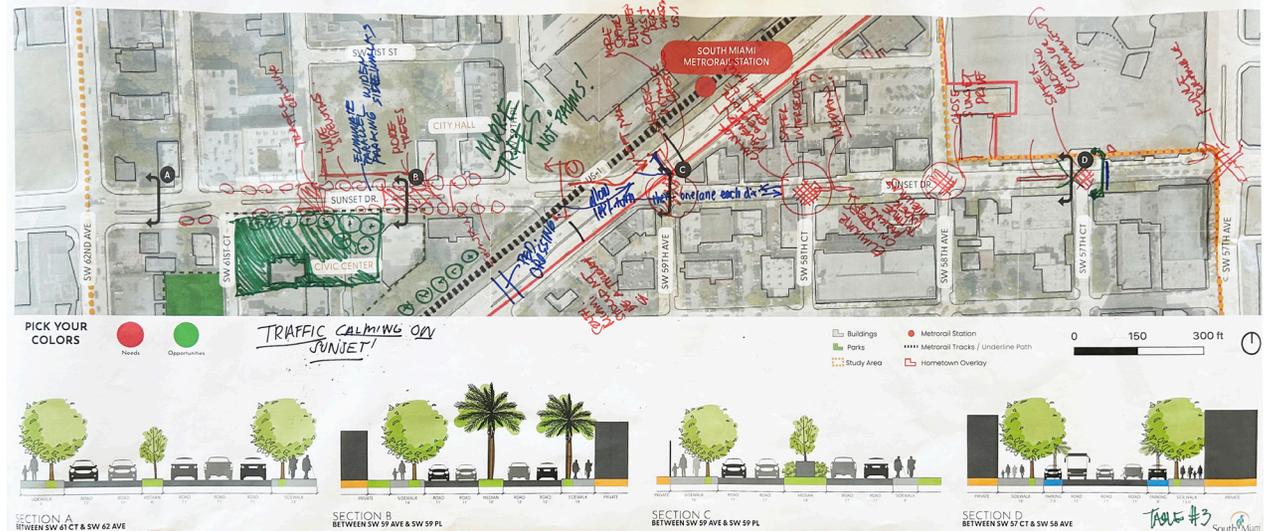
ENHANCED WALKABILITY

Table 3 was primarily concerned with improving the walkability of Sunset Drive, with a great emphasis placed on improving street life and safety. To improve street life, the group found it imperative to increase the tree canopy to provide pedestrians with much-needed shade, especially to the west of US-1. They specified avoiding the use of palm trees because their canopy is not as wide as that of other tree species. Trees were also viewed as a means of promoting safety by serving as a buffer between pedestrians and cars. To create opportunities for businesses and street life, the group also proposed wider sidewalks that would allow for outdoor seating. The group made similar recommendations for the sidewalks along SW 73rd Street.

To improve pedestrian safety and visibility, the group proposed a number of alterations such as bulb outs at corner intersections and a perpendicular crossing of US-1 to reduce the distance people must traverse in front of cars. They also proposed modifying stop bars to increase the space between cars and pedestrians,

To improve street life, the group found it imperative to increase the tree canopy to provide pedestrians with much-needed shade

WHAT SHOULD BE IMPROVED OR WHAT'S MISSING ALONG SUNSET DR. TO MAKE IT A MORE WALKABLE PLACE?



...would like to see the development of a public destination, such as a plaza, that would serve as a gathering space for the community.

TABLE 03

especially at hazardous sites intersecting with US-1. To reduce vehicle speeds, the group suggested converting Sunset Drive east of US-1 into one lane in each direction and introducing a median with landscaping. Changing the material at the crossings with SW 59th Avenue, SW 58th Avenue, and SW 57th Court to match that which is currently found in front of City Hall would also aid in this goal. To minimize the danger posed to pedestrians and reduce the number of cars along Sunset Drive, the table recommended reintroducing the left turn to US-1 from the west. This would prevent cars from continuing their path through Sunset Drive only to turn left on SW 58th Avenue to enter US-1.

MULTI-MODAL TRANSPORTATION IMPROVEMENTS

Table 3 was supportive of making improvements to multi-modal transportation in the Hometown District. To improve access to the Metrorail, the table proposed making the entrance to the station more visible, secure, and inviting, commenting that it currently feels like pedestrians and cyclists are entering through the back of the building. They were similarly interested in better integrating the future Underline to the city and using the brick wall at the station to showcase the Underline's logo. These measures would signal South Miami's positive attitude towards

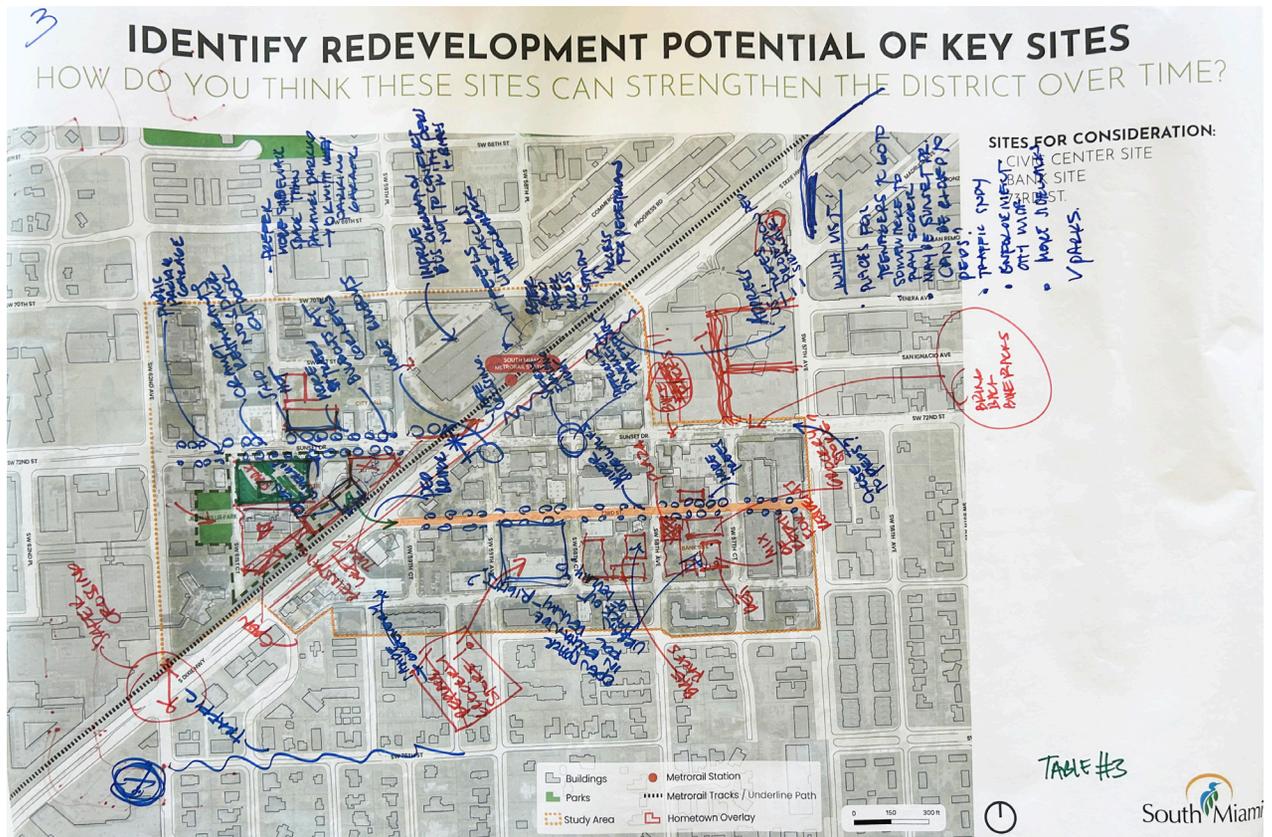


TABLE 03

multi-modal transportation and ameliorate connections to other neighborhoods.

Cars were not a priority for Table 3, especially in regard to Sunset Drive to the east of US-1. They considered eliminating street parking on this side, preferring to direct cars towards parking garages instead. This would allow for sidewalks to be widened, improving the pedestrian experience. They even considered eliminating vehicular access to this section altogether, though there were some concerns as to how this would impact traffic in other parts of the neighborhood. In addition to these suggestions, the group was adamant about bringing back the bike racks that were removed since this has limited the amount of cycling activity in the area. They also suggested improving bus circulation so that it does not conflict with pedestrians and cyclists.

REDEVELOPMENT VIGNETTES

Table 3 proposed a number of suggestions for the potential redevelopment of three selected sites: SW 73rd Street, the Bank site, and the Civic Center site. Along SW

73rd Street, the table would like to see the development of a public destination, such as a plaza, that would serve as a gathering space for the community. At the Bank site, the table suggested fomenting a mix of retail destinations for residents and visitors. The construction of an affordable grocery store at this location proved attractive, considering the Winn-Dixie locals used to shop at is now closed. At the Civic Center site, the group proposed several ideas, including the development of a plaza or community park that would connect with the future Underline and have adequate crossings through US-1. Another idea—which extended to other empty parcels along Sunset Drive to the west of US-1—was to develop buildings with active ground floor uses. The group proposed widening sidewalks around these developments to promote the use of outdoor seating. As part of the redevelopment, the group specifically requested to preserve the coral rock building adjacent to the City Hall so as to preserve the area’s historical character.



TABLE 04

AVAILABILITY OF GREEN SPACE

Though other tables were more concerned with multi-modal transportation, Table 4 placed greater emphasis on the availability of green space throughout the neighborhood. They believed that a harmonious balance between greenery and development must be achieved to better suit the needs of the community. Pocket parks were a popular idea, especially on block corners to offer frequent rest areas for pedestrians. Connecting the district to existing parks such as the Dante Fascell park on the southern border of South Miami was also important. The group also suggested creating green spaces in unconventional areas, such as on rooftops. Terraced gardens would create pleasant spaces for outdoor dining and maximize the amount of urban space dedicated to greenery.

REDEVELOPMENT VIGNETTES

Table 4 made several recommendations for SW 73rd Street, the Bank site, and the Civic Center site that were in line with their previous recommendations. On SW 73rd Street, the group proposed removing angled parking in order to widen sidewalks for pedestrians. They also suggested planting trees to offer shade and make the street more pleasurable to traverse by foot. At the Bank site and the Civic Center site, the group proposed developing parks to add green space to the neighborhood.



BOARD POST-ITS

As for vehicular transit, several recommendations were made to calm traffic and offer parking. For example, roundabouts were suggested as effective means of controlling vehicle speeds and improving the flow of traffic. Another suggestion was to enforce limitations on truck access to popular streets such as Sunset Drive. Generally, participants were concerned with how changes to vehicular access would impact traffic flows throughout the rest of the neighborhood. Free parking was also suggested to minimize costs for drivers, as well as the opening of parking garages during tropical storms and hurricanes to reduce damages to vehicles.



APPENDIX

online RSVP'S

Email address	First name	Last name
robertson.adams@gmail.com	Robertson	Adams
writeteam@unt@yahoo.com	Donna	Shelley
dordiet@att.net	Elaine	Lanaris
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sanofoodom@gmail.com	ANA	ALBERTINI
arlenebemis@aol.com	Arlene	Ferris
jablum75@aol.com	Jordan	Blum
marta.t.neira@gmail.com	Marta	Neira
amsuarez2062@gmail.com	Andrea	Suarez Abastida
hermandadkristofer@gmail.com	Kristofer	Hernandez
monica.skoko@gmail.com	Monica	Skoko
spoon1@aol.com	Leigh	Emerson-Smith
roberta@hotmail.com	Roberta	Neway
titlab35@yahoo.com	Diana	Brown
lea_som@att.net	JohnEdward	Smith
msr1@bellsouth.net	Mary Scott	Russell
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paulramirez1111@gmail.com	Paul	Ramirez
francie@choiceland.com	Leo	Francis
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lawkar72@gmail.com	Karen	Lawrence
mkw@fitnessmiami.com	Mike	Causadiaz
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menendez@miami.edu	Jacqueline	Menendez

Image 01. Online RSVPs from the September 12th Public Open House. (Source: City of South Miami).

berbara@gmail.com	bruno jesus	gutierrez sanchez
ymletour@gmail.com	yvette	latour
calatayud.alexis@fsenate.gov	Alexis	Calatayud
schnidt.krista@fsenate.gov	Krista	Schmidt
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nkallergis@gmail.com	NICK	Kallergis

Image 02. Photos from the Take Transit to work day. (Source: Plusurbia).

APPENDIX



OPEN HOUSE
September 12, 2024

WELCOME
PLEASE SIGN IN

NAME	EMAIL	ORGANIZATION
Don Cull		Don Carpenter
JOHN RE BRASO		
PATRICIA MASSEY	pmasssey@southmiami305.com	SELF
Helene Valentine	helvalentine@yahoo.com	GTF
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MARIA BENDON	MARIA@plusurbia.com	PLUSURBIA
Monica Skoko	monicaskoko@gmail.com	
Mani Chael	michael@chaelcooper.com	
ERICA VERDE	erica.verde@gmail.com	Verde Plants & Design
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CHRISTOPHER COOK	ccook@verdeplants.com	
Yvette Lator	Yvettelator@gmail.com	YvL
Nick Kallergis	nkallergis@gmail.com	Resident
Shiv Ramnora	Shiv.Ramnora@plusurbia.com	Basin Amstar LawFadalelska

plusurbia.

Image 03. Registration sheets for September 12th Public Open House. (Source: Plusurbia Design).



OPEN HOUSE
September 12, 2024

WELCOME
PLEASE SIGN IN

NAME	EMAIL	ORGANIZATION
ED FIDEL	EdFidel@yahoo.com	
Jena Staly	Jsmia65@bellsouth.net	Resident
Annick Sternberg	annick50@bellsouth.net	"
Christian Pough	cpough@southmiami305.com	
Suzie Mendive	suziemendive@gmail.com	

plusurbia.

Image 04. Registration sheets for September 12th Public Open House. (Source: Plusurbia Design).

APPENDIX

WHAT SHOULD BE IMPROVED OR WHAT'S MISSING ALONG SUNSET DR. TO MAKE IT A MORE WALKABLE PLACE?

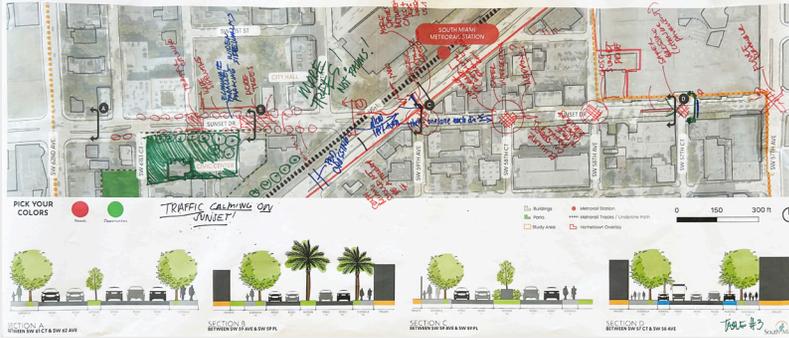


Image 09. Interactive maps from Table 3. (Source: Plusurbia Design).

WHAT SHOULD BE IMPROVED OR WHAT'S MISSING ALONG SUNSET DR. TO MAKE IT A MORE WALKABLE PLACE?

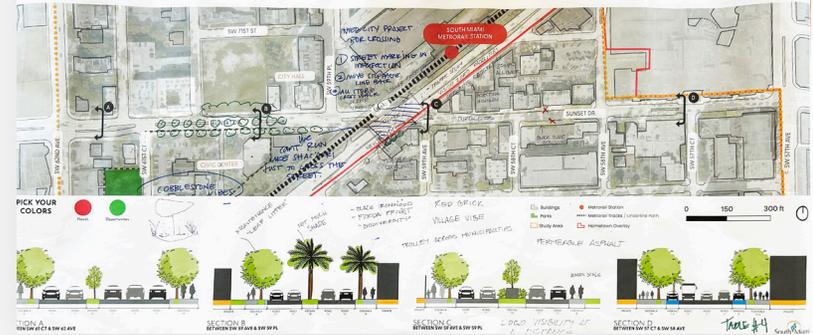


Image 10. Interactive maps from Table 4. (Source: Plusurbia Design).

3 IDENTIFY REDEVELOPMENT POTENTIAL OF KEY SITES
HOW DO YOU THINK THESE SITES CAN STRENGTHEN THE DISTRICT OVER TIME?



Image 11. Interactive maps from Table 3. (Source: Plusurbia Design).

4 IDENTIFY REDEVELOPMENT POTENTIAL OF KEY SITES
HOW DO YOU THINK THESE SITES CAN STRENGTHEN THE DISTRICT OVER TIME?

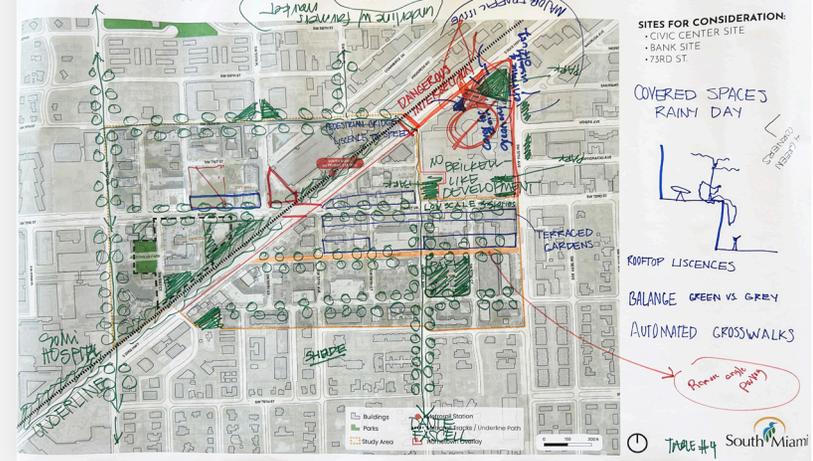


Image 12. Interactive maps from Table 4. (Source: Plusurbia Design).

APPENDIX



Image 13. Branding alternative poll from the September 12th Public Open House (Source: Plusurbia Design).

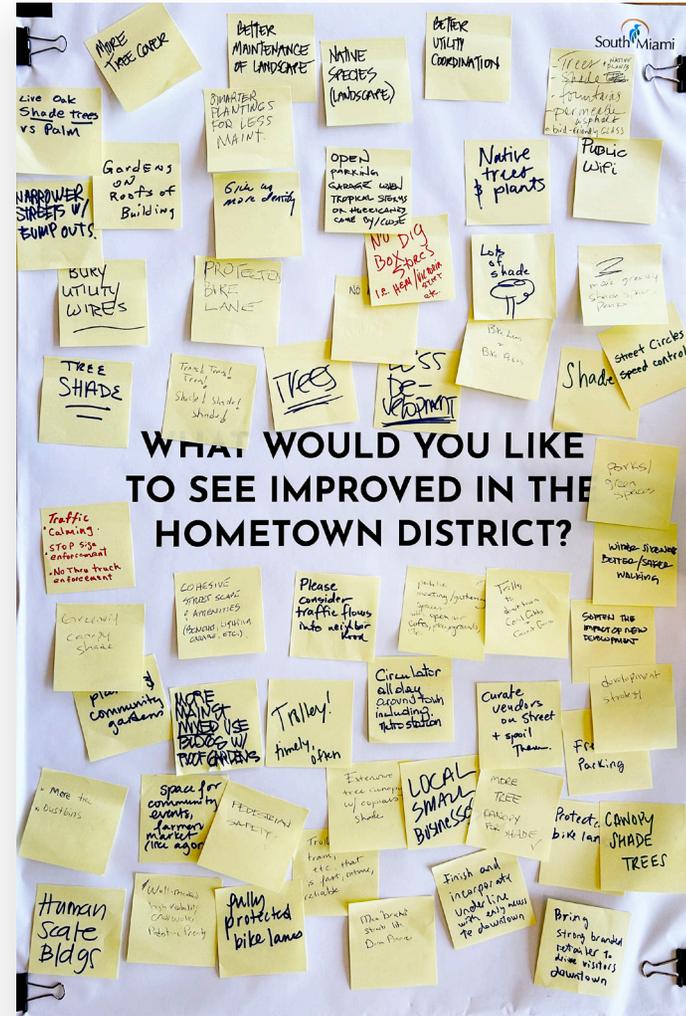


Image 14. Interactive boards from the September 12th Public Open House (Source: Plusurbia Design)

APPENDIX



Image 15. Interactive boards from the September 12th Public Open House. (Source: Plusurbia Design).

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