

PATTERN BOOK

DORAL GATEWAY
DORAL, FLORIDA

Hines

ARQUITECTONICA
ARQUITECTONICAGEO
Kimley-Horn
and Associates, Inc.

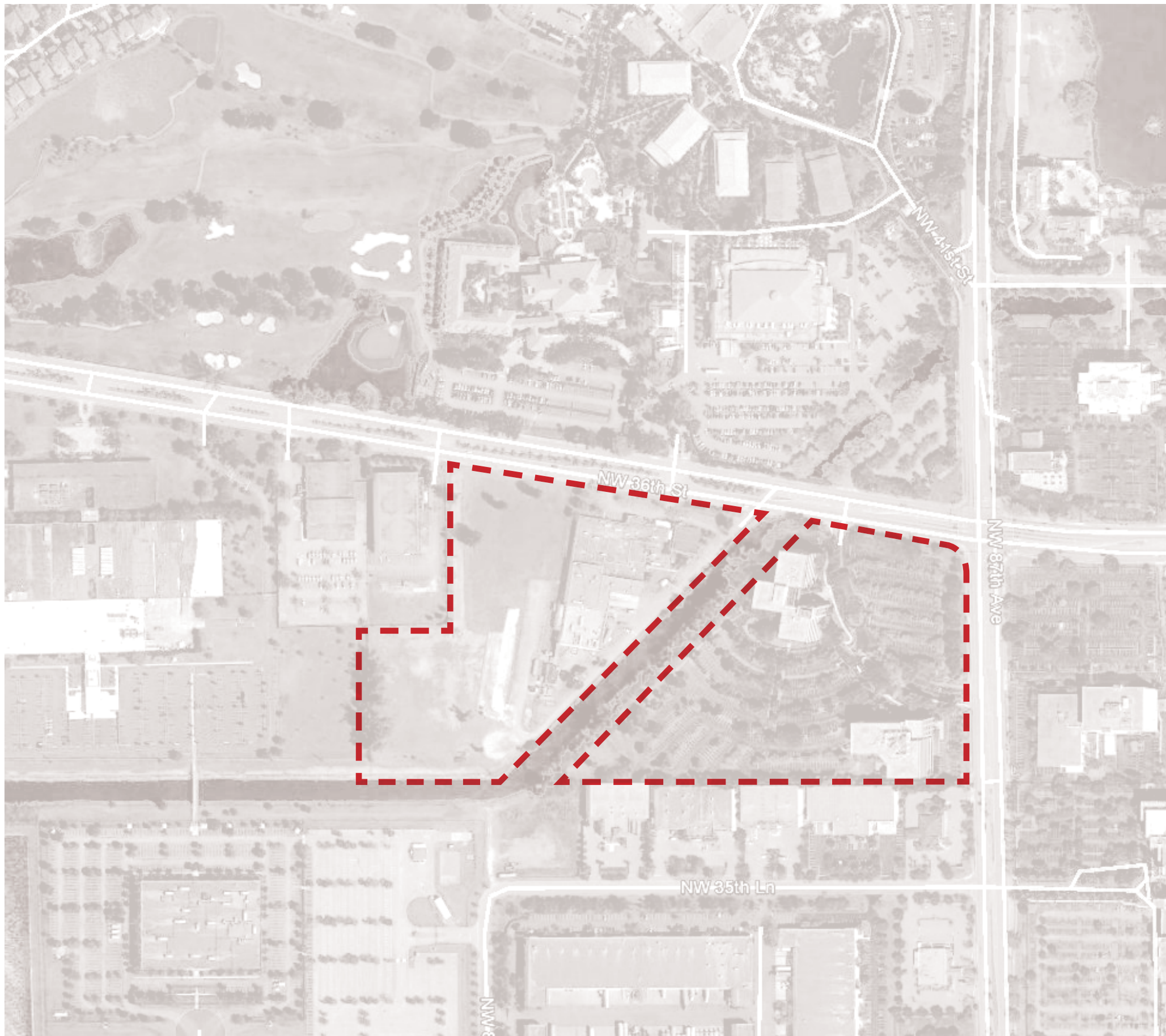
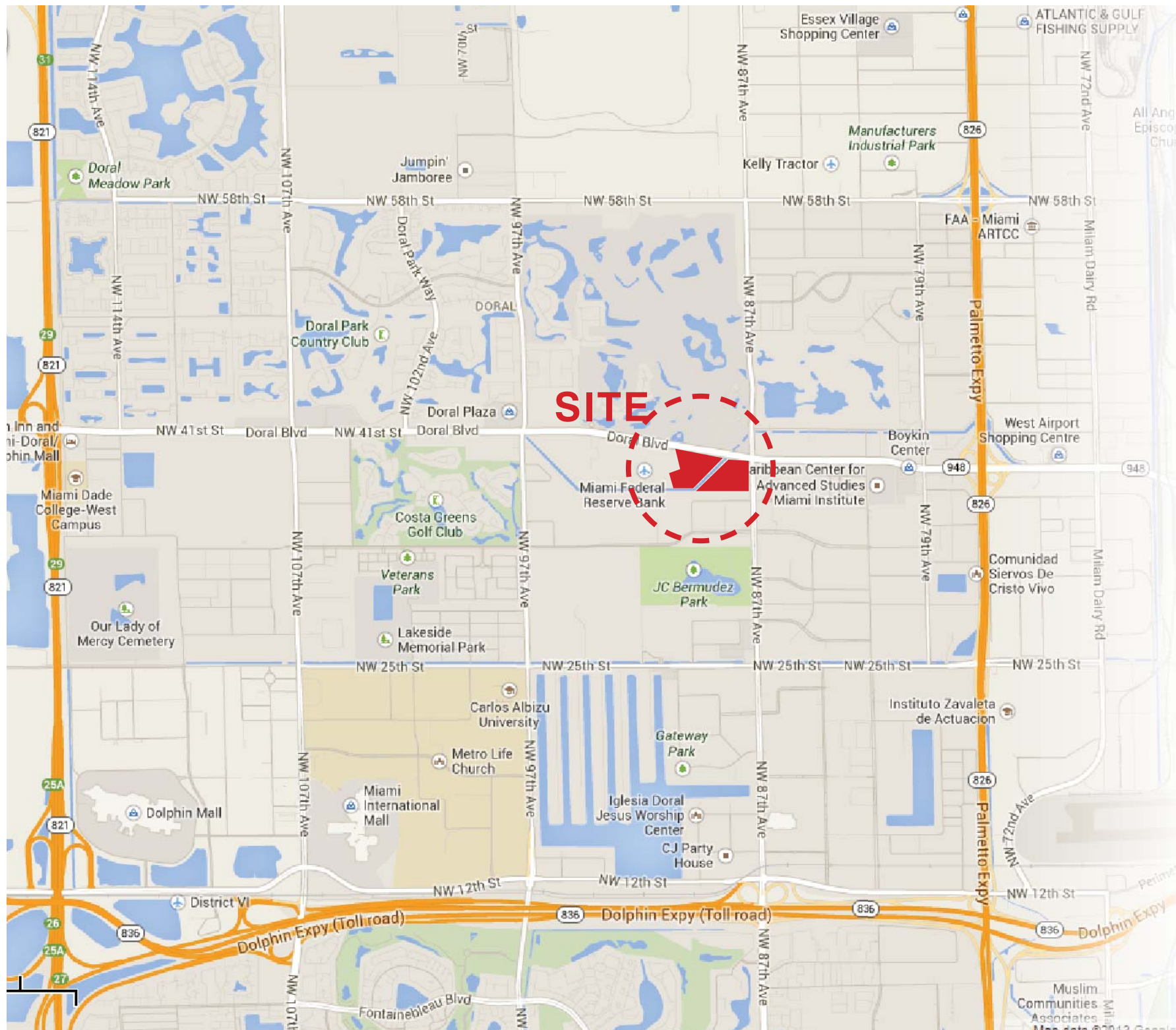


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SITE LOCATION + OBJECTIVES



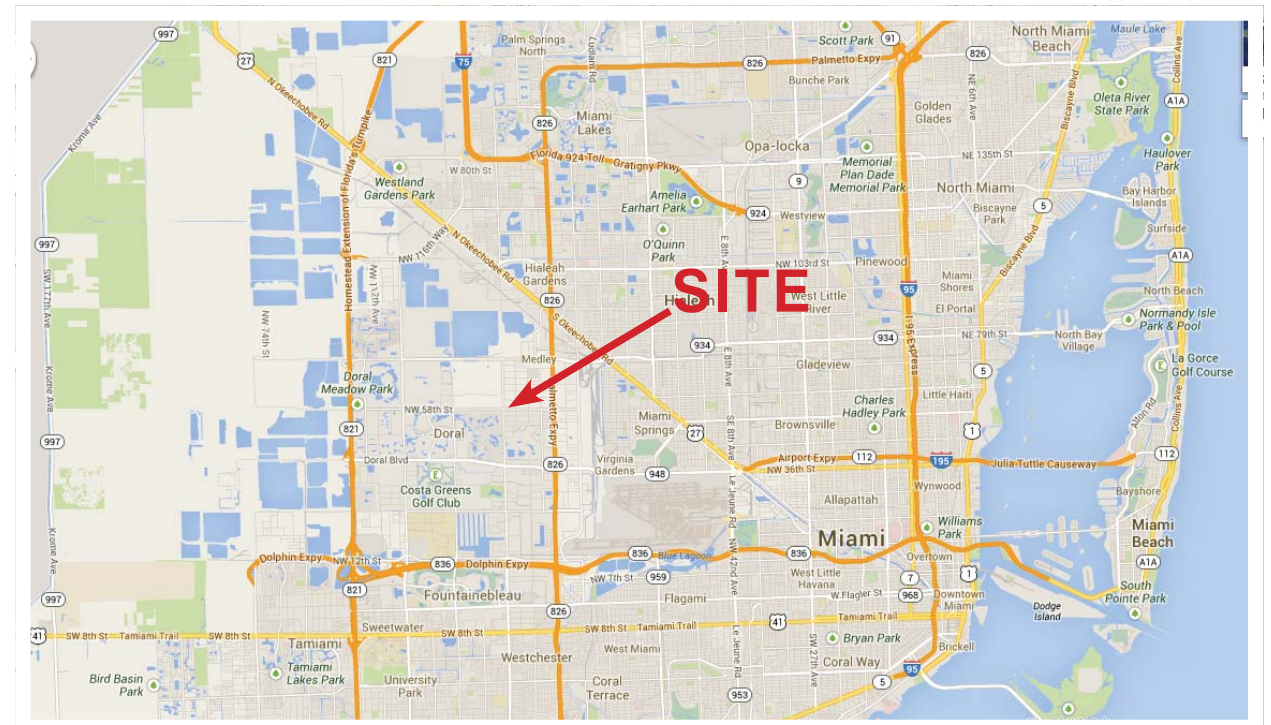
The DORAL GATEWAY site is located at the corner of Doral Boulevard and NW 87th Avenue, at a prime location for access and visibility. The Project has two parts, the East Neighborhood and West Neighborhood, with a total of approximately 25.1 acres. The two neighborhoods are separated by the Dressel's Dairy Canal. The development plans for DORAL GATEWAY maximize the existing advantages of the sites location, access and development with the proposed mix of uses to create a vibrant urban neighborhood with diverse uses and residents.

The DORAL GATEWAY Pattern Book sets forth the master plan and architectural design principles for this mixed-use development. The master plan has inherent flexibility to respond to the market as the development progresses through its multiple phases. Multiple options for the residential, retail, hotel and office uses are proposed within the maximum program as follows:

- 550 Residential Units (Garden Residential and Urban Residential building types);
- 150 Hotel Keys;
- 30,000 Square Feet of Retail plus approximately 17,900 Square Feet of Existing Retail in the two Existing Office buildings; and
- 340,634 Gross Square Feet of Office use (45,500 Square Feet of new Office and 295,134 Square Feet in two existing office buildings).

The Developer intends to provide flexibility with regard to its development program by devising, including and implementing a Conversion Matrix in its Master Development Agreement.

The various sections of the DORAL GATEWAY Pattern Book address the existing site conditions, access, zoning criteria such as setbacks along with parking and design guidelines for planning, building and landscaping.



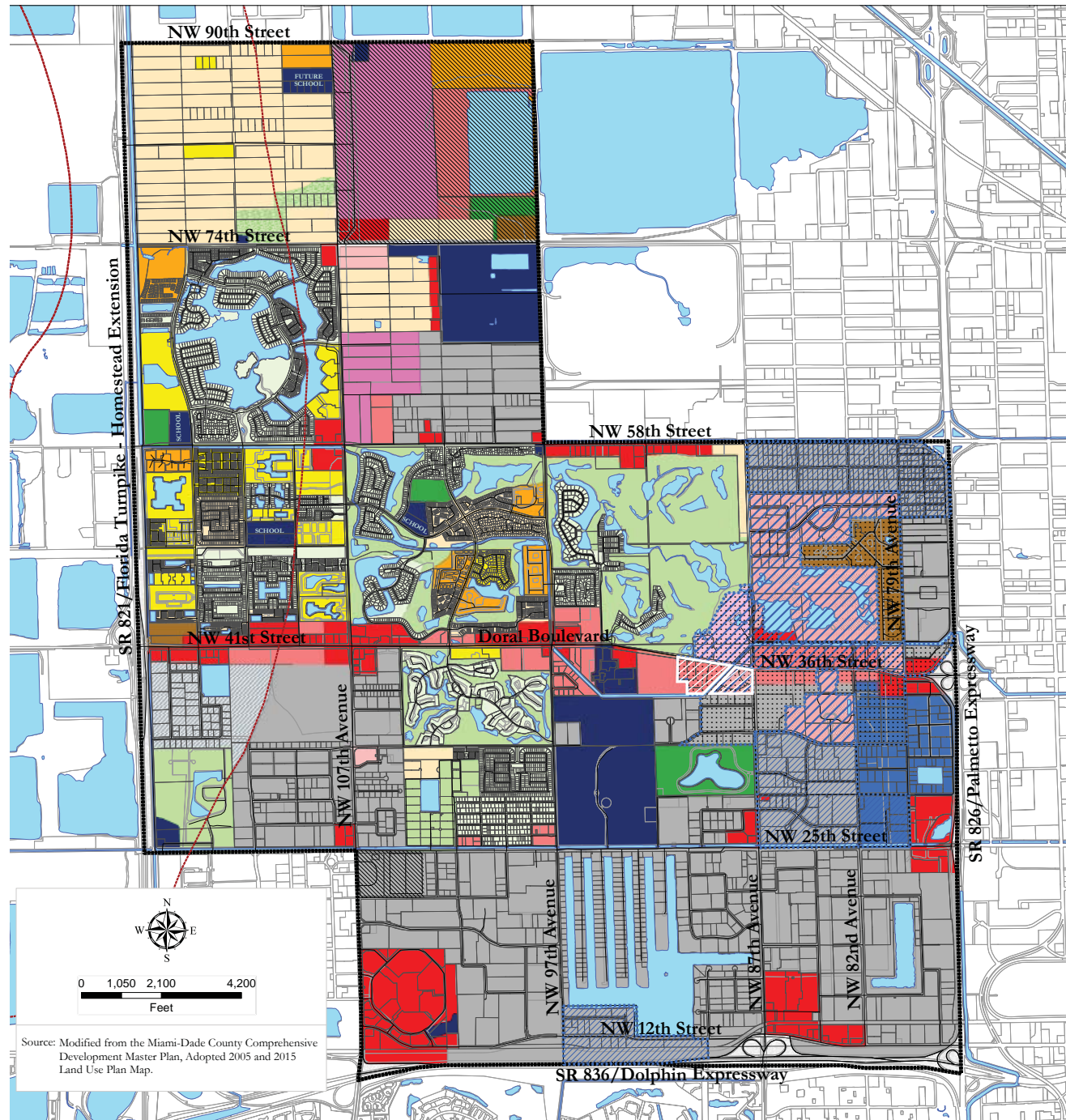
APPLICABLE ZONING INFORMATION

CURRENT LAND USE
Office / Residential (Downtown Mixed-Use Opportunity Area)
Downtown Mixed Use (Urban Central Business District)

FUTURE LAND USE
Downtown Mixed Use (Urban Central Business District)

CURRENT ZONING
IC-Industrial Commercial

FUTURE ZONING:
Downtown Mixed-Use



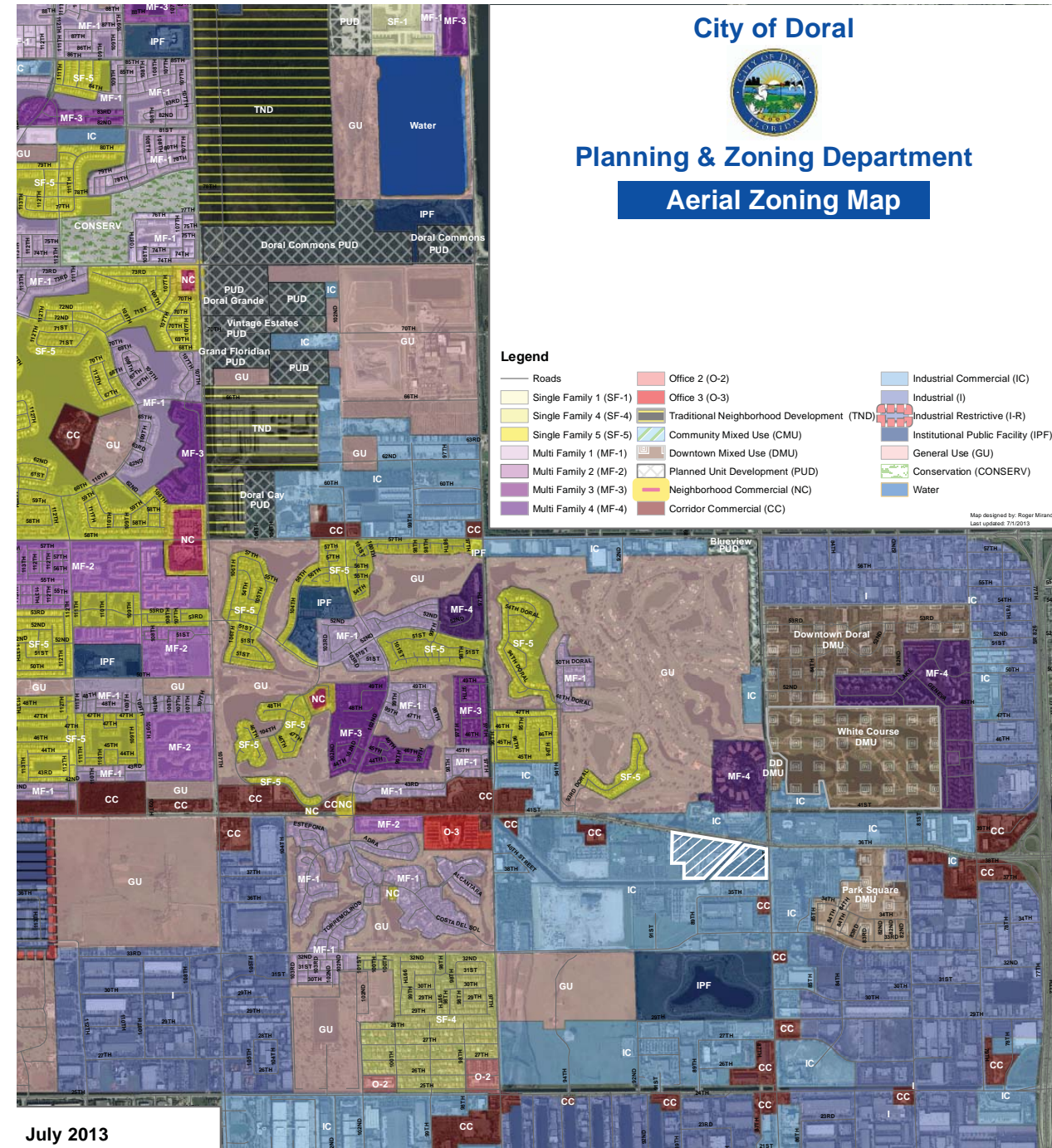
Comprehensive Plan Future Land Use Map

Map I-3

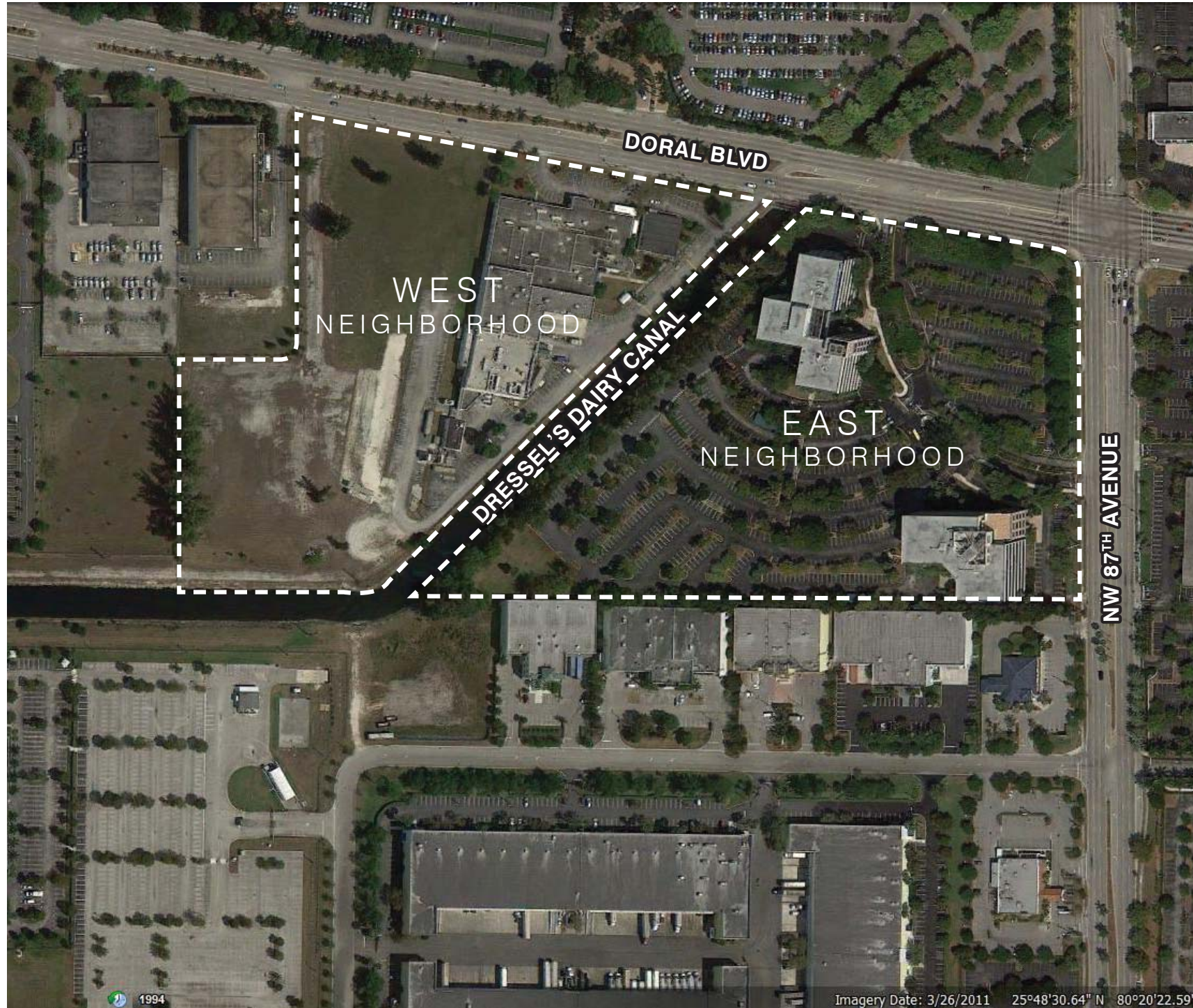
- Legend**
- Land Use Categories**
- Doral Design District Core
 - Estate Density Residential (up to 6 D.U. per Gross Acre)
 - Low Density Residential (up to 10 D.U. per Gross Acre)
 - Moderate Density Residential (up to 13 D.U. per Gross Acre)
 - Medium Density Residential (up to 19 D.U. per Gross Acre)
 - High Density Residential (up to 25 D.U. per Gross Acre)
 - Downtown Mixed Use
 - Community Mixed Use
 - Traditional Neighborhood Development
 - Business
 - Office
 - Office/Residential
 - Industrial
 - Restricted Industrial
 - Institutional and Public Facility
 - Public Parks and Recreation
 - Private Parks and Open Space
 - Environmentally Protected Parks
- Other Features**
- Downtown Mixed Use Opportunity Area
 - Community Mixed Use Opportunity Area
 - Urban Central Business District (UCBD) designation
 - Regional Activity Center (RAC) designation
 - Expressway Right-of-Way
 - Water Bodies
 - Northwest Wellfield Protection Area
 - Doral City Limit
- Notes:**
D.U. = Dwelling Unit



Last Updated: July 1, 2013



July 2013



The DORAL GATEWAY site is located at the southwest corner of the Doral Boulevard and NW 87th Avenue intersection. It consists of two parts, referred to as the West Neighborhood and the East Neighborhood, which are separated by the existing Dressel's Dairy Canal. A new vehicular bridge with a pedestrian path will be built as part of this project to connect the two neighborhoods.

EAST NEIGHBORHOOD AREA	576,905 SF / 13.243 ACRES
WEST NEIGHBORHOOD AREA	520,426 SF / 11.947 ACRES
TOTAL AREA	1,097,331 SF / 25.191 ACRES

OVERALL SITE

The DORAL GATEWAY site is at a prominent location in Doral, located at the southwest corner of Doral Boulevard and NW 87th Avenue. Readily accessible from the Palmetto Expressway (SR 826) via Doral Boulevard and the Dolphin Expressway via NW 87th Avenue, the property has existing street access points along NW 87th Avenue and Doral Boulevard.

Both neighborhoods are previously developed infill sites and relatively flat, with service from all the necessary utilities and infrastructure.

EAST NEIGHBORHOOD EXISTING CONDITIONS

The East Neighborhood is bounded on the east side by NW 87th Avenue, on the north side by Doral Boulevard, to the west side by Dressel's Dairy Canal and to the south by an adjacent property.

The East Neighborhood site has two existing office buildings that will remain as they are. Doral Corporate Center I (8750 NW 36th Street) is a 1987 7 story building with 156,517 Square Feet; Doral Corporate Center II (3750 NW 87th Avenue) is a 1991 7 story building with 154,612 Square Feet. The majority of the existing on-grade parking will also remain in place although it may be reconfigured in the future, as per the full development of the site.

The FEMA Federal Flood Hazard Classifications for the East Neighborhood is AH (EL. +7'). The Miami Dade County Flood Criteria is also EL. +7.0 feet.

WEST NEIGHBORHOOD EXISTING CONDITIONS

The West Neighborhood is bounded on the north side by Doral Boulevard, to the east and south by Dressel's Dairy Canal and to the west by two adjacent properties.

The majority of the West Neighborhood site has the TEVA building (and associated out buildings) on the site, which will be demolished in its entirety for this project (all requirements for the demolition of the buildings will be addressed at the time of the Site Plan Application).

The FEMA Federal Flood Hazard Classifications for the West Neighborhood are AH (EL. +6') roughly in the northwest quadrant of the site and along the west property line; Zone AE (EL. +7') along the canal to the east and south; and Zone X for the balance of the site. The Project will comply with all FEMA requirements.

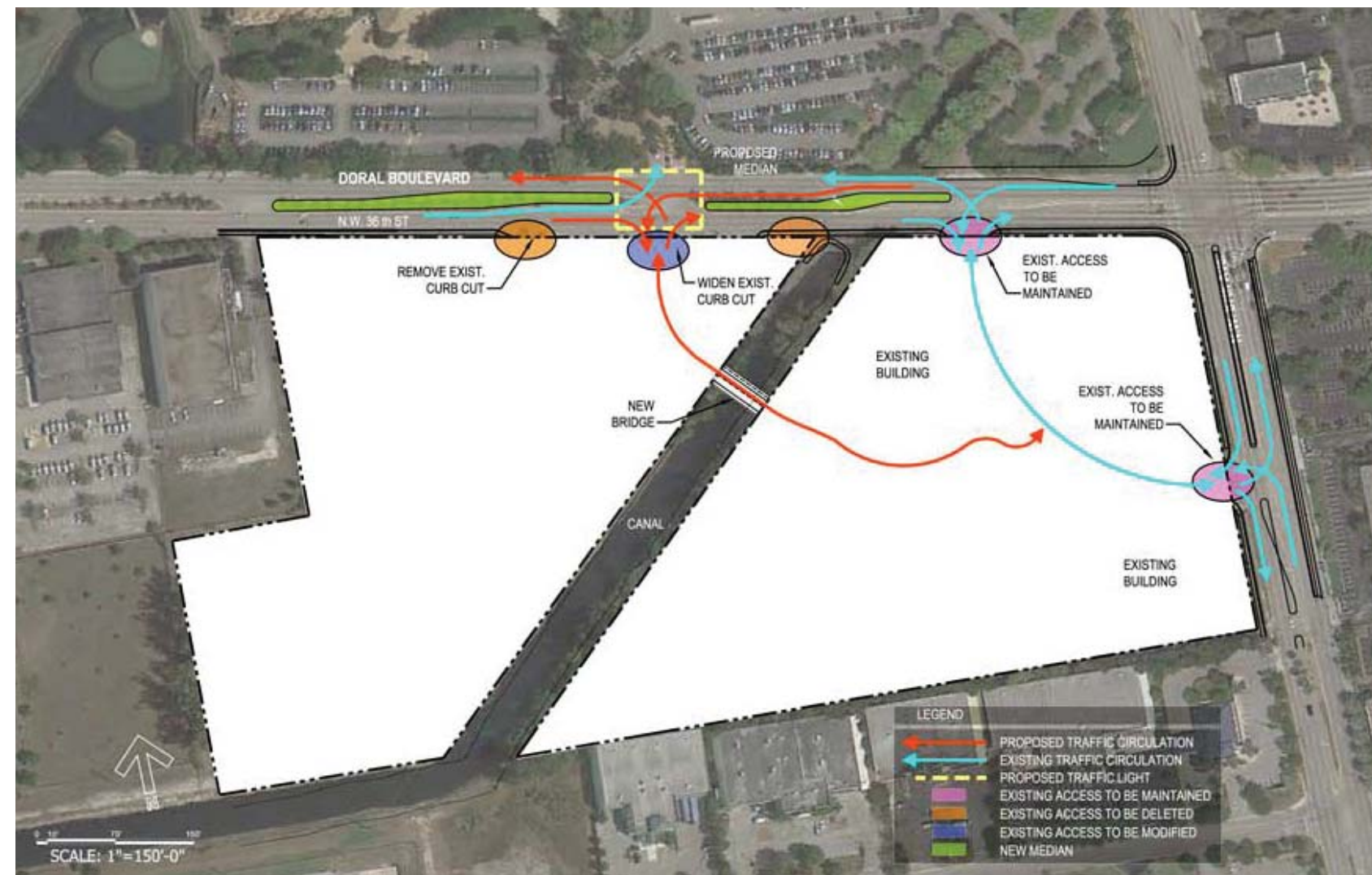
SITE ACCESS + CIRCULATION

VEHICULAR SITE ACCESS:

- The existing Doral Boulevard (also known as NW 36th Street) access to the northwest corner of the West Neighborhood will be closed off.
- The existing Doral Boulevard access along the north side of the West Neighborhood will remain but be modified to be a full access intersection with a new traffic light and turn-in lane (refer to the Kimley-Horn and Associates Inc. traffic study).
- The existing Doral Boulevard access at the northeast corner of the West Neighborhood will be closed off.
- The existing Doral Boulevard (NW 36th Street) access to the East Neighborhood to be maintained as per current configuration.
- The existing NW 87th Avenue access at the east side of the East Neighborhood be maintained as per current configuration.
- The final location of the bridge between the East and West Neighborhoods at the time of Site Plan Approval.
- The right turn lane from 36th Street and 87th Avenue will be provided subject to obtaining impact fee credits.

PEDESTRIAN SITE ACCESS

Public sidewalks exist on both sides of Doral Boulevard and NW 87th Avenue and will be integrated with the DORAL GATEWAY sidewalks (refer to pages 8 and 9).



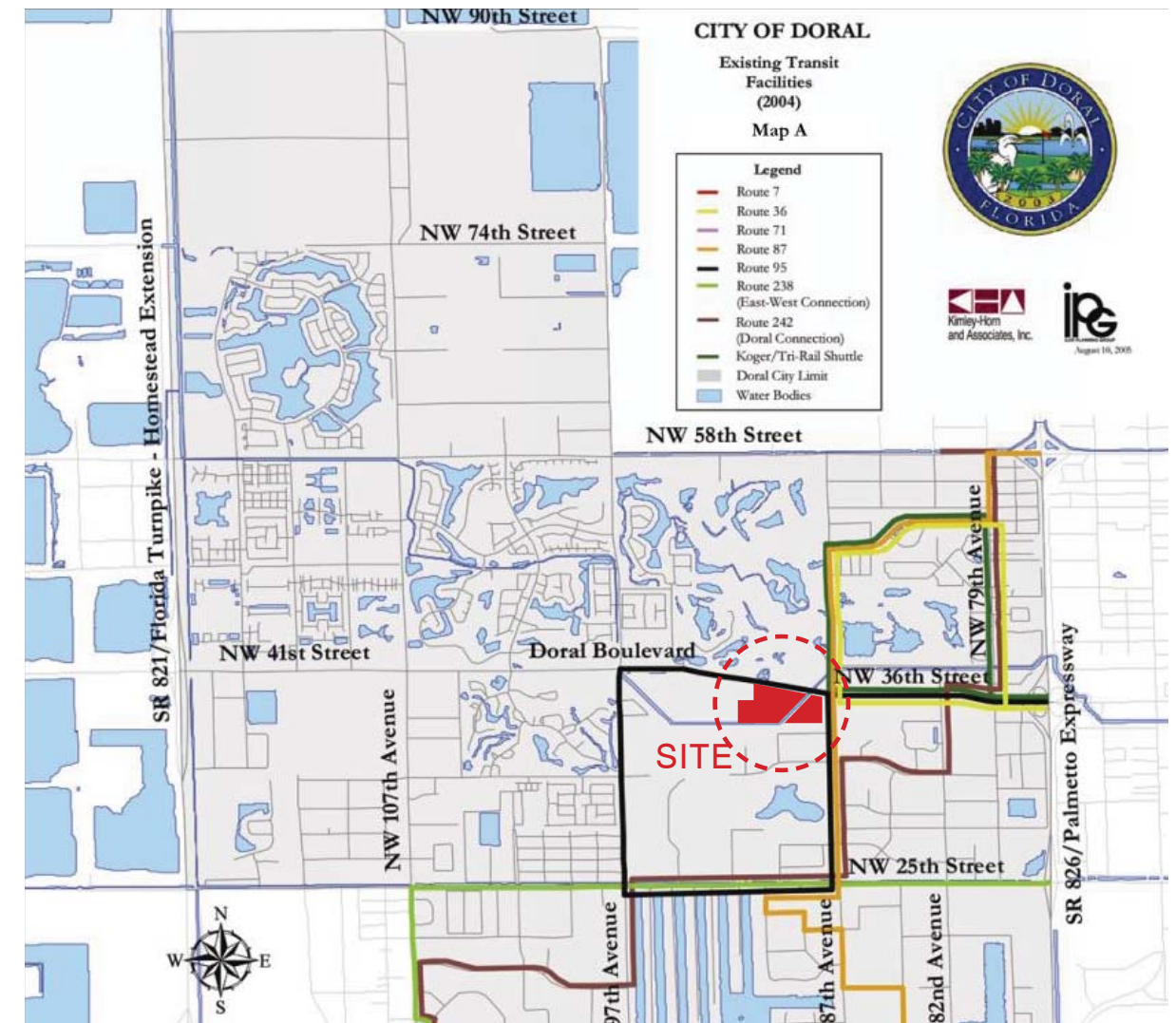
DORAL GATEWAY is well integrated with the existing neighborhood vehicular streets, pedestrian sidewalks and bikeways. The four access points to the Project are from the major Doral arterial streets, Doral Boulevard and NW 87th Street. Connectivity is also available by public transit, with three Miami Dade Transit bus routes stopping along the Project. Existing sidewalks and bikeways to and around the site extended into the Project as a natural connection of the existing neighborhood with the new DORAL GATEWAY neighborhoods.

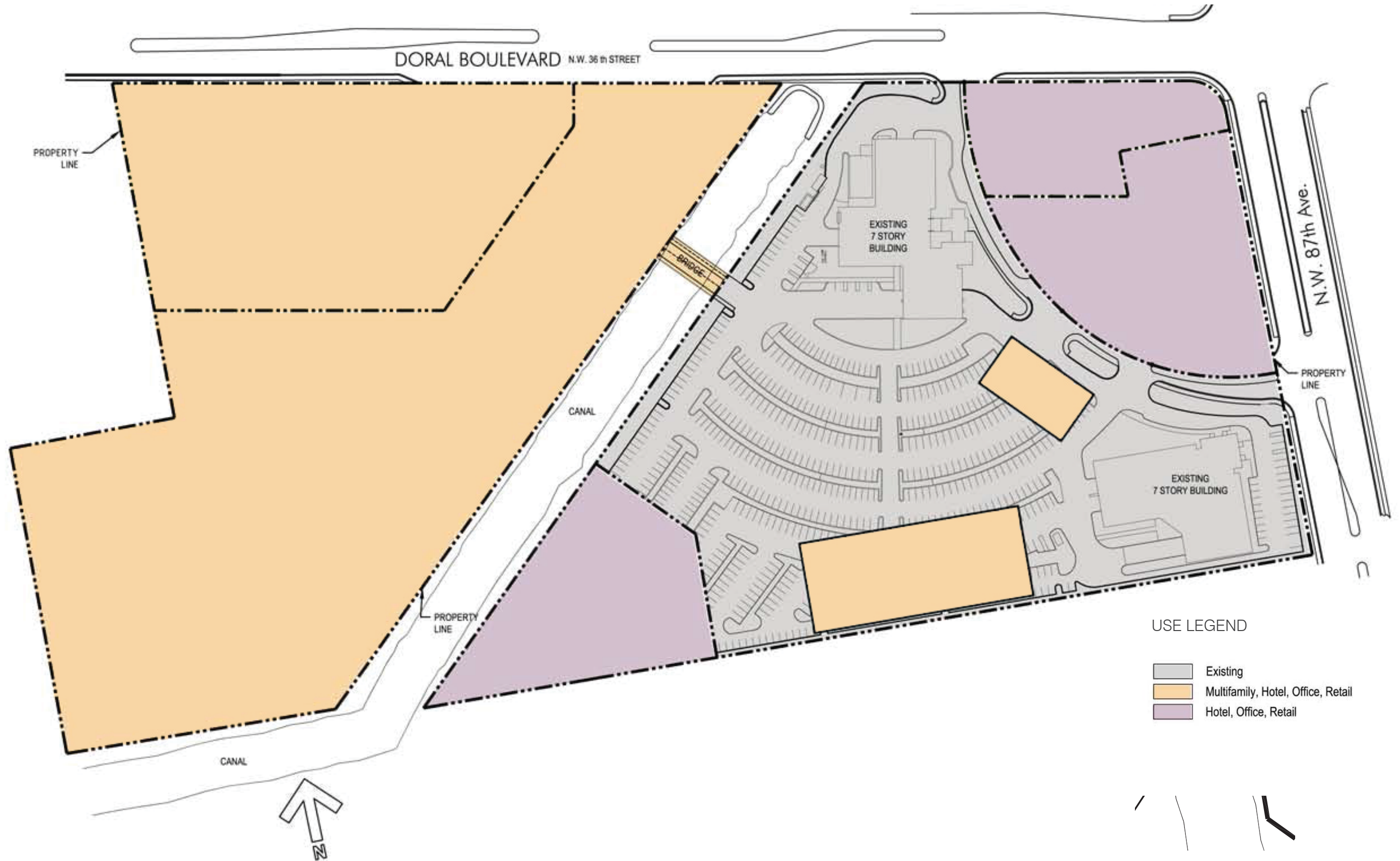
PUBLIC TRANSIT STOPS

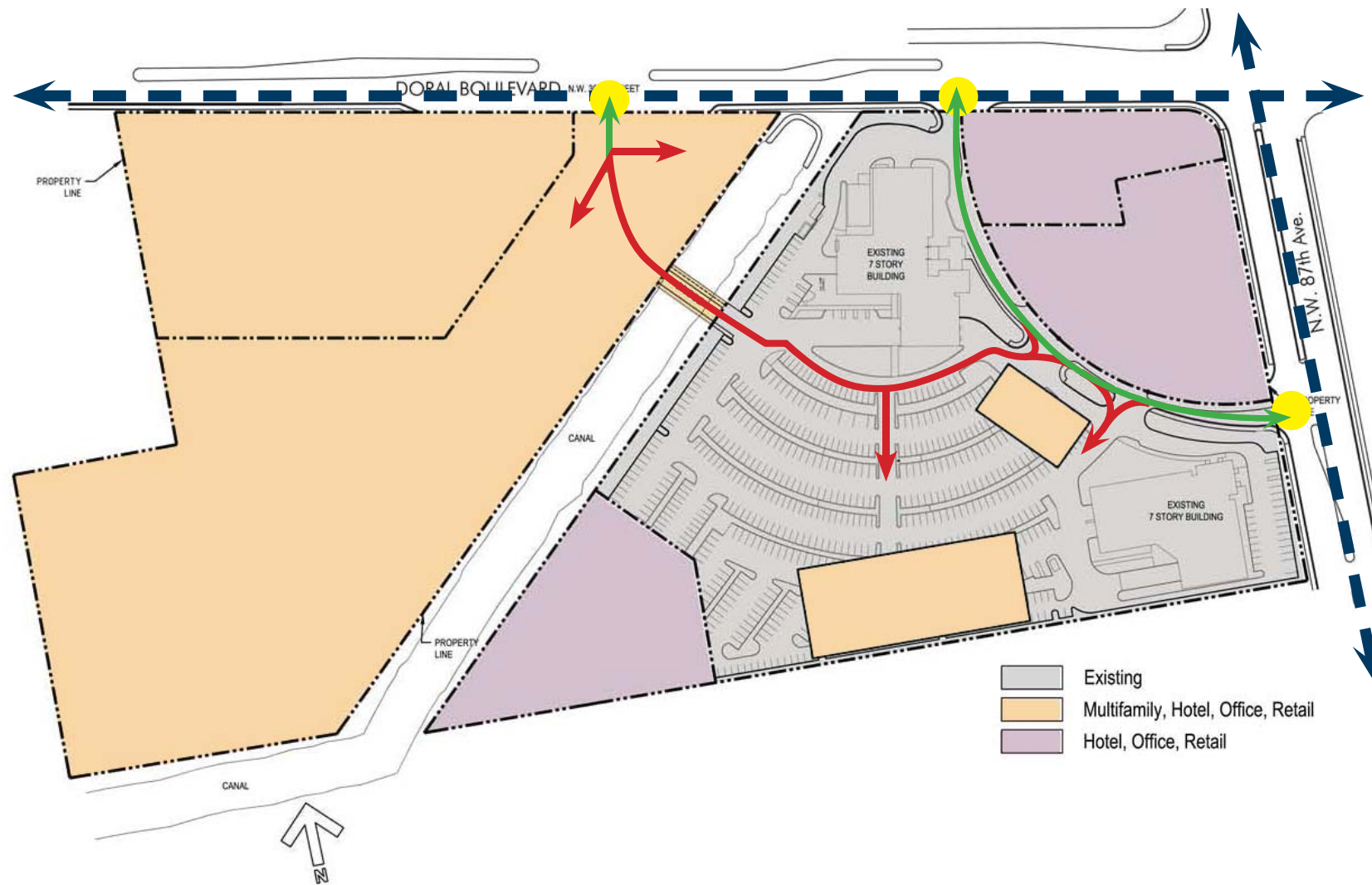
MDT Bus Routes 87, 95, 238 and City of Doral Trolley Routes 1 and 2 (all existing)

BICYCLE ACCESS

The future Dressel's Dairy Trail will go through the property, along the canal, integrating the Project with the overall City of Doral Bikeway network (refer to page 9).



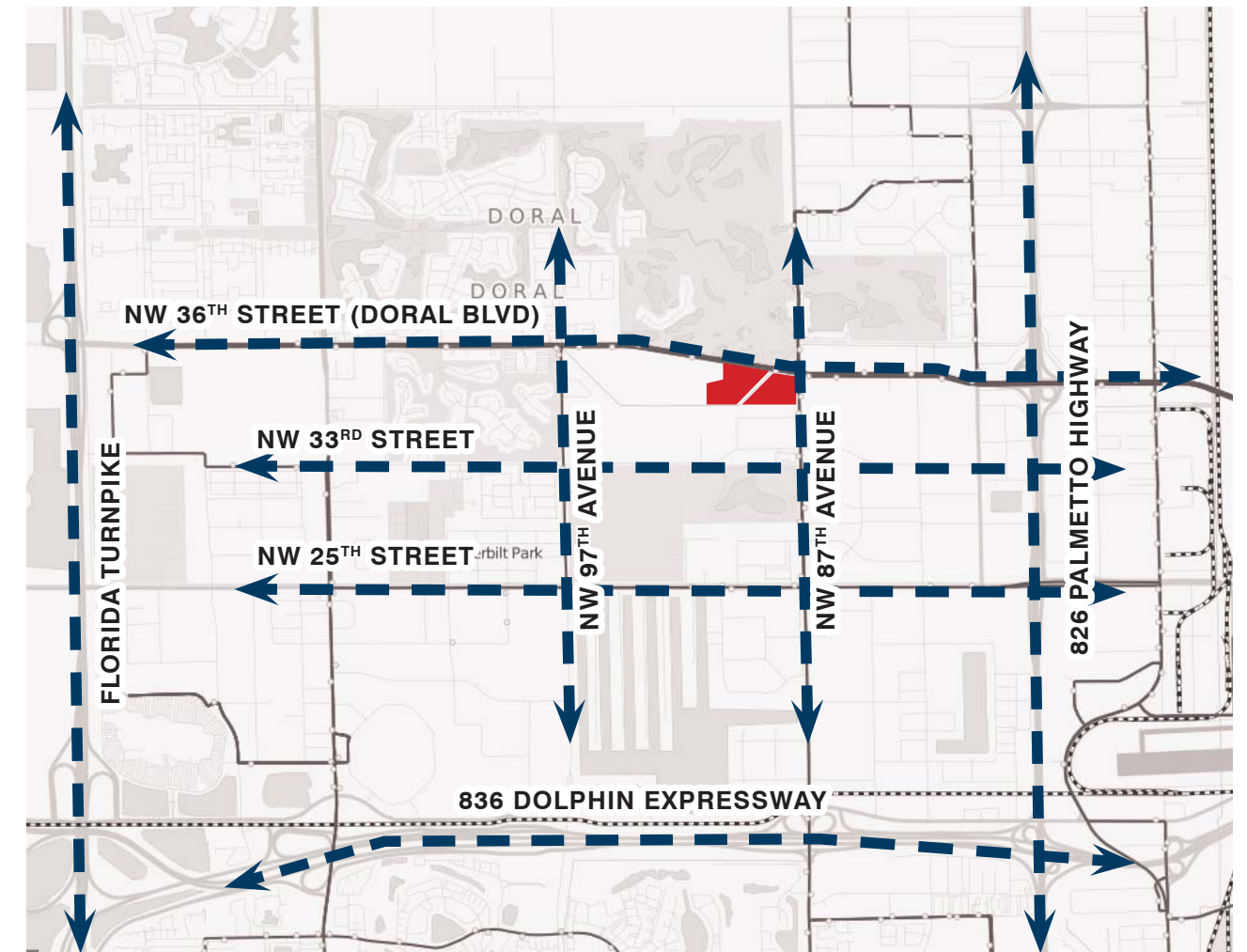




LEGEND

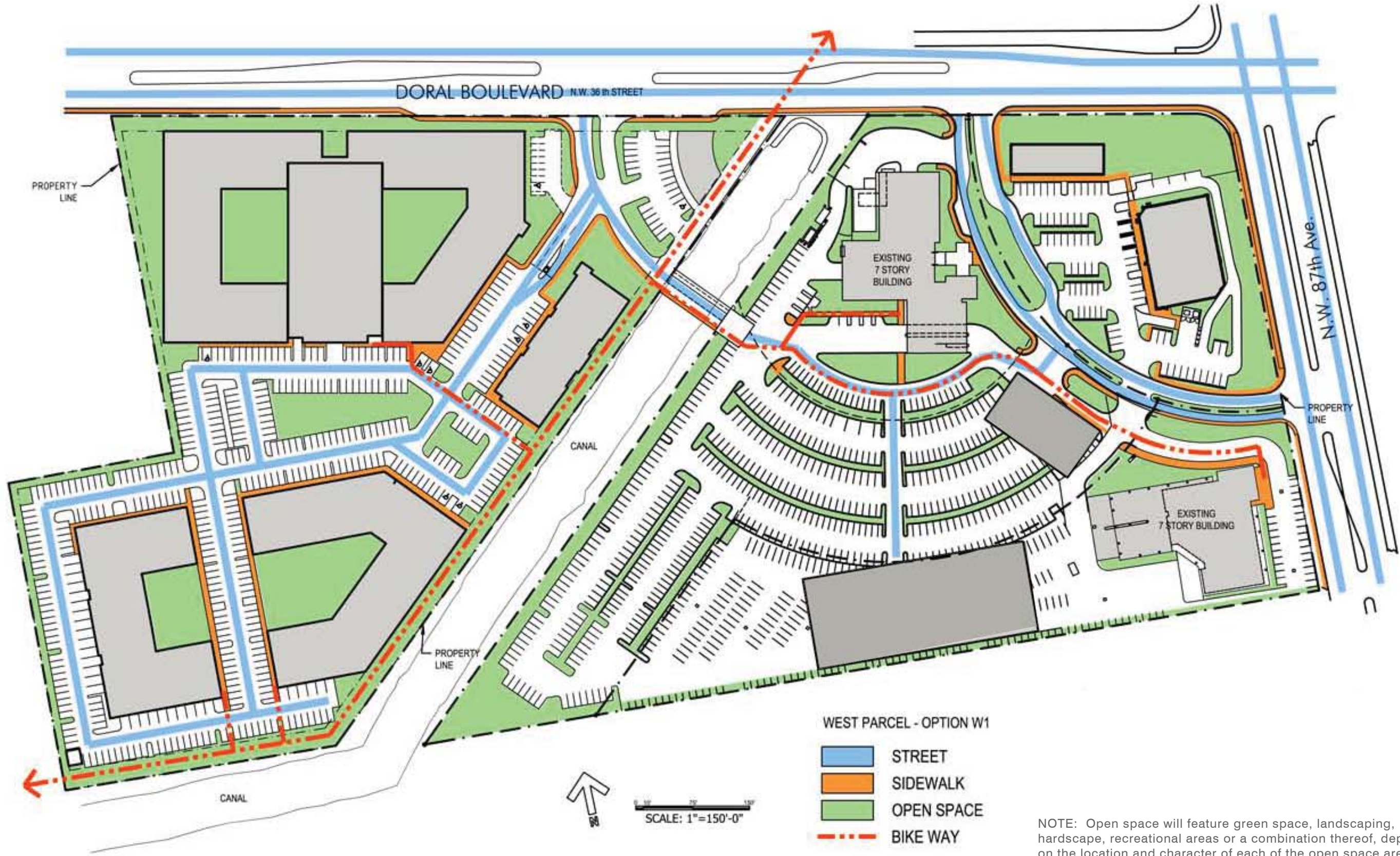
- ARTERIAL ROADWAY
- PRIMARY PROJECT STREET
- SECONDARY PROJECT STREET
- INGRESS/EGRESS FULL ACCESS INTERSECTION

NOTE: Final secondary street layout will be confirmed at the time of the Site Plan Application.



LEGEND

- ARTERIAL ROADWAY
- SITE AREA



NOTE: Open space will feature green space, landscaping, hardscape, recreational areas or a combination thereof, depending on the location and character of each of the open space areas.

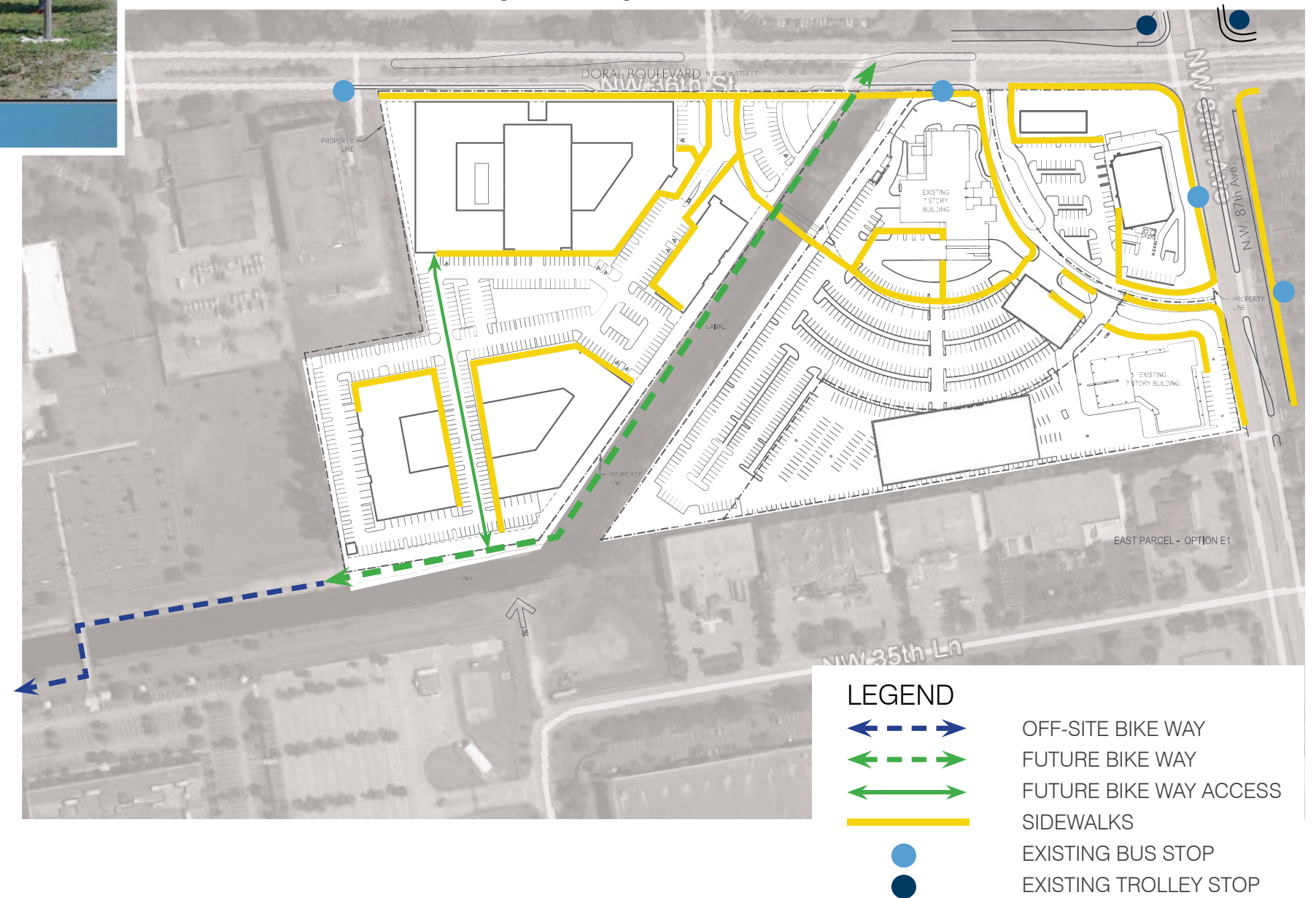
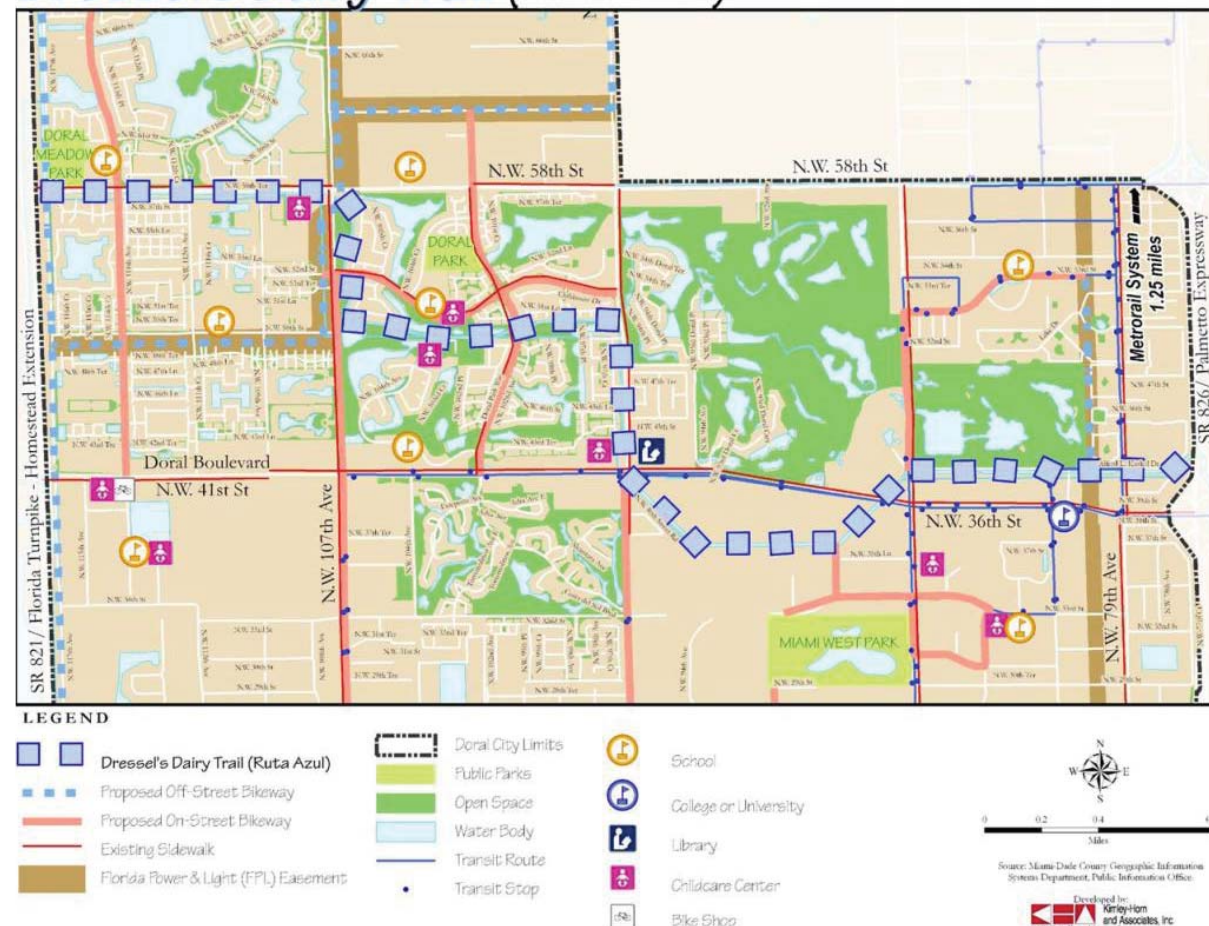


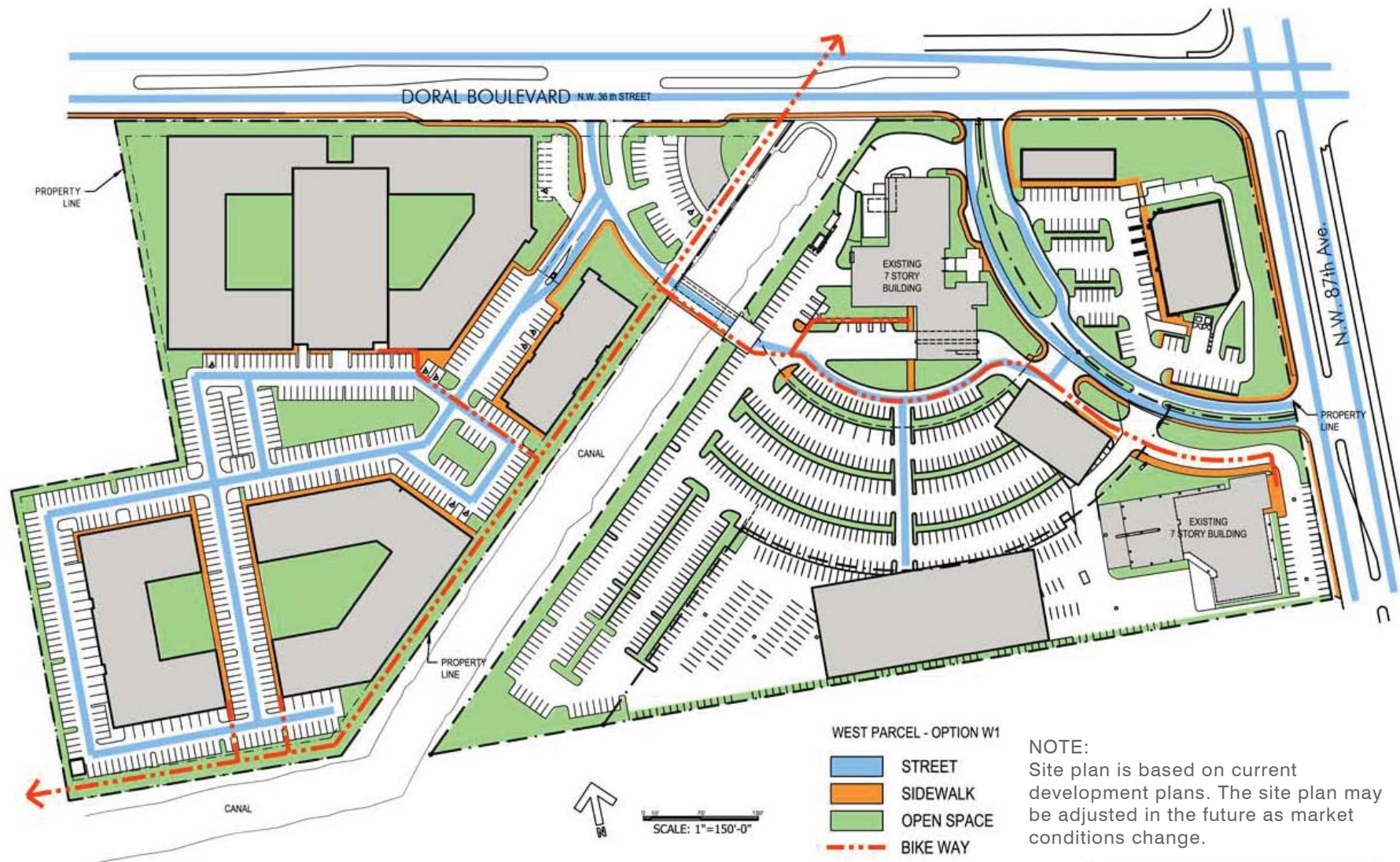
PEDESTRIAN + BIKEWAY PATHS

A healthy neighborhood is one which encourages the residents, workers and visitors to be active. A network of sidewalks throughout the Project connect with sidewalks along Doral Boulevard and NW 87th Street, where public transportation is available. Landscaping provides a buffer between the sidewalks and buildings and opens up to a piazza, garden, play area and picnic area.

Dressel's Dairy Canal runs along the south side of the West Neighborhood and diagonally between the West and East Neighborhood to Doral Boulevard. Along the canal is the 5 mile long City of Doral Dressel's Dairy Bike Trail, which is the principal east-west bikeway trail of the City of Doral Bikeway Network Plan and extends across the City to parks, connecting with other City bikeways. The Project planning emphasizes the asset of this bike trail by creating an attractive landscaped, safe, vehicle-free zone on the west side of the Canal, which follows defensible space principles with buildings overlooking the bike trail.

Dressel's Dairy Trail (Ruta Azul)





TOTAL SITE AREA 1,097,331 SF / 25.191 ACRES
REQUIRED OPEN SPACE 54,866 SF / 1.26 ACRES (5% SITE AREA)

Open spaces are landscaped or natural open areas located in the built environment such as the piazza, the garden and the canal promenade. These spaces shall provide safe passive environments suitable for the enjoyment of DORAL GATEWAY residents. Typical uses within these areas include a variety of activities including strolling, relaxing and passive recreation. Open spaces shall incorporate a variety of site amenities depending on the use of the space. Amenities include items such as benches, sculptures, trails, pathways, pools and grilling areas. Open spaces shall also serve environmental functions such as storm-water management and wildlife habitat whenever possible.

MAINTENANCE

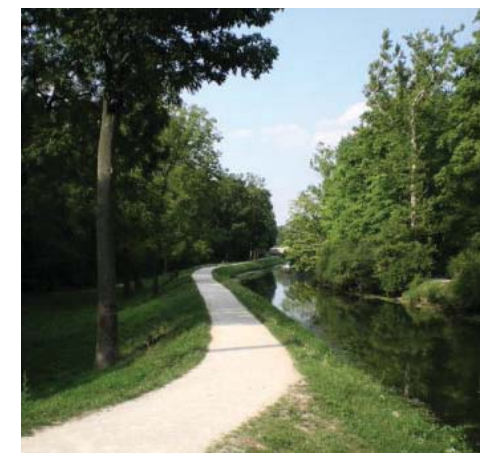
Landscape improvements will be regularly maintained to industry standards. Any plant material that is clearly under stress or has died must be replaced to maintain the overall aesthetic of the original landscape plan that has been approved.

BUFFERS AND VISUAL SCREENING

Landscaping will be utilized to enhance the overall aesthetic quality of the development. Main roads will contain landscape buffers, providing shade whenever possible. Buffers may include trees, shrubs, hedges, grass or other ground covers. Parking lots will be landscaped and screened from adjacent uses. The canal will contain a landscape buffer on either side to stabilize the soil and improve the overall experience of the adjacent pedestrian trail.

The calculation of Landscape Buffers as per City of Doral Zoning Section 71-183:

- West Neighborhood West Property Line:
 - Project: Residential Greater than 16 Units/Acre = Intensity Factor 5
 - Neighbor: General Commercial 0.50 - 0.65 ISR = Intensity Factor 6
 - Bufferyard Design Factor = 1 = 5' Minimum Landscape Buffer
- East Neighborhood South Property Line
 - Project: General Comm'l Less than 0.50 ISR = Intensity Factor 5
 - Neighbor: Highway Comm'l 0.50 - 0.65 ISR = Intensity Factor 7
 - Bufferyard Design Factor = 2 = 10' Minimum Landscape Buffer

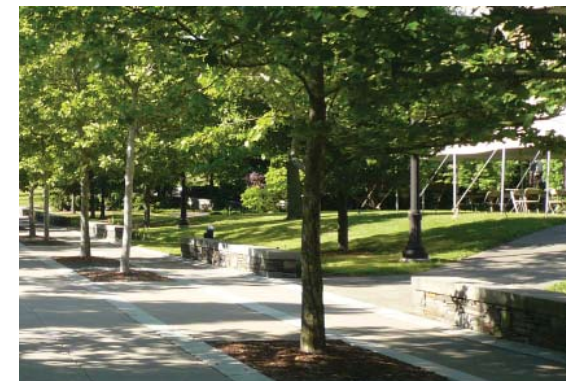


STREETSCAPE REFERENCES

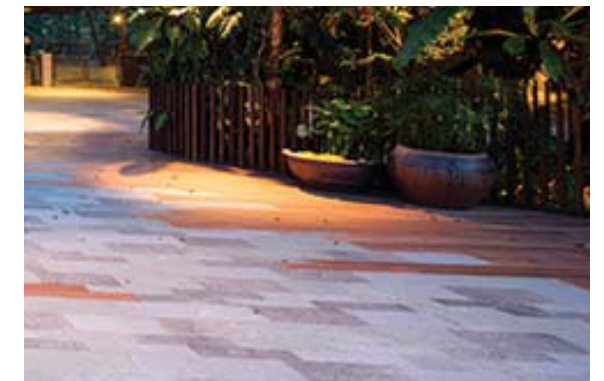
OPEN SPACE



PLAZA



STREET TREES



PAVERS



STREET AMENITIES

NOTE: These are conceptual reference images. The final design and selection of features, fixtures and materials will be confirmed as per the Building Permit submittal.

STREETSCAPE REFERENCES

STREET FURNISHING + LIGHTING



Bollards



Bike Racks



Area Lighting



Vehicular Lighting



Trash Receptacles



Benches



Light Bollard



Pedestrian Lighting

NOTE: These are conceptual reference images. The final design and selection of features, fixtures and materials will be confirmed as per the Building Permit submittal.

STREETSCAPE REFERENCES

STREET PAVING



ASPHALT



CONCRETE



PAVERS



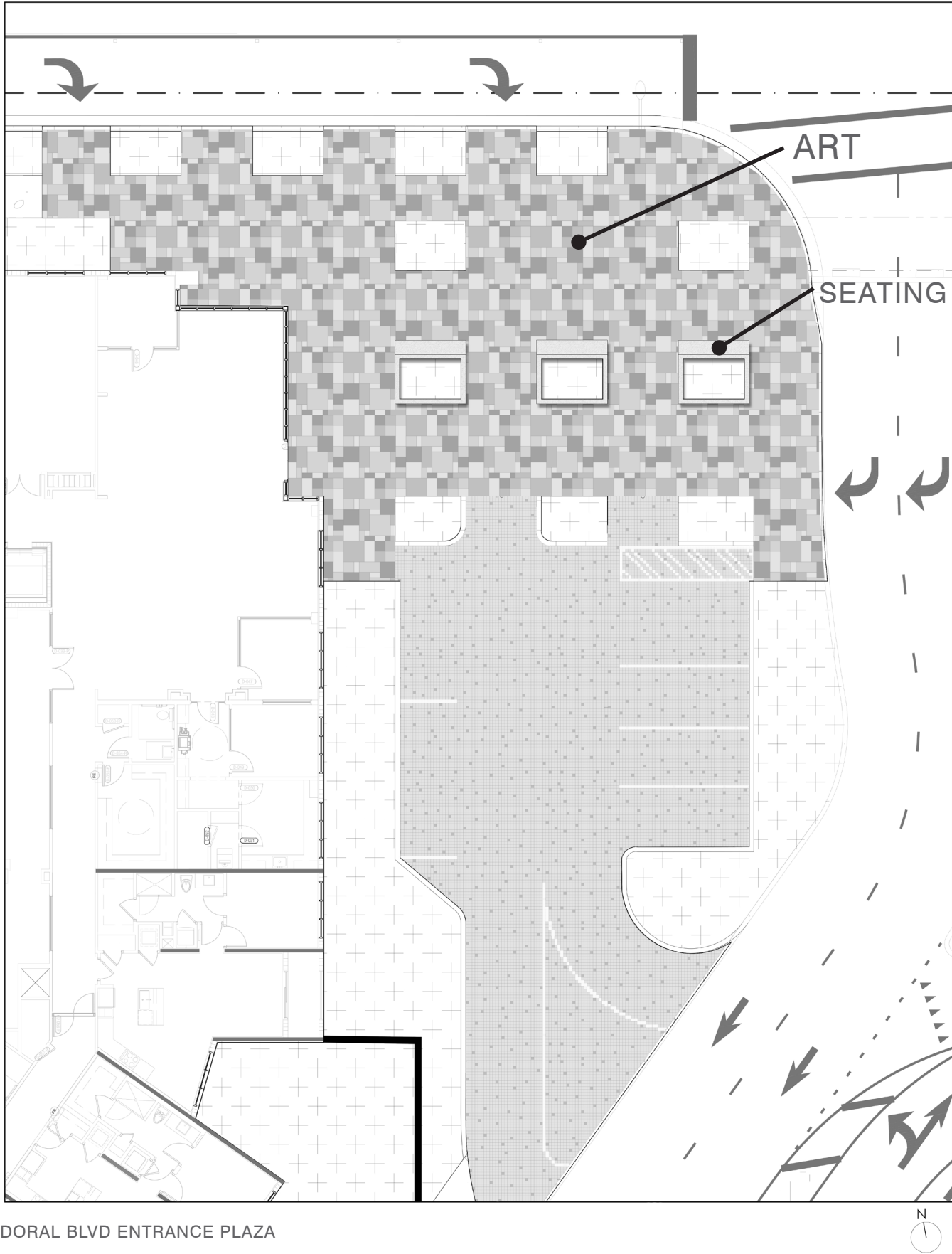
WARM-TONE PAVING



COOL-TONE PAVING

NOTE: These are conceptual reference images. The final design and selection of features, fixtures and materials will be confirmed as per the Building Permit submittal.

ENTRANCE PLAZA PLAN AND REFERENCES



DORAL BLVD ENTRANCE PLAZA



PLAZA PAVEMENT



ART FEATURE IN PLAZA



SOUTHERN PLAZA/PARKING AREA PAVEMENT



PARKING AREA PAVEMENT

PARKING PLANNING / LANDSCAPE DESIGN GUIDELINES



COMMERCIAL ON-GRADE PARKING



LANDSCAPE BUFFER



RESIDENTIAL LANDSCAPE ISLAND (10 SPACES INTERVAL ON AVERAGE)



PEDESTRIAN SAFETY



RESIDENTIAL ON-GRADE PARKING



EXISTING PARKING WITH MATURE TREES

PARKING RATIOS

- Residential: 1 Spaces per Bedroom
- Hotel: 1 Space per first 40 Keys + 1 Space per 2 Additional Keys + 1 Space per 4 Employees + 1 Space per 100 NSF Meeting Rooms (as per Doral requirements)
- Office / Retail: East Neighborhood: 1 Space per 330 Gross Square Feet
West Neighborhood: 1 Space per 300 Gross Square Feet
- Bicycle: 1 Bicycle Rack Spacer per 10 provided vehicular parking spaces. A minimum 50% of the required bicycle rack spaces will be sheltered (ie. parking garage or bike shelter).

The Project will have a mix of uses, which will be confirmed prior to Site Plan Application. Additional studies may be submitted at the time of the Site Plan Application on shared parking between the uses that may reduce the above-referenced parking ratios

ON-GRADE PARKING PLANNING

The on-grade parking lot layout shall provide a continuous flow of traffic to, through and out of the lot. The design shall allow for safe movement of pedestrians from the parking lot to the buildings. Drive aisles will be 22' wide and parking spaces will be 8'-6" x 18' as per Miami-Dade County parking requirements. 72 surface parking spaces will be sized 9' x 18'. Parking spaces shall not have wheel stops. Stormwater drainage code requirements for new parking lots will be complied with in the design of the on-grade parking.

LANDSCAPE DESIGN GUIDELINES

New on-grade parking lots will be landscaped to to mitigate large stretches of pavement and improve the overall aesthetic appearance of the local streetscape. The landscape will comply with the requirements set forth in Chapter 71(II)(6) of the City of Doral's Land Development Code with the exception of the landscape islands, which will be required for every 10 parking spaces on average with a minimum width of ten feet.

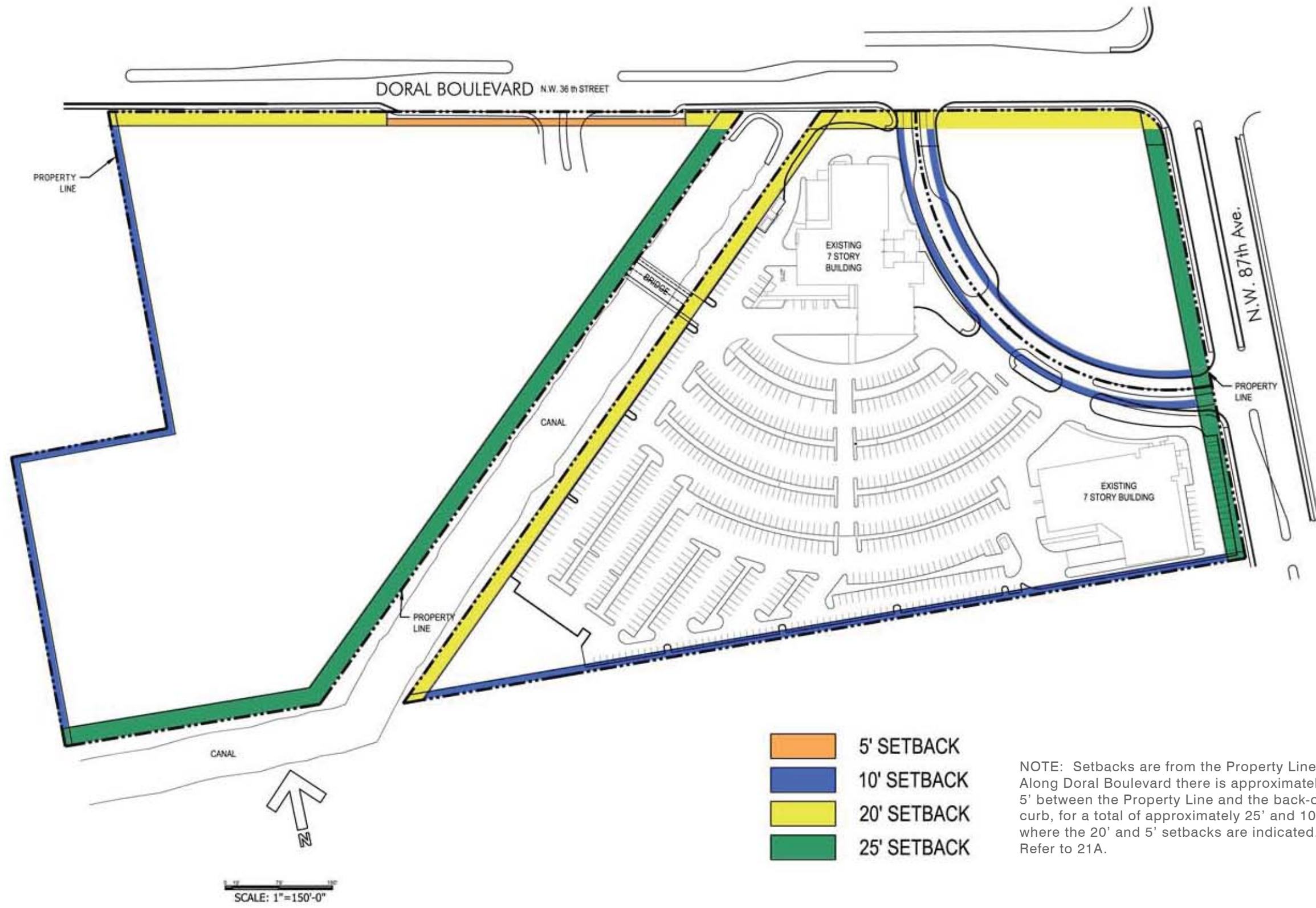
Pervious pavement with pervious substrate will be provided for a minimum of 5% of the paved area in coordination with the civil engineer and shall be designed according to recommendations by the pavement system manufacturer.

Perimeter planting shall be at a minimum height of 3' in order to screen the parking lot from adjacent uses. Native vegetation is recommended for use whenever possible in order to reduce the need for irrigation.

EXISTING PARKING

The parking layout, parking space size and landscaping of the East Neighborhood shall remain as existing. The existing mature trees provide ample canopy coverage for shading, offsetting the fact the tree islands are not consistent with guidelines issued after the existing parking and trees were put in place. In addition, mature understory shrubs provide enough screening from adjacent uses.

SETBACK PLAN



- 5' SETBACK
- 10' SETBACK
- 20' SETBACK
- 25' SETBACK

NOTE: Setbacks are from the Property Line. Along Doral Boulevard there is approximately 5' between the Property Line and the back-of-curb, for a total of approximately 25' and 10' where the 20' and 5' setbacks are indicated. Refer to 21A.

DORAL GATEWAY NON-RESIDENTIAL SIGNAGE

SIGN TYPE	CITY OF DORAL	EXISTING DCC	DORAL GATEWAY OFFICE DORAL GATEWAY HOTEL
GENERAL	Detached, freestanding or monument signs where otherwise permitted, shall not be closer than 200 feet to any other previously permitted detached, freestanding or monument sign.	Existing signs to remain as part of Doral Gateway	As per City of Doral
IDENTIFICATION	One for first 300 lineal feet of frontage; each additional sign for every 500 lineal feet of frontage thereafter. Subdivision of an existing building or planned building group shall not entitle the new parcels to additional monument signs.	One monument sign per public and development street frontage.	Two signs per public and development street frontage.
WALL SIGN MULTI-TENANT	One per ground or second floor establishment which has its own frontage and entrance facing a public street. (If the parcel frontage requirement for a monument sign precludes an office building from having a monument sign, one building identification wall sign that otherwise meet the wall sign standards is authorized). Corner office locations may have an additional wall sign. Such second sign shall be limited to 50 percent of the square footage of the primary sign.	Two wall signs per building.	Three wall signs per building
CANOPY	One per canopy	Two wall signs per building.	As per City of Doral
WALL SIGN OFFICE / HOTEL SIX TO TEN STORIES	Two wall signs per building, with one wall sign only per building elevation.	One parapet wall sign per 7-story building	Three wall signs per building, with one wall sign only per building elevation
DIRECTORY	One per multi-tenant center, in addition to other permitted signs	N/A	As per City of Doral
DIRECTIONAL	To be approved as part of site plan.	N/A	As per City of Doral

Doral Gateway sign area, sign height, setbacks and illumination will be as per City of Doral Chapter 80 signage regulations.

SIGN TYPE	CITY OF DORAL	EXISTING DCC	DORAL GATEWAY RETAIL
GENERAL	Detached, freestanding or monument signs where otherwise permitted, shall not be closer than 200 feet to any other previously permitted detached, freestanding or monument sign. Changeable copy is allowed on Doral Blvd. and NW 87 th Ave frontage.	N/A	As per City of Doral
IDENTIFICATION	One sign for first 300 lineal feet of frontage; each additional sign for every 500 lineal feet of frontage thereafter.	N/A	Two signs per street frontage.
WALL SIGN	One per ground or second floor establishment which has its own frontage and entrance facing a public street. Corner store locations may have an additional wall sign. Such second sign shall be limited to 50 percent of the square footage of the primary sign. Individual use buildings, may have multiple signs not to exceed the sign area requirements.	N/A	Three wall signs per building
CANOPY	One per canopy	Two wall signs per building.	As per City of Doral
AWNING	One per establishment	N/A	As per City of Doral
DIRECTORY	One per multi-tenant center, in addition to other permitted signs	N/A	As per City of Doral
WINDOW (PERMANENT)	One per establishment	N/A	As per City of Doral
DIRECTIONAL	To be approved as part of site plan.	N/A	As per City of Doral

Doral Gateway sign area, sign height, setbacks and illumination will be as per City of Doral Chapter 80 signage regulations.



DORAL GATEWAY RESIDENTIAL SIGNAGE

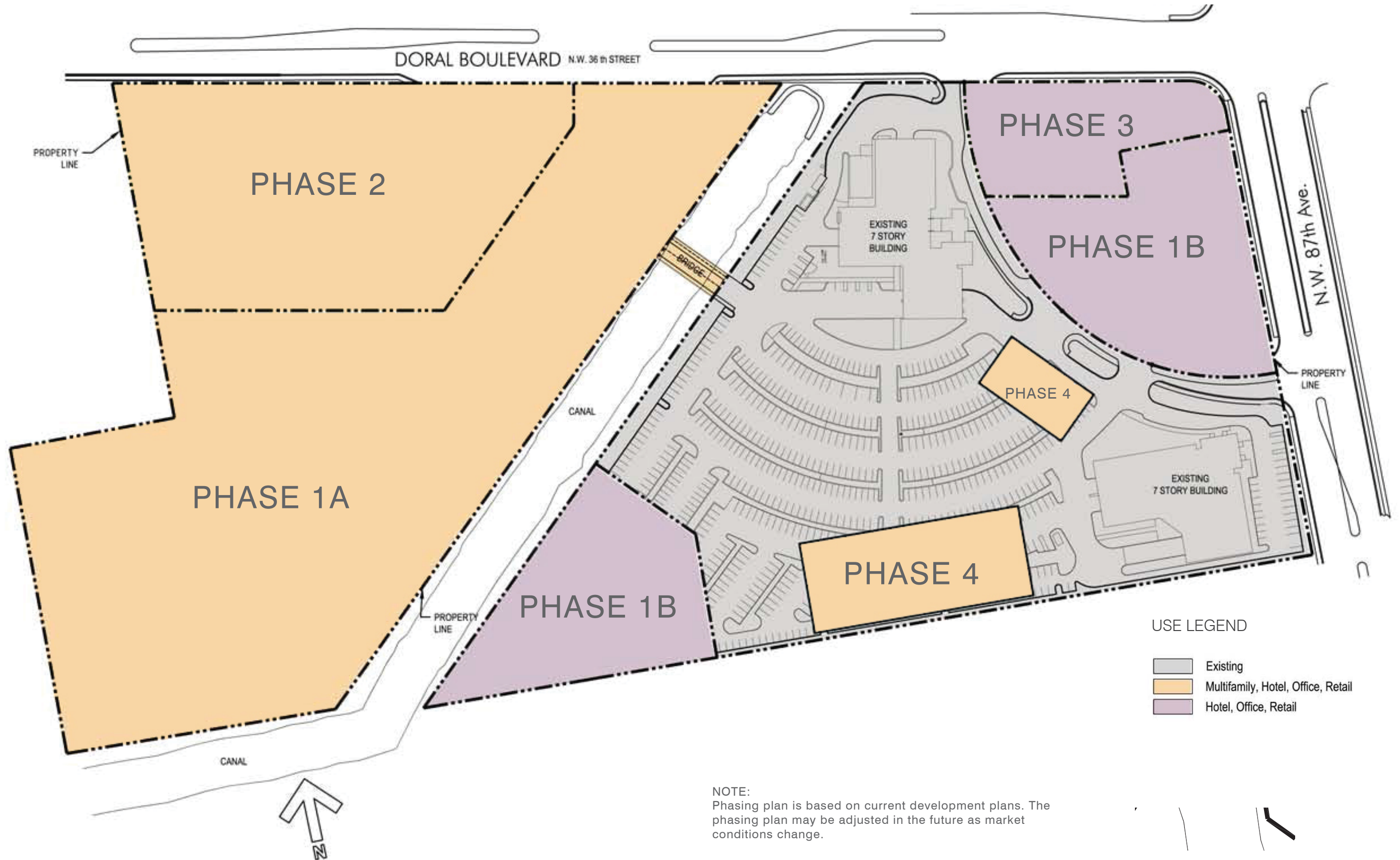
SIGN TYPE	CITY OF DORAL	DORAL GATEWAY GARDEN RESIDENTIAL
DEVELOPMENT IDENTIFICATION	One monument sign per street frontage; exception for two when attached to wall of symmetrical entrance feature.	As per City of Doral
DIRECTIONAL	To be approved as part of site plan.	As per City of Doral
CLUBHOUSE	One monument / detached / freestanding sign	As per City of Doral
WALL SIGN	One wall sign per building; exception for corner lots may have an additional wall sign.	Two signs per building
WINDOW (PERMANENT)	One per establishment	As per City of Doral

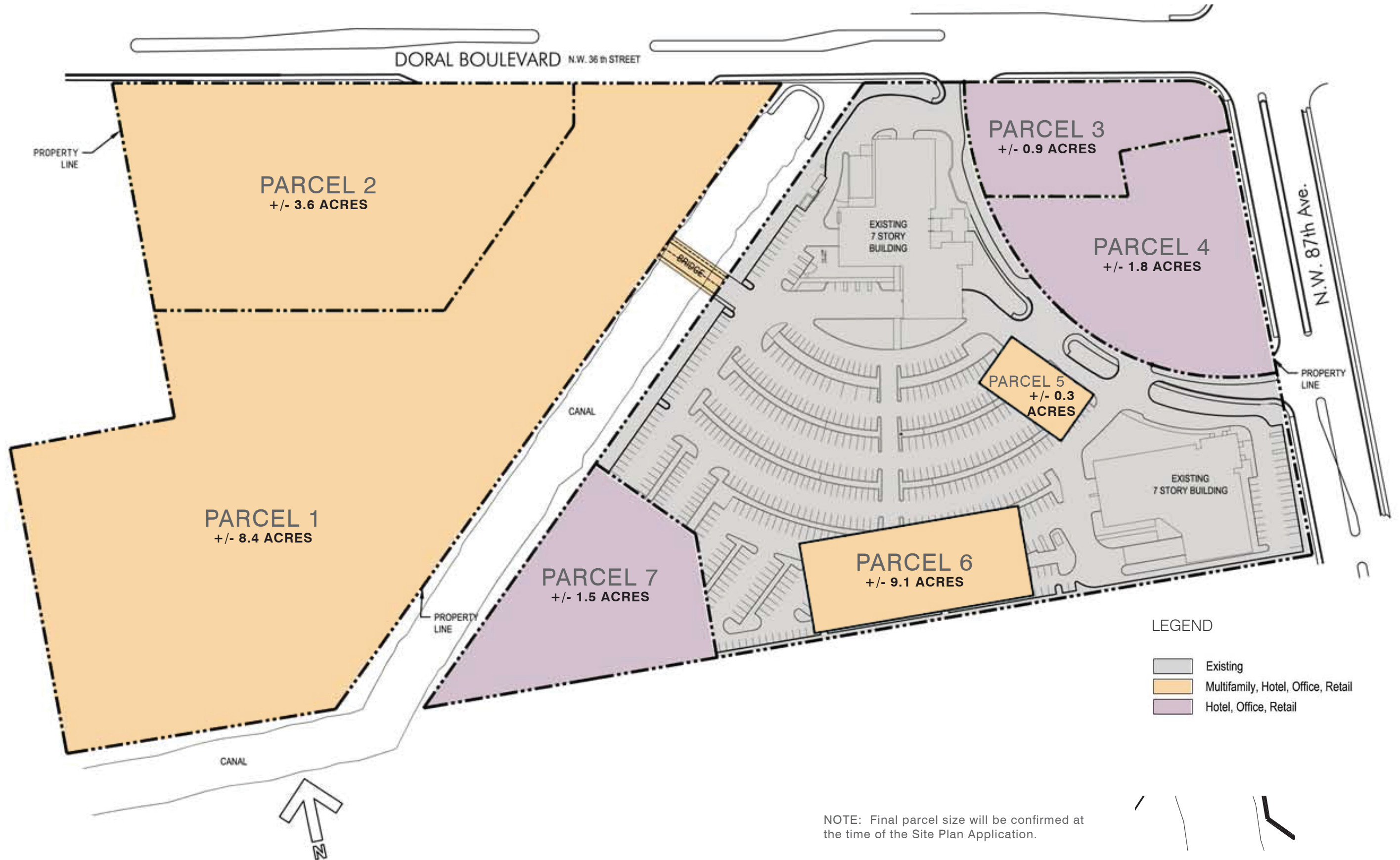
Doral Gateway sign area, sign height, setbacks and illumination will be as per City of Doral Chapter 80 signage regulations.

SIGN TYPE	CITY OF DORAL	DORAL GATEWAY URBAN RESIDENTIAL
DEVELOPMENT IDENTIFICATION	One development identification sign for the development on each public street frontage of the development. One monument sign per street frontage; exception for two when attached to wall of symmetrical entrance feature.	One monument sign per public and Doral Gateway street frontage; two wall signs when attached to wall of symmetrical entrance feature.
DIRECTIONAL	To be approved as part of site plan.	As per City of Doral
CLUBHOUSE	One monument / detached / freestanding sign	As per City of Doral
WALL SIGN	One wall sign per building; exception for corner lots may have an additional wall sign.	Two signs per building
WINDOW (PERMANENT)	One per establishment	As per City of Doral

Doral Gateway sign area, sign height, setbacks and illumination will be as per City of Doral Chapter 80 signage regulations.



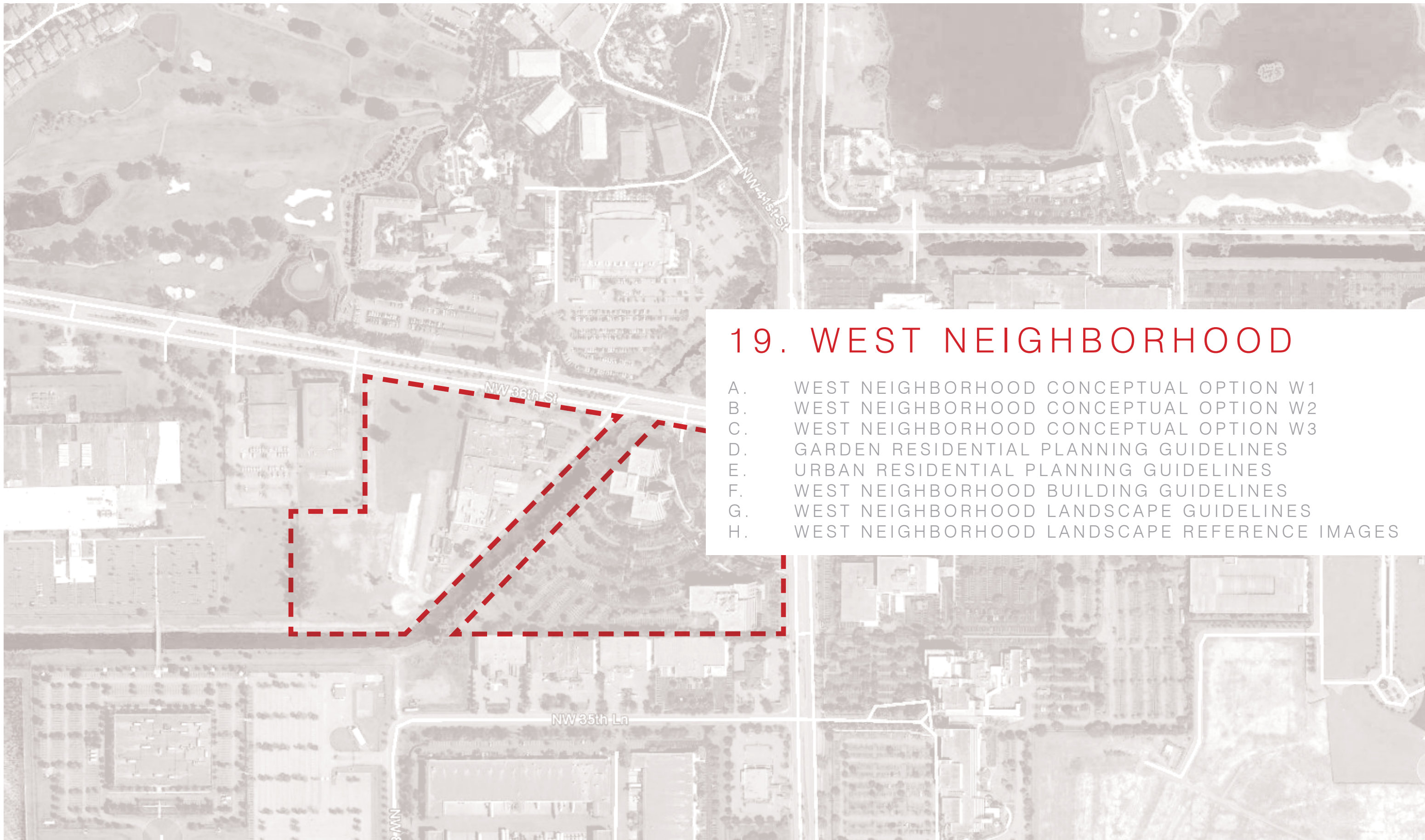




LEGEND

- Existing
- Multifamily, Hotel, Office, Retail
- Hotel, Office, Retail

NOTE: Final parcel size will be confirmed at the time of the Site Plan Application.



19. WEST NEIGHBORHOOD

- A. WEST NEIGHBORHOOD CONCEPTUAL OPTION W1
- B. WEST NEIGHBORHOOD CONCEPTUAL OPTION W2
- C. WEST NEIGHBORHOOD CONCEPTUAL OPTION W3
- D. GARDEN RESIDENTIAL PLANNING GUIDELINES
- E. URBAN RESIDENTIAL PLANNING GUIDELINES
- F. WEST NEIGHBORHOOD BUILDING GUIDELINES
- G. WEST NEIGHBORHOOD LANDSCAPE GUIDELINES
- H. WEST NEIGHBORHOOD LANDSCAPE REFERENCE IMAGES

WEST NEIGHBORHOOD SITE PLAN

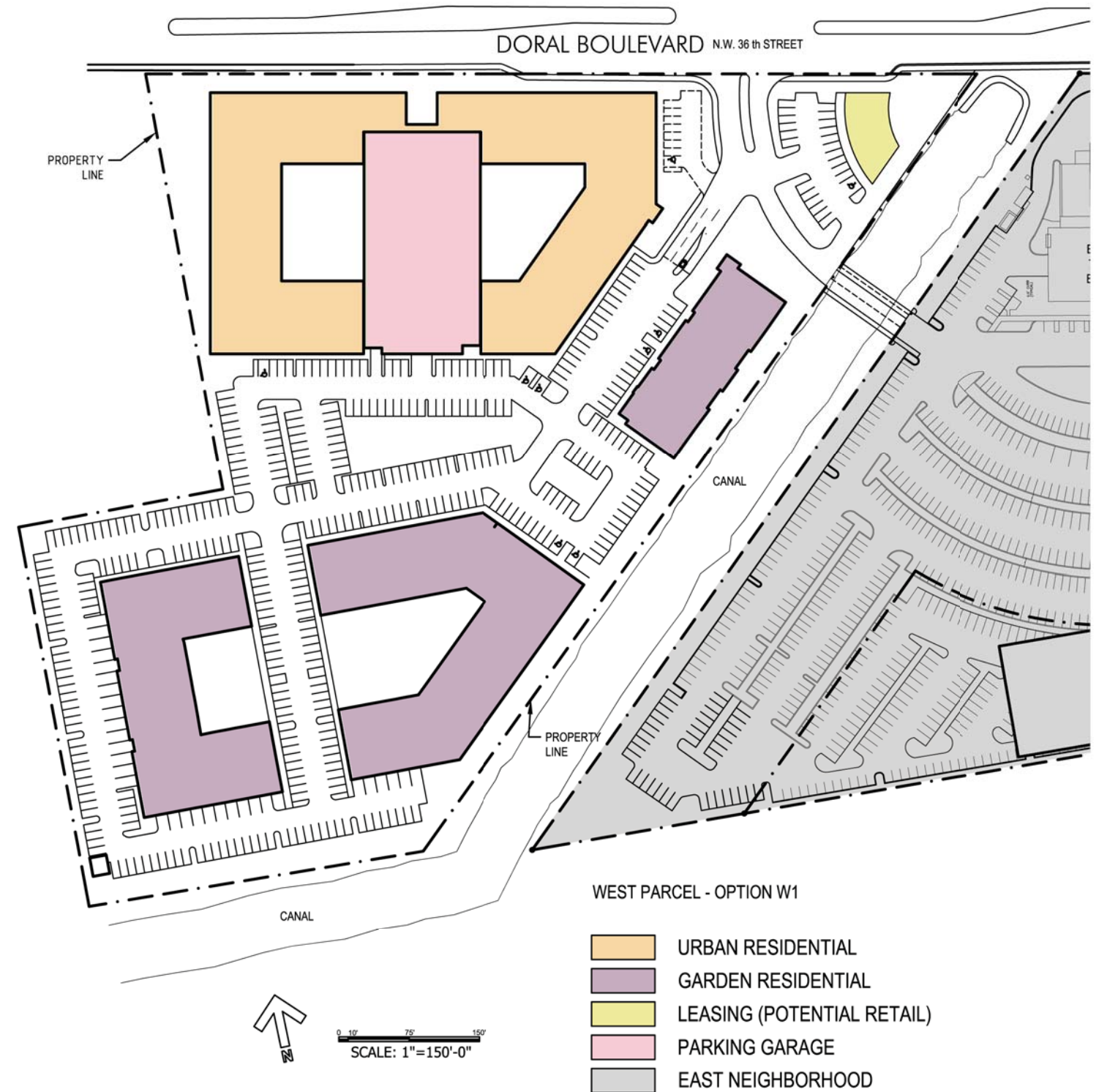
CONCEPTUAL OPTION W1



URBAN RESIDENTIAL TYPE WITH PARKING GARAGE



GARDEN RESIDENTIAL BUILDING TYPE

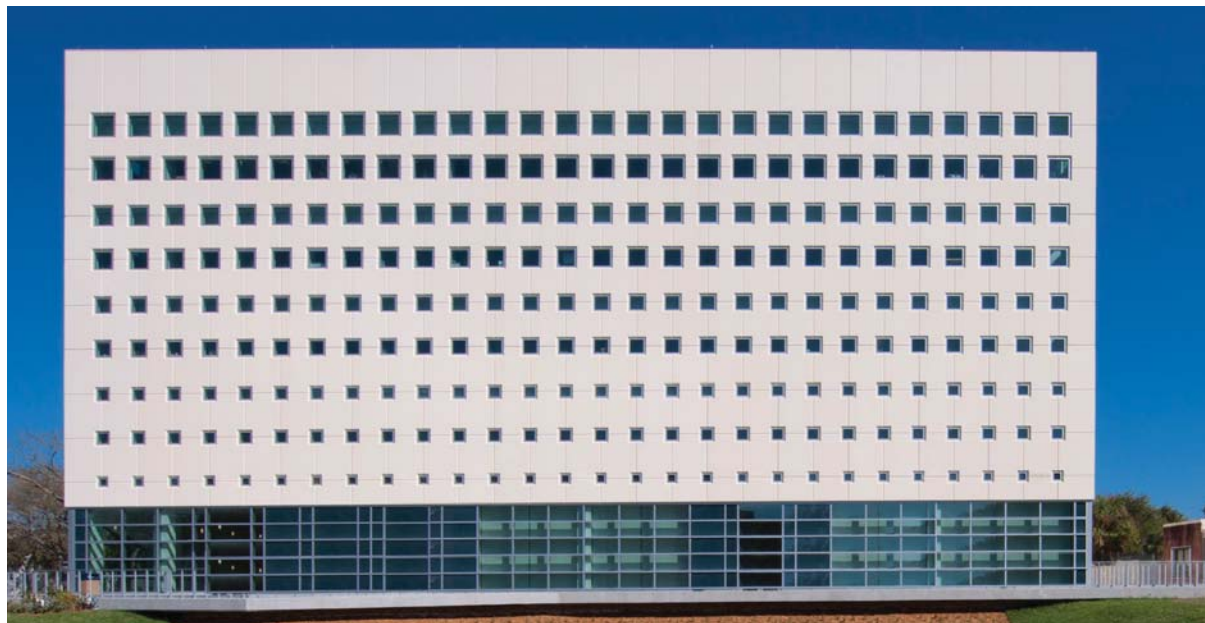


WEST NEIGHBORHOOD SITE PLAN

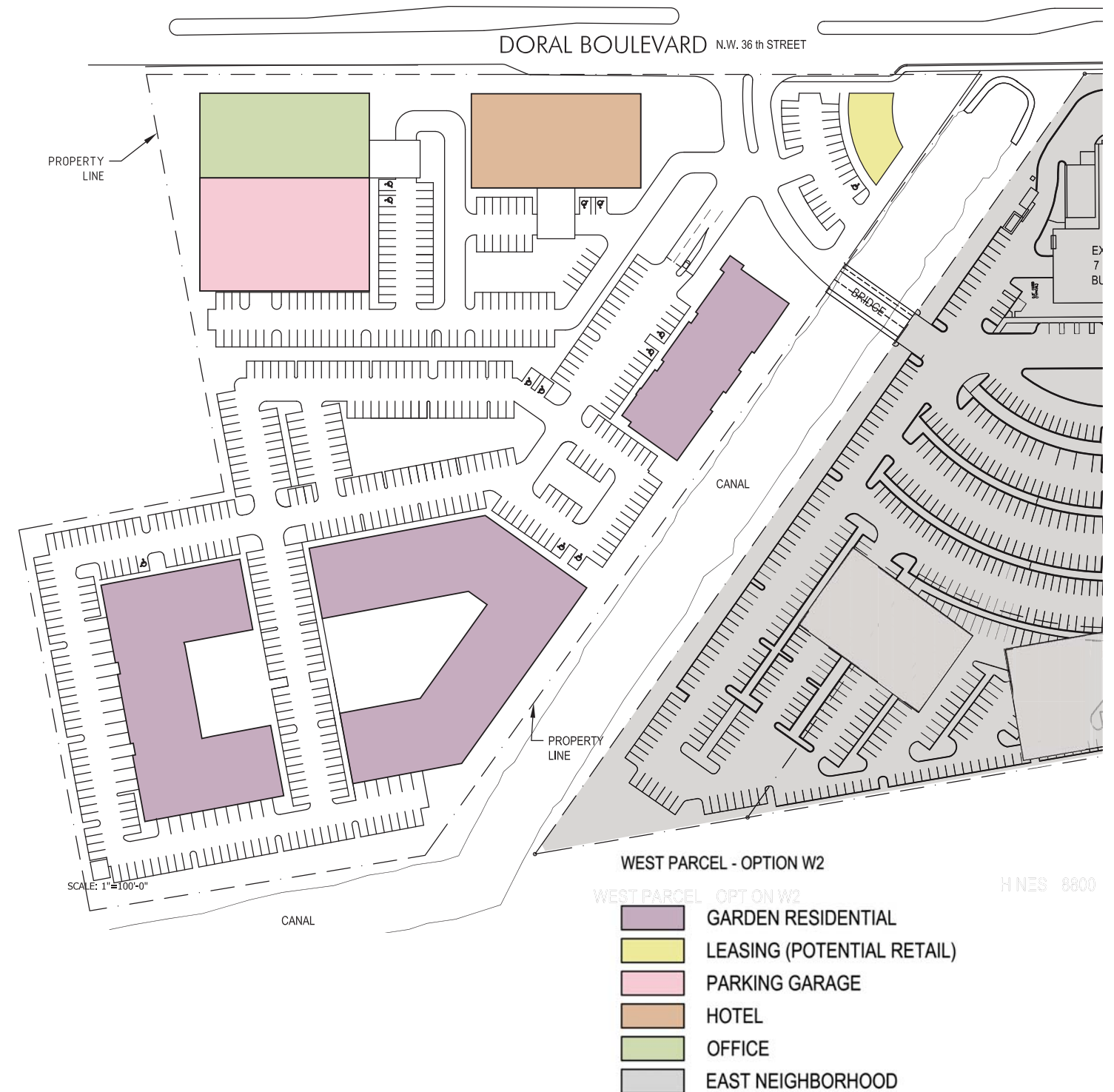
CONCEPTUAL OPTION W2



COURTYARD RESIDENTIAL BUILDING EXAMPLE



OFFICE BUILDING EXAMPLE

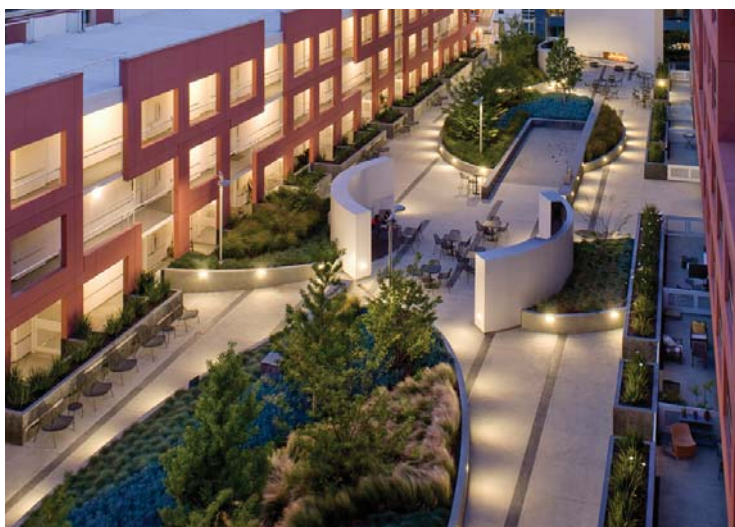


WEST NEIGHBORHOOD SITE PLAN

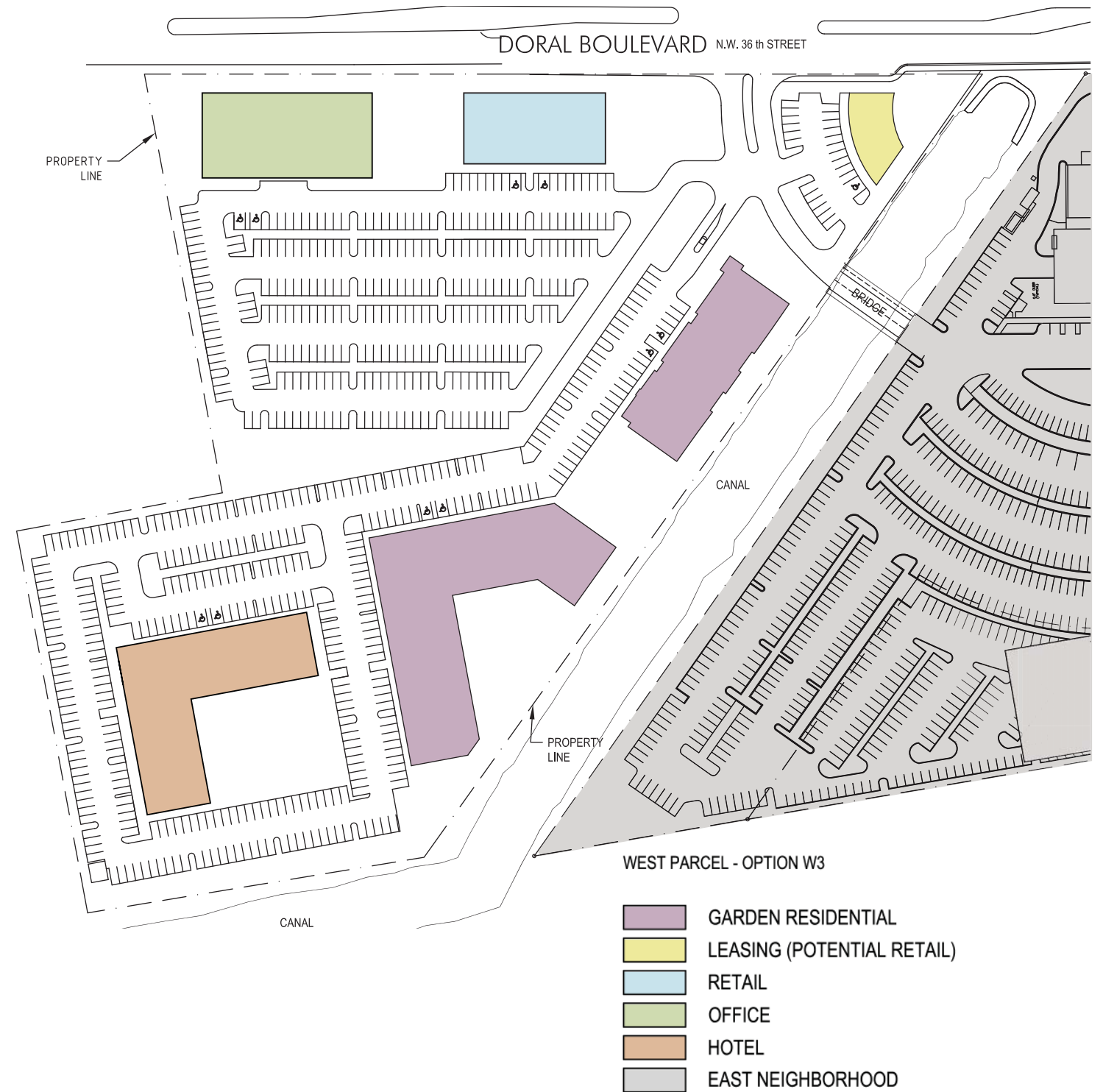
CONCEPTUAL OPTION W3



OFFICE BUILDING EXAMPLE



GARDEN RESIDENTIAL BUILDING EXAMPLES



GARDEN RESIDENTIAL: PLANNING DESIGN GUIDELINES

WEST NEIGHBORHOOD



CORNER ARTICULATION



BUILDING FACADE MATERIAL DIFFERENTIATION



GARDEN RESIDENTIAL BUILDING TYPE



GARDEN RESIDENTIAL BUILDING TYPE

RESIDENTIAL BUILDING TYPES

Garden Residential: Three to five story buildings have a lower scale and larger units, appealing to young families. Buildings are configured either around a courtyard, with one side open, or in a rectangular plan. Parking is provided with adjacent on-grade parking spaces, attached private garages under the building at ground level and/or one-story parking deck.

BUILDING MASSING

Heights: The number of residential building stories may be three stories to five stories.

Setbacks: The depth of the setback from the street will comply with the minimum established in this document (refer to Setback Plan). Within the Project site, building setbacks from Project streets and on-grade parking lots will vary depending on the number of stories, with a minimum 10' setback, with the possible exception at the proposed Doral Boulevard turn in lane.

Orientation: Building frontages along streets will either be primary entry facades or well-designed secondary facades. Rear elevations with minimal fenestration are to be avoided, particularly along streets. Buildings may be oriented to be parallel to the surrounding streets and/or the Project streets.

Focal Points: Architectural focal points may be located at prominent locations of the residential neighborhood. Focal points may be created with articulated building massing and/or differentiated facade material or design.

Building Circulation: Each garden residential building will have multiple entry points via open stairways to the open-air corridors. At the centrally located principal building entry, there will be an elevator core to comply with accessibility requirements and for delivery and moving in-out. For both practical ease of access as well as architectural articulation, the building entry will be located facing a Project street or Doral Boulevard. The entry can either be a focal point of the building or within a larger architectural feature that is the focal point.

PARKING

Garden residential buildings will have on-grade parking as well as some units that have parking spaces tucked in at ground level under the residential building and/or a one-story parking deck. Trash will be located in discreet enclosures. Drive aisles will be 22' wide and parking spaces will be 8'-6" x 18' as per Miami-Dade County parking requirements. 72 surface parking spaces will be sized 9' x 18'. Parking spaces shall not have wheel stops. The on-grade parking is designed to have all spaces generally surrounding the garden residences, minimizing the distance from parking spaces to units.

URBAN RESIDENTIAL: PLANNING DESIGN GUIDELINES

WEST NEIGHBORHOOD



ENTRY ARTICULATION



CORNER ARTICULATION



URBAN RESIDENTIAL TYPE WITH PARKING GARAGE



URBAN RESIDENTIAL BUILDING TYPE

RESIDENTIAL BUILDING TYPES

Urban Residential Buildings: Five to twelve story buildings with a higher unit count of smaller units, targeting young professionals. Buildings are configured around a courtyard for higher density. Parking is primarily in a structured garage, which is separate for life-safety and structural simplicity but immediately adjacent for easy access from parking to units.

BUILDING MASSING

Heights: The number of residential building stories may be four stories to eight stories.

Setbacks: The depth of the setback from the street will comply with the minimum established in this document (refer to Setback Plan). Within the Project site, building setbacks from Project streets and on-grade parking lots will vary depending on the number of stories, with a minimum of 10' setback, with the possible exception at the proposed Doral Boulevard turn in lane.

Orientation: Building frontages along streets will either be primary entry facades or well-designed secondary facades. Rear elevations with minimal fenestration are to be avoided, particularly along streets. Buildings may be oriented to be parallel to the surrounding streets and/or the Project streets.

Focal Points: Architectural focal points may be located at prominent locations of the residential neighborhood. Focal points may be created with articulated building massing and/or differentiated facade material or design.

Building Main Entry: For both practical ease of access as well as architectural articulation, the building entry will be located facing a Project street or Doral Boulevard. The entry can either be a focal point of the building or within a larger architectural feature that is the focal point.

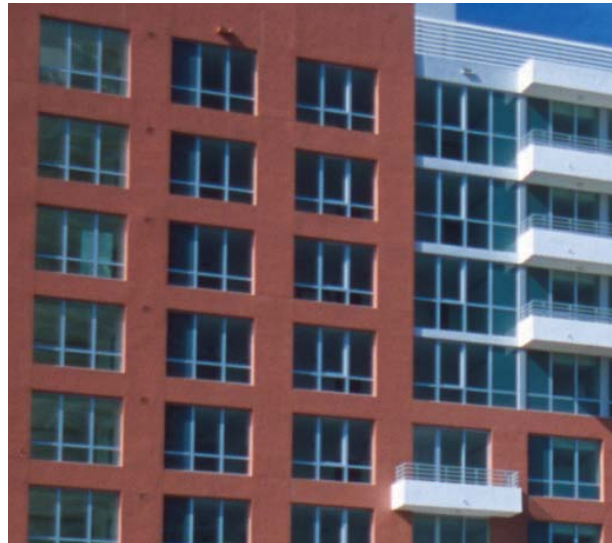
Building Service Entry: Service entries will be located in the parking garage, away from the main building entry and along a vehicular route that provides service vehicle access with minimal maneuvering. Trash are to be located for collection at the service entry.

STRUCTURED PARKING

Structured parking for urban residential buildings is to be centrally located to minimize the distance from parking spaces to units. Drive aisles will be 22' wide and parking spaces will be 8'-6" x 18' as per Miami-Dade County parking requirements. Parking spaces shall not have wheel stops. Access to and from the parking garage is to be located away from the main entry of the site and buildings; it shall also be accessible from a street with minimal maneuvering to get in / out.

WEST NEIGHBORHOOD BUILDING DESIGN GUIDELINES

WEST NEIGHBORHOOD



VARIED FACADE TREATMENT WITH COLOR AND BALCONIES



FENESTRATION ARTICULATED WITH WINDOW PLACEMENT AND MULLION PATTERN



BUILDING DESIGN GUIDELINES

Building Massing: The massing of the residential buildings should reflect the interior building program and layout. Options for this include focal features, roof lines and articulating the building structure and vertical circulation elements with reveals, recesses or projections.

Building Articulation: Facades are to be articulated with the use of different materials, colors and patterns. Fenestration shall also create diverse patterns either with the size, mullions, mix of different types, orientation and/or location. Building entries are to be highlighted to be a focal point.

Building Materials: Materials to be stucco, glazing, metal railings and will be compatible with the materials of the two existing office buildings on the East Neighborhood in order to incorporate them into the overall DORAL GATEWAY design.

STRUCTURED PARKING

Building Massing: While the massing of a parking garage is dictated by the internal layout of the parking spaces and driveways, corners and rooflines are to animate the building form.

Facade treatment: The parking facade is to be designed to complement the other Project buildings and screen the view to the interior of the garage.



VARIED FENESTRATION TREATMENT (PUNCHED WINDOWS, SLIDERS, WINDOW WALL)



FACADE ARTICULATION WITH PORTIONS OF THE FACADE FRAMED AND MULTIPLE COLORS



URBAN RESIDENTIAL WITH STRUCTURED PARKING

MULTI-FAMILY RESIDENTIAL: LANDSCAPE DESIGN GUIDELINES

WEST NEIGHBORHOOD



PLAYGROUND



TRELLIS

The landscape / hardscape / recreational area design shall incorporate a variety of site amenities to encourage active use of outdoor space. The inclusion of trellises, playgrounds, pools, grilles and benches will foster community interaction and encourage residents to engage in outdoor activities. The design of intimate outdoor spaces and pathways shall also be incorporated to promote more passive use of the landscape such as strolling, reading or relaxing.

Native planting or adapted species of drought-tolerant plants should be used as much as possible to reduce the need for irrigation.

Hardscape materials should meet high durability standards. The use of local materials is encouraged. A variety of colors and textures should be utilized to create rhythm and balance consistent with the architectural style of the development.



GARDEN

MULTI-FAMILY RESIDENTIAL:
LANDSCAPE REFERENCE IMAGES
WEST NEIGHBORHOOD



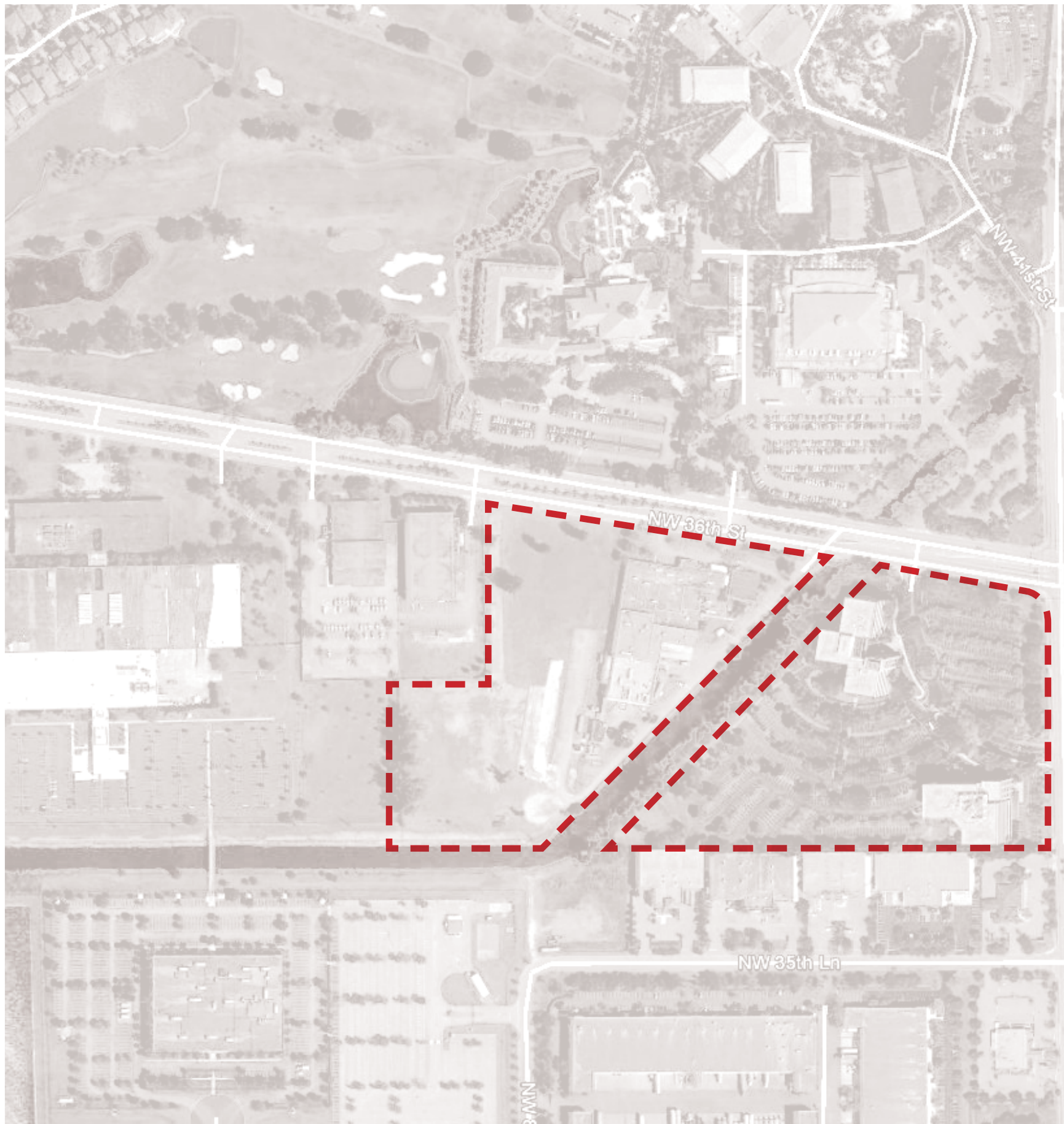
POOL



COURTYARD



LOUNGE



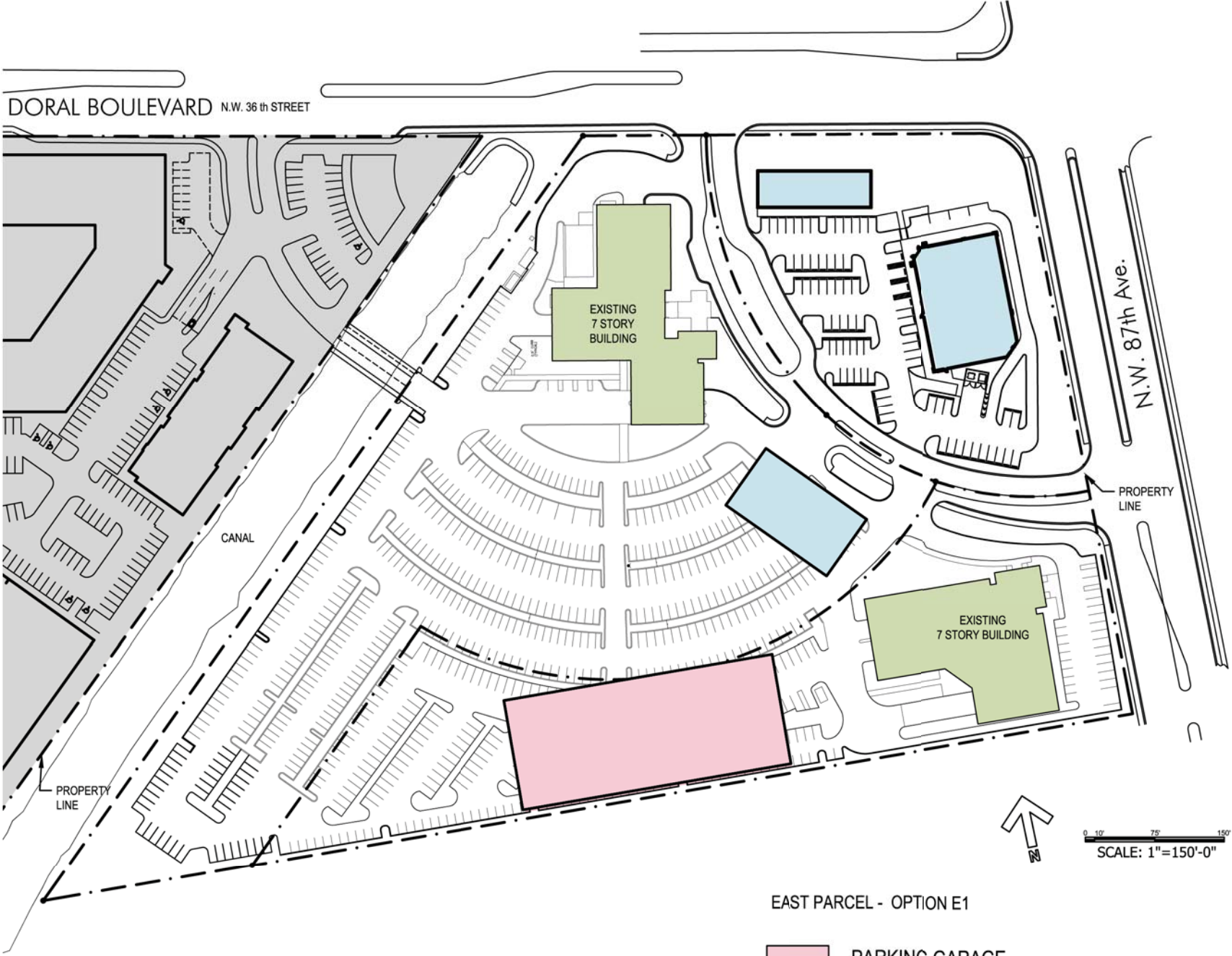
20. EAST NEIGHBORHOOD

- A. EAST NEIGHBORHOOD CONCEPTUAL OPTION E1
- B. EAST NEIGHBORHOOD CONCEPTUAL OPTION E2
- C. EAST NEIGHBORHOOD CONCEPTUAL OPTION E3
- D. EAST NEIGHBORHOOD CONCEPTUAL OPTION E4
- E. COMMERCIAL PLANNING GUIDELINES
- F. COMMERCIAL BUILDING GUIDELINES
- G. COMMERCIAL LANDSCAPE GUIDELINES



EAST NEIGHBORHOOD SITE PLAN

CONCEPTUAL OPTION E1

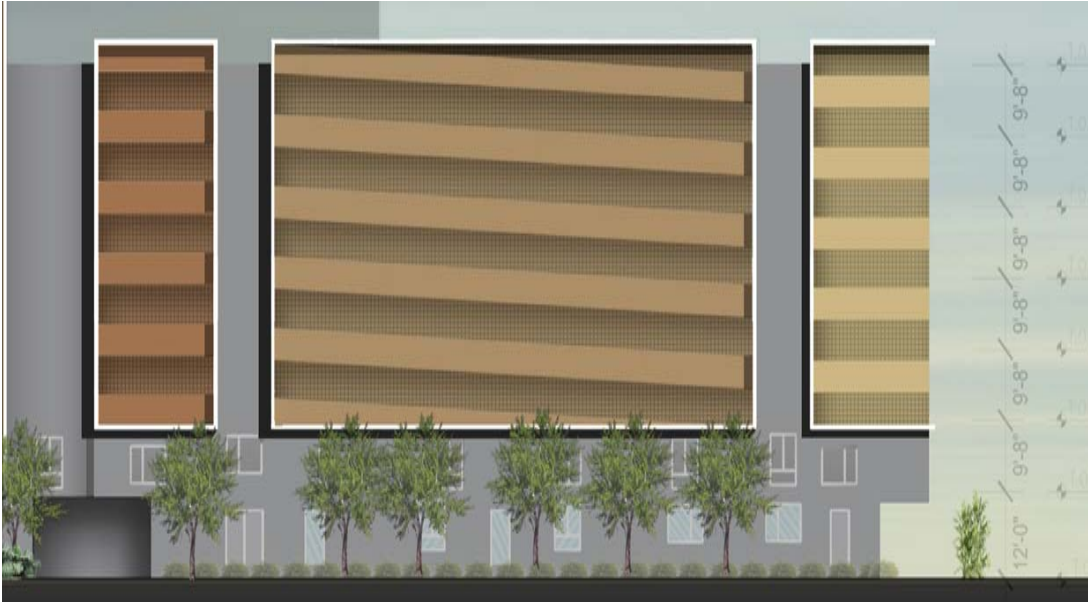


EAST PARCEL - OPTION E1

- PARKING GARAGE
- RETAIL
- OFFICE
- WEST NEIGHBORHOOD



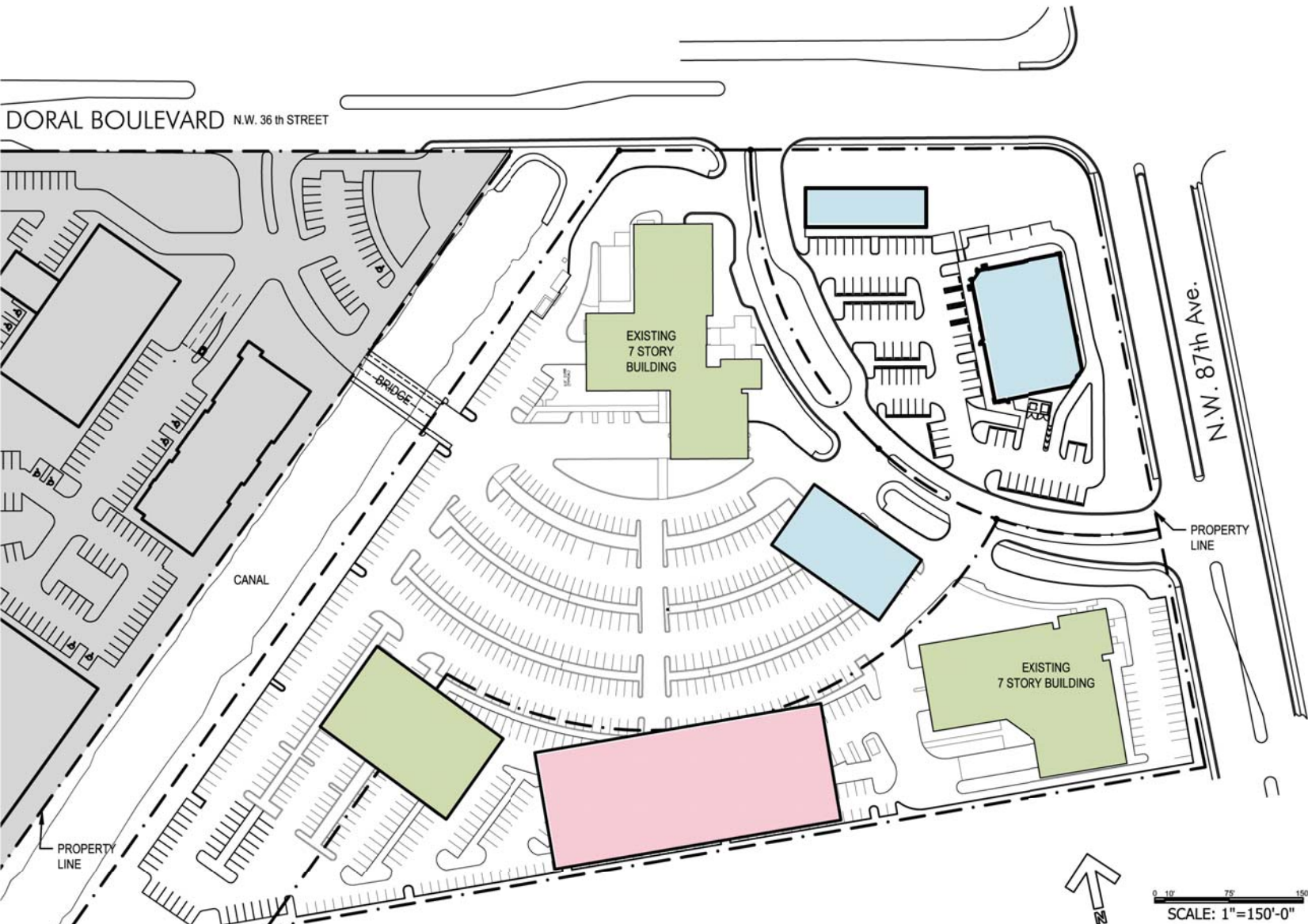
EXISTING OFFICE BUILDING AT DORAL BOULEVARD



PARKING GARAGE EXAMPLE

EAST NEIGHBORHOOD SITE PLAN

CONCEPTUAL OPTION E2



- EAST PARCEL - OPTION E2
- PARKING GARAGE
 - RETAIL
 - OFFICE
 - WEST NEIGHBORHOOD



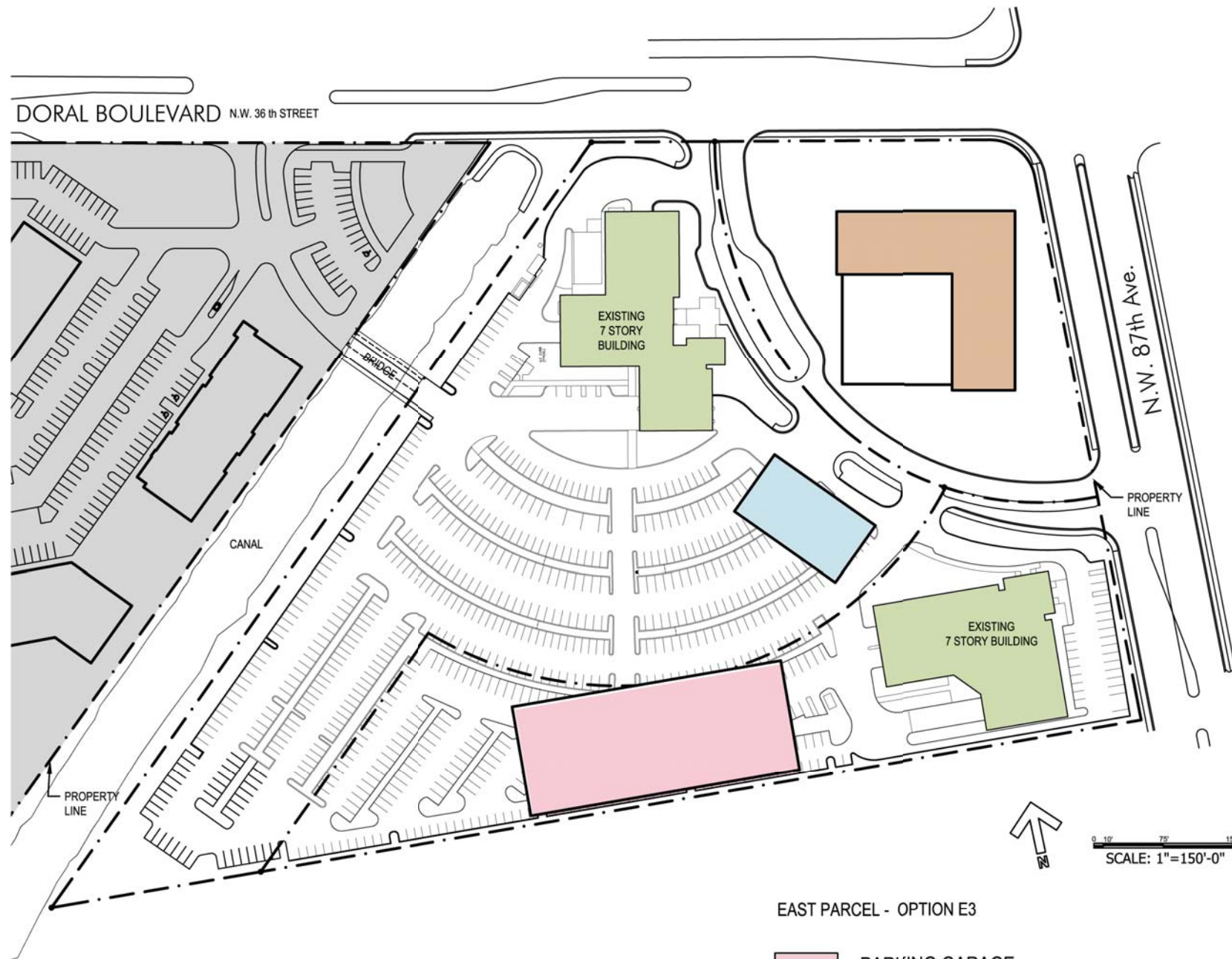
EXISTING OFFICE BUILDING AT 3750 NW 87TH AVENUE



OFFICE BUILDING EXAMPLES

EAST NEIGHBORHOOD SITE PLAN

CONCEPTUAL OPTION E3



EAST PARCEL - OPTION E3

- PARKING GARAGE
- RETAIL
- OFFICE
- HOTEL
- WEST NEIGHBORHOOD



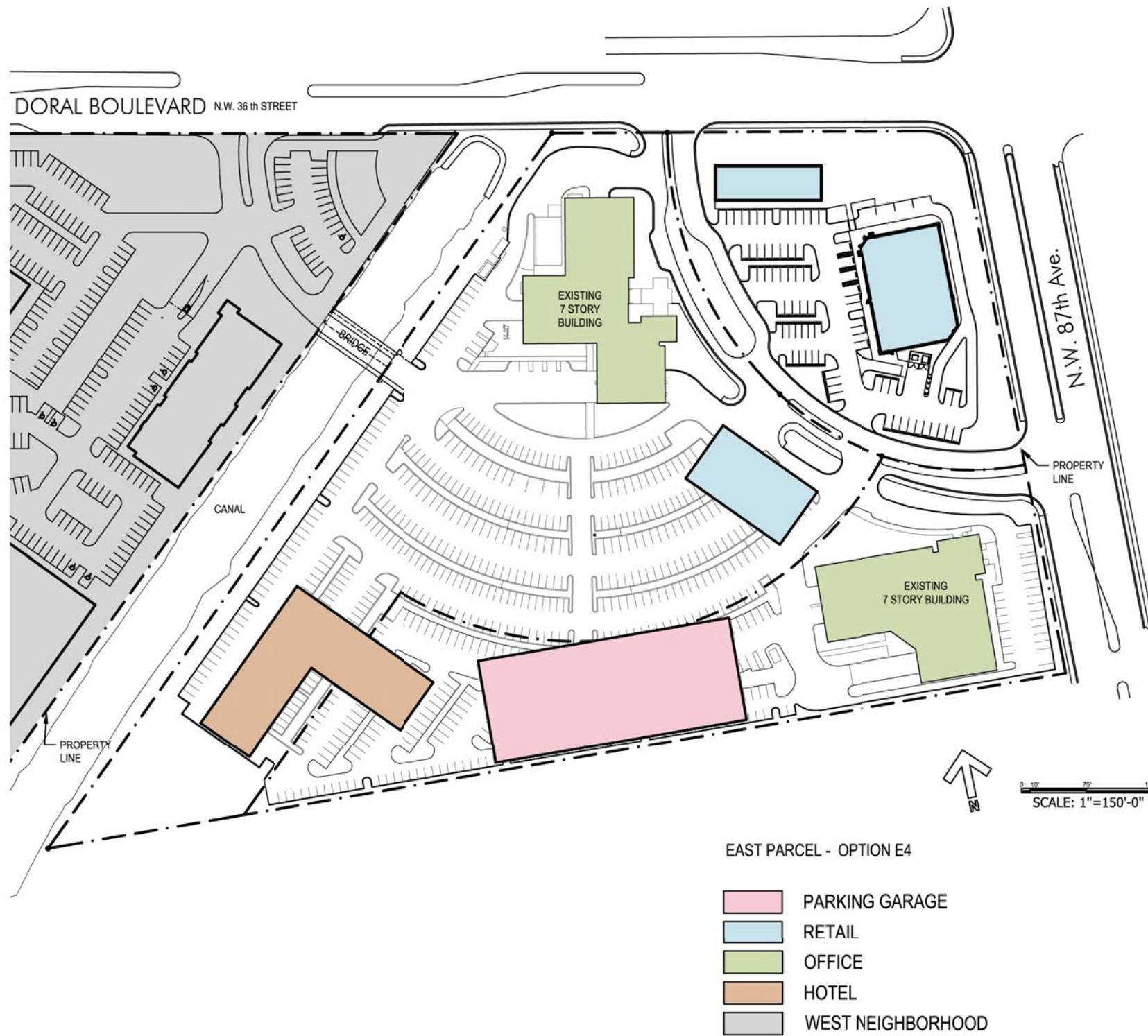
BUILDING ENTRY AT EXISTING OFFICE
3750 NW 87TH AVENUE



HOTEL BUILDING TYPE EXAMPLE

EAST NEIGHBORHOOD SITE PLAN

CONCEPTUAL OPTION E4



BUILDING ENTRY DETAIL AT EXISTING OFFICE 3750 NW 87TH AVENUE



PARKING GARAGE EXAMPLE

COMMERCIAL PLANNING: DESIGN GUIDELINES

EAST NEIGHBORHOOD



BUILDING TYPES

Commercial building types for DORAL GATEWAY may include office buildings, single tenant retail buildings, multi-tenant retail buildings and/or hotels. Parking would be provided with on-grade parking lots and/or structured parking garages.

BUILDING MASSING

Heights: The number of commercial building stories may be one story for single tenant retail buildings up to twelve stories for office buildings or hotels.

Setbacks: The depth of the setback from the street will comply with the minimum established in this document (refer to Setback Plan). Within the Project site, building setbacks from Project streets and on-grade parking lots will vary depending on the number of stories, with a minimum of 10' setback.

Orientation: Buildings may be oriented to be parallel to the surrounding streets and/or the Project streets.

Building Main Entry: For both practical ease of access as well as architectural articulation, the building entry will be located facing either Doral Boulevard, NW 87th Street or a Project street. The entry can either be a focal point of the building or within a larger architectural feature that is the focal point.

Building Service Entry: Service entries will be located away from the main entry and along a vehicular route that provides service vehicle access with minimal maneuvering.

STRUCTURED PARKING

If structured parking is built, it may be either adjacent or in a separate structure to the associated building requiring parking. Access to and from the parking garage is to be located away from the main entry of the site and buildings; it shall also be accessible from a street with minimal maneuvering to get in / out.



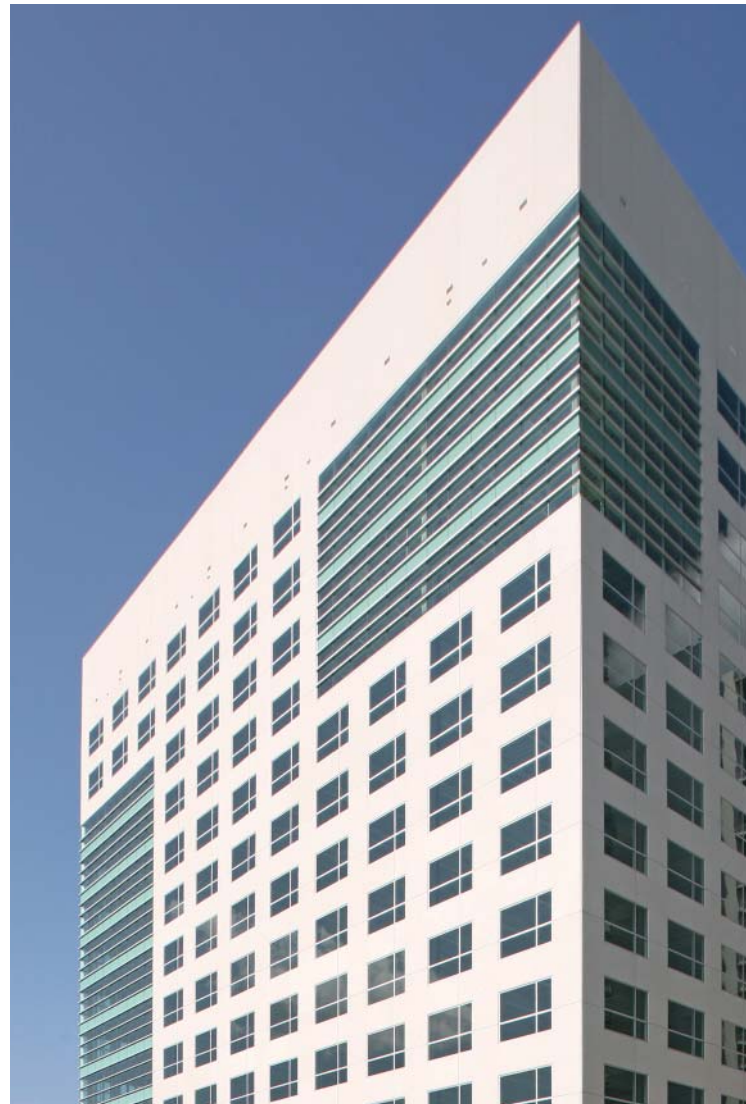
EXAMPLES OF VARIOUS BUILDING HEIGHTS



EXAMPLES OF BUILDING ENTRY TREATMENTS

COMMERCIAL BUILDING: DESIGN GUIDELINES

EAST NEIGHBORHOOD



BUILDING DESIGN GUIDELINES

Building Massing: The massing of the office, hotel and retail buildings should reflect the interior-building program and layout. Options for this include focal features, rooflines and articulating the building structure with reveals, recesses or projections.

Building Articulation: Facades are to be articulated with the use of different materials, colors and patterns. Fenestration shall also create diverse patterns either with the size, mullions, mix of different types, orientation and/or location. Building entries are to be highlighted to be a focal point.

Building Materials: Materials should complement and be compatible with the materials of the two existing office buildings on the East Neighborhood in order to incorporate them into the overall DORAL GATEWAY design.

STRUCTURED PARKING

If structured parking is built, the following guidelines apply:

Building Massing: While the massing of a parking garage is dictated by the internal layout of the parking spaces and driveways, corners and rooflines are to animate the building form.

Facade treatment: The parking facade is to be designed to complement the other Project buildings and screen the view to the interior of the garage.



EXAMPLES OF VARIOUS FENESTRATION TREATMENTS FOR COMMERCIAL BUILDINGS

COMMERCIAL LANDSCAPE DESIGN GUIDELINES



FOUNDATION PLANTING



GATHERING SPACE & PEDESTRIAN PATHS



PARKING

DORAL BOULEVARD MASTER PLAN

The northeast corner of Doral Gateway, at the intersection of Doral Boulevard and NW 87th Avenue, will comply with the six Plaza Design Element criteria as set forth in the Doral Boulevard Master Plan. The balance of the East Neighborhood frontage along Doral Boulevard is exempt from the Doral Boulevard Master Plan.

GENERAL HARDSCAPE GUIDELINES

Hardscape materials should meet high durability standards. The use of local materials is encouraged. A variety of colors and textures should be utilized to create rhythm and balance consistent with the architectural style of the development.

BUILDING PERIMETER PLANTING GUIDELINES

Foundation planting will reflect the architectural character of the building. Plant palette should emphasize massing and overall form rather than individual or small groupings of shrubs and trees. Native planting is encouraged to reduce water consumption and maintenance.

SITE PERIMETER PLANTING GUIDELINES

Landscape design will enhance pedestrian connections to the building. Pedestrian paths should be shaded with canopy tree cover. Adequate lighting is necessary for pedestrian safety.

EXISTING PARKING

The parking layout, parking space size and landscaping of the East Neighborhood shall remain as existing. The existing mature trees provide ample canopy coverage for shading, offsetting the fact the tree islands are not consistent with guidelines issued after the existing parking and trees were put in place. In addition, mature understory shrubs provide enough screening from adjacent uses. Refer to page 14. PARKING PLANNING & LANDSCAPING DESIGN GUIDELINES if any new parking is introduced to the East Neighborhood.

EXISTING EAST NEIGHBORHOOD LANDSCAPING

The existing East Neighborhood was developed in the 1980s and early 1990s, with landscaping that has matured, with large, specimen trees providing lush canopy coverage for shading and mature understory shrubs providing enough screening from adjacent uses. The existing landscaping provides the intent of the guidelines issued after the existing parking and trees were planted.



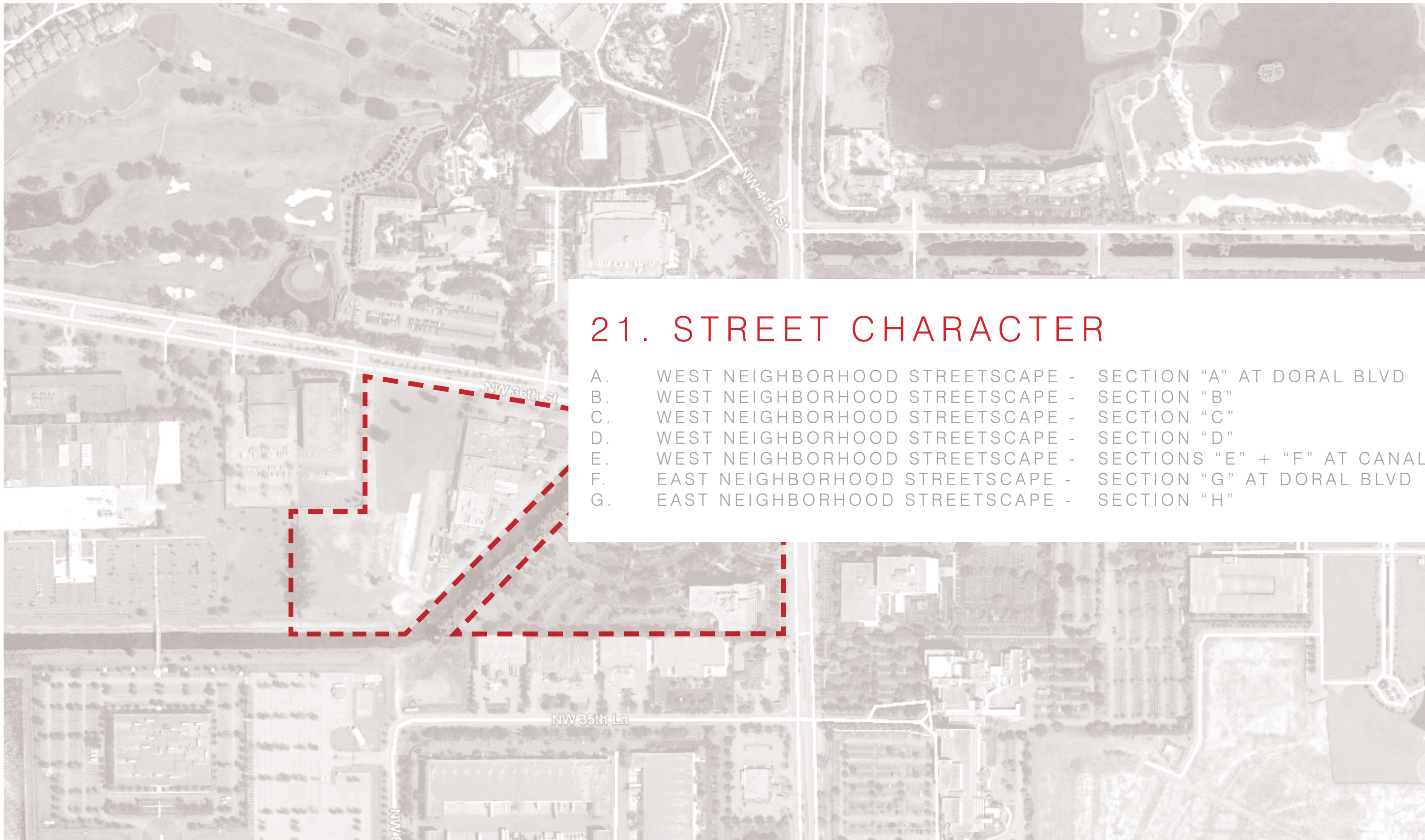
EXISTING EAST NEIGHBORHOOD PARKING



EXISTING PARKING



EXISTING PARKING & DRIVE AISLES

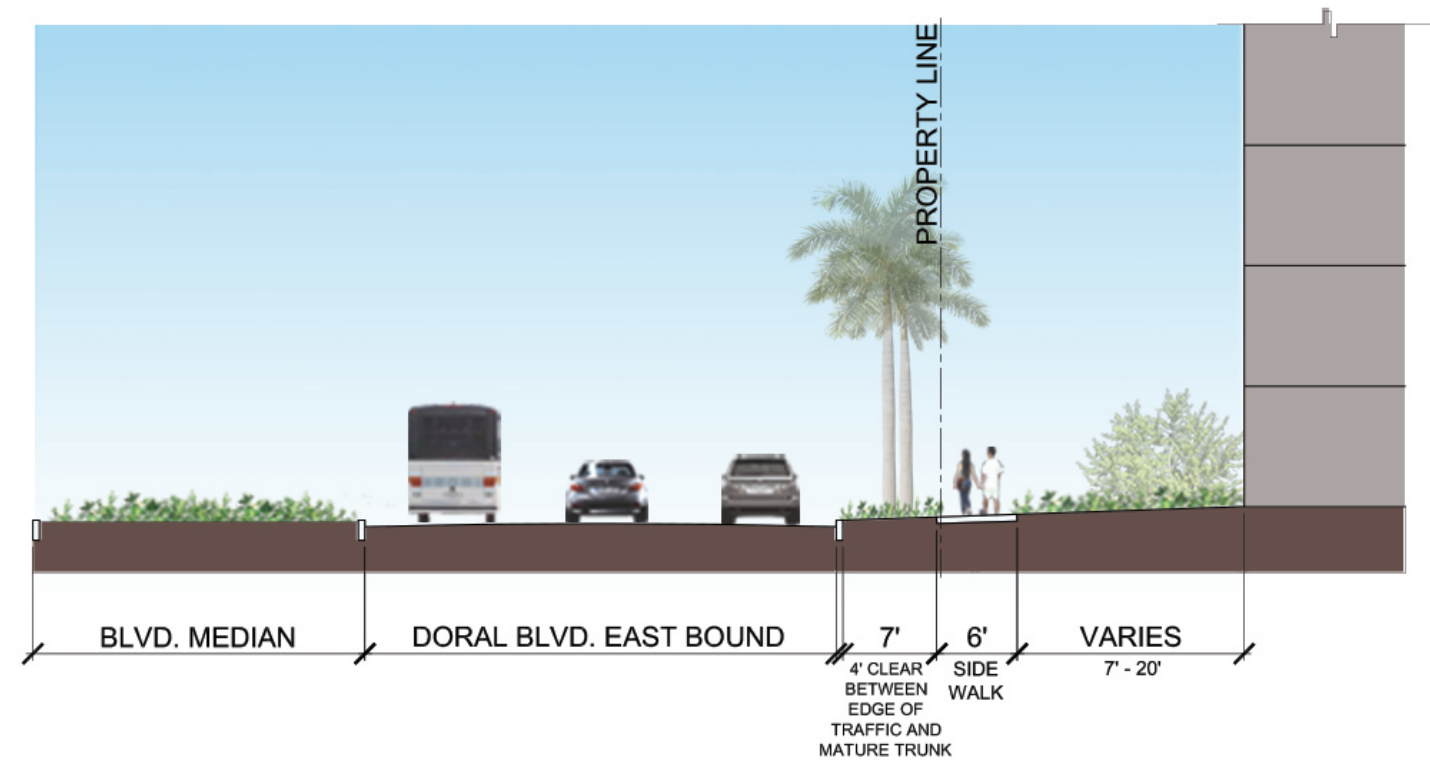
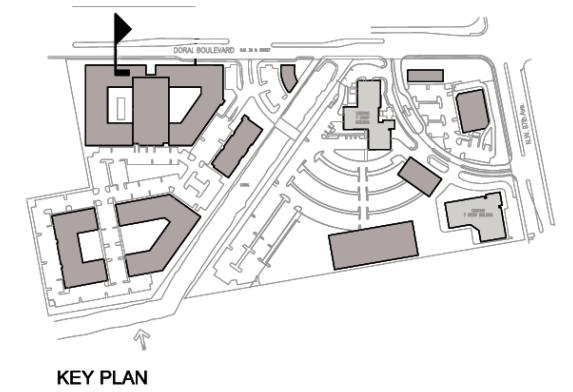


21. STREET CHARACTER

- A. WEST NEIGHBORHOOD STREETScape - SECTION "A" AT DORAL BLVD
- B. WEST NEIGHBORHOOD STREETScape - SECTION "B"
- C. WEST NEIGHBORHOOD STREETScape - SECTION "C"
- D. WEST NEIGHBORHOOD STREETScape - SECTION "D"
- E. WEST NEIGHBORHOOD STREETScape - SECTIONS "E" + "F" AT CANAL
- F. EAST NEIGHBORHOOD STREETScape - SECTION "G" AT DORAL BLVD
- G. EAST NEIGHBORHOOD STREETScape - SECTION "H"

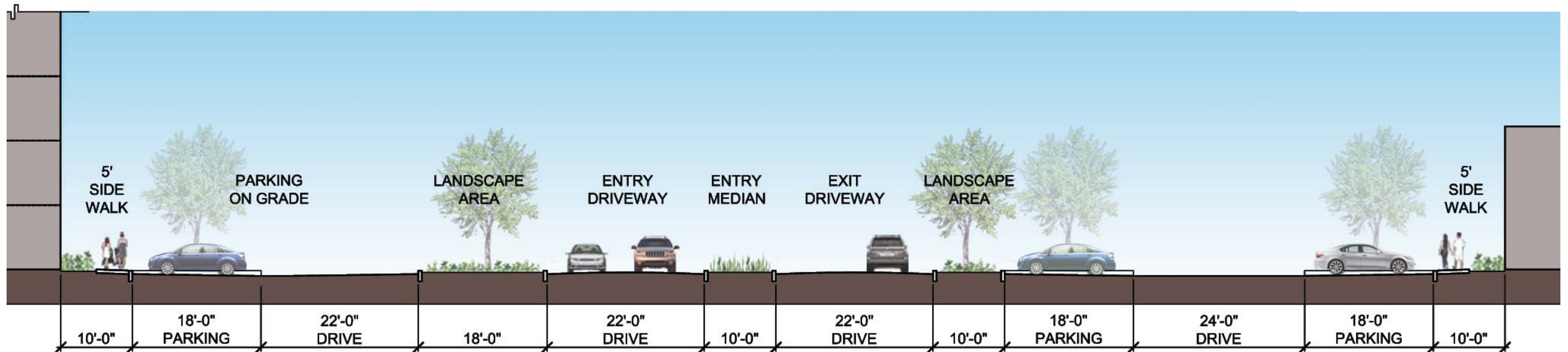
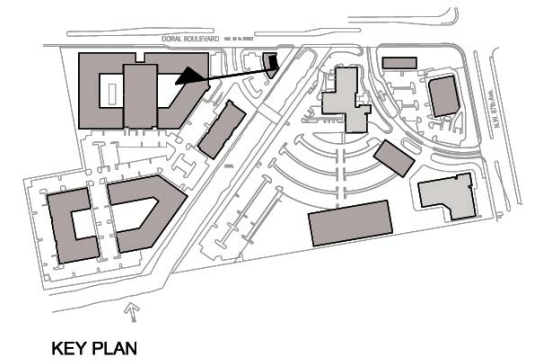
WEST NEIGHBORHOOD STREETScape: SECTION "A" AT DORAL BOULEVARD

STREET CHARACTER



SECTION A

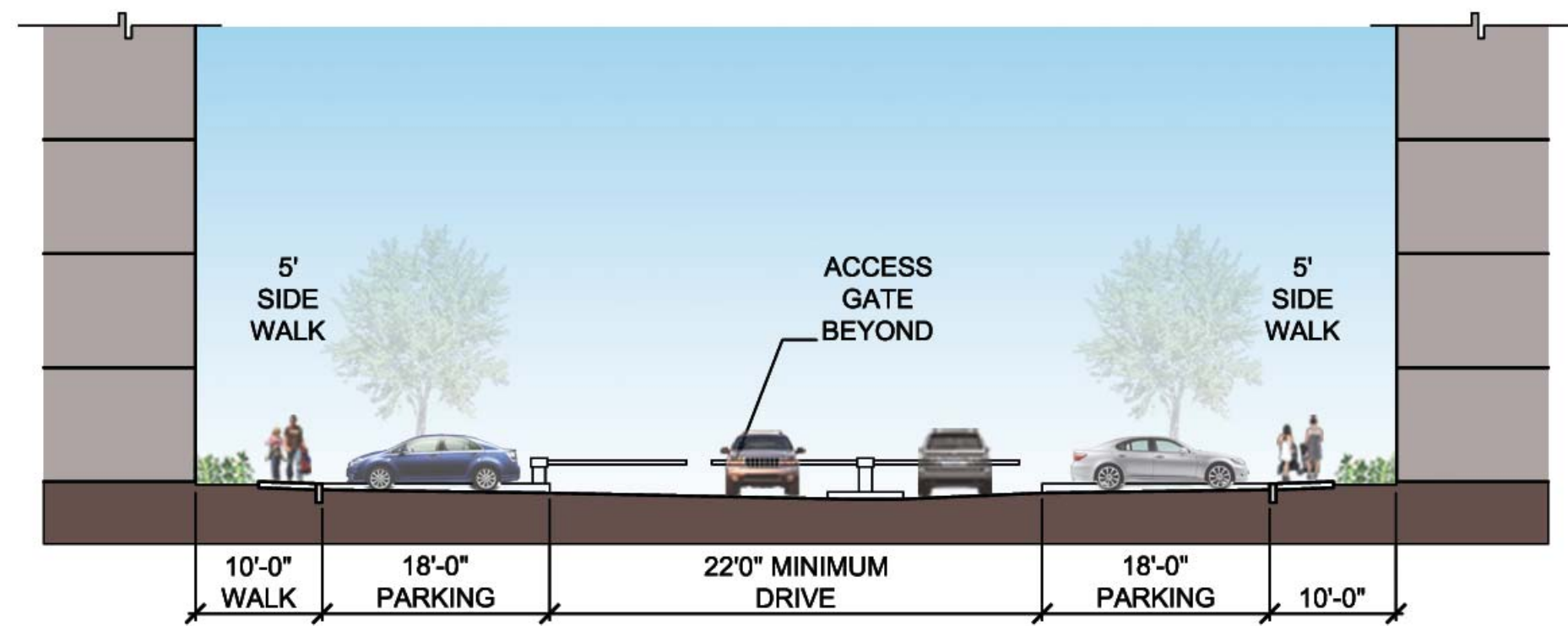
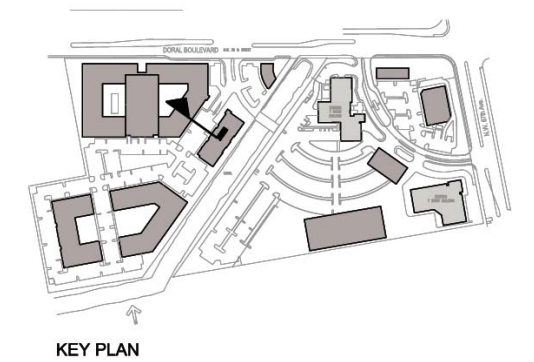
WEST NEIGHBORHOOD STREETScape: SECTION "B" STREET CHARACTER



WEST NEIGHBORHOOD STREETScape: SECTION "C" STREET CHARACTER

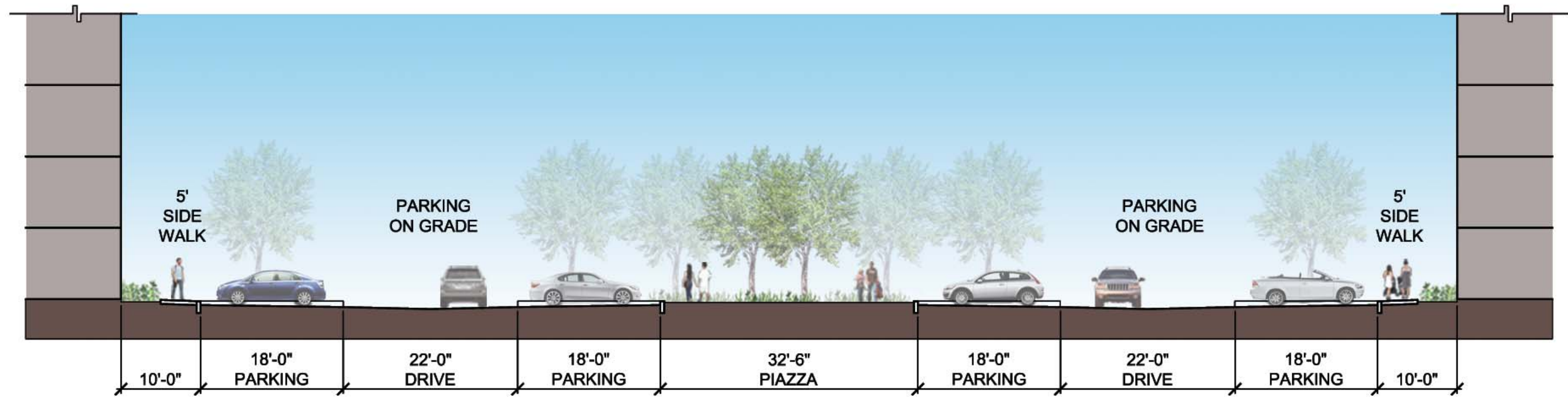
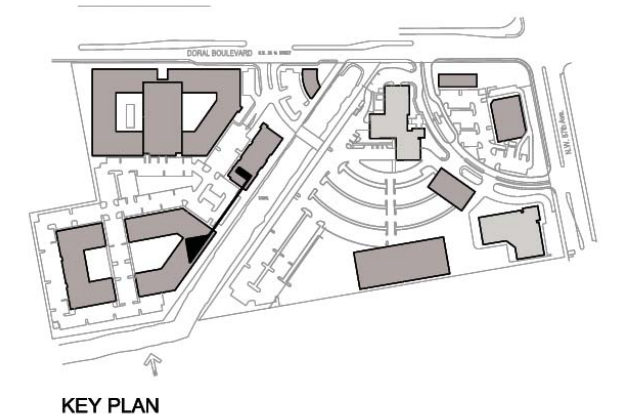


ARCHITECTURAL FOCAL FEATURE EXAMPLE
AT RESIDENTIAL ENTRY



SECTION C

WEST NEIGHBORHOOD STREETScape: SECTION "D" STREET CHARACTER

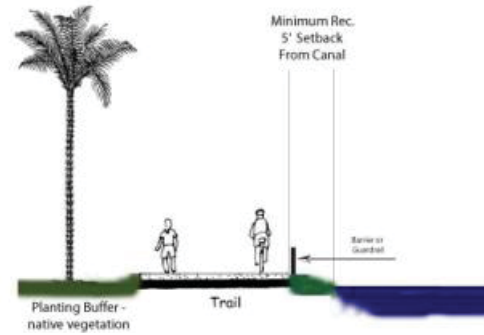


SECTION D

WEST NEIGHBORHOOD STREETSCAPE: SECTIONS "E", "F" + "G" AT CANAL STREET CHARACTER

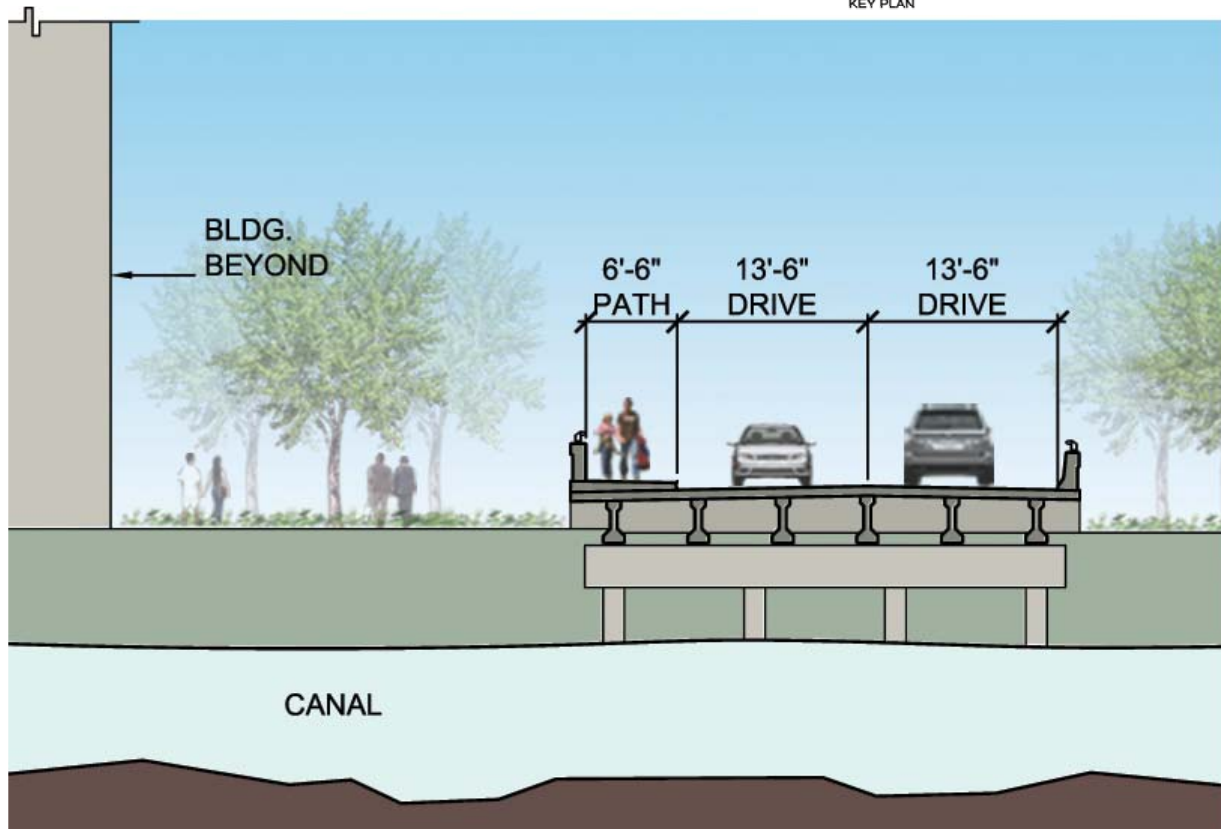
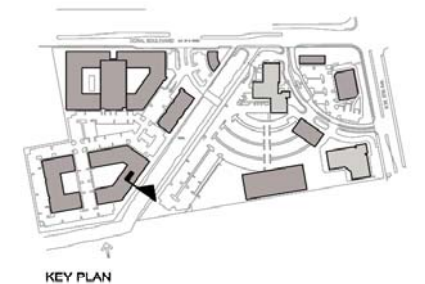
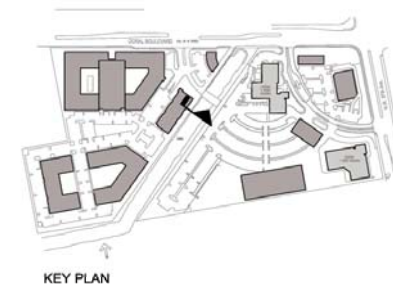
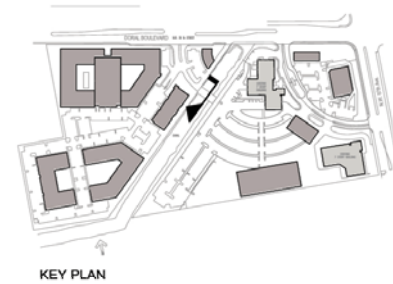


Figure 5-5: Trail Adjacent to Canal

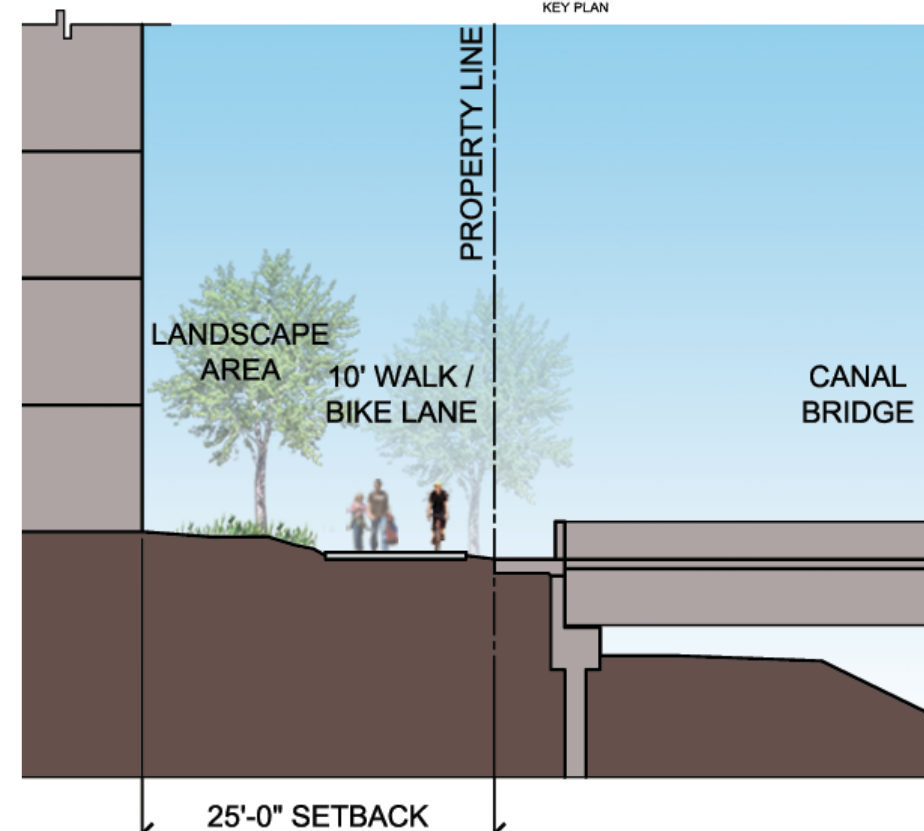


AS PER CITY OF DORAL BIKEWAY NETWORK PLAN:
Bikeway path will be more than 5' from canal; no guardrail required

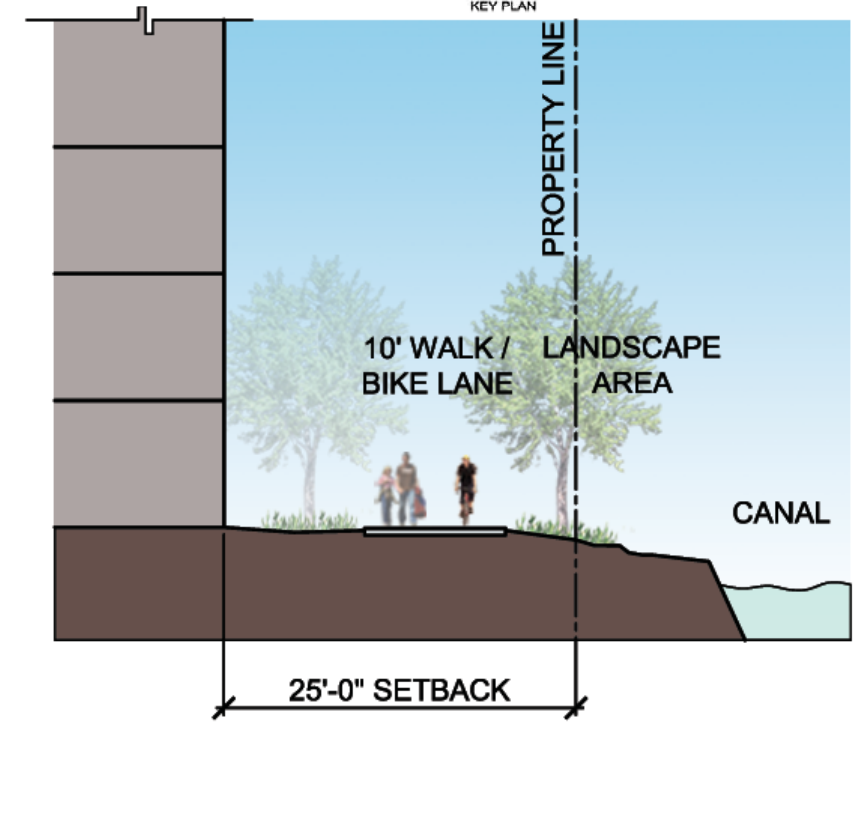
Figure 5-4: Paved Neighborhood Trail



SECTION "G"



SECTION "F"



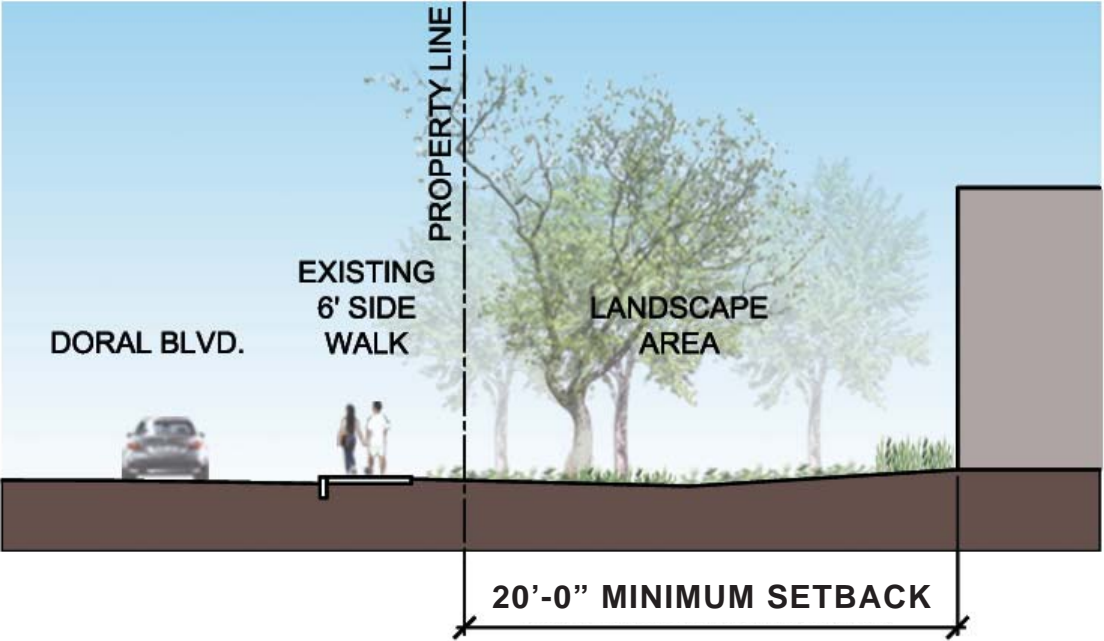
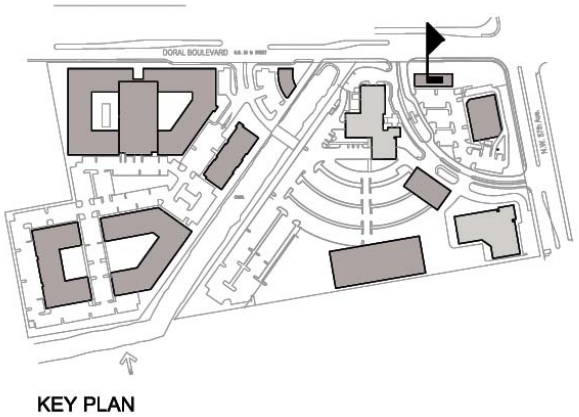
SECTION "E"

EAST NEIGHBORHOOD STREETScape: SECTION "H" AT DORAL BOULEVARD

STREET CHARACTER



EXAMPLE OF STREETScape LANDSCAPING



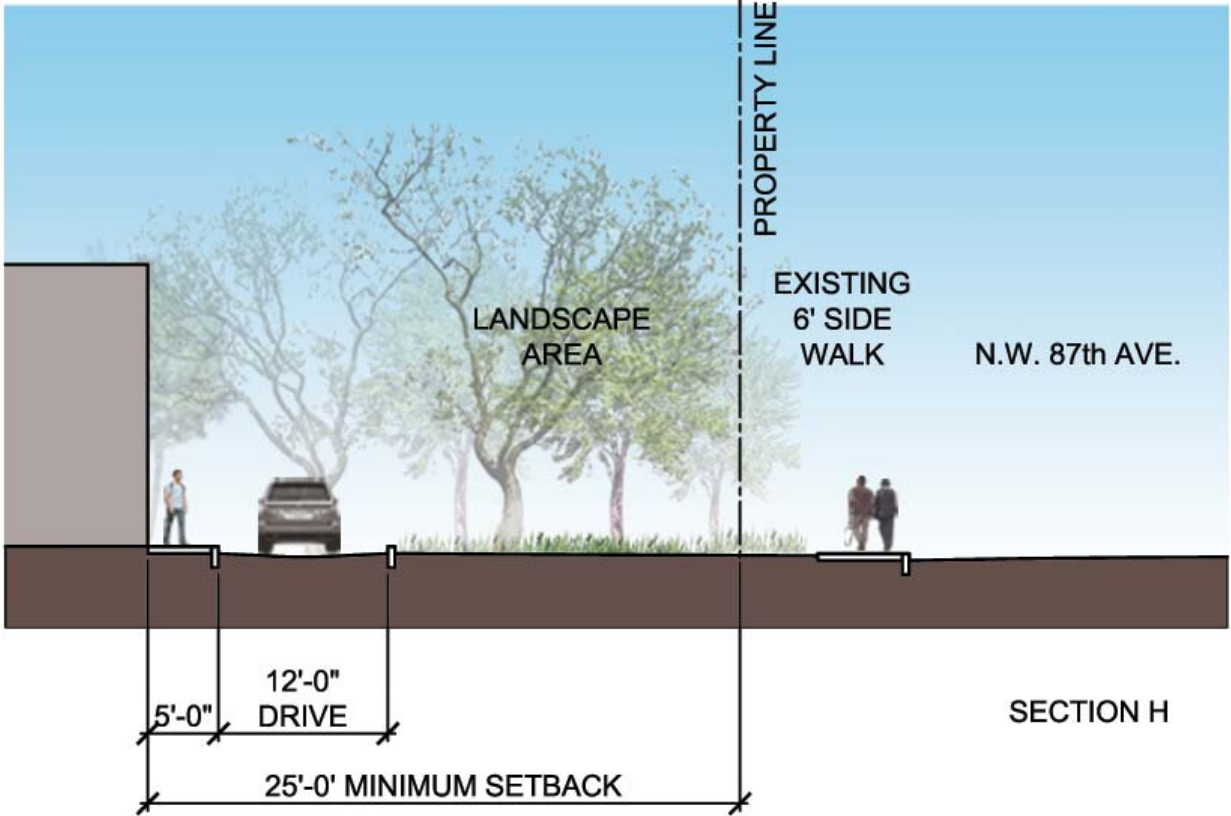
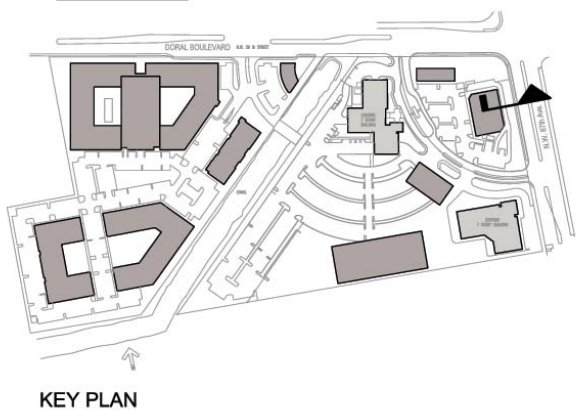
SECTION "H"

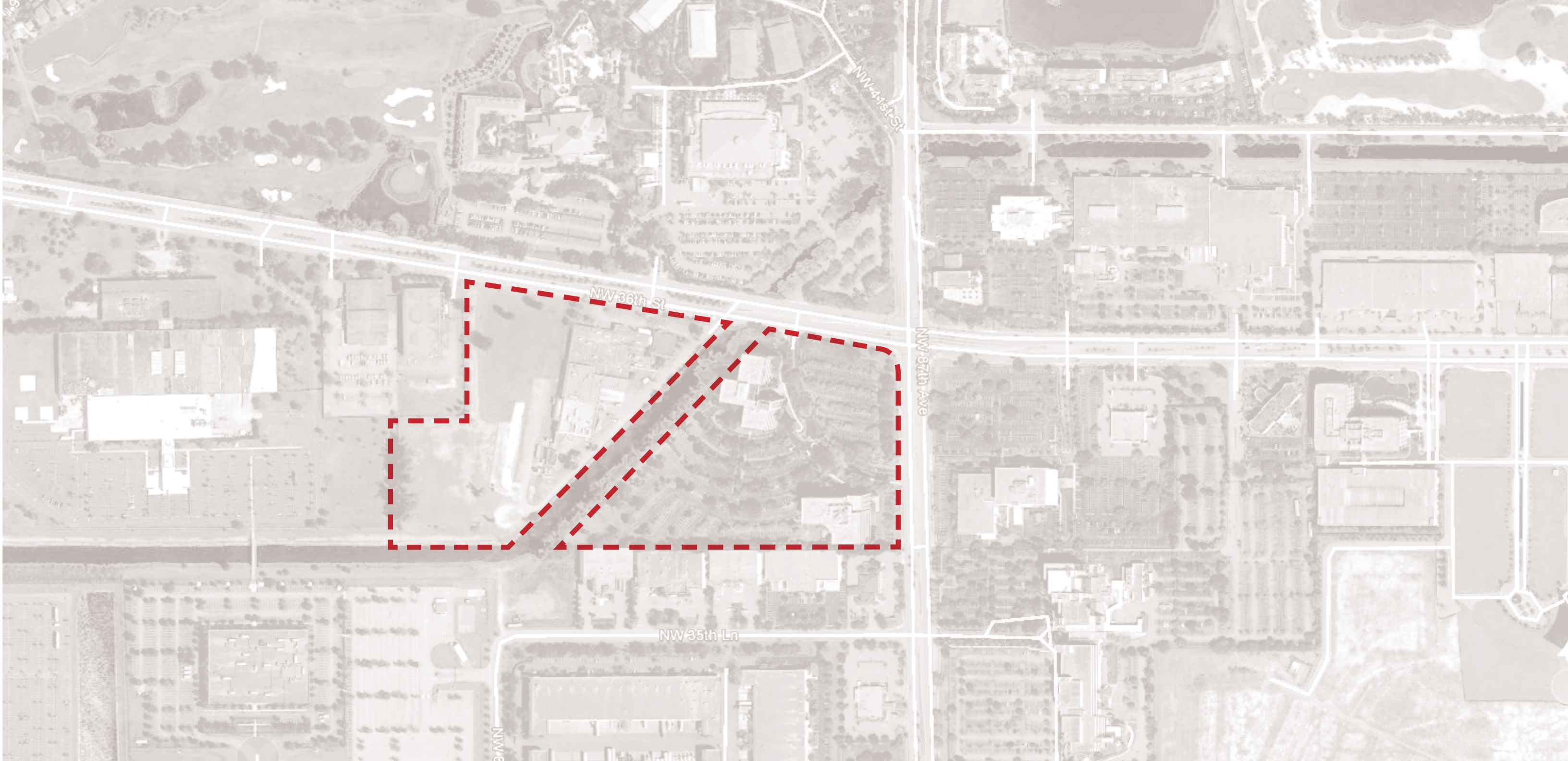
EAST NEIGHBORHOOD STREETScape: SECTION "H" AT NW 87TH AVENUE

STREET CHARACTER



EXISTING LANDSCAPING ALONG NW 87TH AVENUE





Hines

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