Memorandum

MIAMI-DADE COUNTY

Date: May 5, 2009

To: Honorable Chairman Dennis C. Moss
and Members, Board of County Commissioners

Agenda Item No. 8(N)(1)(A)

From: George M. Burgess
County Manager

Subject: Proposed Resolution Accepting the East Kendall Charrette Report

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Recommendation
It is recommended that the Board adopt the attached resolution accepting the East Kendall Charrette Report, including its plan and recommendations.

Scope
The East Kendall Charrette impacts the area of East Kendall located in Commission Districts 7 and 8.

Fiscal Impact/Funding Source
All the recommendations provided in the East Kendall Charrette Report, unless noted otherwise, are not funded and remain so until their inclusion in the County budget or, if applicable, until funded by another implementing entity. Acceptance of this Report shall not cause any additional fiscal burden to Miami-Dade County.

Track Record/Monitor
Not applicable.

Background

This item was deferred on December 2, 2008 by the Board of County Commissioners in order to allow staff to address concerns raised by Baptist Hospital regarding traffic issues in the vicinity of the hospital.

The East Kendall Charrette Report addresses the unincorporated area bounded by SW 72nd Street to the north, SW 124th Street to the south, SW 97th Avenue to the west, and SR 826 (Palmetto Expressway) and US 1 (South Dixie Highway) to the east. The East Kendall Charrette was originally requested by the Kendall Community Council 12 and was funded through an equal contribution of discretionary funds from Commissioners Sorenson and Gimenez.

The Department of Planning and Zoning held the East Kendall Charrette from October 21 to October 27, 2006, and, upon completion of the planning process, issued the East Kendall Charrette Report in January 2008. The Report contains the Citizens' vision for the growth and development of the East Kendall area in Commission Districts 7 and 8.

The East Kendall Charrette Report has been subject to considerable public input, including the Charrette's Steering Committee and public hearings at the Kendall Community Council 12 and the Planning Advisory Board. All these Boards have recommended, through resolutions, that the Board of County Commissioners accept the East Kendall Charrette Report and pursue implementation of its recommendations.

Assistant County Manager

MEMORANDUM

(Revised)

TO: Honorable Chairman Dennis C. Moss and Members, Board of County Commissioners

DATE: May 5, 2009

FROM: R. A. Cuevas, Jr. County Attorney

SUBJECT: Agenda Item No. 8(N)(1)(A)

Please note any items checked.

_____ **"4-Day Rule" ("3-Day Rule" for committees) applicable if raised**

_____ **6 weeks required between first reading and public hearing**

_____ **4 weeks notification to municipal officials required prior to public hearing**

_____ **Decreases revenues or increases expenditures without balancing budget**

_____ **Budget required**

_____ **Statement of fiscal impact required**

_____ **Bid waiver requiring County Mayor's written recommendation**

_____ **Ordinance creating a new board requires detailed County Manager's report for public hearing**

_____ **Housekeeping item (no policy decision required)**

_____ **No committee review**

Approved _____ Mayor
Veto _____
Override _____

Agenda Item No. 8(N)(1)(A)
5-5-09

RESOLUTION NO. _____

RESOLUTION ACCEPTING THE EAST KENDALL CHARRETTE AREA PLAN REPORT INCLUDING ITS PLAN AND RECOMMENDATIONS

WHEREAS, the Kendall Community Council 12, elected officials, area residents and business owners worked together to build consensus on the future of the East Kendall area; and

WHEREAS, the Department of Planning and Zoning held the East Kendall Charrette from October 21 to October 27, 2006; and

WHEREAS, the Department of Planning and Zoning in coordination with the East Kendall Charrette Steering Committee issued the East Kendall Charrette Report in January 2008; and

WHEREAS, at their meeting of May 9, 2007, the members of the East Kendall Charrette Steering Committee discussed and prioritized the East Kendall Charrette Report's recommendations and forwarded the Report to the Board of County Commissioners; and

WHEREAS, at their meeting of January 23, 2008, the members of the Kendall Community Council 12 recommended the acceptance and implementation of the East Kendall Charrette Report; and

WHEREAS, at their meeting of February 4, 2008, the members of the Planning Advisory Board recommended acceptance of the East Kendall Charrette Report and endorsed its plan and recommendations; and

WHEREAS, the East Kendall Charrette Report is consistent with the County's Comprehensive Development Master Plan; and

WHEREAS, the East Kendall Charrette Report promulgates recommendations to influence the future form and character of the East Kendall area; and

WHEREAS, the County wishes to accept these recommendations,

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISIONERS OF MIAMI-DADE COUNTY, FLORIDA, that this Board hereby accepts the East Kendall Charrette Report including its plan and recommendations.

The foregoing resolution was offered by Commissioner
who moved its adoption. The motion was seconded by Commissioner
and upon being put to a vote, the vote was as follows:

Dennis C. Moss, Chairman
Jose "Pepe" Diaz, Vice-Chairman

Bruno A. Barreiro	Audrey M. Edmonson
Carlos A. Gimenez	Sally A. Heyman
Barbara J. Jordan	Joe A. Martinez
Dorrin D. Rolle	Natacha Seijas
Katy Sorenson	Rebeca Sosa
Sen. Javier D. Souto	

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The Chairperson thereupon declared the resolution duly passed and adopted this 5th day of May, 2009. This resolution shall become effective ten (10) days after the date of its adoption unless vetoed by the Mayor, and if vetoed, shall become effective only upon an override by this Board.

MIAMI-DADE COUNTY, FLORIDA
BY ITS BOARD OF
COUNTY COMMISSIONERS

HARVEY RUVIN, CLERK

By:_____
Deputy Clerk

Approved by County Attorney as
to form and legal sufficiency.

Craig H. Coller

East Kendall

CHARRETTE AREA PLAN REPORT

Miami-Dade County
Department of Planning and Zoning
Community Planning Section
Urban Design Center
January 2008

ACKNOWLEDGEMENTS

Charrette Steering Committee

Ted Baker, Chair
Ana Chiappetta, Vice-Chair
Frances Aronovitz
Karen Grassi
Jean Harum
Herman Koch
Jan Lovett
Rolando Montoya
Janet Novatney
Ian Osur
Ken Sommer

Community Council 12

Elliott N. Zack, Chair
Alberto Santana, Vice-Chair
Carla Ascencio-Savola
Peggy Brodeur
Jorge Luis Garciga
Jose Valdes
Angela M. Vazquez

Edward Levinson (member to 2008)
Robert Wilcosky (member to 2008)

Baptist Hospital

Ken Spell
Doug Horwitz
Joseph Goldstein, Esq.
Cathy Sweetapple, Cathy Sweetapple & Associates

Statement of Legislative Intent

This statement is applicable to these recommendations in its entirety and is declared to be incorporated by reference into each part thereof.

1. Nothing in the recommendations of the East Kendall Charrette Report ('the Report') shall be construed or applied to constitute a temporary or permanent taking of private property or the abrogation of vested rights as determined to exist by the Code of Miami-Dade County.

2. The recommendations of the Report shall not be construed to preempt considerations of fundamental fairness that may arise from their strict application. Accordingly, these recommendations shall not be deemed to require any particular action where they are incomplete or internally inconsistent, or that would constitute a taking of property without due process or fair compensation, or would deny equal protection of the laws.

3. The recommendations of the Report are intended to set general guidelines concerning its purposes and contents. They are not a substitute for land development regulations.

4. The recommendations of the Report contain long-range policies for the redevelopment of the East Kendall area. Nothing in these recommendations shall require the immediate changing of existing uses or structures. It is the intent of these recommendations that they be applied as redevelopment occurs naturally or is precipitated by the destruction of the property to the extent that redevelopment in its original form is not economically feasible. The recommendations of the Report are not intended to preempt the processes whereby applications may be filed for relief from land development regulations.

MIAMI-DADE COUNTY

Carlos Alvarez, Mayor

BOARD OF COUNTY COMMISSIONERS

Bruno A. Barreiro, *Chairman*
Barbara J. Jordan, *Vice-Chairman*

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Dorrin D. Rolle
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District 7

Katy Sorenson
District 8

Dennis C. Moss
District 9

Sen. Javier D. Souto
District 10

Joe A. Martinez
District 11

José "Pepe" Diaz
District 12

Natacha Seijas
District 13

Harvey Ruvin, *Clerk of Courts*
George M. Burgess, *County Manager*
R.A. Cuevas, Jr., *County Attorney*
Marc C. LaFerrier, AICP, *Director*
Department of Planning and Zoning

This Report prepared by:

Miami-Dade County
Department of Planning and Zoning
Community Planning Section
Urban Design Center
January 2008

Developed with the assistance of:

Florida Transportation Engineering, Inc.

East Kendall
CHARRETTE AREA PLAN REPORT

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FOREWORD

This report represents over two years of effort by the residents of East Kendall, the East Kendall Charrette Steering Committee, and Community Council 12. Over 15 public meetings were held prior to and after the week-long charrette workshop that took place in October 2006.

This report was prepared by Planning & Zoning staff following the charrette. Comments from the steering committee were incorporated into the revised report which was then presented before Community Council 12 at their meeting held November 14, 2007. Council members requested that the report be further revised and those changes are reflected in this document.

Among the changes requested by the community council were to remove references to possible future transit improvements within the study area. While these references have been removed as requested, it should be noted that there are ongoing mobility studies that include the East Kendall area and these are independent from this report and will undergo separate approval processes.

Also, at the request of the community council, resolutions from various homeowner's associations in the Kendall area regarding the Kendall-Link study being conducted by the Miami-Dade Metropolitan Planning Organization are included. Their resolutions are reproduced in the appendix. Also provided in the appendix are comments received from the chair of the steering committee regarding the contents of the report.

Acceptance of this report and recommendations by the Board of County Commissioners will permit the initiation of the implementation process for the prioritized recommendations as listed as well as future Building Better Communities Bond Program proposed projects. It is highly recommended that the community continue to be involved so that the quality and integrity of the East Kendall area be maintained.

CHARRETTE INTRODUCTION

What is a Charrette?

The term 'charrette' is derived from the French term for 'little cart.' This refers to a final intense work effort by 18th century architecture students to meet a project deadline and place their projects into this cart. The modern equivalent of the charrette is a similar creative burst of brainstorming ideas.

The charrette design workshop stimulates ideas and involves the public in the planning and design process. It is a valuable tool for setting the foundation for the development of a detailed Area Plan. A charrette can be a tremendous resource to the community, as well as a lot of fun. It is a practical planning technique, which blends public participation, planning, and implementation tools. Residents, business people, and property owners are invited to join planners and designers in the process of laying out elements of an area's future. This process provides the advantage of giving immediate feedback to planners while giving mutual authorship to the plan by all parties. The planning process is an occasion for the community to work together in establishing a framework for the future.

Since the late 1990s, the charrette process has been the County's preferred method to encourage public participation and formulate recommendations for Area Plans.

The Charrette Process

The charrette process began with a request by Community Council 12 to conduct a traffic study for the area around Baptist Hospital. The Council later further defined the boundaries of the study area and specifically requested the study take the form of a charrette. A Charrette Steering Committee was established with its members appointed by Community Council 12. Made up of concerned citizens in the East Kendall area, the committee guided the charrette process through numerous meetings in the months leading up to the charrette workshop. These meetings were held at the Kendall Branch Library and were well attended by concerned residents and community stakeholders.

Prior to the charrette workshop, staff from Planning and Zoning collected background information to assess current conditions and issues in the study area. Numerous concerns identified by the steering committee were noted by staff as well.

Extensive effort was made so that study area residents were aware of steering committee meetings and charrette week events. All meetings were advertised in the Miami Herald and mailings to all property owners were sent. Additionally, posters were displayed in area businesses and thousands of door hangers were distributed advertising the date and location of the charrette workshop.

The charrette week began on Saturday, October 21, 2006 with the public design workshop held at the Kendall Hotel and Suites, adjacent to Baptist Hospital. After a brief overview of the study area, charrette participants broke into groups, each with an aerial photo of the study area overlaid with trace paper. With the assistance of staff from Planning and Zoning and the design team, each group discussed design issues and drew ideas onto the trace paper, which by the end of the afternoon, would become the 'Citizens' Plans.' After several hours of drawing and discussion, the plans were displayed together and citizen representatives from each group discussed the features of their plan. With these presentations, there were many common areas of consensus in issues and suggestions for improvement in the East Kendall Area. The concepts and issues identified in each presentation are outlined with each of the Citizens' Plans shown on pages 7-10. It is important to note that this Area Plan Report is only possible with the consensus provided by the participants of the charrette.

In the week following the design workshop,

1-7. Citizens participating during the Charrette Workshop

continued from previous page

the design team remained in the study area, working in a conference room in the Kendall Hotel and Suites, where the public was invited to visit with and observe the design team at work. Numerous concerned residents visited the design team during the week and provided valuable comments and suggestions. A presentation of the work developed during the week was given on the evening of Friday, October 27, 2006. An outline of the next steps that would take place in the Area Plan process was also presented.

In the following months this Area Plan Report, which incorporates the recommendations developed through the charrette process, will be presented to the steering committee and the general public for review. The committee will then prioritize the report's recommendations and forward the completed report to Community Council 12 and the Planning Advisory Board for additional review. Any recommendations by the Community Council and the Planning Advisory Board will be considered when this report is presented for acceptance by the Board of County Commissioners.

STUDY AREA

The East Kendall study area comprises 6.1 square miles in area and its boundaries are defined by the Palmetto Expressway and U.S. 1 on the east, SW 124th Street on the south, 97th Avenue on the west and Sunset Drive on the north. This area's development dates back to the extension of the Florida East Coast railroad from Miami to Homestead in the early 1900s. The first significant settlement in the area developed around the railroad's Kendall station which was located near today's SW 98th Street and 77th Avenue. The area retained a rural, agricultural character through the 1950's at which time large-lot single-family houses and subdivisions began to develop. This subdivision activity would continue through the 1980s, establishing East Kendall as an exclusive area of estate homes and the study area today remains mainly residential in character.

One exception to this is the Baptist Hospital, which opened in 1960 on a 60-acre site at 87th Avenue and Kendall Drive. In addition, the study area contains a number of significant public facilities, among them Continental, Ron Ehmann, K-Land, and Cherry Grove parks; Miami Killian, Kenwood, and Vineland public schools; the Kendall Library, and the Kendall South fire station.

This area has avoided the blight of strip commercial development along its major roadways; instead compact commercial areas are clustered around the intersections of Kendall Drive and SW 77th Avenue, Sunset Drive and 87th Avenue, and Kendall Drive and 97th Avenue.

Population

The population in the study area according to the 2000 Census was 24,142 persons, of which 52% were Hispanic, 41% white non-Hispanic, and 3% Black. The population per acre over the entire study area is 6.1 persons per acre, which is reflective of the very low density residential development prevalent in East Kendall.

Existing Land Use

Similar to the urbanized area of the county overall, single-family residential uses are the primary existing land use in East Kendall, occupying about 57 percent of the study area. Streets and expressways occupy about 18 percent of the study area, with all other land uses occupying less than 4 percent each. Existing land uses are illustrated in Figure 15. Single family development in East Kendall typically occurs in two forms: either as lots in a subdivision development or as larger unsubdivided parcels. Subdivision lots are 25,000 square feet or less and streets in these subdivisions are typically provided with sidewalks. Some subdivisions in the study area are Kendall Point, Snapper Creek Park, Galloway Glen, and Cypress Cove. Larger, unsubdivided lots are greater than 1 acre, more rural in character and typically lack sidewalks. These lots are found mainly south of SW 96th Street and west of 87th Avenue.

In addition to the commercial areas mentioned above, there is a concentration of professional office uses along SW 87th Avenue from Sunset Drive south to the Snapper Creek Expressway, and from Kendall Drive south to SW 94th Street. The offices closer to Sunset Drive are of more recent construction and have a better appearance and landscaping than the office uses in the Baptist Hospital area.

Future Land Use

As in most established areas of the county, the Comprehensive Development Master Plan (CDMP) designated future land uses closely reflect the existing land uses in East Kendall (See Figure 16). The majority of the area is designated Estate Density Residential, which permits up to 2.5 dwellings per acre. Most of the area north of Kendall Drive is designated Low Density Residential, allowing between 2.5 and 6 dwellings per acre. The Kings Creek area and the area immediately west of Baptist Hospital

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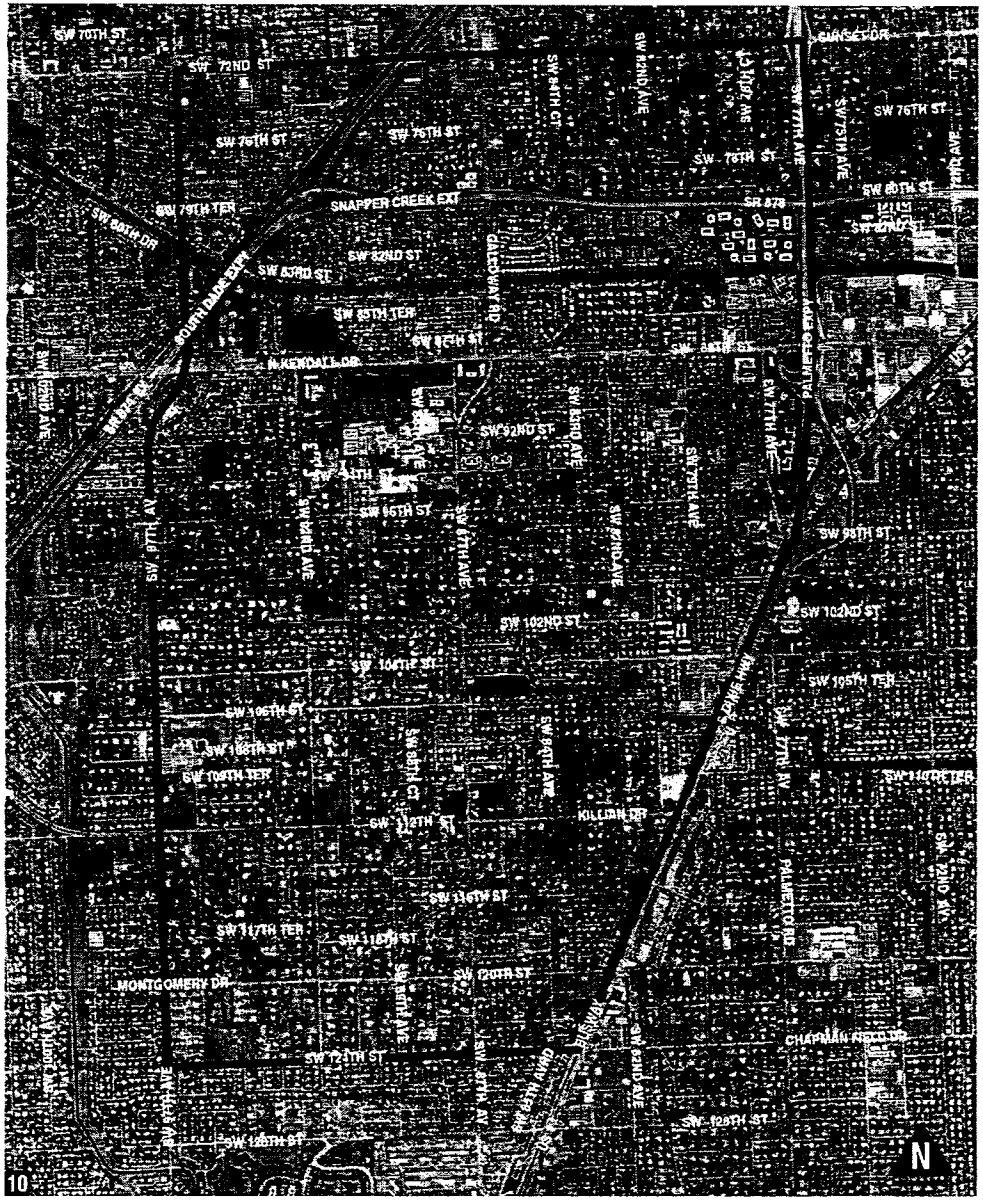
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STUDY AREA

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points, but at the same time local streets in the grid experience cut-through traffic during peak hours. In an effort to reduce vehicle speeds and discourage cut-through traffic roundabouts or traffic circles are scheduled to be installed at two locations along SW 82nd Avenue.

Transit Service

Metrobus routes 87, 88, 104, and 136 directly serve the study area. Bus route 72 operates along Sunset Drive at the northern boundary of the study area. All these routes connect to the Metrorail system and routes operating on the South Dade Busway. KAT routes 204, 272, and 288 provide limited-stop service mainly during peak-hours on the Snapper Creek Expressway through the study area.

The Miami-Dade MPO has conducted two recent studies that will affect transit service in East Kendall: The South Link Alternatives Analysis was completed in 2006 and the Kendall Link Alternatives Analysis is currently ongoing. For the South Link study, the MPO board selected the bus rapid transit alternative to be included in the Long Range Transportation Plan. This alternative included an extension of Metrorail south from Dadeland South station to SW 104th Street and U.S. 1. The Kendall Link study was recently completed and evaluated additional transit service along Kendall Drive, the Turnpike, State Road 874 and the Palmetto Expressway. In October 2007, the MPO board elected to further study various alternatives for transit service along Kendall Drive for both short- and long-term implementation.

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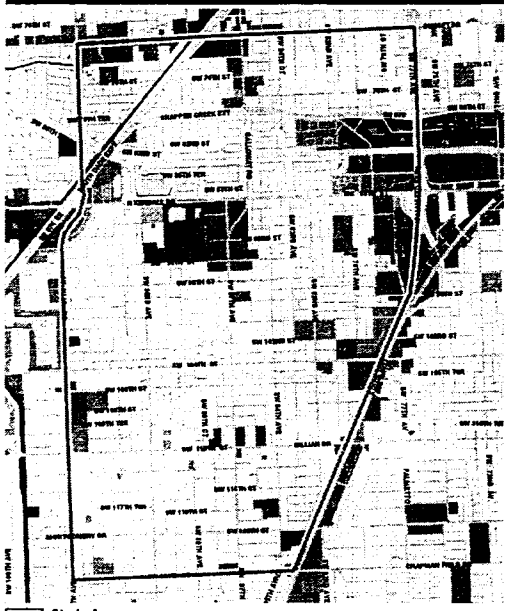
11. View east on Kendall Drive at SW 92nd Avenue
12. Kenwood K-8 Center
13. View west on SW 112th Street at 82nd Avenue
14. Continental Park

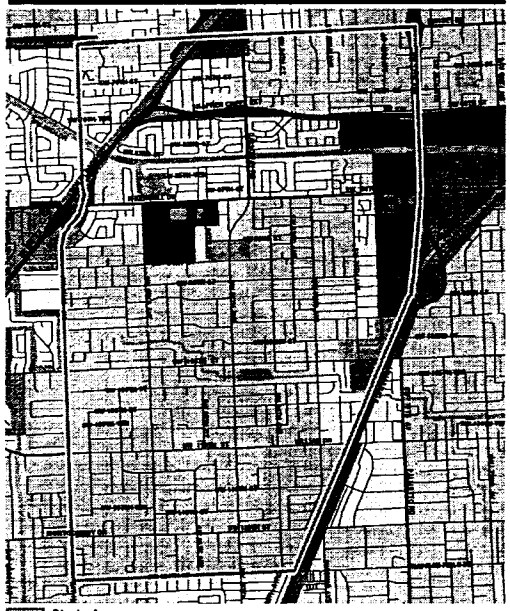
15. Existing Land Use



Study Area

Land Use	Acres	Percent
Agriculture	19.7	0.5%
Single-Family	2,283.2	57.8%
Townhouses	51.3	1.3%
Low-Density Multi-Family	82.4	2.1%
Multi-Family, Migrant Camps	78.5	2.0%
Shopping Centers, Commercial, Stadiums, Tracks	50.2	1.3%
Office	79.2	2.0%
Institutional	155.4	3.9%
Industrial	21.8	0.6%
Communications , Utilities, Terminals , Plants	17.2	0.5%
Streets/Roads, Expressways, Ramps	738.6	18.7%
Expressway Right of Way Open Areas	58.6	1.5%
Parks (Including Preserves & Conservation)	99.6	2.5%
Vacant, Government Owned	7.8	0.2%
Vacant Unprotected	85.3	0.2%
Water	86.1	2.2%

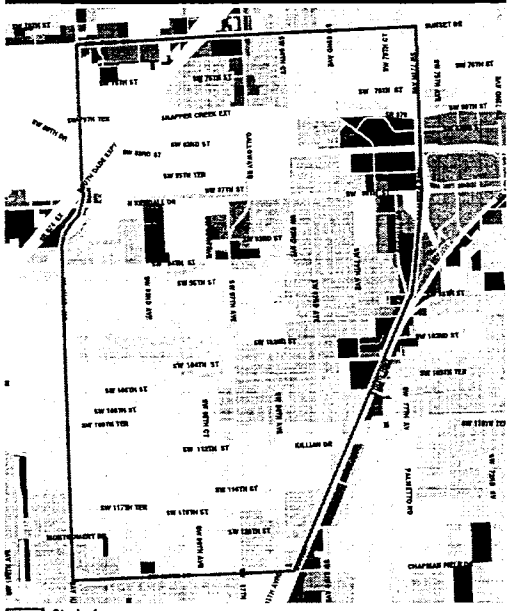
16. Future Land Use Plan



Study Area

Designated Land Use
Estate Density (EDR) 1-2.5 Units/Acre
Low Density (LDR) 2.5-6 Units/Acre
Low-Medium Density (LMDR) 5-13 Units/Acre
Medium Density (MDR) 13-25 Units/Acre
Medium-High Density (MHDR) 25-60 Units/Acre
Business and Office
Office/Residential
Insitiutional and Public Facility
Parks and Recreation
Water
Transportation (ROW, Rail, Metrorail, Etc.)
Expressways
Major Roadways (3 OR MORE LANES)
Minor Roadways (2 LANES)

17. Zoning



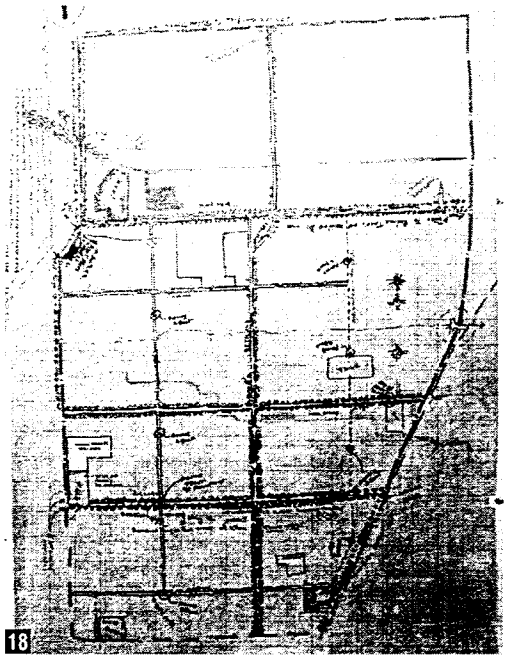
Study Area

Zone	Acres	Percent
AU, Agriculture	24.7	0.6%
BU-1, Business - Neighborhood	15.6	0.4%
BU-1A, Business - Limited	13.8	0.3%
BU-2, Business - Special	34.2	0.9%
EU-1, Estate Single Family 1 Acre Gross	1,576.3	39.9%
EU-M, Estate Single Family 15,000 Square Feet Net	929.8	23.6%
EU-S, Estate Single Family 25,000 Square Feet Gross	140.8	3.6%
GU, Interim Use	33.7	0.9%
IU-1, Industrial - Light	5.3	0.1%
NONE, No zoning applied	187.9	4.8%
OPD, Office Park District	3.0	0.1%
RU-1, Single Family 7,500 Square Feet Net	569.8	14.4%
RU-1Z, Single Family Zero Lot Line 4,500 Square Feet Net	2.3	0.1%
RU-2, Two Family 7,500 Square Feet Net	16.2	0.4%
RU-3M, Apartments 12.9 Units/Acre Net	17.1	0.4%
RU-4, Apartments 50 Units/Acre Net	10.0	0.3%
RU-4A, Apartments 50 Units, Hotel 75 units/Acre Net	14.5	0.4%
RU-4L, Apartments 23 Units/Acre Net	82.0	2.1%
RU-4M, Apartments 35.9 Units/Acre net	119.1	3.0%
RU-5A, Semi-professional Office 10,000 Square Feet Net	95.3	2.4%
RU-TH, Townhouse 8.5 Units/Acre Net	55.4	1.4%

CITIZENS' PLANS

These drawings, the Citizens' Plans, were created October 21, 2006 during the design workshop by groups of 8-12 participants. These plans guided the design team in developing the concepts and recommendations within this Report.

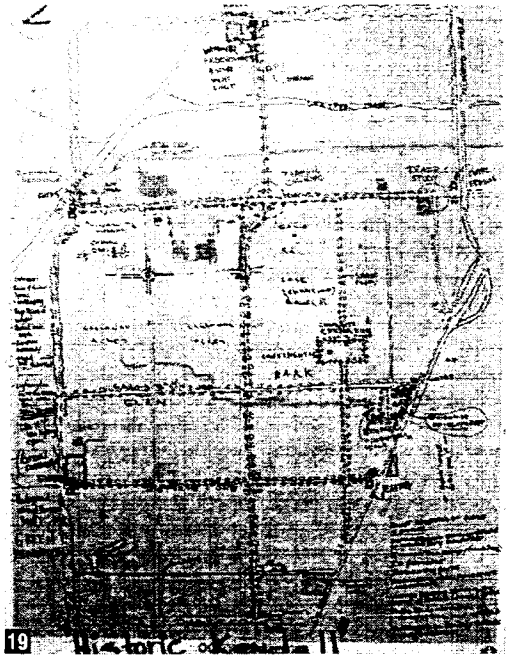
The bulleted items below each plan are concepts from the plan drawings and from presentations made by participants in each group. In the following pages, these specific concerns within the study area are analyzed and recommendations given for their improvement.



18

Group 1

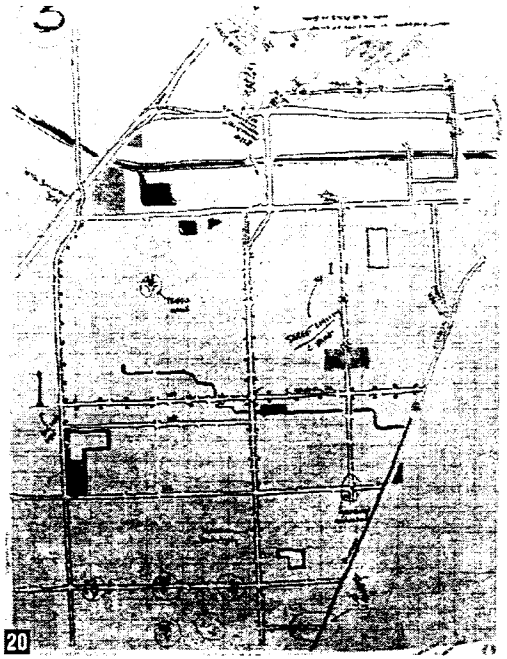
- Add trees, sidewalks, and pedestrian lighting
- Create monumental entrance features at SW 97th Ave., Sunset Dr., Kendall Dr. and Killian Dr.
- Use roundabouts for traffic calming
- Use bike paths to connect parks and to connect east to west
- No more zoning changes for higher buildings
- Stop sign at Snapper Creek Dr. and SW 97th Ave.



19

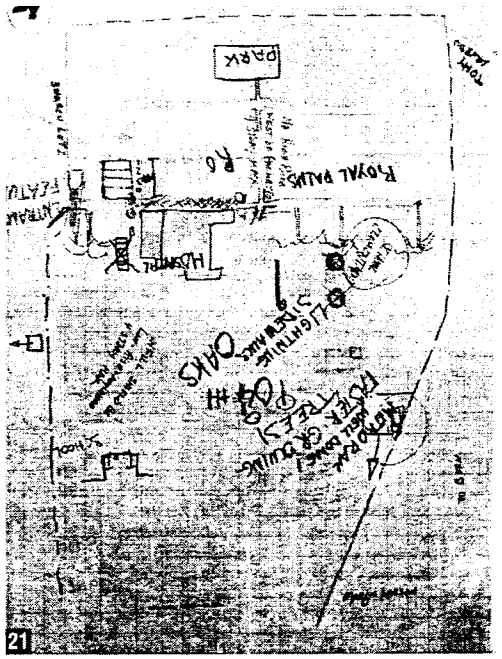
Group 2

- Entrance features at Kendall Dr. at SW 97th Ave., U.S. 1
- Rename area "Kendall" or "Historic Kendall"
- Beautify commercial areas
- Fix buildings, landscaping and parking for K-Land
- A property owner is willing to donate 3 acres of land to convert into a botanical park
- Continental Park for use by the entire community
- Dice House could be used for a community center
- Line streets with trees and solar powered lighting
- Plant greens under expressway
- Have a green area in redevelopment of Kmart site
- Traffic calming on SW 92nd Ave. and SW 94th St.
- Traffic study on SW 120th Ave. and on SW 97th Ave.
- No setback variances for commercial and residential properties


20

Group 3

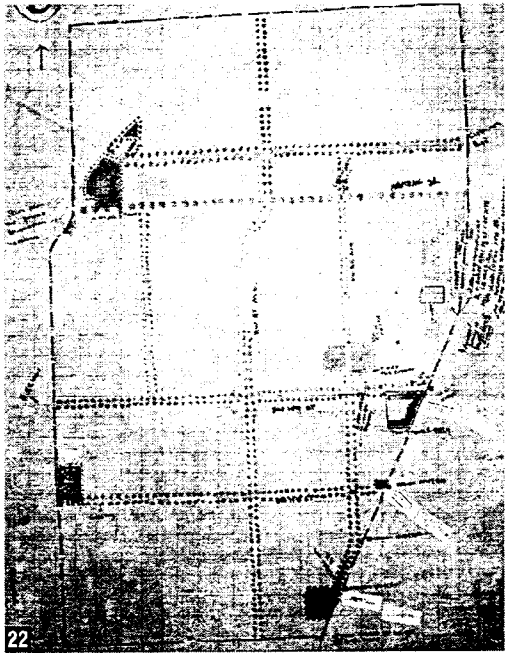
- Add bicycle path and sidewalk along Sunset Dr. between SW 77th Ave. and SW 87th Ave.
- Traffic study at Sunset Dr. and Snapper Creek
- Redevelop Winn Dixie
- Traffic calming at SW 78th St. between SW 87th Ave. and SW 77th Ave.
- Roundabout at SW 78th St., SW 120th Ave., and SW 124th Ave.; Maintain residential character, village like setting
- Traffic calming between SW 77th Ave. and U.S. 1 and at the Snapper Creek exit and SW 87th Ave.
- Linear Park on Snapper Creek Canal, with landscaping, sidewalks, and pedestrian bridge
- Fix intersection at SW 82nd Ave. and Kendall Dr.
- Make streets one lane in each direction with turning lanes only at intersections, and landscaping, sidewalks, street signage and lighting



21

Group 4

- No high-rises west of Palmetto Expressway
- Maintain building heights at 4 stories
- More street lighting
- Entrance features at Palmetto and Kendall Dr.
- Underground Power lines
- Metrorail consistent with architecture of area and place a little further south from intersection at SW 104th St.
- More parks and green spaces
- Landscape corner of Galloway and Kendall Dr.
- Change paving of road as traffic calming instead of roundabouts
- Traffic calming at SW 97th Ave. between Kendall Dr. and SW 94th St.


22

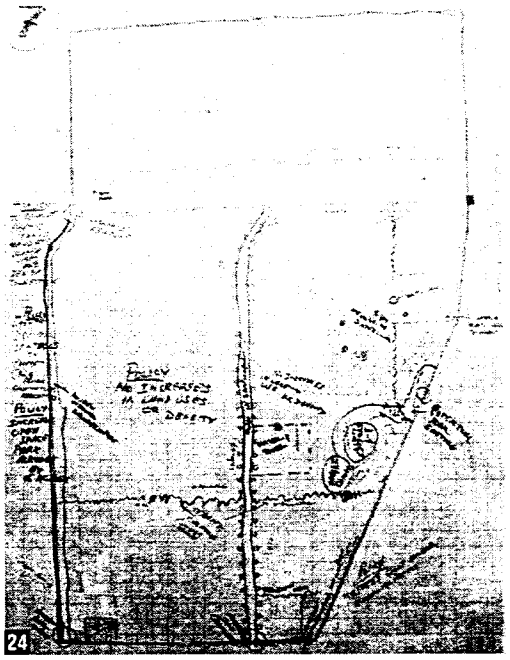
Group 5

- Maintain a green appearance
- Landscaping along streets and canal
- Pedestrian connectivity
- Roundabouts at SW 96th St. and SW 82nd Ave. and SW 100th Ave.
- Create more parks
- Higher density at K-Mart site
- Turn paint testing site into park
- County owned parcel into park
- Restore tree canopies in area
- Improve SW 77th Ave. with curb and gutter, landscaping and sidewalks
- Close illegal right turn from Dadeland Towers onto SW 98th St.

F

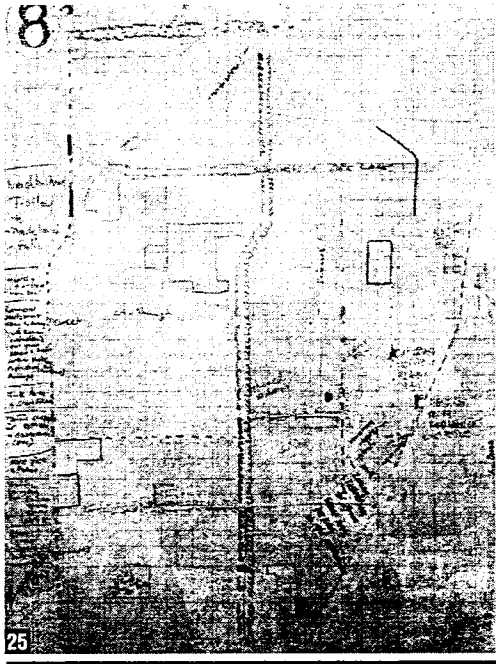
Group 6

- Keep East Kendall a residential area
- Add signage, lampposts, and entrance features that pertain to one characteristic (like Pinecrest)
- Traffic calming: add greens, sidewalks, curb and gutters
- Traffic safety, at SW 87th Ave. and Kendall Dr.
- Beautify gas facility on Kendall Dr. and 87th Ave.
- Concerned about cut through traffic and about Metrorail extension
- Widen SW 112th St. or Snapper Creek Expressway to alleviate traffic congestion
- Create a new East-West connector
- Implement a mini bus loop that travels within the area, going to the hospital and Dadeland
- Close 82nd Ave. through Continental Park
- Put roundabouts at all corners of Continental Park
- Add turning lanes on SW 104th St. and SW 77th Ave.



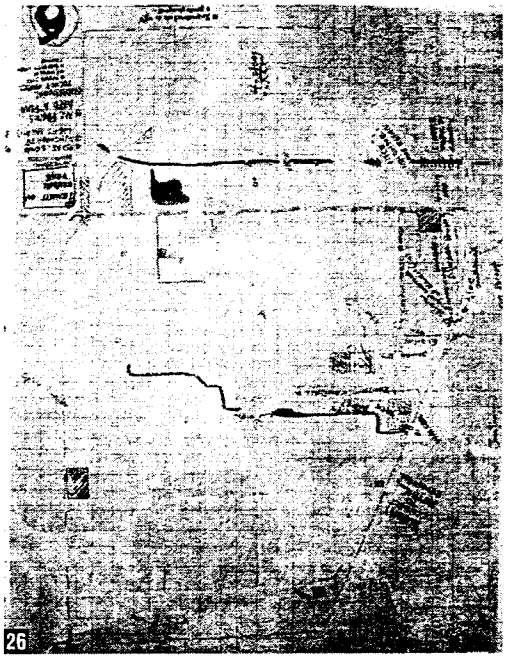
Group 7

- Create an Architectural Design Board to guide entire area
- More parks and green areas
- Redevelop paint testing site into a dog park; allow for dog park area at Ron Ehmann Park and Continental Park
- Make K-Land Park public
- Create park at County owned parcel
- Leave a green area at Kmart site when redeveloped
- Create linear park along Snapper Creek Canal
- Create a bicycle path along Charrette area
- Add trees, sidewalks and curb and gutters to streets
- Widen SW 87th Ave. and 97th Ave.
- Provide sewer and water connections to all houses
- Entrance features at major areas
- No high density at major corridors, limit to 3–4 stories
- Traffic calming on SW 124th St. by using pavers



Group 8

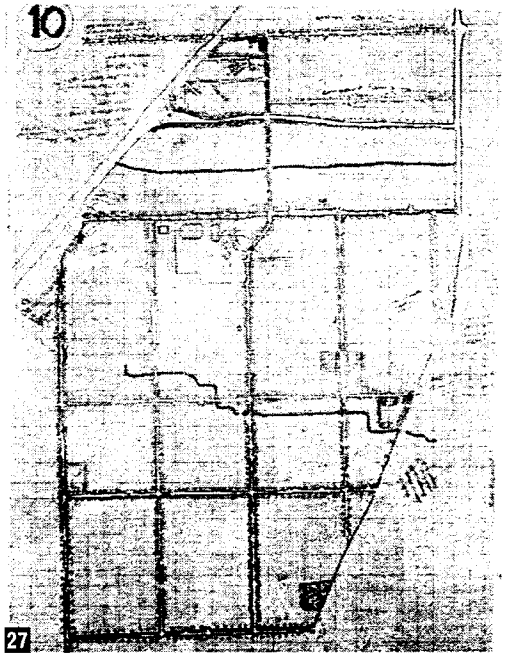
- Operate a neighborhood trolley
- Restricted zoning development along bus way
- Require more parking for buildings
- Buy unimproved private properties to turn into parks
- Create a connection through expressway on SW 97th Ave.
- Add roundabouts at SW 82nd Ave., SW 79th Ave., SW 96th St. and SW 106th St.
- Connect green spaces through sidewalks or bicycle paths
- Add another entrance into Baptist Hospital on the west side and add traffic light at entrance on Kendall Dr.
- Linear Park along canal
- Turn paint testing site and K-Mart site into parks
- Keep hotel from becoming a high rise and use as a community building
- Move office buildings off of Kenwood school grounds



26

Group 9

- Traffic concerns
- Metrorail transit along Kendall
- Connect SW 97th Ave. through 874 expressway
- Provide all utilites underground
- Maintain Ron Ehmann park
- When Kendall Hotel is redeveloped for high rise, keep a part as a park
- Create parks at SW 103rd Ave. and at church
- Provide a pocket park on every block
- Maintain building heights to a maximum of 4 stories, except at main streets
- Require architecture to be modern, not eclectic or Mediterranean
- Implement ideas that come out of charrette
- More parking for medical buildings



27

Group 10

- More landscaping throughout the area
- Widen SW 87th Ave. at Kendall Drive, or provide traffic calming at intersection
- Renovate Kendall Library
- Entrance feature with consistent characteristics
- Landscape major thoroughfares
- Enforce keeping the area clean, no trash
- Additional street lighting
- Enforce solicitation of homeless in parks
- All vacant lots on map should be parks
- Roundabouts at SW 97th Ave. and SW 104th St.
- Add trees around Winn Dixie parking lot, or redevelop
- "No outlet" signs for drivers around Winn Dixie Shopping center
- Sidewalks on streets
- Reinstate right turn signal on U.S. 1 and SW 104th St.

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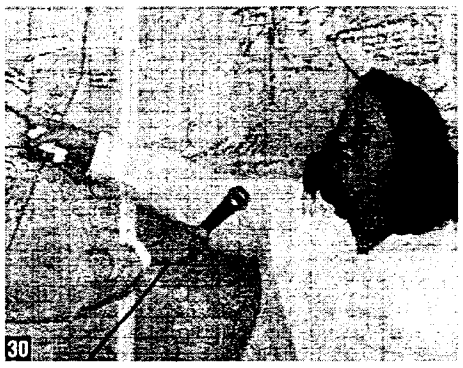
29



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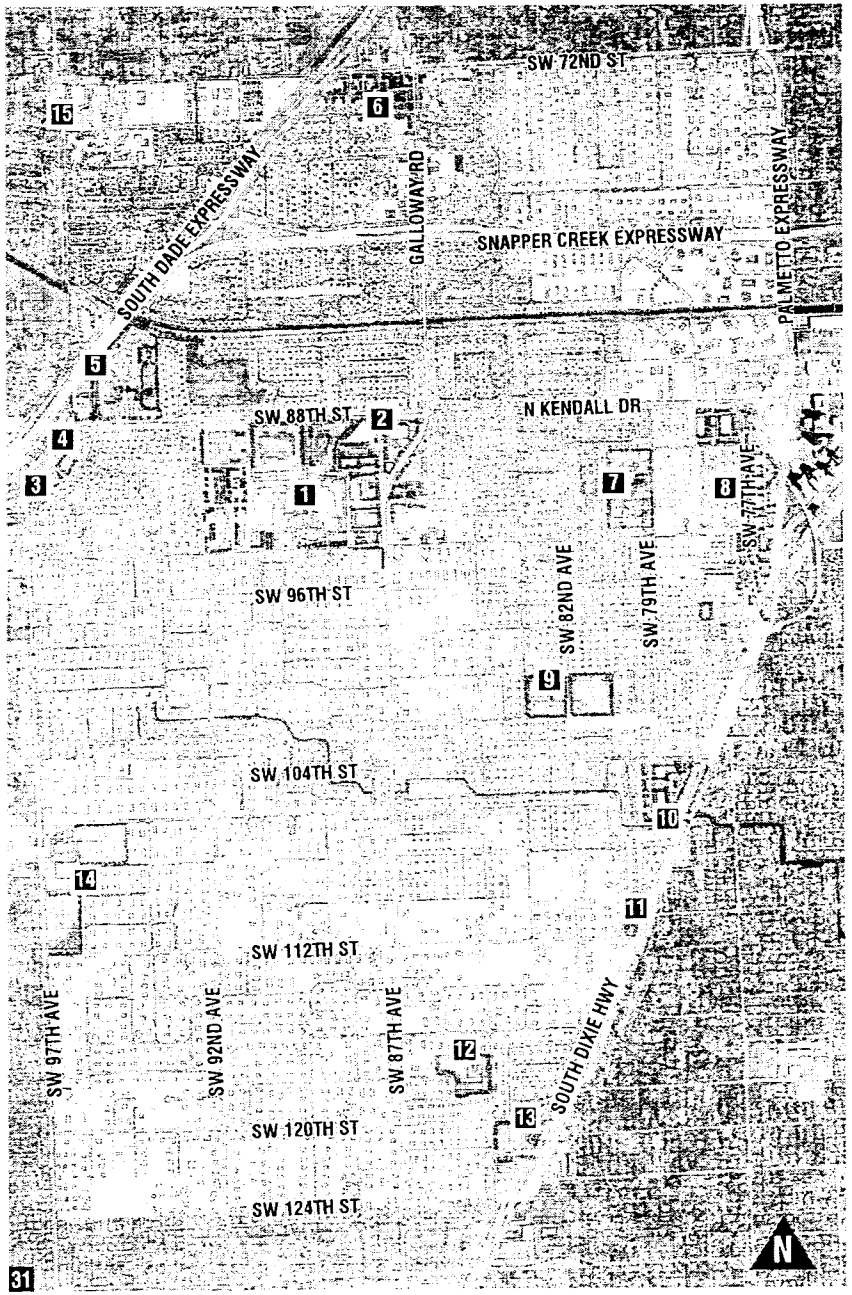
18-27. Citizens' Plans
28-30. Citizens presenting Plans

CHARRETTE ILLUSTRATIVE PLAN

The Charrette Illustrative Plan shown on this page and the recommendations in the next section result from the application of urban design principles applied to specific issues within the study area. Each area was carefully studied, and the recommendations were developed based on the Citizens' Plans made during the Charrette.

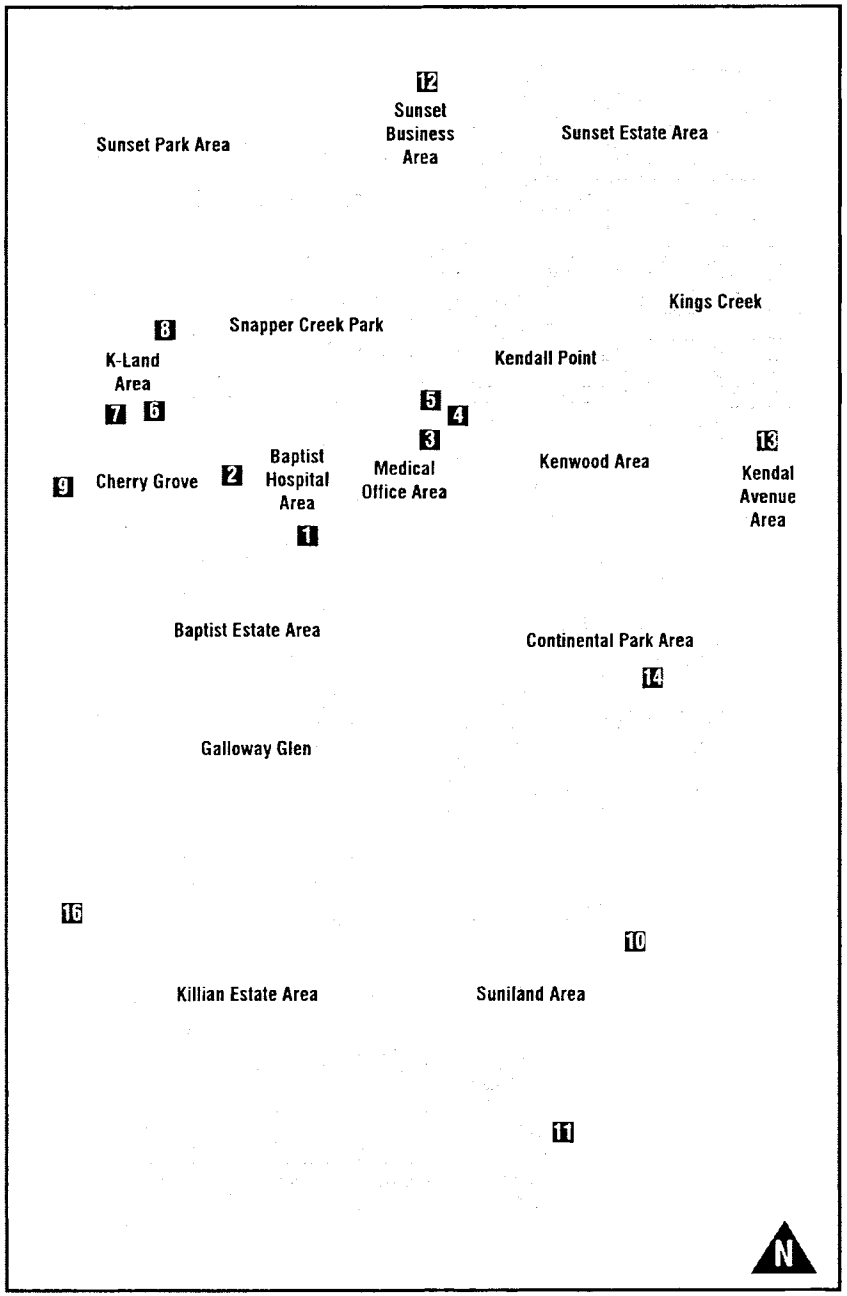
These recommendations intend to begin to enhance the existing conditions within the study area in order to:

- Encourage pedestrian activity
- Enhance the character of the study area
- Encourage ease of circulation for both pedestrians and vehicles
- Encourage pedestrian activity
- Provide meaningful, well-defined, and accessible open spaces



POINTS OF INTEREST

1. Baptist Hospital
2. Medical Office Area
3. Library
4. Cherry Grove Park
5. K-Land Park
6. Sunset Business Area
7. Kenwood K-8 Center
8. 77th Avenue Area
9. Continental Park
10. K Mart
11. County-owned parcel
12. Vineland Elementary
13. Paint testing facility
14. Miami Killian/Ron Ehmann Park
15. Sunset Park



RECOMMENDATIONS KEY

Each of the sub-areas illustrated in the diagram to the left has either a common character or a strong defining boundary. The recommendations listed below are organized around these sub-areas and presented in detail in the following pages. Transportation-specific recommendations are shown on page 14.

1. Landscaping along 94th Street
2. Development of Mission Bell site
3. Street improvements and additional parking in medical office area
4. 87th Avenue/Kendall Drive improvements
5. Gateway and landscaping at gas pipeline facility
6. K-Land Park improvements
7. Landscaping improvements in parking area along Kendall Drive
8. Pedestrian/bicycle bridge to Snapper Creek Trail
9. Improvements to Kendall Library
10. Conversion of county-owned parcel to park
11. Conversion of paint testing facility to park, pool, and library
12. Winn-Dixie shopping center redevelopment
13. Redevelopment of apartment complexes along 77th Avenue
14. Improvements to 82nd Avenue within Continental Park
15. Improved drop-off/pick-up area at Miami Killian Senior High

TRAFFIC MANAGEMENT

Throughout the charrette process traffic engineering professionals were essential in identifying needs and developing solutions to traffic issues in the East Kendall study area. Cathy Sweetapple & Associates, whose services were provided for by Baptist Hospital, worked with the steering committee prior to the charrette workshop providing traffic count data and suggested traffic calming measures. Florida Transportation Engineering, Inc. (FTE) provided analysis and design expertise during the week of the charrette workshop. Recommendations from prior studies of Kendall Drive conducted by the MPO were also analyzed.

The traffic management recommendations presented here are consistent with the following principles:

- Reflect the desires of the community
- Be feasible
- Be comprehensive
- Provide the best alternative given constraining elements
- Enhance safety

Limiting factors

Keeping these principles in mind, several factors are evident when attempting to develop solutions to manage traffic in the study area:

- Major roadways are currently operating at or over their capacity
- Traffic traveling through the study area on major roadways is unlikely to be diverted elsewhere
- Adding additional roadway capacity is generally not possible due to limited right-of-way and existing development
- The 'funnel effect' caused by limited crossings of expressways and canals reduces the effectiveness of the street network

All these contribute to undesirable side effects, such as cut-through traffic on local streets and the frequent occurrence of accidents at many intersections.

Needs assessment

Traffic issues were assessed based on the input of charrette participants, analysis of the Citizens' Plans, and comments from residents who met with the traffic engineers during the charrette week. For each of those locations of concern, previously collected traffic count data was reviewed as well as Miami-Dade County traffic calming criteria (traffic volume, speed, accidents, and cut-through).

Traffic solutions for the area developed during the charrette are summarized as follows:

- For major intersections along FDOT corridors, improvements such as lane reconfiguration, signal timing modifications, and further traffic studies, in particular for Kendall Drive at SW 87th Avenue, are recommended.
- FTE recommended various traffic calming measures, such as medians for corridors like SW 77th and 97th Avenues, traffic circles in various locations, bike lanes, sidewalks, street realignments and corridor beautifications.
- In addition, several traffic issues around Miami Killian Senior High were identified. FTE recommended an additional drop-off lane accompanied by greater police enforcement around the school.
- The county and Baptist Hospital should explore methods to reduce traffic congestion during peak hours on residential streets surrounding the hospital.
- Additional traffic management strategies, including: transit circulator routes, improved connections outside the East Kendall area, and bicycle and pedestrian trails.

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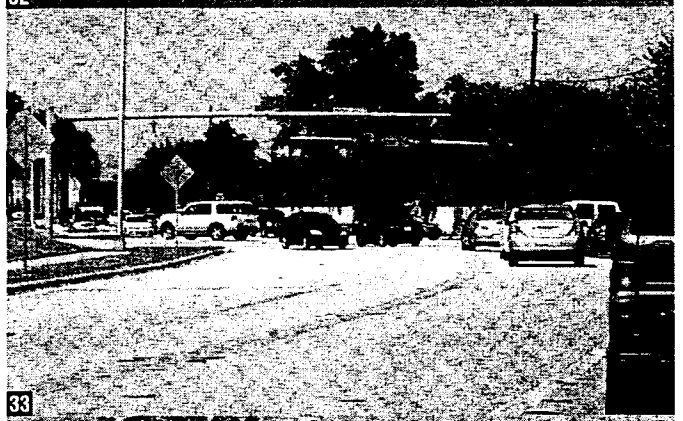
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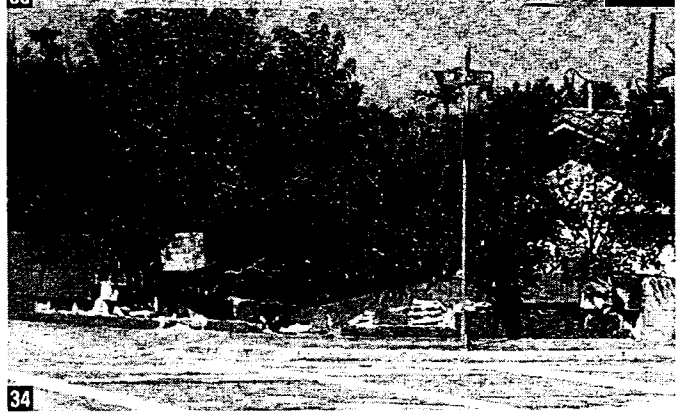
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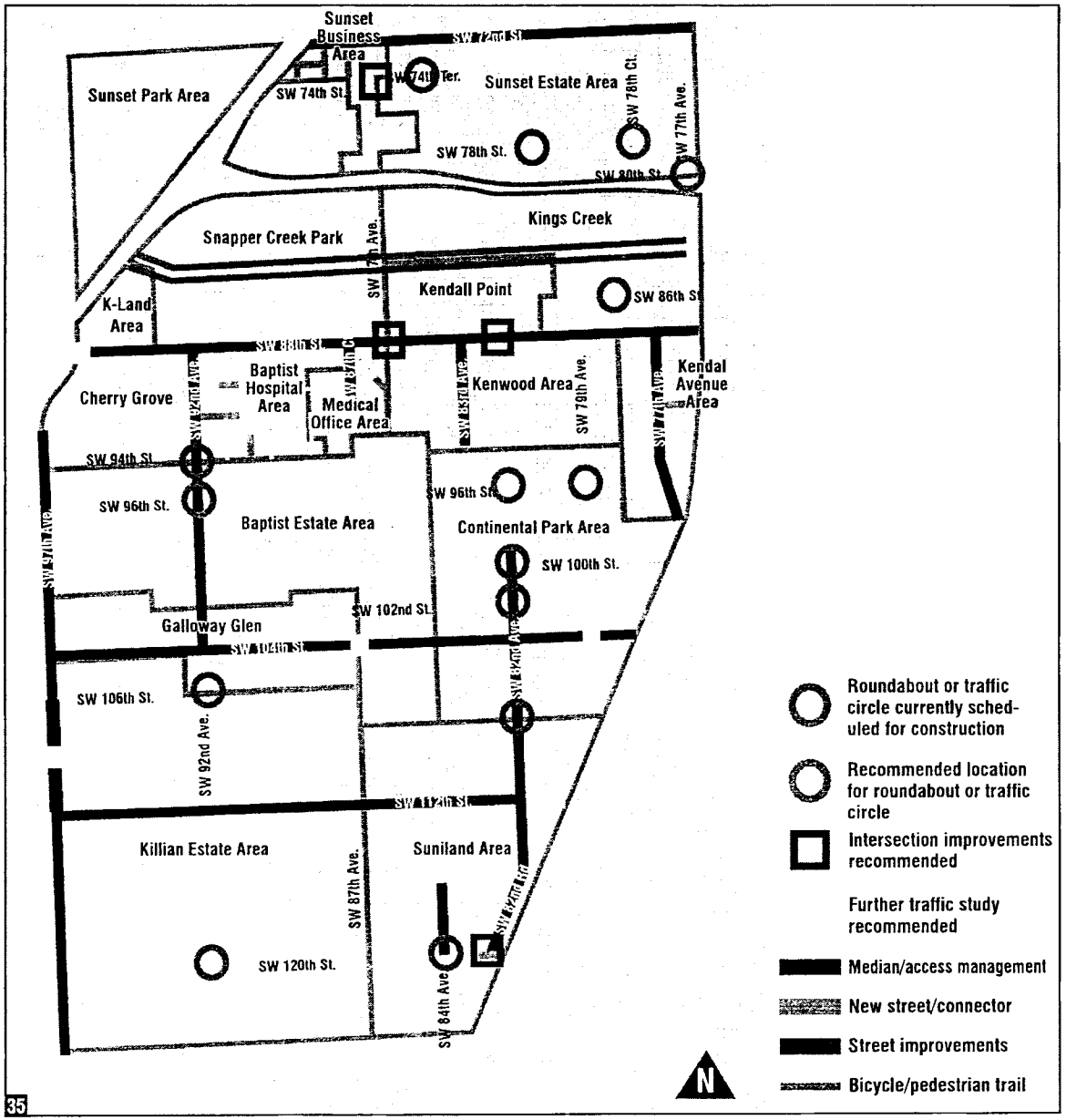

35

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The recommendations that follow are organized north to south, and grouped into the areas shown on page 12. Figure 35 also illustrates the general location of many of these recommendations.

Sunset Estate Area

- Pedestrian and landscape improvements along SW 72nd Street
- Roundabouts on SW 78th Street at the intersections of 82nd Avenue and 78th Court
- Roundabout at SW 80th Street and 77th Avenue
- Sidewalk and bicycle paths along SW 77th Avenue between 72nd Street and the Snapper Creek Canal

Sunset Business Area

- New street connections as a result of the redevelopment of the Winn Dixie Shopping Center area
- Close access to SW 74th Terrace to/from SW 87th Avenue
- Traffic calming device on SW 84th Place between Sunset Drive and SW 74th Terrace

Kings Creek

- Sidewalk and bicycle paths along Snapper Creek Canal
- Roundabout at SW 79th Avenue and 86th Street

Kendall Drive

- Pedestrian and landscape improvements along SW 88th Street
- Southbound right-turn lane from SW 88th Street to 87th Avenue
- Further traffic study of SW 88th Street and 87th Avenue intersection

Cherry Grove

- Additional turn lanes from northbound SW 97th Avenue to 88th Street
- Further traffic study on SW 88th Street and 97th Avenue intersection

25

TRAFFIC MANAGEMENT

continued from previous page

Kendal Avenue Area
- Median along SW 77th Avenue between 88th and 98th Streets

Medical Office Area
- Sidewalks, landscaping and on-street parking along SW 87th Court and where right-of-way permits on 87th Avenue

Baptist Hospital Area
- Baptist Hospital and the county should explore the feasibility of additional street connections between the hospital, SW 92nd Avenue, and 94th Street (See Baptist Hospital Area, page 23)

Baptist Estate Area
- Sidewalks along SW 92nd Avenue
- Bicycle lanes and median along SW 97th Avenue
- Roundabouts on SW 92nd Avenue at 94th and 96th Streets

Kenwood Area
- Roundabout at intersection of SW 79th Avenue and 96th Street
- Modify swale areas to deflect roadway centerline for traffic calming on SW 83rd Avenue
- Intersection improvements at SW 88th Street and 82nd Avenue

Continental Park Area
- Add on-street parking, street trees, textured pavement to SW 82nd Avenue adjacent to Continental Park
- Add bike lanes, street trees, sidewalks to SW 82nd Avenue from Continental Park to 120th Street
- Roundabout at intersection of SW 82nd Avenue and 102nd Street
- Median along SW 104th Street from U.S. 1 to 82nd Avenue
- Traffic signal at intersection of SW 104th Street and SW 79th Avenue
- Traffic signal operation study at SW 104th Street and SW 87th Avenue
- Sidewalks and bicycle paths along SW 104th Street
- In addition, roundabouts are currently scheduled for construction on SW 82nd Avenue at 96th and 100th Streets

Galloway Glen
- Roundabout at intersection of SW 106th Street and 92nd Avenue

Suniland Area
- Sidewalk and bicycle paths along SW 112th Street
- Street realignment at intersection of SW 82nd Road and 120th Street
- Roundabout at intersection of SW 82nd Avenue and 108th Street
- Roundabout at intersection of SW 120th Street and 84th Avenue
- Improved sidewalks along SW 84th Avenue in the Vineland Elementary vicinity
- Connect SW 120th Street across Busway to U.S. 1

Killian Estate Area
- Improved drop-off/pick-up area for Miami Killian Senior High
- Traffic study for SW 97th Avenue in the Miami Killian Senior High vicinity
- Roundabout at intersection of SW 120th Street and 92nd Avenue

Area-wide
- Transit circulator between Metrorail stations, Baptist Hospital, and Kendall Library

Shown on the following pages are renderings and diagrams illustrating many of the recommendations listed above.

Kenwood Area / SW 83rd Avenue

Existing

36

Recommended

37

Extending the grass swale in certain areas and adding street trees can visually curve the roadway and provide a traffic calming effect. This may be used on residential streets throughout the study area as shown in the photo-simulation of SW 83rd Avenue above.

96

Baptist, Killian Estate Areas / SW 97th Avenue

Existing

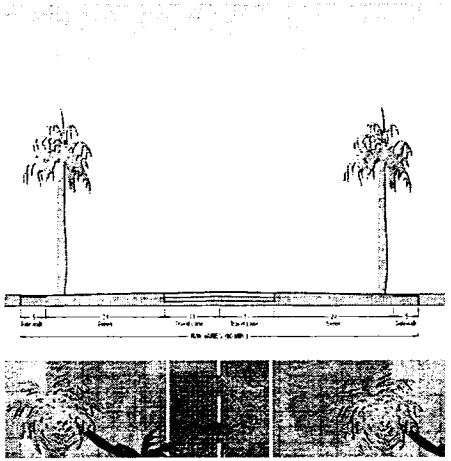


Figure 38. SW 97th Avenue, existing section

Recommended

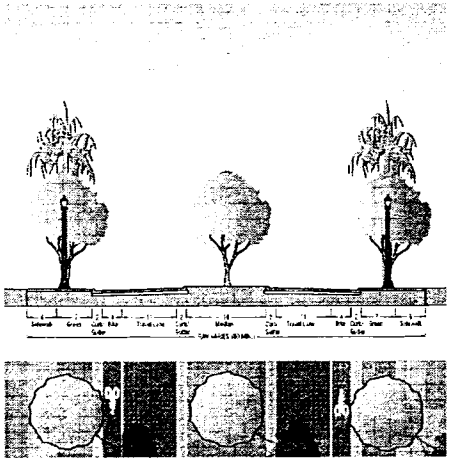


Figure 39. SW 97th Avenue, recommended section

	Existing Condition	Recommended Improvements
R.O.W width	80-ft	-----
Type	Residential	-----
Movement	Two-way	-----
Number of traffic lanes	2	-----
Lane width	11-ft each	-----
Direction of traffic lanes	2-way	-----
Parking lanes	none	-----
Bike Lanes	none	4-ft lane each side
Sidewalk width	5-ft each side	6-ft each side
Planting Strip Width	24-ft each side	7-ft each side
Curb and gutter	none	at median and road edge
Tree pattern	varies	Symmetrical
Tree type	varies	Shade and palm
Median	none	16-ft landscaped
Lighting	none	pedestrian scale, both sides

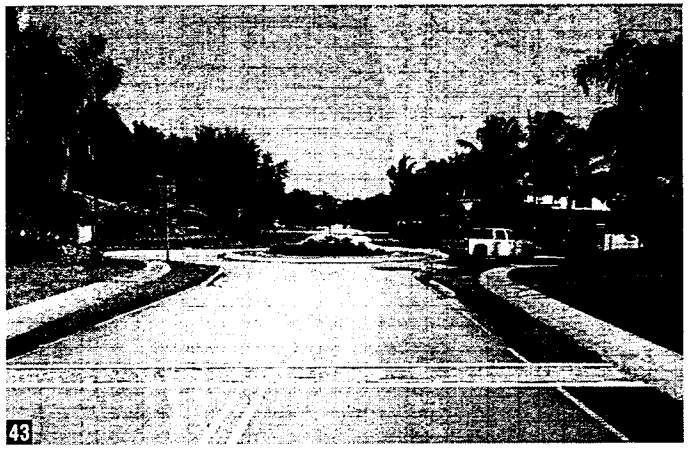
SW 97th Avenue is an important route to Miami Killian Senior High; improving this roadway with a median, bike lanes, and pedestrian-scaled lighting may encourage greater pedestrian and bicycling activity. A photo-simulation of 97th Avenue with these elements is shown above right.

TRAFFIC MANAGEMENT

Area-wide / Residential Streets

Existing

Recommended



Traffic circles or roundabouts such as the kind shown above may be used on residential streets throughout the study area to discourage cut-through traffic and provide for traffic calming.

Medical Office Area / SW 87th Court

Existing

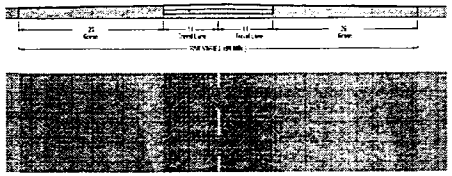


Figure 44. SW 87th Court, existing section

Recommended

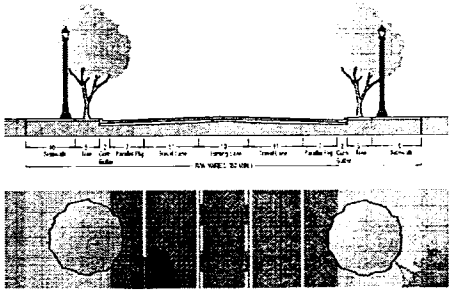


Figure 45. SW 87th Court, recommended section

	Existing Condition	Recommended Improvements
R.O.W width	80-ft	-----
Type	Suburban residential	Urban commercial
Movement	Two-way	-----
Number of traffic lanes	2	-----
Lane width	11-ft each	-----
Direction of traffic lanes	2-way	2-way with turn lane
Parking lanes	none	7-ft each side
Bike Lanes	none	-----
Sidewalk width	none	10-ft each side
Planting Strip Width	29-ft each side	trees in planters
Curb and gutter	none	at road edge
Tree pattern	varies	Symmetrical
Tree type	varies	Shade or palm
Median	none	-----
Lighting	none	pedestrian scale, both sides

Currently SW 87th Court just east of Baptist Hospital has no sidewalks or landscaping and its swales are marked with numerous 'no parking' signs. To provide needed additional parking, 87th Court should be improved with on-street parking, sidewalks, street trees, and lighting as illustrated above.

Kendall Drive / SW 88th Street

Existing

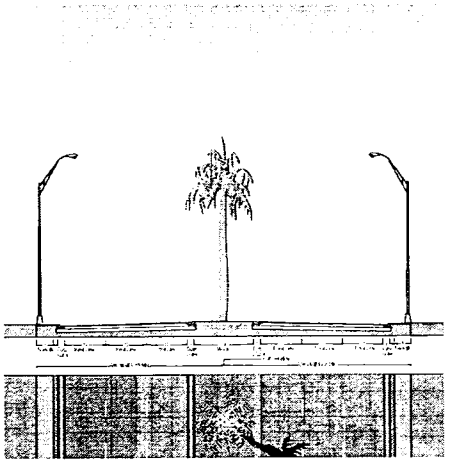


Figure 46. SW 88th Street, existing section

Recommended

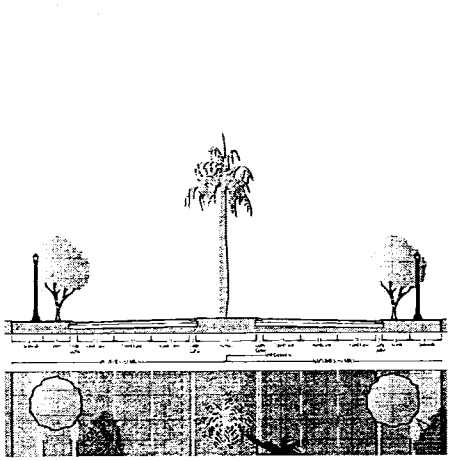


Figure 47. SW 88th Street, recommended section

	Existing Condition	Recommended Improvements
R.O.W width	110-ft	126-ft
Type	Suburban arterial	-----
Movement	Two-way	-----
Number of traffic lanes	6	-----
Lane width	12-ft each	11-ft each
Direction of traffic lanes	2-way	-----
Parking lanes	none	-----
Bike Lanes	none	-----
Sidewalk width	5-ft each side	8-ft each side
Planting Strip Width	1-ft each side	8-ft each side
Curb and gutter	at road edge	-----
Tree pattern	none	Symmetrical
Tree type	none	Shade
Median	landscaped	-----
Lighting	highway, one side	pedestrian scale, both sides

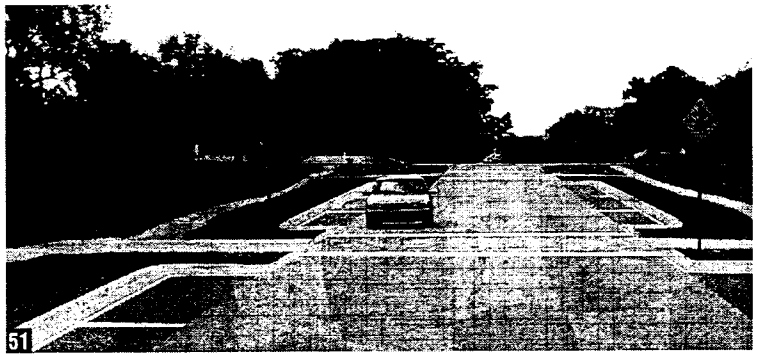
48

49

Kendall Drive is recommended to provide wider sidewalks and landscaped planting strips at the roadway edges. A photo-simulation of additional landscaping is shown above right.

TRAFFIC MANAGEMENT

50


51

52

Contintental Park / SW 82nd Avenue

Existing

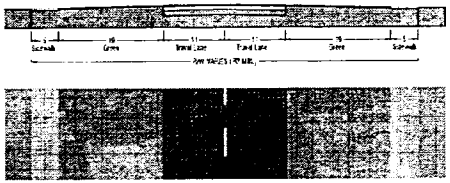


Figure 53. SW 82nd Avenue, existing section

Recommended

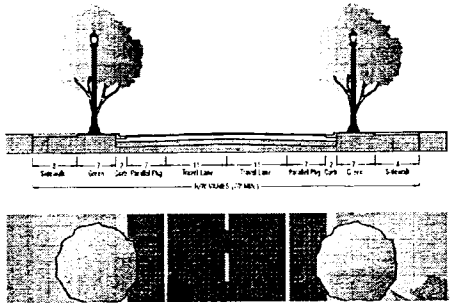


Figure 54. SW 82nd Avenue, recommended section

	Existing Condition	Recommended Improvements
R.O.W width	70-ft	-----
Type	Suburban residential	Urban park
Movement	Two-way	-----
Number of traffic lanes	2	-----
Lane width	11-ft each	-----
Direction of traffic lanes	2-way	-----
Parking lanes	none	7-ft each side
Bike Lanes	none	-----
Sidewalk width	none	8-ft each side
Planting Strip Width	29-ft each side	7-ft each side
Curb and gutter	none	at road edge
Tree pattern	none	Symmetrical
Tree type	none	Shade
Median	none	-----
Lighting	none	pedestrian scale, both sides

SW 82nd Avenue through Contintental Park is recommended to be improved with on-street parking in place of the parking in the swale area that typically occurs. In addition, crosswalks with textured paving, curb and gutters, and pedestrian-scaled street lighting are recommended. A photo-simulation of these elements is shown above left.

Contintental Park, Suniland Areas / SW 82nd Avenue

Existing

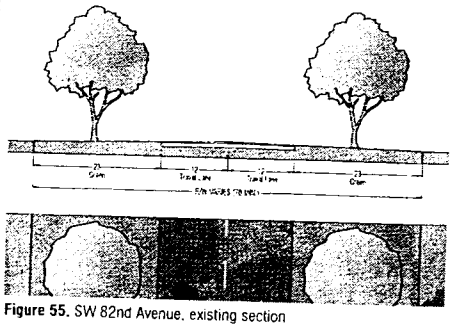


Figure 55. SW 82nd Avenue, existing section

Recommended

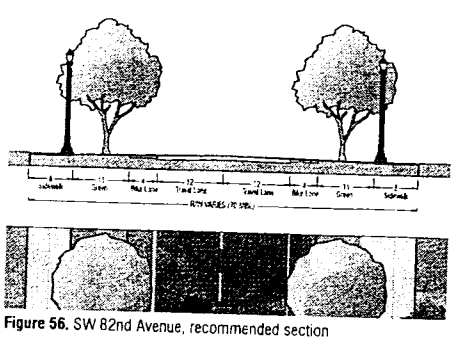


Figure 56. SW 82nd Avenue, recommended section

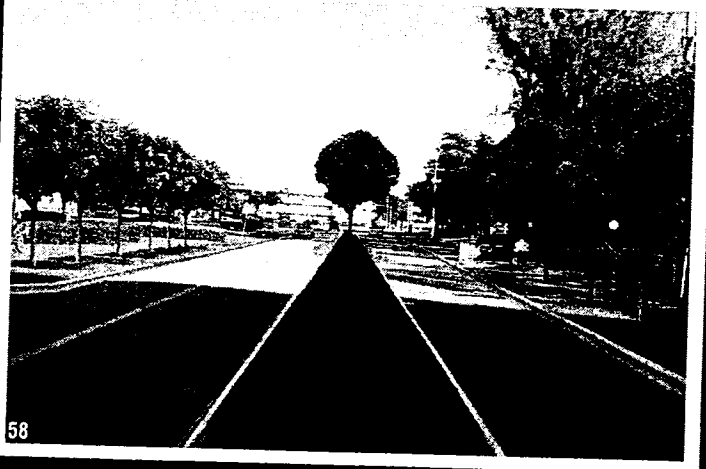
	Existing Condition	Recommended Improvements
R.O.W width	70-ft	-----
Type	Suburban residential	-----
Movement	Two-way	-----
Number of traffic lanes	2	-----
Lane width	12-ft each	-----
Direction of traffic lanes	2-way	-----
Parking lanes	none	-----
Bike Lanes	none	4-ft lane each side
Sidewalk width	varies	8-ft each side
Planting Strip Width	23-ft each side	11-ft each side
Curb and gutter	none	-----
Tree pattern	random	Symmetrical
Tree type	varies	Shade
Median	none	-----
Lighting	none	pedestrian scale, both sides

SW 82nd Avenue from Contintental park south to SW 120th Street is recommended to be improved with sidewalks, bike lanes and street lighting as shown above.

Kendal Avenue Area / SW 77th Avenue

Existing

Recommended



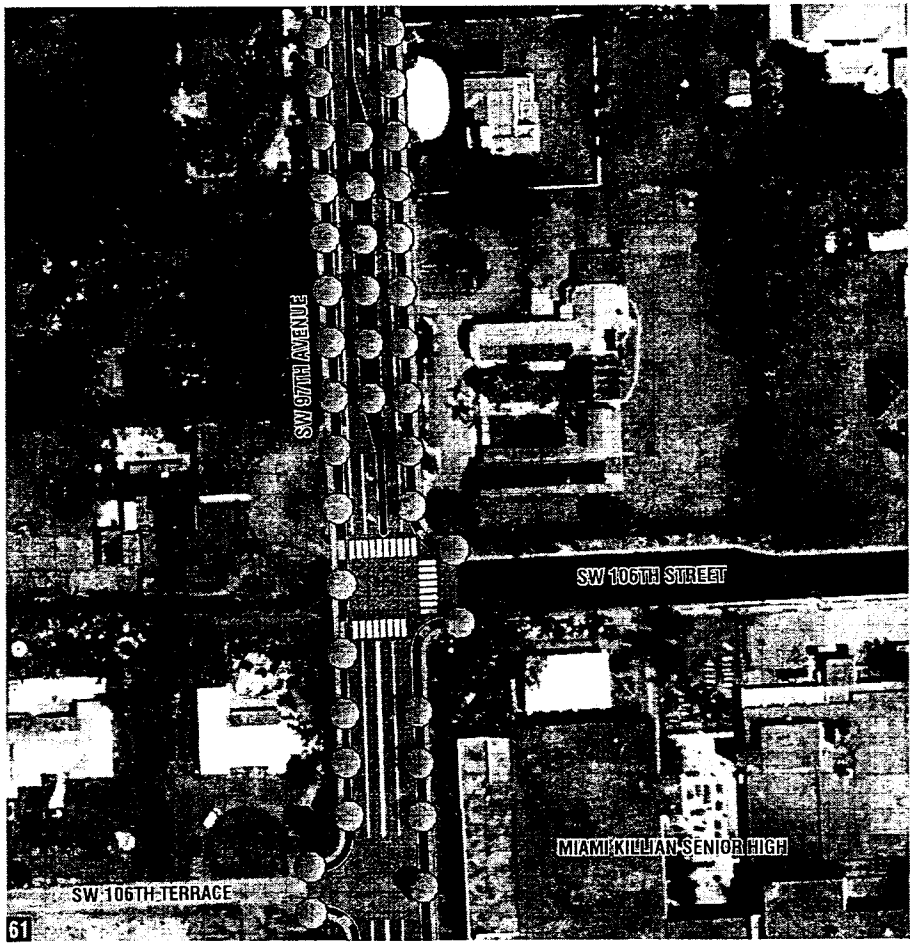
SW 77th Avenue in the Kendal Avenue Area is recommended to be improved with a median and additional landscaping as shown in the photo-simulation above.

TRAFFIC MANAGEMENT

59

60

Killian Estate Area / SW 97th Avenue

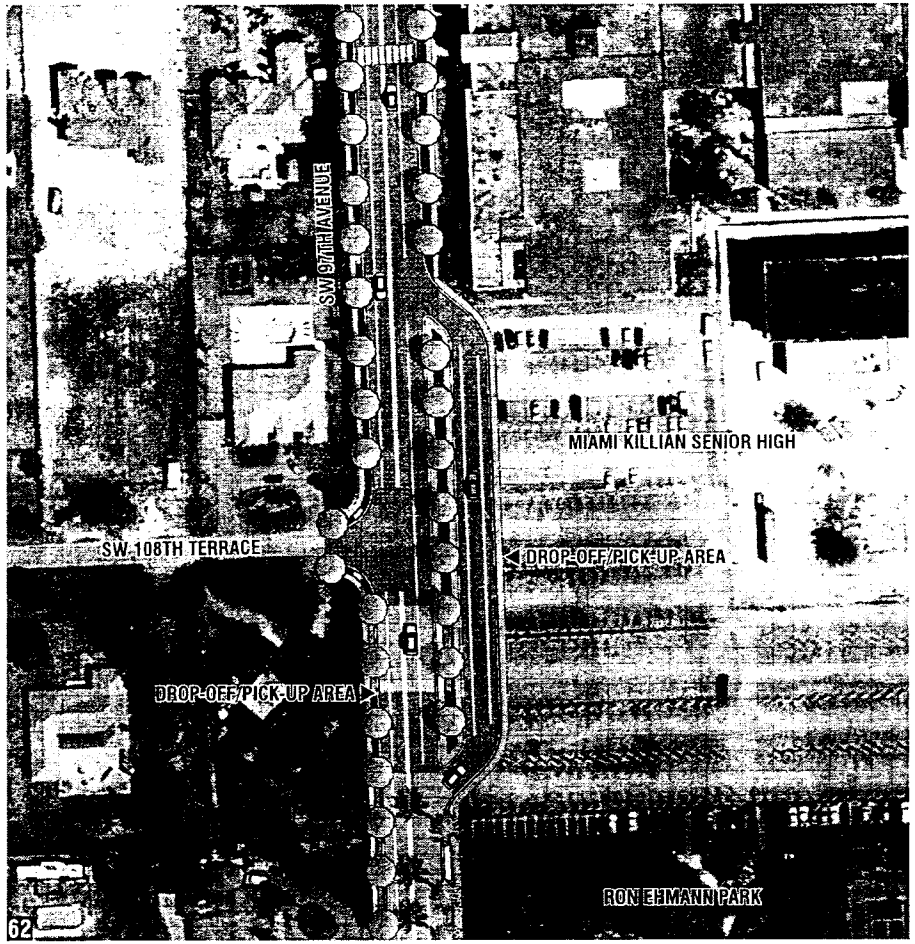


61

continued next page

To alleviate the traffic congestion that occurs at the start and end of the school day, SW 97th Avenue between 104th and 112th Streets is recommended to be improved with additional drop-off/pick-up areas as shown in the diagrams above and on the opposite page.

Killian Estate Area / SW 97th Avenue



33

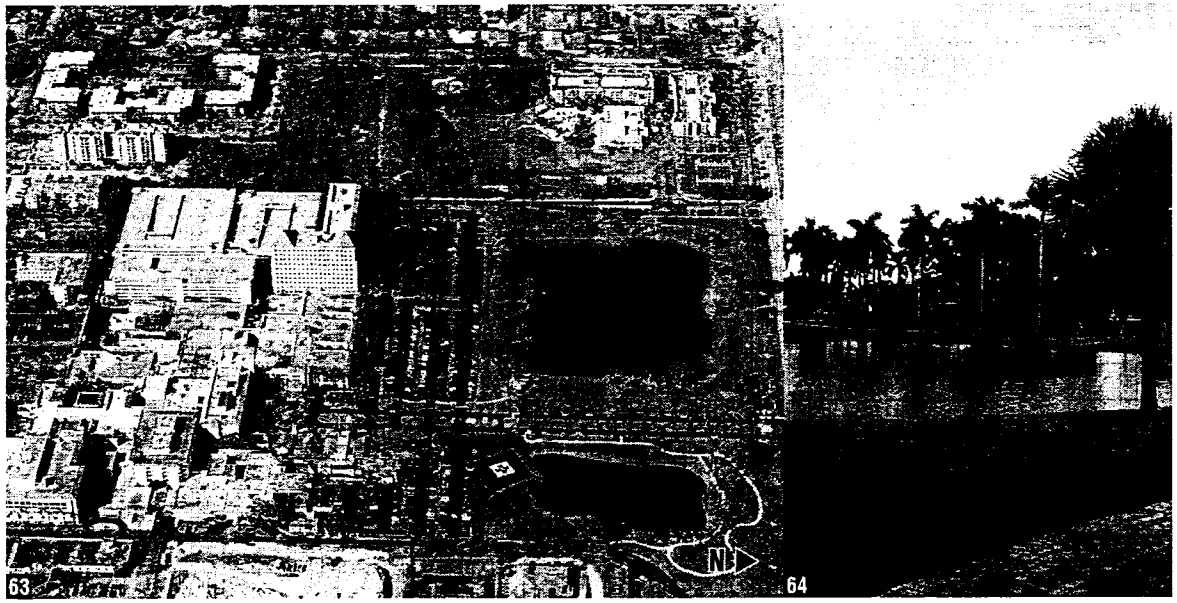
BAPTIST HOSPITAL AREA

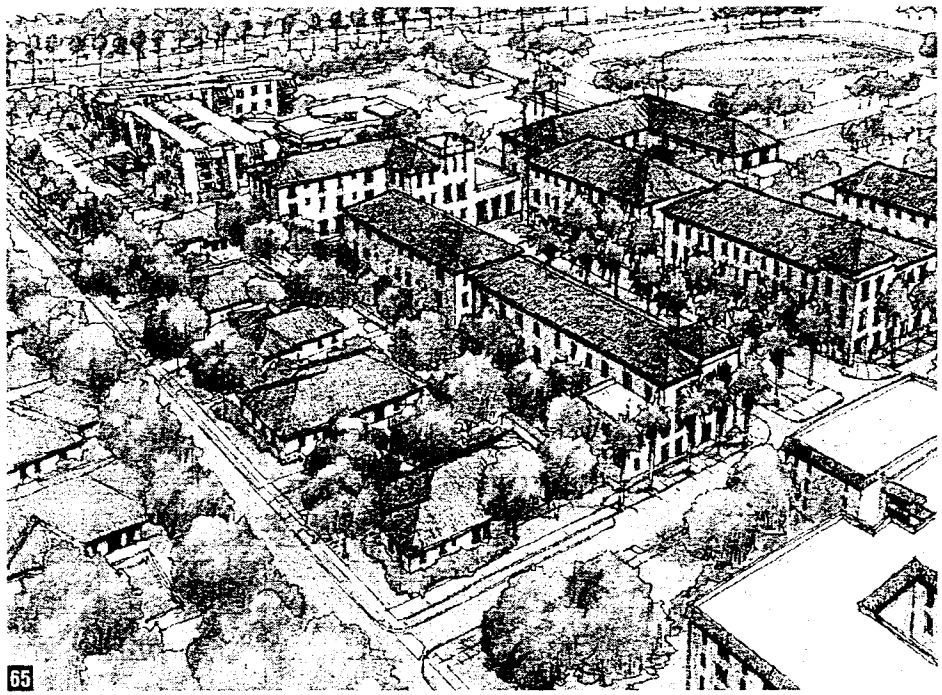
Baptist Hospital has long been a landmark in the East Kendall area. Established in 1960, the hospital over the years has become a major medical center serving tens of thousands of patients annually and currently employing about 4,200 persons. Located between SW 87th and 92nd Avenues and SW 88th and 94th Streets, the hospital's tile-roofed buildings avoid an institutional appearance and its grounds provide a significant amount of open space and public amenity. In particular, the lakes and walking trails between Kendall Drive and the north front of the hospital buildings are used by residents throughout the Kendall area for recreation and public events.

Reflecting the growth of the Kendall area, the hospital has undergone near-continuous expansion since it began operating. Its most recent expansion plans provide for slightly more than 600,000 additional square feet of building area. The bulk of this expansion is in a 400,000 square-foot, 5-story expansion to the east of the main hospital building and a 120,000 square-foot 3-story cancer center. This expansion was approved by Community Council 12 in 2005. The recently constructed 984-space parking garage at the east side of the hospital campus was also a part of this expansion plan.

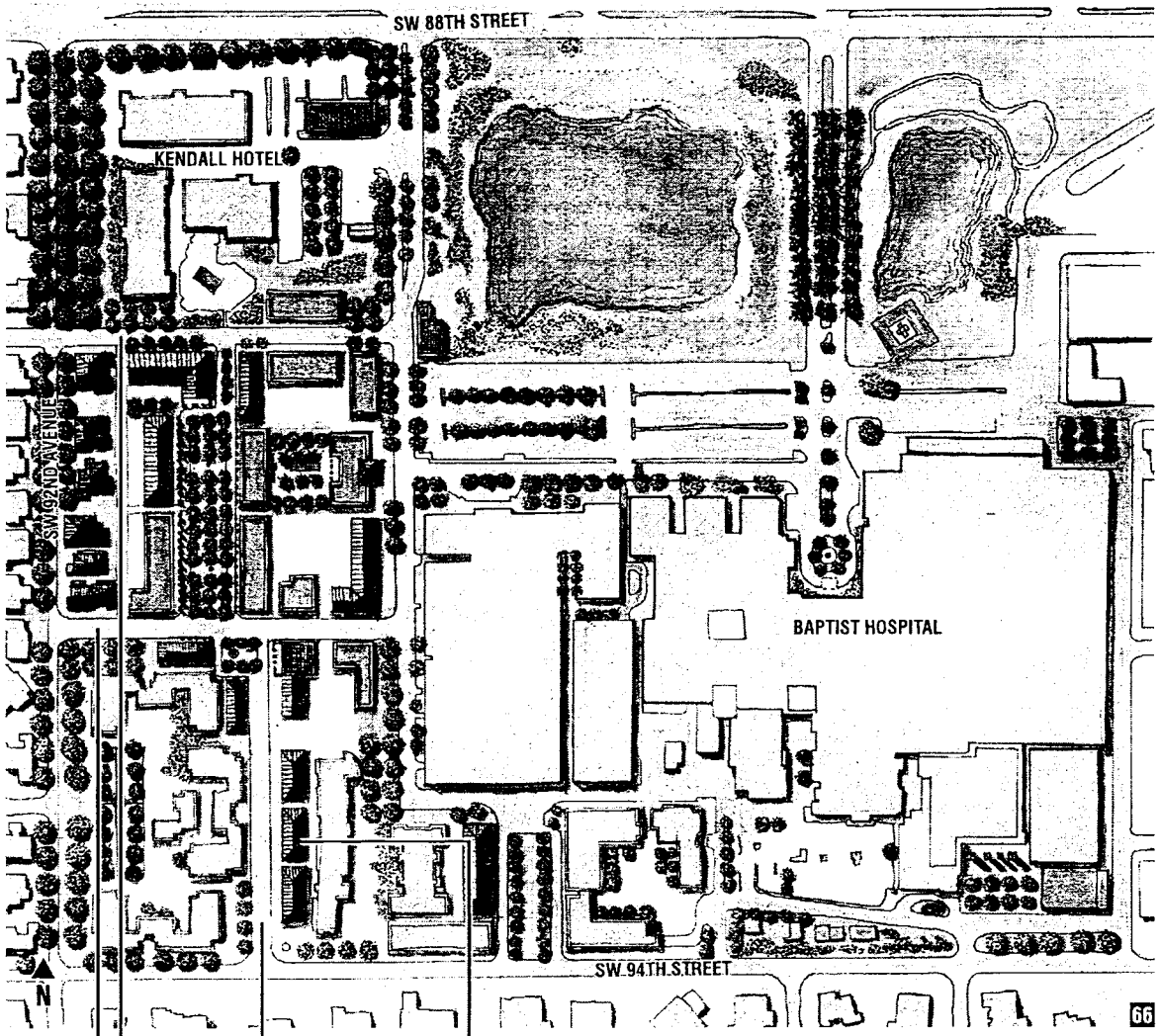
The hospital is well connected to the surrounding street system, with multiple points of access along Kendall Drive, SW 97th Street, and SW 87th Avenue. As mentioned on page 15, the feasibility of additional connectivity between the hospital, 92nd Avenue, and 94th street should be explored. This should be done in consultation between the county, Baptist Hospital, and the immediately surrounding neighborhoods. Figure 65 illustrates one of the alternative additional access points contemplated during the charrette.

The hospital should continue to maintain and enhance the landscaping on its campus, partic-





63. Aerial of Baptist Hospital area
64. Baptist Hospital lake
65. View of future development adjacent to Baptist Hospital
66. Illustrative plan for Baptist Hospital



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ularly along 94th Street, as existing residential uses face the hospital's cooling towers, parking, and service areas.

Mission Bell Site

The vacant property west of the hospital and south of the Kendall Hotel was to have been the site of a proposed condominium known as 'Mission Bell Park.' Although a site plan for this property was approved in 2007, it has yet to begin construction. Future development on this site may take alternative forms depending on the proposed use at the time development is contemplated. Figures 65 and 66 show an alternative development plan considered during the charrette. The site is shown with multiple points of access between the hospital's perimeter road and SW 92nd Avenue to avoid the appearance of a gated enclave. A paseo-type space runs north-south through the property with buildings facing this space and parking areas concealed from view. Buildings nearest to Baptist Hospital should be mixed-use with residential units on the upper floors and limited business and office uses on the ground floor. The block facing 92nd Avenue should have a layer of single-family residential units to mirror the houses on the other side of the street.

Kendall Hotel

The Kendall Hotel and Suites property received approval in March 2006 for an expansion that would include a new lobby, conference facilities and 210 additional hotel rooms in a 9-story tower on the east side of the hotel property. Also approved at this time was a 2-story parking garage at the southeast of the proposed building. Following this approval, an additional zoning hearing application has been made to modify these approved plans in order to permit a 9-story building with 308 condo-hotel units and a 4-story parking garage. At the time of this writing, this latest application has not yet been scheduled for a public hearing.

35

MEDICAL OFFICE AREA

The area surrounding the Baptist Hospital campus is primarily residential in character. To the north and south are mainly single-family estate-density residences, while to the west is an area of medium-high density apartment buildings as well as a hotel. An extensive area of medical and professional office buildings is located directly to the east of the hospital campus along SW 87th Avenue.

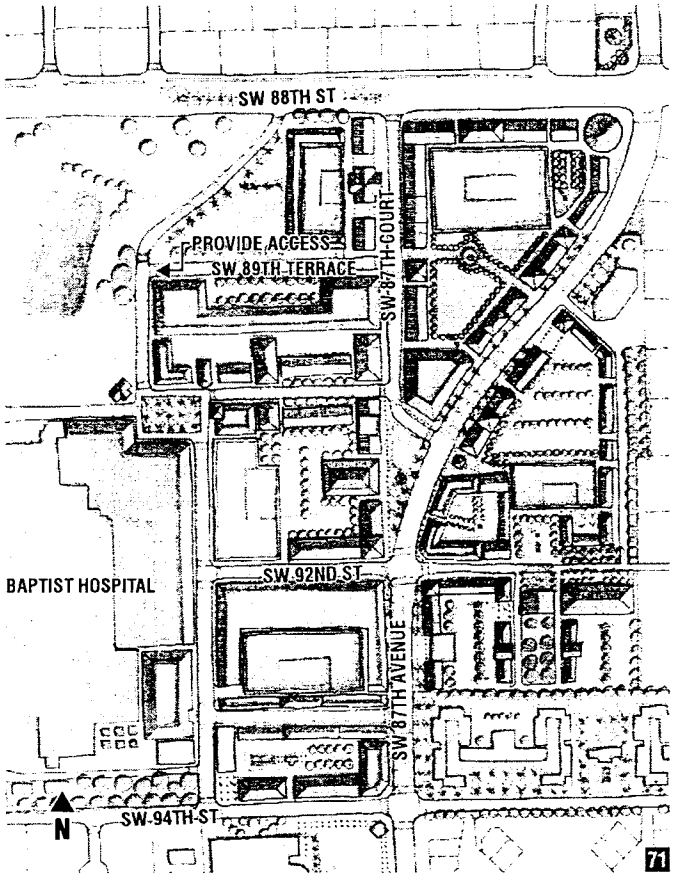
The office buildings along 87th Avenue are typically one or two-story garden-style buildings that date from the 1970s and 1980s. Aside from the worn appearance of some of these buildings, this area's primary issue is its serious parking deficiency. At the time most of these buildings were built one parking space per 400 square feet of office uses were required. After 1981 this requirement was increased to one space per 300 square feet. The parking currently provided in this area is clearly inadequate and results in visitors and employees of these buildings parking in landscape and swale areas. The parking shortage is so acute that a house on SW 85th Avenue has had its backyard paved in turf block and converted to an illegal parking area for nearby office users.

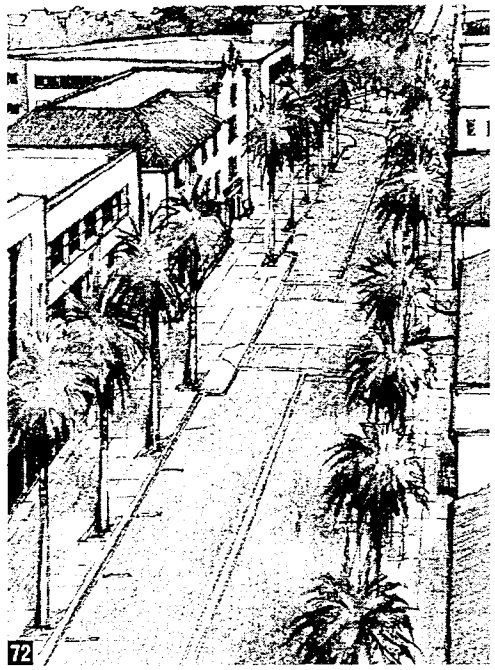
One current non-solution to this problem are the numerous 'No Parking' signs installed in the swale areas of SW 87th Court. This strategy only redirects improper parking elsewhere. As an alternative, this report recommends that sidewalks, curbs and on-street parking be installed wherever the existing right-of-way permits it. This concept is illustrated on 87th Court in Figure 72. This same treatment should also be applied to 87th Avenue south of Kendall Drive to SW 94th Street.

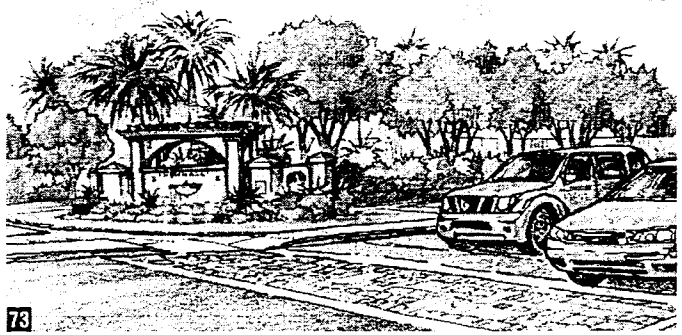
The Department of Planning and Zoning is revising its zoning standards for the unincorporated area; it is currently proposed that the parking requirement for medical offices be increased to one parking space for every 200 square feet of office space. If this new parking

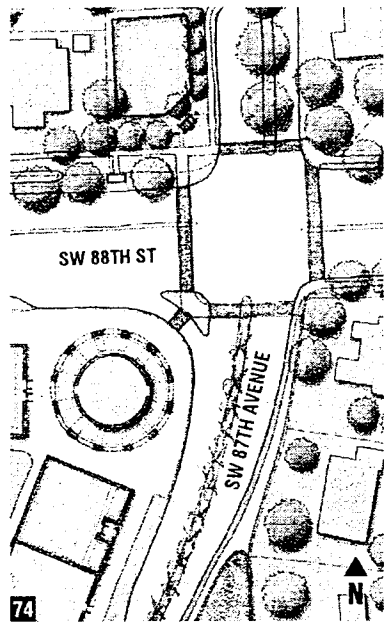
67-70. Medical Office Area existing conditions
68. Medical office area, view to the east
71. Medical office area future development
72. View south of SW 87th Court illustrating sidewalks and on-street parking
73. Gas facility gateway structure and landscaping
74. Plan of Kendall Drive and SW 87th Avenue, with eastbound right-turn lane

26









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standard is adopted, as these buildings reach the end if their useful life and are redeveloped, they will have to meet this new requirement.

87th Avenue Intersection

According to traffic counts taken in March 2006, Kendall Drive and 87th Avenue is operating at a failing level of service in the AM peak hours. It is not surprising then that this intersection was a major concern of charrette participants. One possible improvement is a dedicated lane for eastbound Kendall Drive traffic turning right onto 87th Avenue. Additionally, it is recommended that textured pavement be provided at intersection crossings due to the many pedestrians using Metrobus stops at this location (See Figure 74).

Gas Facility

For years, the property at the northwest corner of Kendall Drive and 87th Avenue was the location of an entrance feature for the Snapper Creek Park subdivision. Recently, the pavilion was removed and the property enclosed with a wood fence. Inside the fenced area is what is known in the pipeline industry as a 'pig launcher.' This allows a maintenance device to be inserted into the underground gas line that runs through the area. Charrette participants expressed concern over the appearance of this facility and its lack of landscaping.

Florida Gas Transmission Corp., the operator of this facility, is not required to comply with landscaping or zoning regulations at this location as they are providing a public service as a utility. However, it is recommended that this property be landscaped and a gateway structure be constructed at this location to provide additional identity for the East Kendall area. A concept of such a gateway is illustrated in Figure 73.

K-LAND AREA

Originally the site of the Dade County Youth Fair before moving to Tamiami Park, K-Land Park provides extensive athletic facilities to the Kendall area.

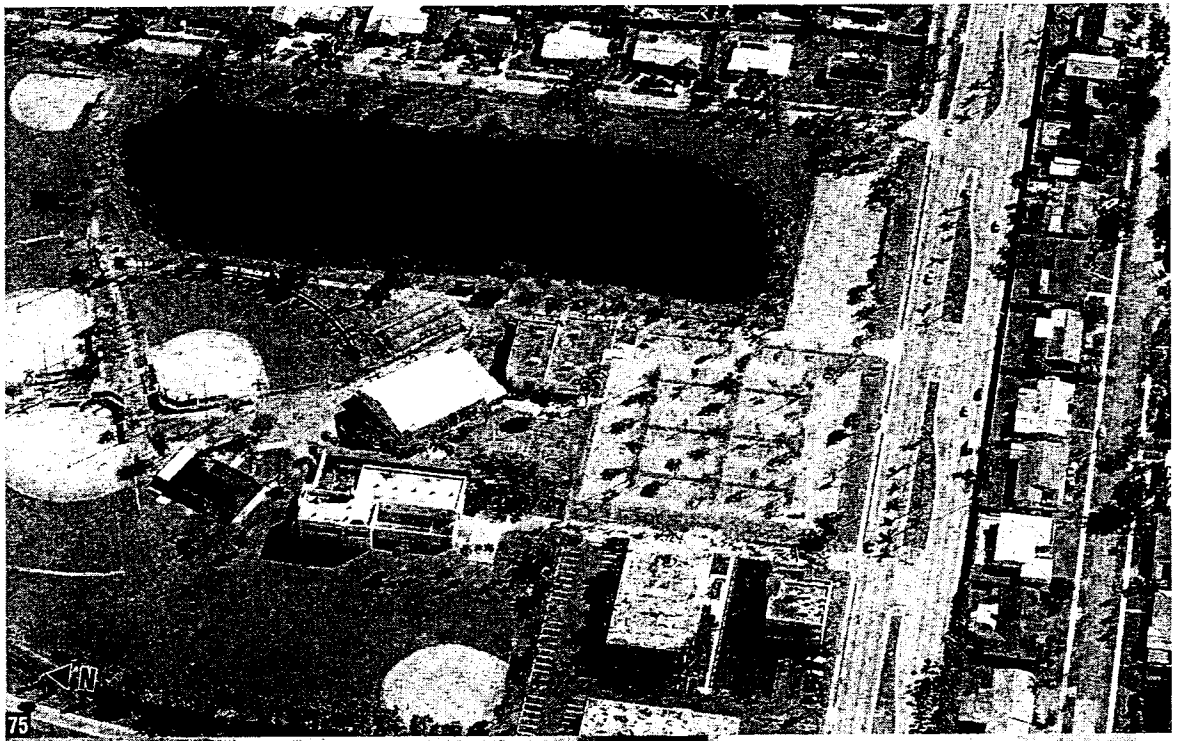
Charrette participants requested that a portion of the K-Land site be used for more casual users. To that end, this report recommends that the area around the lake at the southeast corner of the K-Land Park property be converted to a passive area accessible to the surrounding area.

The plan developed during the charrette recommends that the chain-link fence enclosing the lake be removed and a tree-lined recreation path constructed surrounding the lake. Additional passive area north of the lake should also be provided with shade trees and a path connecting to the Snapper Creek Trail. A picnic pavilion is provided within the lake itself, similar in construction to those found in A.D. Barnes Park.

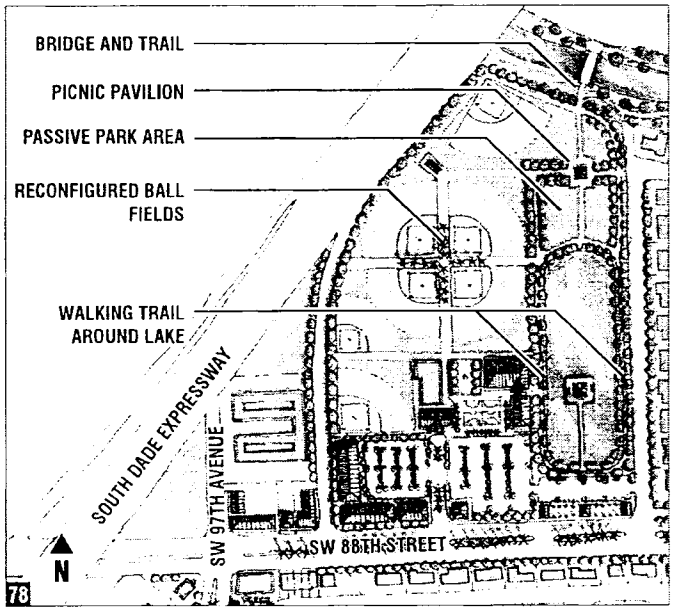
These enhancements to K-Land Park will create a balance between the organized, active uses that currently dominate, and provide for casual park users and passive space which was requested by charrette participants. Additionally, the appearance of the southern park edge along Kendall Drive should be improved with enhanced landscaping. Redevelopment of the unattractive office and retail buildings immediately to the west of K-Land should also be encouraged.

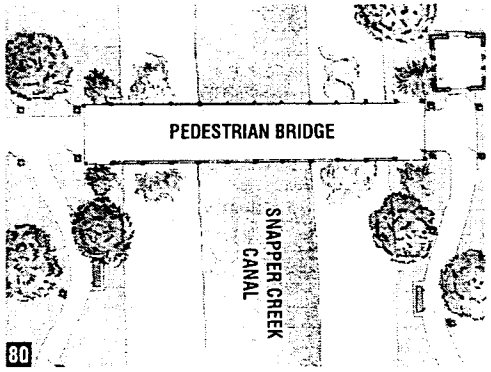
Snapper Creek Trail

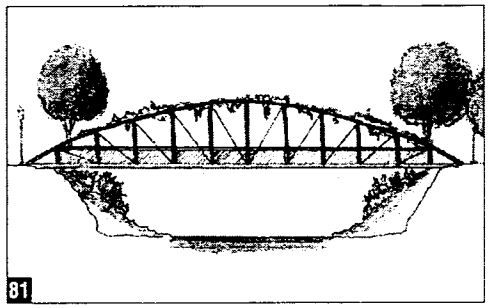
The Snapper Creek Trail is identified in the Miami-Dade greenways plan to extend along the Snapper Creek Canal from Old Cutler Road west to SW 117th Avenue. Charrette participants requested that a walking and biking path be provided along this trail alignment through the study area. As State Road 874 crosses the Snapper Creek Canal and does not allow passage of the trail further to the west, this report recommends a pedestrian bridge across the

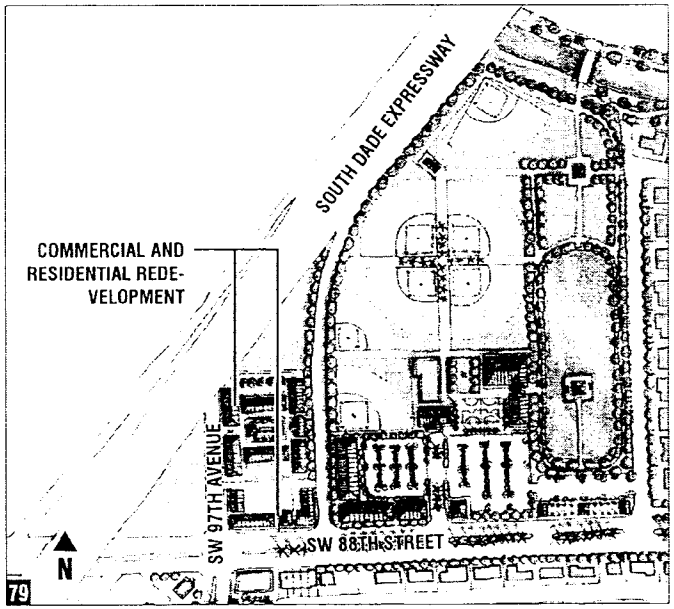


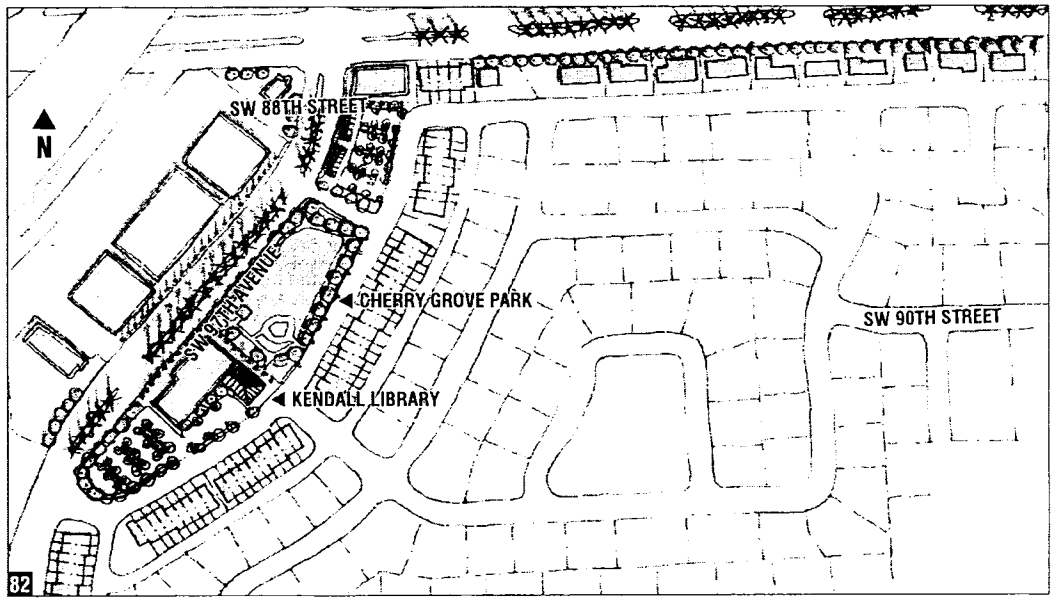
75. K-Land Park, aerial view to the northeast
76-77. Images of K-Land Park
78. Initial plan for K-Land Park area
79. Plan for further redevelopment of K-Land Park area
80, 81. Plan, elevation of bicycle/pedestrian bridge over Snapper Creek
82. Cherry Grove area











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canal so that the path on the north bank of the canal does not have a 'dead end.' This bridge would connect the north bank to K-Land park and to the neighborhoods to the south of the canal.

The bridge's location is shown at the top of Figure 78, and illustrated in plan and elevation in Figures 80 and 81; additional landscaping, lighting, benches, and other amenities should be provided along the trail.

Cherry Grove

Cherry Grove Park has recently been improved with a walking path, additional landscaping, and playground equipment. The parking area for the adjacent Kendall Library was also recently expanded. Citing the intense usage of this facility, charrette participants requested that this library be further expanded and renovated, as shown in Figure 82.

SUNILAND AREA

County owned parcel

Charrette participants requested that the county-owned property located at the northwest corner of SW 112th Street and the Busway be developed into a neighborhood park. As shown in Figure 85, a gazebo, pathway and benches could provide for passive park activities. Additionally, the site should provide space for occasional farmers markets and exhibits. A variety of native plants are recommended to enhance the existing landscape of this site. Trees should be planted along the east side of the property to provide a buffer from the Busway and U.S. 1. Additional native palms, ferns, and pine trees should be planted in order to create an image of a hammock characteristic of early South Florida landscape.

The existing structure on the site may be renovated to provide a community meeting space, along with a portion that may be leased to a retail facility to serve bicyclists and pedestrians using the path adjacent to the Busway. However due to the small area of this site it will be difficult to provide a parking area for park uses without diminishing the useable park area.

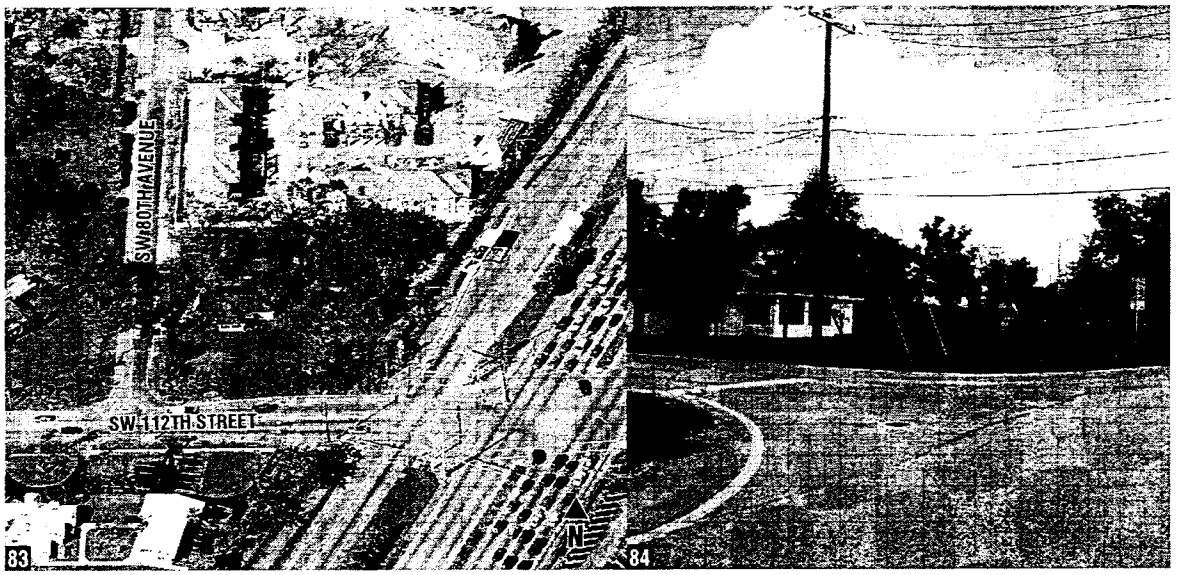
Should this property be developed into a park, The East Kendall Charrette Steering Committee requested that it be named in memory of Mr. Tom Blakey, an area resident who worked to establish Killian Drive as a state-designated historic roadway.

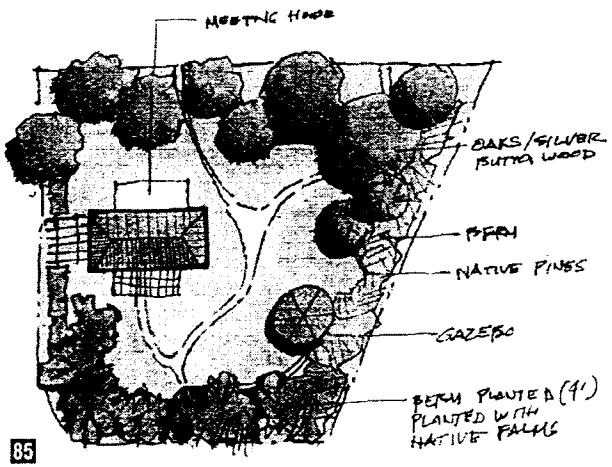
Paint testing facility

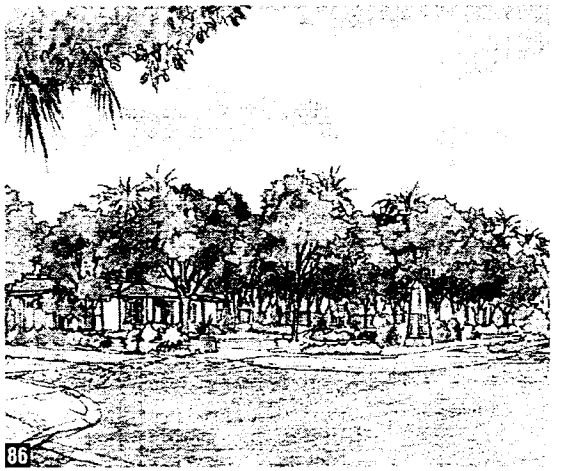
Charrette participants requested that the 9.6-acre paint testing facility at SW 120th Street and 84th Avenue property be acquired for a public park, pool, and library.

The concept developed during the charrette suggests creating a park drive lined with parallel parking running along the perimeter of this property. To the east is a pool facility while to the west along 84th Avenue is a passive park area. At the southwest corner of the property is a branch library facility. A design concept for the library building is shown in Figure 90.

As of September 2008, the Park and Recreation Department in cooperation with the Miami-Dade Public Library System is considering the acquisition of an alternate 4-acre site at the northwest corner of 87th Avenue and Killian Drive for some of these facilities.







83. County-owned parcel, aerial view to the north
84. Existing condition of the site, view to the northeast
85. Schematic site and landscape plan
86. View to the northeast, showing landscaping improvements

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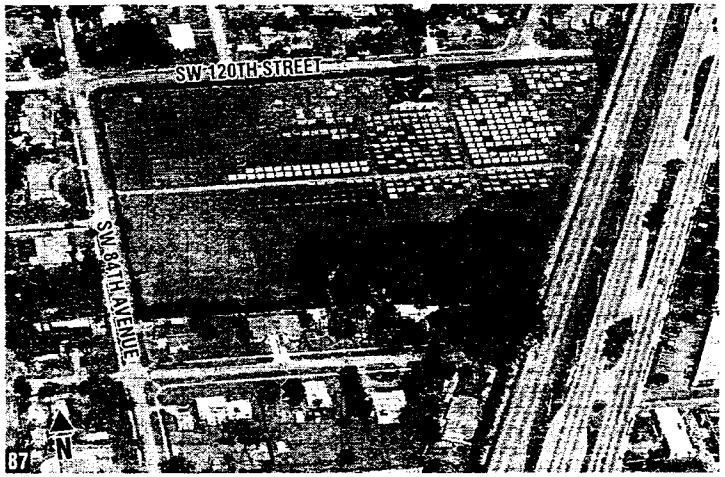
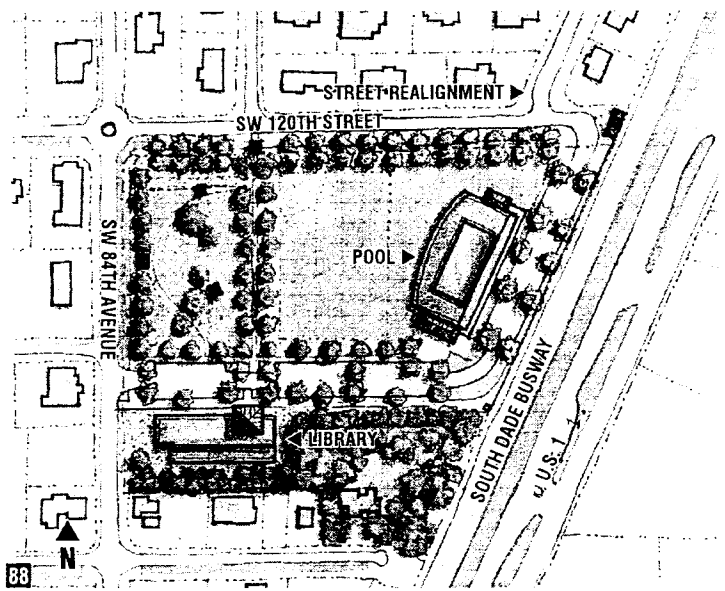
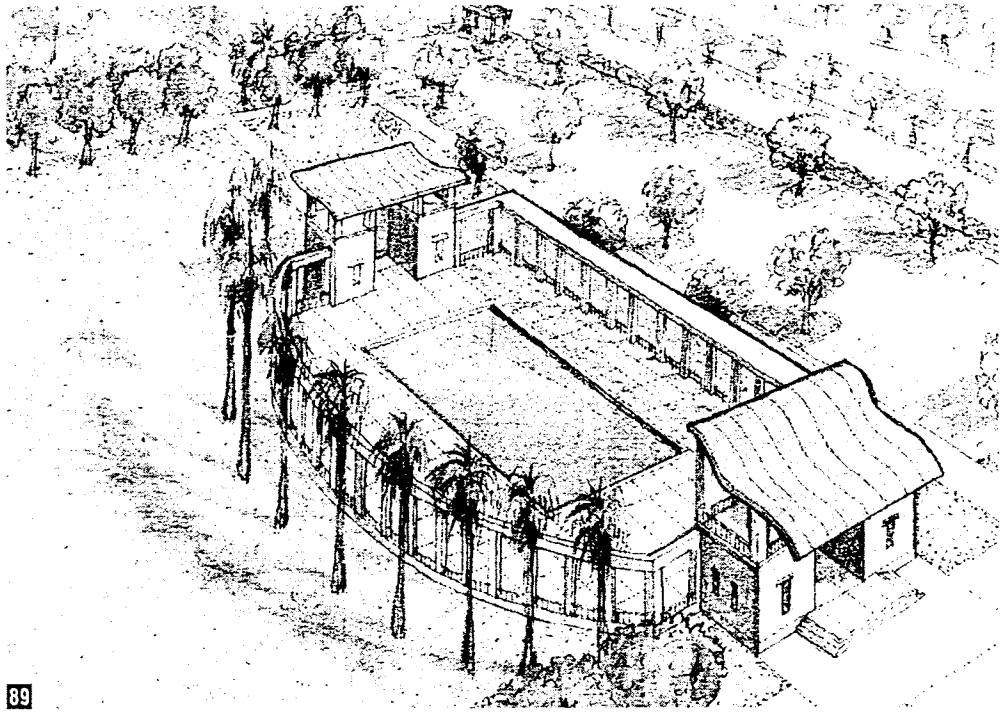
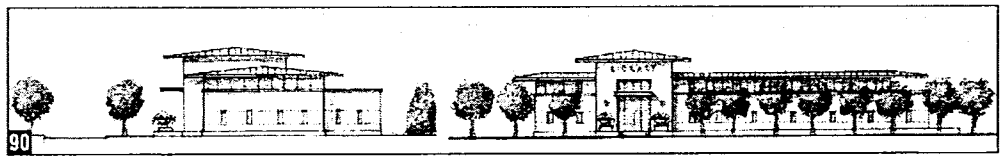
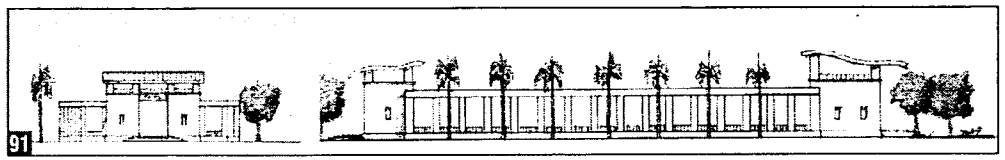










87. Paint testing site, view to the north
88. Schematic site and landscape plan
89. Pool area, view to the northeast
90. Library building elevations
91. Pool facility elevations

71

SUNSET BUSINESS AREA

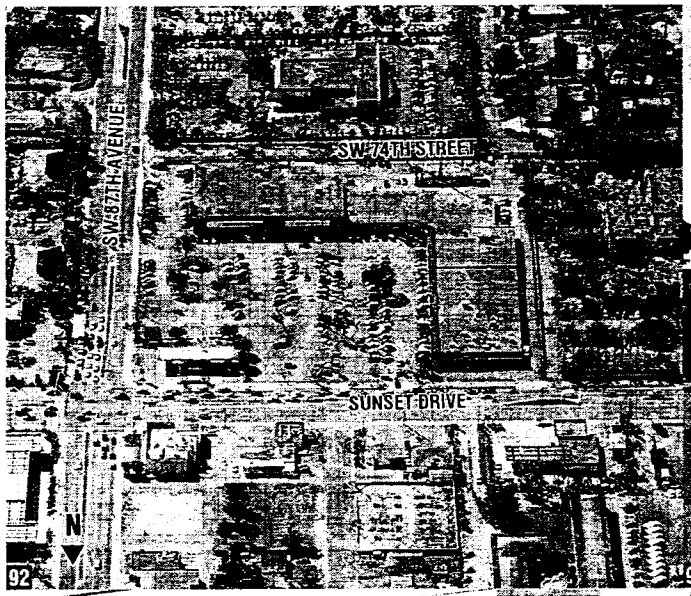
The area around 87th Avenue and Sunset Drive is a compact commercial area anchored by a Winn-Dixie shopping center. This center dates from the early 1970s and is clearly showing its age. Its parking area is sparsely landscaped and the entire structure is generally unattractive. Charrette participants repeatedly requested that this center be reconstructed with attractive buildings and improved landscaping.

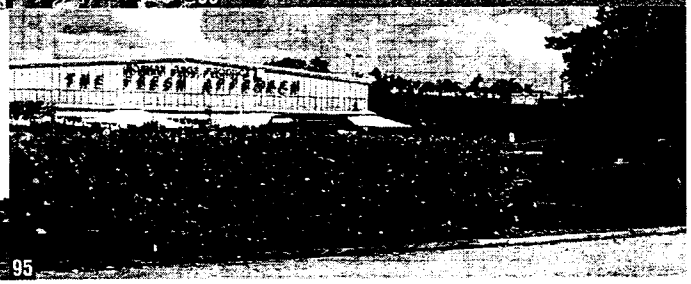
During the charrette, the design concept shown in Figures 96-98 was developed. The shopping center and gas station uses are retained while providing additional landscaping and open space. 87th Avenue and Sunset Drive each have an open space with retail buildings and parking. The supermarket building would be visible and accessible from the surrounding streets and provide surface parking along 74th Street as shown in Figure 97. Similar to some other supermarkets in the Miami area, Figure 96 illustrates parking provided above the supermarket accessible by ramps and elevators. In place of surface parking an additional open space could be provided along 74th Street.

Future development and redevelopment in this area should be consistent with the design concepts illustrated here, with buildings facing surrounding streets or defined landscape areas and parking areas located at the side or to the rear of buildings.

Office area

Since the 1980s, the area along 87th Avenue between the Snapper Creek Expressway and Sunset drive has developed mainly as a district of attractive and well-landscaped one- and two-story professional office buildings. Along with these offices, there is the Norman Brothers produce market and two retail nurseries on the west side of 87th Avenue. According to county building permit records, one of the nurseries has recently been demolished for a future office building.



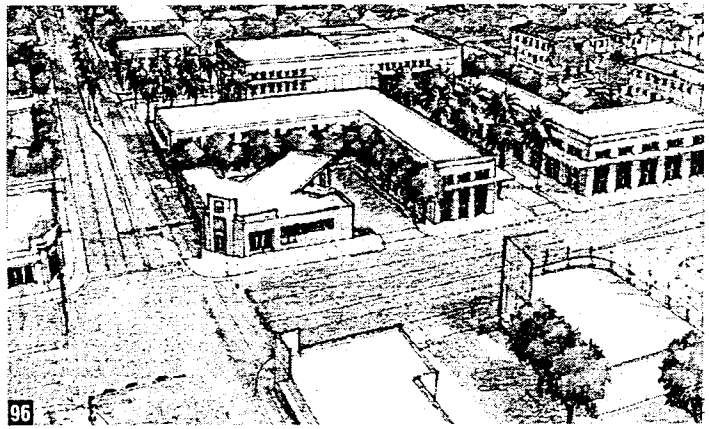


92. Winn-Dixie shopping center, view to the south

93-94. Views of Winn-Dixie shopping center parking lot

95. View of Norman Bros. Produce from SW 87th Avenue

96. View southwest over 87th Avenue and Sunset Drive showing redeveloped Winn-Dixie shopping center



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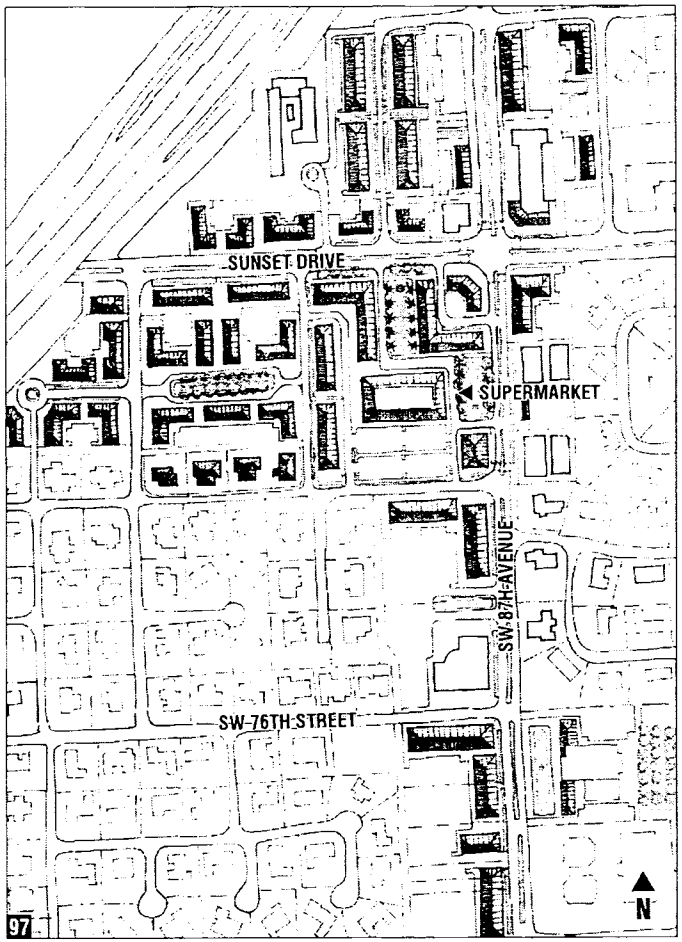
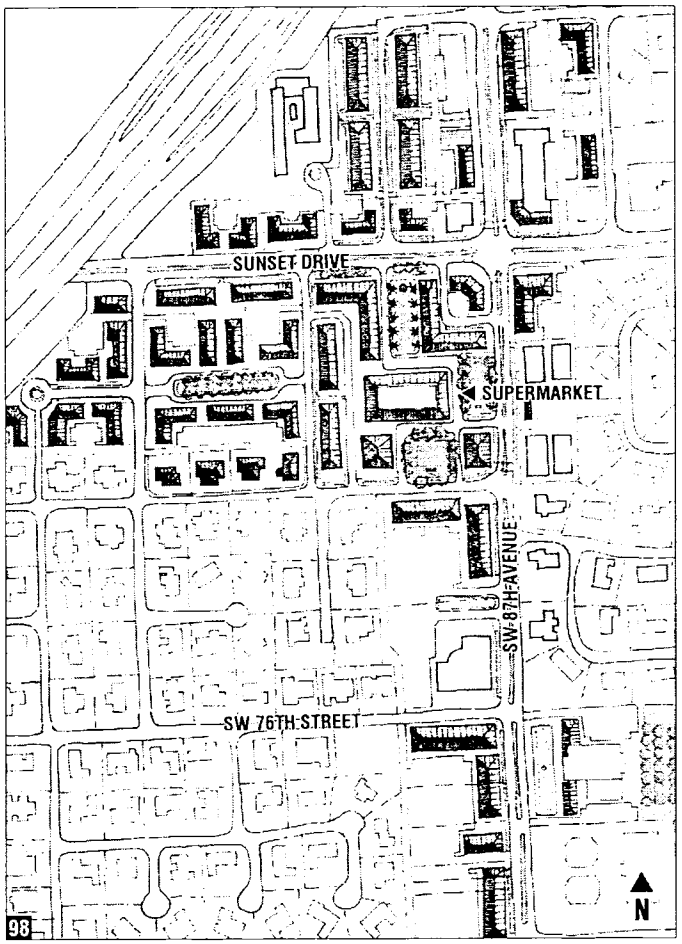




97. Commercial area redevelopment at Sunset Drive and 87th Avenue
98. Further redevelopment at Sunset Drive and 87th Avenue

KENDAL AVENUE AREA

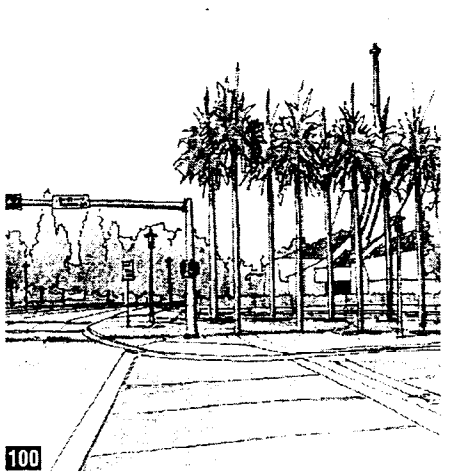
For the purpose of this report, the area along SW 77th Avenue, between Kendall Drive and SW 98th Street will be termed the 'Kendal Avenue Area.' This is an area of mainly medium-density multi-family apartment and townhouse complexes between the Continental Park area and the Palmetto Expressway. Also in this area are two institutional facilities, the Wayside Baptist Church and the Florida Baptist Children's Home. 77th Avenue in this area is a two-lane roadway in a wide-80-foot right-of-way. Wide swales and sidewalks line the roadway.

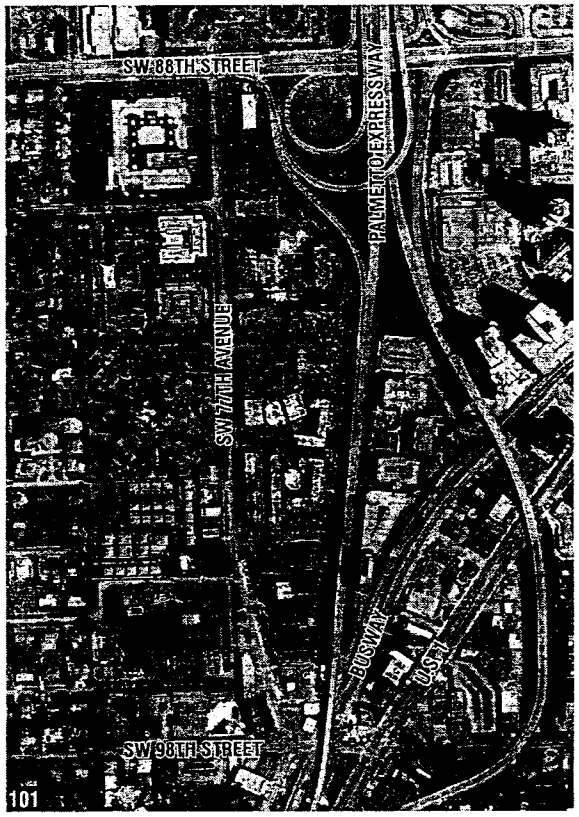
77th Avenue is recommended to be improved with a landscaped median, on-street parking adjoining office and retail uses, and improved street lighting. Figure 58 on page 20 is a simulation of 77th Avenue in the vicinity of the Greenery Mall illustrating these recommended improvements.

The apartment complexes that line 77th Avenue date mainly from the 1970s and 1980s and are undistinguished architecturally. Figures 102-104 illustrate possible future redevelopment of these complexes as well as Greenery Mall. Any redevelopment in this area would occur over time and be accomplished through private development.

Figure 102 shows the Greenery Mall redeveloped around a green and with additional landscaping along 77th Avenue. Figure 103 illustrates the redevelopment of apartment buildings on the east side of 77th Avenue, in order to form a system of blocks, with buildings defining the street edge and enclosed parking courts. Figure 104 shows additional redevelopment of apartments west of 77th Avenue. The redevelopment shown here should be limited to the density and building height currently permitted.

Future development implementing the design concepts illustrated here would result in a more attractive and pedestrian-friendly mixed-use neighborhood.

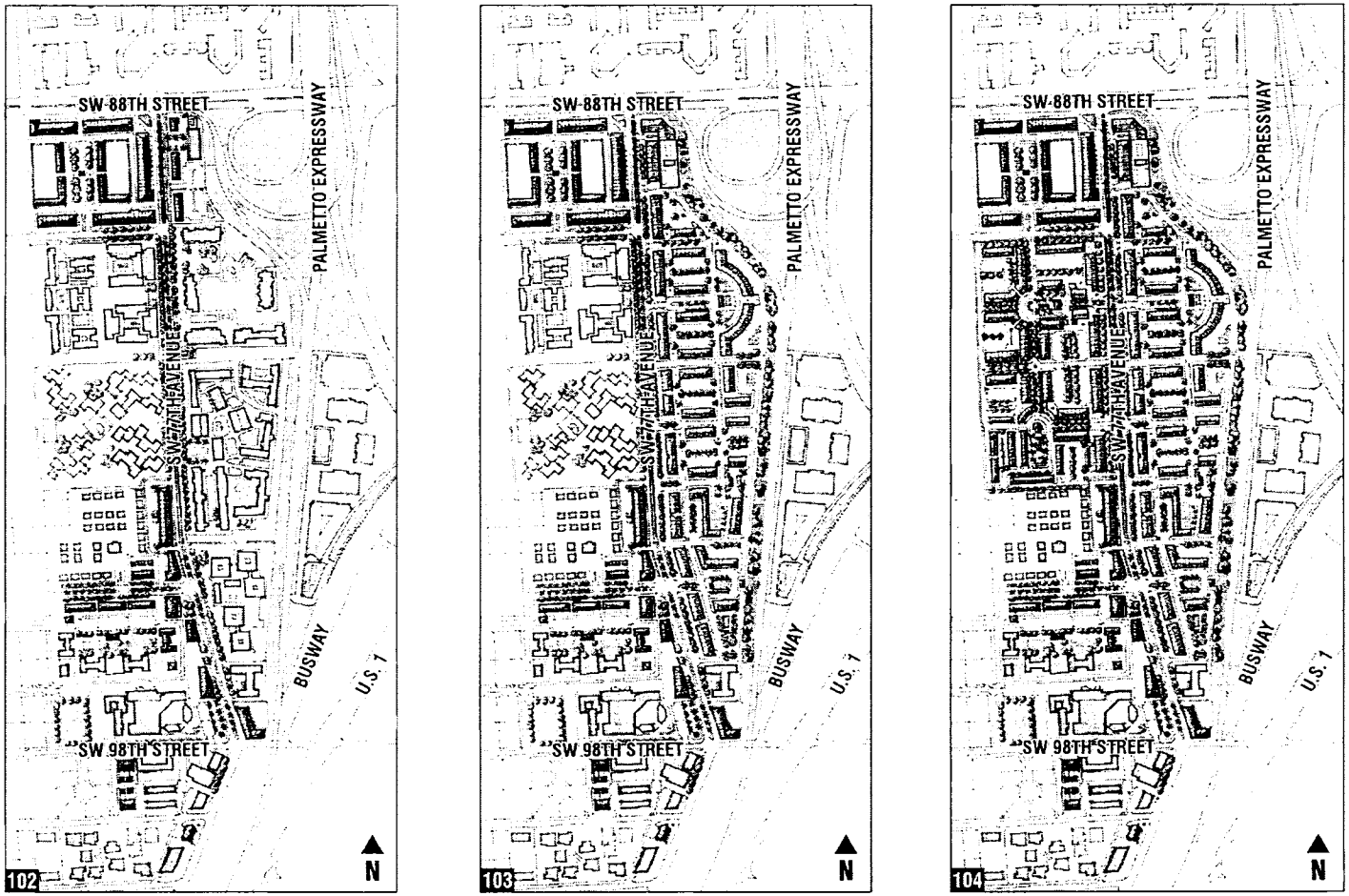




99. View to the west at SW 98th Street and 77th Avenue

100. Pedestrian and landscape improvements at SW 98th Street and 77th Avenue

101. 2006 aerial photography



102. Redevelopment of the Greenery and other properties along 77th Avenue
103-104. Further redevelopment along 77th Avenue

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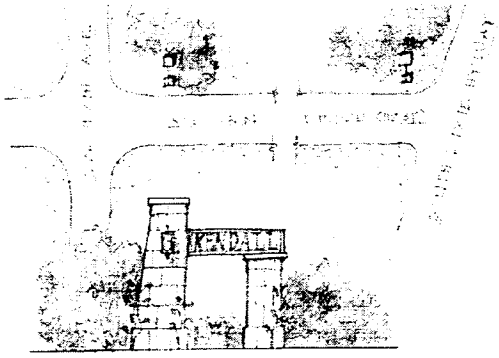
GATEWAY MARKERS

There were numerous requests for additional entrance features or gateway markers in the study area. Some suggested locations for these gateways are shown on the map at the right and are typically located at intersections of arterial roadways. Illustrated in figures 105 and 106 below is a concept for a pair of matching gateways on Killian Drive at U.S. 1 and 97th Avenue. Another concept for a gateway is shown on page 26 of this report.

While the community clearly values the sense of place these markers can give, responsibility for maintenance and adequate right-of-way are challenges that would need to be addressed for each location of a proposed marker.



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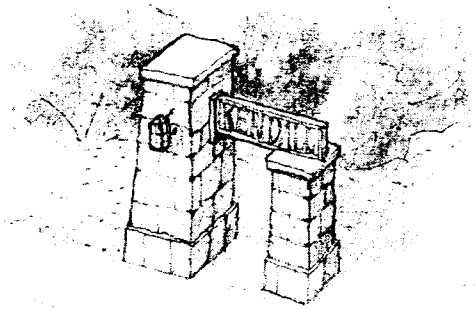

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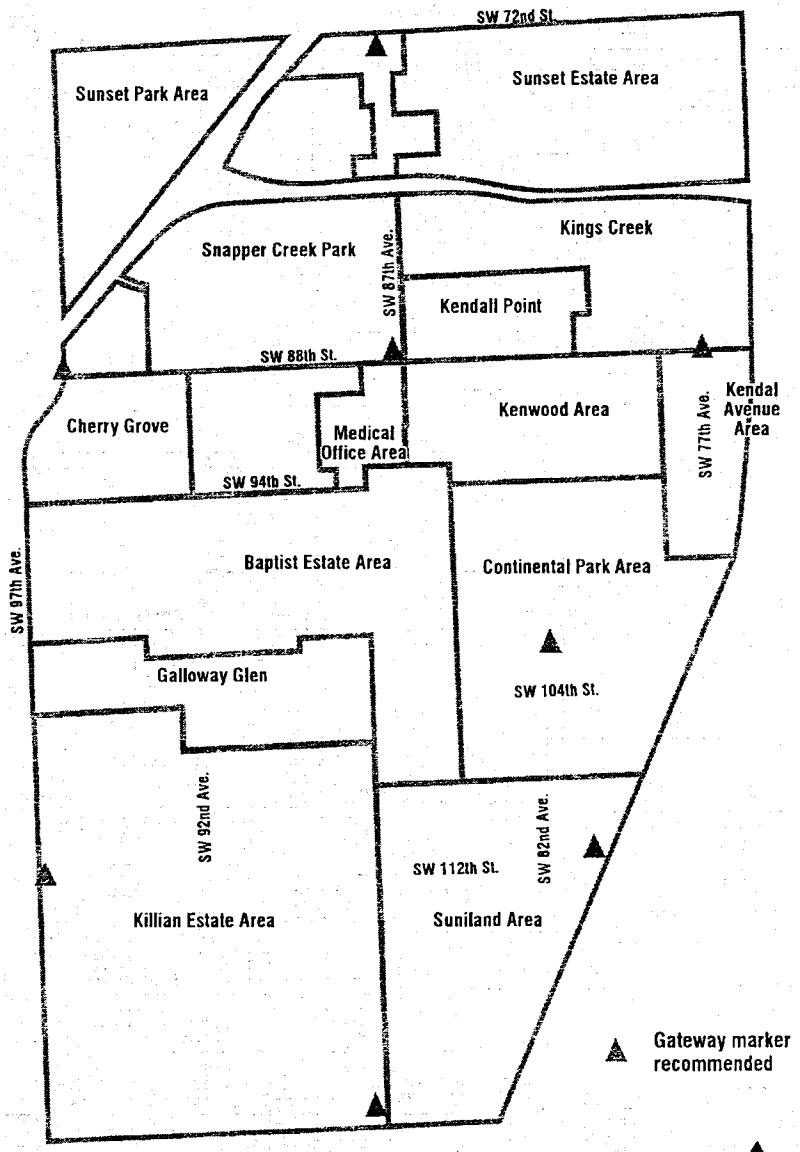

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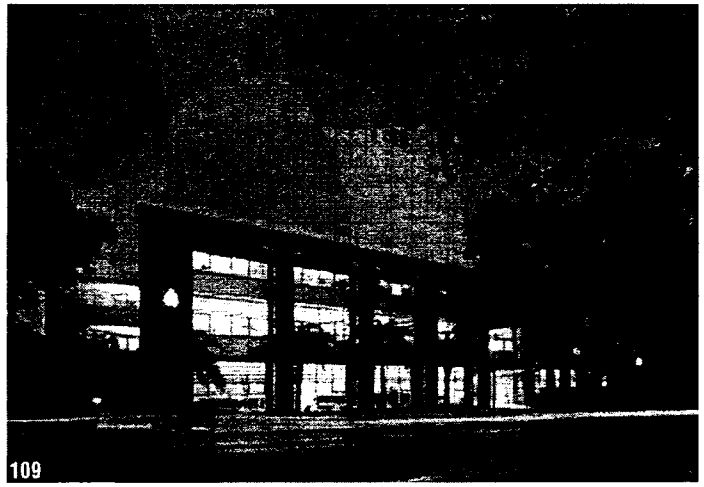
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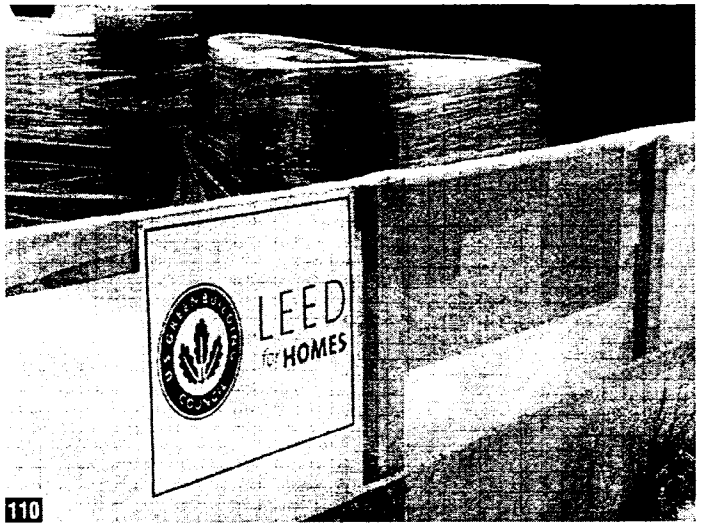

110

108. Miami Green Office, LEED registered
109. Rinker Hall, University of Florida, LEED Certified Gold
110. LEED-compliant residential construction in South Miami

GREEN BUILDING

Green building in community design is a concept that allows for the impact on the environment to be measured and valued through Architecture and Planning. The East Kendall Charrette Steering Committee requested that a recommendation be made to require future development in the study area be LEED compliant.

Also known as sustainable development, Green Building encompasses many aspects of a development, including: site and building design, material use, construction techniques, energy and water conservation, among other things. There are many ways of incorporating "green" concepts in projects, but as of now there is only one organization, the United States Green Building Council (USGBC), which certifies buildings, through Leadership in Energy and Environmental Design (LEED). Illustrated to the left are various buildings in Florida which were designed under the criteria of LEED. These buildings through their design can help reduce environmental impact; increase the efficiency of the use of energy and water which in the long term decreases the cost of operating the buildings; and improve occupant health.

A brief list of examples of ways to build green include:

- Providing mixed-use buildings where occupants would not depend on the use of cars, which generate greenhouse gases
- Reuse materials in order to lessen the depletion of natural materials
- Site planning that utilizes natural resources such as solar, wind, and water to reduce environmental impact
- Use building systems that maximize efficiency and decrease usage and cost

Additional information on green building and LEED may be found on the internet at usgbc.org.

LAND USE

The recommendations presented in this section are not intended to suggest that land use or zoning changes are necessary or recommended. In some cases, a charrette study area will include land that is part of an Urban Center designated by the county's Comprehensive Plan and a charrette area plan may recommend land use or zoning changes consistent with the policies of the Plan. The East Kendall charrette study area does not contain an Urban Center and therefore no specific land use or zoning changes are recommended.

Community Council

The Community Council has specifically requested that existing zoning in the study area remain as it exists currently and that no increases in residential density be permitted. This statement does not prevent any property owner of the right and ability to file a land use or zoning application as they see fit.

IMPLEMENTATION PROCESS

A plan of this type, which necessarily involves both public and private property owners, as well as numerous public agencies at different levels of government will be challenging to implement. The start of the implementation process is to prioritize the recommendations and have the Charrette Area Plan Report accepted by the Board of County Commissioners.

Ongoing Implementation

A significant implementation program is the Building Better Communities Bond Program approved by county voters in November 2004. The program, starting in 2005/2006, commences with an initial $250 million project list, of a total $2.9 billion bond program, that includes infrastructure and quality of life improvements. For the East Kendall study area, $515,000 has been allocated to renovating and rehabilitating the Kendall Branch library.

The Long Range Transportation Plan (LRTP) from the Metropolitan Planning Organization (MPO) specifies specific projects, timetables as well as funding for proposed transportation improvement projects to be implemented countywide by the year 2030. Programmed LRTP projects for the study area include adding a third lane to SW 97th Avenue from SW 56th Street to SW 72nd Street; this project would only affect the charrette area its northwest corner.

The above implementation programs, Building Better Communities Bond Program, Park and Recreation proposed capital improvement projects, and the Transportation Improvement Program, are but a few of the programs available for implementation. Some other implementation methods are: special taxing districts that typically provide landscaping and street lighting; programmed corridor improvements through the Public Works Department; and redevelopment through private development could be considered an implementation resource.

Implementation, by its very nature, much like this written document and its recommendations necessitates the continued involvement of citizens and property owners in the charrette area as well as public agencies. It reflects the community concerns and the realization of its opportunities and goals as well as contributes to the health, safety and welfare of the area. For that reason, it is imperative the community remain involved to ensure identity, quality and success for the East Kendall area.

Prioritization

Opposite is a table summarizing the recommendations of this Charrette Area Plan Report. Some of these recommendations may be implemented in a short time frame by the County or property owner while others may require joint development between agencies and property owners. Some recommendations are dependent on other recommendations being implemented. For each recommendation, participating agencies as well as possible funding sources are identified.

Over the long term, the Charrette Plan will be seen as successful only if there is a concerted effort and coordination on the part of the community and government agencies to see the prioritized recommendations through to implementation.

PRIORITIZATION OF RECOMMENDATIONS

The community was invited to prioritize the specific recommendations made within this report at the May 9th, 2007 East Kendall Charrette Steering Committee meeting,. Recommendations were grouped and meeting participants were asked to rank the recommendations within groups, as well as rank the overall groups. The results of the prioritization ordered by ranking is shown in the following table.

Recommendation (Page Reference)	Participating Agencies	Potential Funding Sources	Time Element	Priority Ranking (Votes)
Land Use				**1 (59)**
• Redevelopment of Winn-Dixie shopping center at southwest corner of Sunset Drive and 87th Avenue (31, 32)	Private	Misc	Medium-Long	1 (61)
• Mixed-use development on vacant land west of the hospital property (24)	Private	Misc	Long	3 (17)
• Redevelopment of commercial area west of K-Land Park (14)	Private	Misc	Long	4 (14) (Tie)
• Redevelopment of apartment complexes along 77th Avenue (33)	Private	Misc	Long	4 (14) (Tie)
Additional Traffic Studies/ Transit Improvements				**2 (34)**
• Transit circulator between Metrorail stations, Baptist Hospital, and Kendall Library (15)	MDT	MDT	Short	1 (38)
• Traffic study along SW 97th Avenue in the Miami Killian Senior High vicinity (15)	PW	PW	Short	2 (34)
• Further traffic study at SW 88th Street and 87th Avenue intersection (14)	FDOT	FDOT	Short	3 (32)
• Traffic operation study at SW 104th Street and SW 87th Avenue (15)	FDOT	FDOT	Short	5 (21)
• Further traffic study at SW 88th Street and 97th Avenue intersection (14)	PW, FDOT	PW, FDOT	Short	6 (10)
Streetscape and Aesthetics				**3 (31)**
• Add bike lanes, street trees, sidewalks to SW 82nd Avenue from Continental Park to 120th Street (15, 20)	PW	PW, QNIP	Medium-Long	1 (50)
• Add on-street parking, street trees, textured pavement to SW 82nd Avenue adjacent to Continental Park (15, 19)	PW	PW, RAAM	Medium	2 (47)
• Pedestrian and landscape improvements along SW 88th Street (14, 18)	FDOT	FDOT	Medium	3 (36)
• Bicycle lanes and median along SW 97th Avenue (15, 16)	PW	PW	Medium-Long	4 (27)
• Landscaping of gas facility property at northwest corner of SW 87th Avenue, Kendall Drive intersection (26)	Private, CIAB	Misc, CIAB	Short	5 (19)
• Sidewalks, landscaping and on-street parking along SW 87th Court and where right-of-way permits on 87th Avenue (15, 17, 25)	PW, FDOT	PW, FDOT	Long	6 (15)

continued

Acronyms

CIAB	Community Image Advisory Board
CIP	Capital Improvement Program
DF	Commission Discretionary Funds
DERM	Department of Environmental Resource Management
DP&Z	Department of Planning and Zoning
FDOT	Florida Department of Transportation
GOB	Building Better Communities Bond Program
IF	Impact Fees
LRTP	Long Range Transportation Plan
M-DCPS	Miami-Dade County Public Schools
MDPLS	Miami-Dade Public Library
MDT	Miami-Dade Transit
MISC	Grants, Private Funding, Donations, Discretionary Funds
P&R	Miami-Dade Parks and Recreation
PW	Public Works
RAAM	Right of Way Aesthetics Asset Mgt
STD	Special Taxing District
QNIP	Quality Neighborhood Improvement Program

Time Frames

Short < 5 years
Medium 5-10 years
Long >10 years

PRIORITIZATION OF RECOMMENDATIONS

Recommendation (Page Reference)	Participating Agencies	Potential Funding Sources	Time Element	Priority Ranking (Votes)
• Pedestrian and landscape improvements along SW 72nd Street (14)	FDOT	FDOT	Medium	7 (14)
• Enhanced landscaping at SW 94th Street to buffer adjacent residential area (23)	PW	CIAB	Short	8 (7)
Intersection Improvements				**4 (28)**
• Textured crosswalks, intersection improvements to SW 87th Avenue, Kendall Drive intersection (26)	FDOT	FDOW	Medium	1 (40)
• Additional turn lanes from northbound SW 97th Avenue to 88th Street (14)	PW	PW	Medium	2 (38)
• Textured crosswalks, intersection improvements to SW 77th Avenue, 98th Street intersection (33)	PW	PW	Medium	3 (33)
• Traffic signal at intersection of SW 104th Street and SW 79th Avenue (15)	PW	PW	Short-Medium	4 (27)
• Intersection improvements at SW 88th Street and 82nd Avenue (15)	FDOT	FDOT	Medium	5 (24)
• Southbound right-turn lane from SW 88th Street to 87th Avenue (14, 26)	FDOT	FDOT	Medium	6 (21)
• Traffic diverter at SW 75th Street and 87th Avenue (14)	PW	PW	Short	7 (17)
• Street realignment at intersection of SW 82nd Road and 120th Street (15, 30)	PW	PW	Medium	8 (7)
Pedestrian and Bicycle Paths				**5 (27)**
• Sidewalk and bicycle paths along SW 112th Street (15)	PW	PW, CIP	Long	1 (53)
• Sidewalks and bicycle paths along SW 104th Street (15)	PW	PW, CIP	Long	2 (32)
• Sidewalk and bicycle paths along Snapper Creek Canal (14)	MPO, SFWMD	SFWMD	Long	3 (27)
• Sidewalk and bicycle paths along SW 77th Avenue between 72nd Street and the Snapper Creek Canal (14)	PW	PW, CIP	Long	4 (23)
• Improved sidewalks along SW 84th Avenue in the Vineland Elementary vicinity (15)	PW	PW, CIP	Long	5 (20)
• Sidewalks and bicycle paths along SW 104th Street (15)	PW	PW, CIP	Long	6 (17)
• Pedestrian bridge to north bank of Snapper Creek Canal (28)	P&R, SFWMD, MPO	SFWMD, CIP	Long	7 (15)
• Sidewalks along SW 92nd Avenue (15)	PW	PW	Long	8 (5)
Roundabouts				**6 (23)**
• Roundabouts on SW 82nd Avenue at 102nd and 108th Streets (15)	PW	PW	Medium-Long	1 (48)
• Roundabouts on SW 79th Avenue at 86th and 96th Streets (14)	PW	PW	Medium-Long	2 (23)
• Roundabouts on SW 120th Street at 84th and 92nd Avenues (15, 30)	PW	PW	Medium-Long	3 (20)
• Roundabouts on SW 78th Street at 82nd Avenue and 78th Court (14)	PW	PW	Medium-Long	4 (14)
• Roundabout on SW 80th Street at 77th Avenue (14)	PW	PW	Medium-Long	5 (13)
• Roundabouts on SW 92nd Avenue at 94th and 96th Streets (15)	PW	PW	Medium-Long	6 (9)
• Roundabout on SW 106th Street and 92nd Avenues (15, 17)	PW	PW	Medium-Long	7 (7)

continued

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Recommendation (Page Reference)	Participating Agencies	Potential Funding Sources	Time Element	Priority Ranking (Votes)
Street Improvements				**7 (21)**
• Improved drop-off/pick-up area for Miami Killian Senior High (15, 21, 22)	PW, M-DCPS	PW, M-DCPS	Short-Medium	1 (50)
• Median along SW 104th Street from U.S. 1 to 82nd Avenue (15)	PW	PW	Medium	2 (39)
• New street connections as a result of the redevelopment of the Winn-Dixie Shopping Center area	Private	Misc	Long	3 (31)
• Median along SW 77th Avenue between 88th and 98th Streets (14, 20)	PW	PW	Medium	4 (19)
• Connect SW 120th Street across Busway to U.S. 1 (15)	PW	PW	Long	5 (12)
• Modify swale areas to deflect roadway centerline for traffic calming on SW 83rd Avenue (15)	PW	PW	Short	6 (8)
• Additional street connections to SW 92nd Avenue and 94th Street (15, 23)	Private	Misc	Medium-Long	7 (1)
Infrastructure Improvements				**8 (19)**
• Park and community building on county-owned parcel at U.S. 1 and 112th Street (29)	P&R	P&R, QNIP	Medium	1 (47)
• Park, library and pool on paint testing site (27)	P&R, MDPLS	P&R, MDPLS, CIP	Long	2 (43)
• Expansion of Kendall Library (28)	MDPLS	GOB	Medium	3 (34)
• Gateway structure at northwest corner of SW 87th Avenue, Kendall Drive intersection (26)	PW	Misc	Medium	4 (21)
• Provision for passive park uses at eastern portion of K-Land Park (27)	P&R	P&R	Medium	5 (16)

Acronyms

CIAB	Community Image Advisory Board
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MDT	Miami-Dade Transit
MISC	Grants, Private Funding, Donations, Discretionary Funds
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P&R	Miami-Dade Parks and Recreation
PW	Public Works
RAAM	Right of Way Aesthetics Asset Management
SFWMD	South Florida Water Management District
STD	Special Taxing District
QNIP	Quality Neighborhood Improvement Program

Time Frames

Short < 5 years
Medium 5-10 years
Long >10 years

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COMMUNITY COUNCIL 12 RESOLUTIONS

RESOLUTION NO. CC 12-11-05

RESOLUTION OF THE KENDALL COMMUNITY COUNCIL (12) REQUESTING THAT THE DEPARTMENT OF PLANNING AND ZONING INITIATE THE EAST KENDALL TRAFFIC STUDY CHARRETTE AND NOMINATE INTERESTED COMMUNITY MEMBERS TO SERVE ON THE CHARETTE STEERING COMMITTEE IN ORDER TO PROVIDE COMMUNITY INPUT AND GUIDANCE TO THE CHARETTE PROCESS

WHEREAS, Community Council 12 requests that the Department of Planning and Zoning initiate a charrette for the area of Southwest Palmetto Expressway on the east, Southwest 124 Street on the south, Sunset Drive on the north, and Southwest 97 Avenue on the west, and appoints a charrette steering committee with a membership including, but not limited to residents, property owners, business owners or persons having significant interest in the area and that these stakeholders work together to build consensus on the future of the area; and

WHEREAS, the charrette steering committee is charged to, among other things, ensure the participation of the community along with County staff and elected officials in the charrette process; and

WHEREAS, the charrette steering committee shall provide coordination on all charrette related events and committee meetings with support from the Department of Planning and Zoning; and

WHEREAS, the charrette steering committee shall guide the charrette process, as well as the resulting charrette area report through the approval and acceptance process;

NOW THEREFORE BE IT RESOLVED THAT THE KENDALL COMMUNITY COUNCIL (12) REQUESTS FOR THE DEPARTMENT OF PLANNING AND ZONING TO INITIATE AN EAST KENDALL TRAFFIC STUDY CHARRETTE FOR THE COUNCIL AREA; AND THAT THE COUNCIL ESTABLISHES A STEERING COMMITTEE FOR THE PROPOSED CHARRETTE WITH A MEMBERSHIP TO BE PROVIDED BY THE COMMUNITY COUNCIL MEMBERS TO THE DEPARTMENT OF PLANNING AND ZONING ON A LATER DATE AND COMPRISED OF, BUT NOT LIMITED TO AREA RESIDENTS, PROPERTY OWNERS, BUSINESS OWNERS OR PERSONS HAVING SIGNIFICANT INTEREST IN THE AREA.

The forgoing resolution was offered by Council Vice-Chair Herrera, who moved its adoption. The motion was seconded by Community Council Member Brodeur, and upon being put to a vote, the vote was as follows:

Peggy Brodeur	aye	Carla Savola	aye
Jacqueline Hernandez-Torano	aye	Nelson Varona	aye
Millie Herrera, Vice-Chair	aye	Robert W. Wilcosky	aye
Jose I. Valdes, Chair	aye		

The Chair thereupon declared the resolution duly passed and adopted this 19th day of October, 2005.

I hereby certify that the above information reflects the actions of the Council.

Catherine A. Mitnis, Executive Secretary

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COMMUNITY COUNCIL 12 RESOLUTIONS

RESOLUTION NO CC #12-

RESOLUTION OF KENDALL COMMUNITY COUNCIL 12 RECOMMENDING REJECTION OF RAPID TRANSIT ALTERNATIVE PROPOSED FOR CSX RIGHT-OF-WAY

WHEREAS, the Miami-Dade County Metropolitan Planning Organization (MPO) is evaluating various proposals to improve mobility in the Greater Kendall Region; and

WHEREAS, one of the proposals being evaluated and considered by the Miami-Dade County Metropolitan Planning Organization (MPO) is to implement commuter trains (Fixed Rail) along the CSX Corridor; and

WHEREAS, the Fixed Rail commuter trains operating along the CSX corridor would be utilized by only 3,783 riders per day of the approximately 700,000 east/west commuters in the Greater Kendall area during the 3-hour peak traffic intervals each business morning and evening (less than ½ of 1%); and

WHEREAS, the cost of the construction and purchase of right-of-way and equipment of the Fixed Rail commuter trains along the CSX corridor would be approximately $102,160 per rider (based upon the MPO estimates of 3,783 riders per day) and represents one of the most expensive per rider cost of all the alternatives being considered by the Miami-Dade County Metropolitan Planning Organization; and

WHEREAS, the Fixed Rail commuter train proposal for the CSX corridor would cause excessive and unreasonable interruption in the flow of east/west traffic along several traffic corridors, many of which area already rated at "D" and "F" levels even without such disruptions; and

WHEREAS, the Fixed Rail commuter train proposal would create excessive noise levels from trains blowing their whistles which would adversely affect abutting residential properties and qualities of life; and

WHEREAS, other alternatives exist which would generate higher ridership and utilization rates, would be economical on the basis of per rider cost, would not result in the same level of interruption with traffic along the east/west corridors, would generate less noise, and would better serve the actual needs of commuters with the Greater Kendall area.

NOW THEREFORE BE IT RESOLVED THAT MIAMI-DADE COUNTY KENDALL COMMUNITY COUNCIL 12 recommends that the Miami-Dade County Board of County Commissioners reject any further consideration, evaluation or implementation of the Fixed Rail commuter train proposal along the CSX corridor.

The foregoing resolution was offered by Council Member Elliott Noel Zack who moved its adoption, and was seconded by Council Member Jose I. Valdes, and upon being put to a vote, the vote was as follows:

Carla Ascencio-Savola, Chair	yea	Elliott Noel Zack	yea
Jose I. Valdes, Vice-Chair	yea	Robert Wilcosky	yea
Peggy Brodeur	yea		

The Chair thereupon declared the resolution adopted this 18th day of July, 2007.

I hereby certify that the above information reflects the action of the Council.

Yvette Cunningham, Acting Executive Secretary

ASSOCIATION RESOLUTIONS REGARDING THE KENDALL LINK STUDY

CITIZENS AGAINST NONCONCURRENT TRAFFIC, INC. (CANT)
(You C.A.N.T. do that!)
10001 SW 129th Terrace, Miami, Florida 33176 (305-251-1960)

July 22, 2007

Honorable Bruno A. Barreiro, Chairman
MPO Governing Board and Commissioners
111 N. W. First Street
Miami, Florida 33128

RESOLUTION ON RAPID TRANSIT ALTERNATIVES PROPOSED FOR CSX RIGHT OF WAY

WHEREAS the Miami-Dade County Commission intends to vote on preferred rapid transit alternative(s) during an unspecified MPO meeting over the next few months; and

WHEREAS the three remaining alternatives from the contractor's most recent presentation to the Commissioners include Metrorail, bus-way systems, and the CSX fixed rail commuter trains; and

WHEREAS the proposed operation of the CSX fixed commuter trains, running at grade along the CSX corridor and on Kendall Drive to US 1, at a rate of 8 trains/hour for the 3 hour peak traffic intervals each business morning/evening, moving a maximum of about 1,850 riders north and south/business day, will intersect numerous heavily used east/west and north/south travel corridors and cause stoppages to more than 170,000 plus commuting vehicles; and

WHEREAS all east/west traffic corridors are already considered by MPO as category "F" (i.e. failing, highly congested and over capacity) and this is the largest component of commuter traffic in Kendall and south Dade County; and

WHEREAS other alternatives exist which are cost effective and flexible, which are far less disruptive to commuters and adjacent property owners;

NOW THEREFORE BE IT RESOLVED that the cost of refurbishing the CSX rails to high speed double rails, purchasing the commuter trains, the CSX right-of-way, acquiring property for constructing stations and car garages and moving forward with the CSX proposal clearly will cause more traffic liabilities than it resolves at a huge cost; and

We the undersigned request that the Commission not select the CSX proposal as the preferred alternative for either the short term (I), mid-term (II), or long term options. Instead, we believe development of bus-way systems, some with dedicated lanes, be chosen as both the short term and midterm preferred alternatives as they can be developed to minimize traffic liabilities, are less intrusive, more flexible, and much less expensive than the CSX fixed rail trains.

CITIZENS AGAINST NONCONCURRENT TRAFFIC, INC.

By: _____
David Lyons, President

Cherry Grove Neighbors Association, Inc.

March 18, 2007

Board of County Commissioners
Bruno A. Barreiro, Chair
Miami-Dade County Commission
11 N.W. First Street
Miami, Fl 33128

Myrna Wheatman
President
305-595-0208

Marcia Finkel
Vice President
305-568-8111

Sharon Lutz
Secretary
305-595-1008

Carlos Fernandez
Treasurer
305-274-6446

Board of Directors:
Carlos Arizurieta
Gema Basnuevo
Darin Jones
Liz Fernandez
William Johnson
Blanche Osorio
Dagoberto Rodriguez

Committees:

Sunshine Committee:
Liz Fernandez
Marilyn Flam

Townhouse Liaison:
Blanche Osorio
305-598-7305

Dadeland Forest Liaison:
Sharon Lutz
305-275-9334

Wall Committee:
Gema Basnuevo

RESOLUTION ON PROPOSED CSX RIGHT OF WAY

WHEREAS, the Miami-Dade County Commission intends to vote on preferred rapid transit alternative(s) during the MPO meeting March 22, 2007; and

WHEREAS, the three remaining choices from the contractor's presentation to the Commissioners (November, 2006) include Metrorail, Busway systems, and the CSX commuter trains; and

WHEREAS, the proposed operation of the CSX commuter trains, running on the ground north/south at a rate of 8 trains/hour for the 3-hour peak traffic periods each business day morning/evening, moving only 3,500 riders/day, will intersect most of the east/west travel corridors and cause stoppages to about 1.4 million east/west commuters; and

WHEREAS, all east/west traffic corridors are already considered by MPO as category "red" (i.e. highly congested and over capacity) and the largest component of commuter traffic is North Kendall Drive (S.W. 88th Street); and

WHEREAS, alternatives exist that are more cost effective and flexible which are far less disruptive to commuters and adjacent property owners;

THEREFORE BE IT RESOLVED that Cherry Grove Neighbors Association, Inc. requests that the Commission NOT select the CSX proposal as the preferred alternative for either short term or midterm options.

Respectfully submitted,

CHERRY GROVE NEIGHBORS ASSOCIATION, INC.

By: _____
Myrna Wheatman, President

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Honorable Bruno A. Barreiro, Chairman
of MPO Governing Board and
Commissioners
111 N. W. First Street
Miami, Florida 33128

RESOLUTION ON RAPID TRANSIT ALTERNATIVES PROPOSED FOR CSX RIGHT OF WAY

WHEREAS the Miami-Dade County Commission intends to vote on preferred rapid transit alternative(s) during an unspecified MPO meeting over the next few months, and

WHEREAS the three remaining choices from the contractor's presentation to the Commissioners (March 2006) include Metrorail, Busway systems, and the CSX commuter trains; and

WHEREAS the proposed operation of the CSX commuter trains, running on the ground north/south at a rate of 6 to 8 trains/hour for the 3 hour peak traffic intervals each business morning/evening moving a maximum of 1,8500 riders north and south/day. Will intersect most of the east/west travel corridors and cause stoppages to about more than 120,000 plus east/west commuting vehicles, and

WHEREAS all east/west traffic corridors are already considered by MPO as category "F" (i.e. failing, highly congested and over capacity) and this is the largest component of commuter traffic in Kendall and south Dade County; and

WHEREAS other alternatives exist that are cost effective and flexible, which are far less disruptive to commuters and adjacent property owners;

NOW THEREFORE BE IT RESOLVED that the cost of refurbishing the CSX rails to high speed double rails, purchasing commuter trains, the CSX right-of-way, acquiring property for constructing stations and car garages and moving forward with the CSX proposal clearly will cause more traffic liabilities than it resolves at a huge cost; and

WE the undersigned request that the Commission not select the CSX proposal as the preferred alternative for either the short term (I), mid-term (II), or long term options. Instead, we believe development of busway systems, some with dedicated lanes, be chosen as both the short term and midterm preferred alternatives as they can be developed to minimize traffic liabilities, are less intrusive, more flexible, and much less expensive than the CSX trains.

Continental Park Homeowner's Association, Inc.

By: Holly White
Holly White, President

Board of Directors:

Lindsey Conner
Robert Csanalosi
Herman Koch
Richard Krenek
Mary Williams

Honorable Bruno A. Barreiro, Chairman
Of MPO Governing Board and
Commissioners
111 N. W. First Street
Miami, Florida 33128

RESOLUTION ON RAPID TRANSIT ALTERNATIVES PROPOSED FOR CSX RIGHT OF WAY

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WHEREAS all east/west traffic corridors are already considered by MPO as category "red" (i.e. highly congested and over capacity) and is the largest component of commuter traffic in Kendall and south Dade County; and

WHEREAS alternatives exist that are cost effective and flexible, which are far less disruptive to commuters and adjacent property owners,

NOW THEREFORE BE IT RESOLVED that the cost of refurbishing the CSX rails to high speed rails, purchasing the DMU trains, the CSX right-of-way , and moving forward with the CSX proposal clearly will cause more traffic liabilities than it resolves at a huge cost; and

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Boards of Directors: Additional Letter
Herman Rosenfeld
Same Memo

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ASSOCIATION RESOLUTIONS REGARDING THE KENDALL LINK STUDY

Honorable Bruno A. Barreiro, Chairman
of MPO Governing Board and
Commissioners
111 N. W. First Street
Miami, Florida 33128

RESOLUTION ON RAPID TRANSIT ALTERNATIVES PROPOSED FOR CSX RIGHT OF WAY

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WHEREAS all east/west traffic corridors are already considered by MPO as category "F" (i.e. failing, highly congested and over capacity) and this is the largest component of commuter traffic in Kendall and south Dade County; and

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East Kendall Homeowners Association.

By: _____
Holly White, President

Board of Directors:

Steve Redlivh, Vice President
Liz Hubbart, Secretary
Robert Bueso, Treasurer
Eric Prince, Director
McHenry Hamilton, Director
Mary Williams, Director

KHA
Kendale Homeowners Association

July 22, 2007

Honorable Bruno A. Barreiro, Chairman
MPO Governing Board and Commissioners
111 N. W. First Street
Miami, Florida 33128

RESOLUTION ON RAPID TRANSIT ALTERNATIVES PROPOSED FOR CSX RIGHT OF WAY

WHEREAS the Miami-Dade County Commission intends to vote on preferred rapid transit alternative(s) during an unspecified MPO meeting over the next few months; and

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WHEREAS all east/west traffic corridors are already considered by MPO as category "F" (i.e. failing, highly congested and over capacity) and this is the largest component of commuter traffic in Kendall and south Dade County; and

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KENDALE HOMEOWNERS ASSOCIATION

By: _____
David Lyons, President

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Honorable Bruno A. Barreiro, Chairman
Of MPO Governing Board and
Commissioners
111 N. W. First Street
Miami, Florida 33128

RESOLUTION ON RAPID TRANSIT ALTERNATIVES PROPOSED FOR CSX RIGHT OF WAY

WHEREAS the Miami-Dade County Commission intends to vote on preferred rapid transit alternative(s) during the MPO meeting March 22, 2007; and

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WHEREAS all east/west traffic corridors are already considered by MPO as category "red" (i.e. highly congested and over capacity) and is the largest component of commuter traffic in Kendall and south Dade County; and

WHEREAS alternatives exist that are cost effective and flexible, which are far less disruptive to commuters and adjacent property owners;

NOW THEREFORE BE IT RESOLVED that the cost of refurbishing the CSX rails to high speed rails, purchasing the DMU trains, the CSX right-of-way , and moving forward with the CSX proposal clearly will cause more traffic liabilities than it resolves at a huge cost, and

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BOARD OF DIRECTORS OF TARA HOMEOWNERS ASSOCIATION

Name & Office	Address
[illegible] Pres.	8889 SW 78 Ct Miami FL 33156 Jim [illegible]
[illegible] Hubbart, Secretary	Elizabeth Hubbart 8870 SW 78 Pl, Miami Fl. 33156
[illegible] Director	Nancy Gordon 8890 SW 78th Pl, Miami, FL 33156
[illegible] Director	BARBARA WALLACE 7815 SW 88 TER
[illegible] Director	Norma Rosenberg 7872 SW 89 Lane
[illegible] Treasurer	Byron Sparber
[illegible] Vice Pres.	Howard Wittler 7811 SW 88th Terrace

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APPENDIX

LETTER FROM THE STEERING COMMITTEE CHAIR

Following the May 9th, 2007 East Kendall Charrette Steering Committee meeting, the Department received a letter from the chair of the committee, Mr. Ted Baker. The letter, dated May 12th, 2007, contained a number of comments and requests to modify the charrette report. The requests to modify the report that the committee as a whole requested were changed as noted below. Other issues as noted by the Chair are reproduced below with a brief response for each from the department.

Comment		Department Response
1	"Monument" signs at entries to the study area: perhaps it would be desirable to recommend such signs at major north/south and east/west intersections.	*Additional recommended locations for monument entry signs are included in the report.*
2	Provide a statement strongly encouraging compliance with U.S. Green Building Council LEED certification for new construction. Perhaps a brief description and/or reference to the USGBC webpage would be desirable.	*A statement that the committee desired that future construction in the study area be LEED compliant will be included in the report.*
3	Some attendees expressed objection to the proposal to add sidewalks on the north side of SW 98th Street, between 77th Avenue and 79th Avenue. If a uniform proposal is included within the document proposing sidewalks, that proposal should be revisited, and a more selective approach taken. There are folks in my area of Continental Park who strongly oppose the addition of sidewalks.	*A blanket recommendation for sidewalks was not made. Sidewalks were recommended only in specific locations, typically along half-section roads and roads adjacent to or leading to parks or schools. Regardless of the report's recommendation, construction of sidewalks on a given street would require funding via a special taxing district or through the QNIP bond program.*
4	Perhaps there should be some comment/response to the proposal for a light rail "Kendall Link" from the Intermodal Center to SW 152' Street, along the CSX (and other) corridor(s). Would this not duplicate the proposed southern extension of the Metrorail system?	*Commuter rail service along the CSX corridor parallel to SR 874 is currently under study by the Metropolitan Planning Organization (MPO) as part of the Kendall Link Major Investment Study. Any duplication with current or future transit service will be evaluated as part of that separate study.*
5	Mary Williams — who is an elected leader of the Continental Park Homeowners Association — presented a document suggesting 86 new north/south trains a day, under a proposal to utilize the CSX right-of-way as a light commuter rail. This two-page presentation raised serious questions with regard to the potential impacts of an on-grade rail system and the resultant effect on vehicular traffic flow with and adjacent to the potentially impacted area. I do not recall this issue ever being adequately vetted at any of the Charrette Steering Committee meetings, nor in relation to any traffic studies that had been or were at the time, being undertaken. This issue should be the subject of a subsequent Steering Committee meeting, BEFORE the final Report is issued.	*As stated in the response to No. 5 above, rail service in the CSX corridor is being evaluated in the Kendall Link study. That study is regional in nature and it would be impossible to adequately analyze the full impacts of such a service within the scope of the East Kendall Charrette Report.*
6	The request of residents of Windemere Woode that the west end of SW 74th Terrace at Galloway Road be closed to traffic was supported by a 4-1 vote (with abstentions) of the Steering Committee. This change should be reflected in the text and diagrams of the final Report.	*The recommendation to close access to 74th Terrace from 87th Avenue as voted on by the committee will be included in the report. Any request for the physical modification of a public street will require review by the Public Works Department.*
7	The request of residents of Windemere Woode that a traffic calming device be in-stalled at the intersection of Southwest 74th Street with Southwest 84 Place was supported by a 4-1 vote (with abstentions) of the Steering Committee. This change should be reflected in the text and diagrams of the final Report.	*The recommendation for a traffic calming device on 84th Place as voted on by the committee will be included in the report. Construction of such a device is subject to review by the Public Works Department. In 1999, this street was studied by Frederic R. Harris Inc., Consulting Engineers. The report resulting from this study states that "there is no speeding problem on this segment of SW 84th Place."*
8	Objections to the draft East Kendall Charrette report were expressed in a letter (attached) from the Galloway Acres Homeowners Association. Specifically, this letter reiterated: a. previous requests to the County to provide traffic calming devices on Southwest 92nd Avenue, at intersections with Southwest 94th Street and Southwest 96th Street. The letter referred to the design solutions implemented on Treasure Island in North Bay Village; b. The Association DID NOT request sidewalks or roundabouts (it was indicated that a petition with 200 signatures opposing these was submitted by the Association in opposition to Miami-Dade County's Quality Neignborhoods Improvement Program sidewalk project. c. There was also an expression of concern regarding the use of what is called the Mission Bell site, as it relates to adjacent single family residences.	*As 92nd Avenue is a half-section line road it received a recommendation for sidewalks; however the president of the Galloway Acres Homeowners Association provided to Planning and Zoning a letter expressing longstanding opposition to the construction of sidewalks along this street. We do not have information at the current time on traffic calming solutions used in North Bay village. The Mission Bell site will be discussed below.*

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Comment		Department Response
9	Page 10, "Group 10", last bullet: there was discussion regarding the text, which it was claimed that what was in the text was not what had been discussed by Group 10. Rather, it was suggested that this statement should read "reinstate the right turn lane on southbound US 1, at Southwest 104th Street". Of course, given the County Commission's actions with regard to continued friendly zoning modifications for the Williamson Cadillac property, and unimpeded, uncontrolled traffic flow in and out of this facility in dangerous proximity to US 1, the Busway, and the turning actions of vehicles within the intersection, one should be aware of the imminent and on-going danger at this intersection. These dangerous conditions will only be exacerbated if— and when — the Kmart site is converted to a Metrorail station and parking garage.	*Bulleted item was revised to read "reinstate the right turn signal on U.S. 1 and SW 104th St." A traffic engineering analysis of the vicinity of U.S. 1 and S.W. 104th Street would need to be undertaken to determine if dangerous conditions do indeed exist at this location. When the extension of Metrorail to 104th Street enters the design and engineering phase, the intersection of U.S. 1 and SW 104th Street will likely undergo such an analysis to accommodate additional projected traffic entering and exiting the station area.*
10	Page 12, item #2: "Development of Mission Bell site" should be rewritten to reflect the expressed concerns of immediately adjacent neighbors (Galloway Acres and other homeowner associations). The statement can be interpreted to suggest any type of "development", and that potential may reflect a lack of consideration of home-owners. Thus, a more pointed and specific statement should be crafted. I believe this approach is also borne out by the brief comments of the individual representing the Mission Bell property at the meeting: he objected to the specific indication of single family homes on the western portion of the Mission Bell property yet, when given the opportunity to propose a palatable alternative, he hedged and failed to suggest any reasonable accommodation that would consider the adjacent homeowners: this is precisely the kind of unresponsive posture that homeowners in the East Kendall study area are tired of receiving from developers, whose intrusion into and adverse impact on residential neighborhoods, is essentially out of control.	*The design concept provided in the report for the Mission Bell Site is intended to depict a development that provides a transition from the single-family houses west of 92nd Avenue to the Baptist Hospital property while providing additional amenity to this area. It is important to note that this property has been zoned for moderately high density residential development for many years, even before many of the surrounding single-family houses were constructed. As the property is currently zoned RU-4M, Modified Apartment House District, a development may be built without public hearings provided that it complies with all zoning regulations applicable to the RU-4M district. The department disagrees with the characterization that development is "out of control" in East Kendall. East Kendall is a stable, established suburban residential area with no apparent trend toward a change of character.*
11	Page 18, comparison chart: The Existing Condition for the right-of-way indicates a width of 110 feet, while the Recommended Improvements indicates a width of 126 feet. This modification reflects an increased width of 16 feet for the Kendall Drive right-of-way. In addition, the "recommended" illustration indicates an elevated rail system. Both of these recommendations are contrary to the wishes of a number of participants in the Charrette process. To the best of my knowledge, there has been no extensive, substantive discussion with homeowners or associations regarding the construction of an elevated rail system. In fact, my recollection is that homeowners associations in and adjacent to the Kendall Drive right-of-way spoke strongly in opposition to such a proposal. The expansion of the right-of-way from 110 feet to 126 feet requires the addition of 16 feet to the existing right-of-way. Where precisely will this land come from? Are adjacent homeowners on either side of Kendall Drive expected to give up a depth of eight feet of their property that faces Kendall Drive? The illustrations and the numerical references infer that the various study teams support these modifications, and I do not believe that is the case. This information should thus be corrected.	*Additional transit service is being evaluated by the Kendall-Link study where elevated Metrorail service is one of the alternatives. The selected alternative will be the result of a separate public process under the auspices of the MPO. The report depicts an expansion of the right-of-way for Kendall Drive in order to provide additional sidewalk area for pedestrians as well as additional landscaping. Any additional right-of-way for these elements would have to be purchased from adjoining landowners at a substantial cost. Due to the prohibitive cost of additional right-of-way it is therefore unlikely that this specific recommendation will be implemented.*
12	Page 18, comparison chart: The "Tree Pattern" reference for Existing Conditions indicates that there is "none", yet the illustration indicates what appears to be a palm about forty feet in height. To the best of my knowledge, there are no palm trees of such stature within the existing median of Kendall Drive, from Dixie Highway to Galloway Road.	*The "Tree Pattern" in the table on page 18 refers to the pattern of trees planted at the roadside. Within the East Kendall study area there are few or no trees currently planted at the roadside. The photograph labeled Figure 48 on page 18 clearly shows palm trees in the median of Kendall Drive similar to the one shown in Figure 46. As such, neither of these elements should be modified.*
13	Photo #49 illustrates and elevated rail system. This image should be deleted. Perhaps the median should be illustrated as supporting an attractive landscape of canopy trees and an understory of flowering shrubs.	*See response to No. 11, above.*
14	Page 24, Mission Bell Site: The Mission Bell representative attending the meeting expressed opposition to the last sentence, to wit "The block facing 92nd Avenue should have a layer of single-family residential units to mirror the house on the other side of the street" (Avenue). This representative was offered the opportunity to propose an alternative that would be satisfactory to Mission Bell, but appeared unwilling to make any such recommendation, responding in broad generalities. This representative did suggest as a possible compromise the construction of two story structures. As Chair, I suggested a 50' wide, heavily landscaped buffer between the existing residences and any Mission Bell construction.	*The Mission Bell Site is currently zoned RU-4M. As such, a proposed development would not require any public hearings if it complies with all applicable zoning regulations. See also response to No. 10, above.*

continued

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LETTER FROM THE STEERING COMMITTEE CHAIR

Comment		Department Response
15	Page 24, Kendall Hotel: Some attendees at the meeting disputed the written statement "Also approved at this time was a 2-story parking garage at the southeast of the proposed building." Perhaps there should be no reference in the Report to such elements, as their inclusion may erroneously be construed as being supported by the Steering Committee: if this statement — and similar statements within the draft Report — is to be included, each should be thoroughly vetted at a subsequent meeting of the Steering Committee.	*The information concerning the Kendall Hotel was gathered from the department's zoning hearing files. The site plan on file clearly illustrates a garage structure located as stated in the report. The inclusion of this information was intended to provide context and not to imply endorsement by any party. The site plan was approved by resolution CZAB12-6-06 and neither the charrette report or the steering committee is empowered to modify these approved plans.*
16	Page 24, Site Plan: The site plan of the Baptist Hospital property reveals some compelling issues that must be thoroughly addressed by the Report. Obviously, a major concern of most attendees at the Saturday Charrette workshop had to do with traffic, congestion, and preservation of neighborhood character (safety, aesthetics, protection from rampant and unbridled development, etc.). The site plan proposes "additional pedestrian and vehicular access" to the Baptist Hospital site, a proposal to which the Galloway Acres Homeowners Association (most directly impacted by this proposal) strongly objects. The impact of Baptist Hospital operations — particularly as the Hospital continues to expand its services and facilities - on adjacent residential areas, as well as on traffic flow, is rapidly becoming a major concern to adjacent homeowners and homeowner associations. The flow of traffic generated by Baptist onto adjacent residential streets has become an unreasonable intrusion on these residential arrears. Both increased volume and increased speed along neighborhood streets is a notable concern: "cut-through" traffic by staff and visitors to Baptist, along such east/west streets as SW 92nd, SW 94th, and SW 96th Streets has noticeably increased during my 23+ years of residency in the Continental Park area. Given Baptist growth, these conditions will only become more exacerbating with time. One logical solution is to manage traffic flow into and out of the Baptist Hospital site more effectively. An interior loop circulation corridor should be developed within the Baptist Hospital site, with limited entry/exit links onto predominantly residential streets. For example, if there is to be any vehicular access from Southwest 94th Street, it should be at a single point of access: this could be an entry with a well-landscaped median, and one or two lanes in and out of the Baptist property. Baptist has recently constructed a multi-level parking garage at its east side, which can access Galloway Road at Southwest 92nd Street, where a traffic signal has been installed to accommodate this Baptist expansion. This access point is within a medical office zone that is within the zone north of Southwest 94th Street and east wand west of the Galloway Road corridor. There should be absolutely no neighborhood road connections in a westerly direction from the Baptist Hospital site, into and through the adjacent residential neighborhood. The primary access to the interior loop road that is proposed here, for the Baptist Hospital site, should be multiple entry/exit connections to Kendall Drive. The Mission Bell site and the Kendall Hotel site should connect eastward to the Baptist Hospital interior loop road as well. In the text, diagrams, and site plans of the Report should make every possible effort to minimize the adverse impacts of Baptist Hospital operations on adjacent residential areas. While the Hospital is essential to the welfare of the community, it must not be considered more important than the collective integrity of its surrounding residential communities, and these communities and their residents should not be considered expendable to accommodate Baptist Hospital function or expansion.	*The rendering on Page 24 reflects street connections proposed in the Baptist Hospital Master Plan as approved by the Community Zoning Appeals Board 12 on April 6, 2005 by resolution CZAB12-8-05. The approved plan provides for an internal loop road around the Baptist property. The feasibility of additional pedestrian and vehicular access around the perimeter of the Baptist property should be explored. Rather than limiting access to a single point along S.W. 94th Street as is suggested here, a feasibility study may show that multiple points of access would reduce the perception of congestion through the distribution of traffic. Access to S.W. 92nd Avenue as shown in Figures 65 and 66, if implemented, should be designed in such a way to minimize any possible negative impact on the surrounding area.*
17	Page 27 and Page 28, Snapper Creek Trail: A more detailed graphic representation of the potential for the Snapper Creek Trail would be beneficial. Please refer to the MPO's North Dade Greenways Study.	*Additional labels were added to clarify trail elements.*
18	Page 28, Site Plans #78 and #79: If possible, please identify the various major components of the site plan, such as the existing lake. In addition, a brief description on the aesthetic approach to enhancing this site would be advantageous.	*Additional labels were added to clarify recommended improvements to K-Land.*

Comment		Department Response
19	Page 29, County Owned Parcel: The Charrette Steering Committee voted unanimously to name the proposed County park at the northwest corner of South-west 112th Street and South Dixie Highway, for the late community activist Tom Blakey, who was instrumental in the historic designation and subsequent preservation of Killian Parkway.	*A statement was added to include the desire of the steering committee to name the recommended future park after the late Tom Blakey should a park be developed on that site.*
20	Page 30, Paint Testing Site: Please consider deleting the indicated baseball/softball field on this site. Continental Park offers at least four baseball fields, yet there are no extensive native landscapes within this park. It is essentially covered in grass. In times of water use constraints, native landscapes will endure far more effectively than grassed ball fields.	*A statement was added recommending the proposed park at the Paint Testing location will include a multipurpose landscaped field.*
21	Page 33, Perspective Rendering: The width of the space between the Williamson Cadillac site and the west edge of South Dixie Highway appears to be exaggerated. This is also the area in which there was discussion of a right turn lane from South Dixie onto Southwest 104th Street, but the rendering does not appear to reflect this.	*Figure 103 is intended only to depict the future Metrorail extension and station at SW 104th Street.*
22	Page 35, Dadeland Towers Area: The collective opinion of attendees at the meeting, and of most Steering Committee members, was that this segment should be retitled as something other than "Dadeland Towers Area". Some suggested "East Kendall" or "Continental Park", although these also may not be accurate representations. The idea seemed to be that the attendees objected to the name of a commercial office building complex being used to designate an area within the community.	*References to the Dadeland Towers Area within the report will instead refer to the to the "Kendal Avenue Area."*
23	There was a general discussion about the portion of Southwest 98th Street, between South Dixie Highway and Southwest 77th Avenue. This topic is also the subject of the enclosed letter from Ms. Mary Williams of the Continental park Home-owners Association. As you may know, vehicular traffic on this portion of SW 98th Street must contend with a) the illegal and uncontrolled ingress and egress from the car wash facility at the northwest corner of SW 98 Street and South Dixie Highway; b) the northbound and southbound lanes of the Busway; c) the illegal entry/exit road from Dadeland Towers feeding onto the westbound lane of SW 98th Street; and d) the illegal and uncontrolled parking access from the commercial site at the northeast corner of SW 98th Street and SW 77th Avenue.	*A traffic engineering analysis of the vicinity of S.W. 77th Avenue and S.W. 98th Street would need to be undertaken to determine if dangerous and/or illegal traffic patterns do indeed exist at this location.*

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Thanks to all who spent their Saturday helping to create the vision for the future of the East Kendall area:

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