Memorandum

MIAMI-DADE COUNTY

Date: November 4, 2010

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: Resolution Approving the Richmond Heights Charrette Area Plan Report

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Recommendation
It is recommended that the Board adopt the attached resolution approving the Richmond Heights Charrette Area Plan Report.

Scope
The Richmond Heights Charrette Area Plan impacts a portion of the Richmond Heights area located in Commission District 9.

Fiscal Impact/Funding Source
All the recommendations provided in the Richmond Heights Charrette Area Plan 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. Approval of this report shall not cause any additional fiscal burden to Miami-Dade County.

Track Record/Monitor
Not applicable.

Background
On January 10th, 2008, the Board of County Commissioners passed resolution No. R-65-08 directing *"the Mayor or his designee to organize a charrette for the Richmond Heights Downtown Core area and facilitate the preparation of a charrette report."*

Upon the establishment of a steering committee composed of area stakeholders, staff began the lengthy area planning process in April 2009. Since then, staff held 14 public meetings including, among others, eight steering committee meetings, a charrette design workshop, and two work-in-progress meetings. In March 2010, upon completion of the planning process, the Department of Planning and Zoning (DP&Z) issued the Richmond Heights Charrette Area Plan Report and began the approval process of the same.

Specifically, the Richmond Heights Charrette Area Plan Report addresses the unincorporated area bounded by Lincoln Boulevard to the north and east, SW 152nd Street to the south, the Florida Turnpike to the southwest, and SW 117th Avenue to the west. The report was prepared with the assistance of the steering committee and other relevant agencies including the Florida Department of Transportation and the following County departments: General Services Administration, Environmental Resources Management, Fire Rescue, Metropolitan Planning Organization, Transit, Park and Recreation, Police, Public Works and Water and Sewer.

In general, the report contains a series of recommendations which holistically result in the residents' vision for the growth and development of the Richmond Heights Downtown Core area in Commission District 9.

On August 2, 2010, the report was reviewed by the Planning Advisory Board which has recommended, through a resolution, that the Board of County Commissioners approve the Report and pursue implementation of its recommendations. A copy of the Report and a brief summary of the report's recommendations are attached for your convenience.

Finally, the Richmond Heights Charrette Area Plan Report is generally consistent with the County's Comprehensive Development Master Plan. The report and its recommendations further the implementation of the Parks and Open Space System Master Plan and the Aesthetics Master Plan, and numerous CDMP goals, objectives and policies related to mixed-use development, neighborhood amenities, and other principles of sustainability and smart growth.

Assistant County Manager

MEMORANDUM
(Revised)

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

DATE: November 4, 2010

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

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

Please note any items checked.

_____ **"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**

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

_____ **No committee review**

_____ **Applicable legislation requires more than a majority vote (i.e., 2/3's ____, 3/5's ____, unanimous _____) to approve**

_____ **Current information regarding funding source, index code and available balance, and available capacity (if debt is contemplated) required**

Approved _____ Mayor
Veto _____
Override _____

Agenda Item No. 8(N)(1)(A)
11-4-10

RESOLUTION NO. _____

RESOLUTION APPROVING THE RICHMOND HEIGHTS CHARRETTE AREA PLAN REPORT

WHEREAS, on January 10, 2008, this Board adopted Resolution No. R-65-08, sponsored by Commissioner Dennis C. Moss, which directed the County Mayor or his designee to organize a charrette for the Richmond Heights Downtown Core; and

WHEREAS, the Richmond Heights Charrette Steering Committee, area residents, and business owners worked together to build consensus on the future of the Richmond Heights Downtown Core area; and

WHEREAS, the Department of Planning and Zoning held 14 public meetings, including the Richmond Heights Charrette and four-day Charrette Design Workshop from September 26 to September 30, 2009; and

WHEREAS, the Department of Planning and Zoning, in coordination with the Richmond Heights Charrette Steering Committee, issued the Richmond Heights Charrette Area Plan Report in March 2010; and

WHEREAS, at their meeting of March 23, 2010, the members of the Richmond Heights Charrette Steering Committee discussed the Richmond Heights Charrette Area Plan Report, its recommendations, and implementation; and

WHEREAS, at their meeting of August 2, 2010, the members of the Planning Advisory Board recommended approval of the Richmond Heights Charrette Area Plan Report and endorsed its recommendations; and

WHEREAS, the Richmond Heights Charrette Area Plan Report is generally consistent with the County's Comprehensive Development Master Plan, although further implementation of some of the recommendations may require changes to the County's comprehensive plan and land development regulations,

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF MIAMI-DADE COUNTY, FLORIDA, that this Board hereby approves the Richmond Heights Charrette Area Plan Report.

The forgoing resolution was offered by Commissioner ,
who moved its adoption. The motion was seconded by Commissioner
and upon being put to 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	

The Chairperson thereupon declared the resolution duly passed and adopted this 4th day of November, 2010. 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

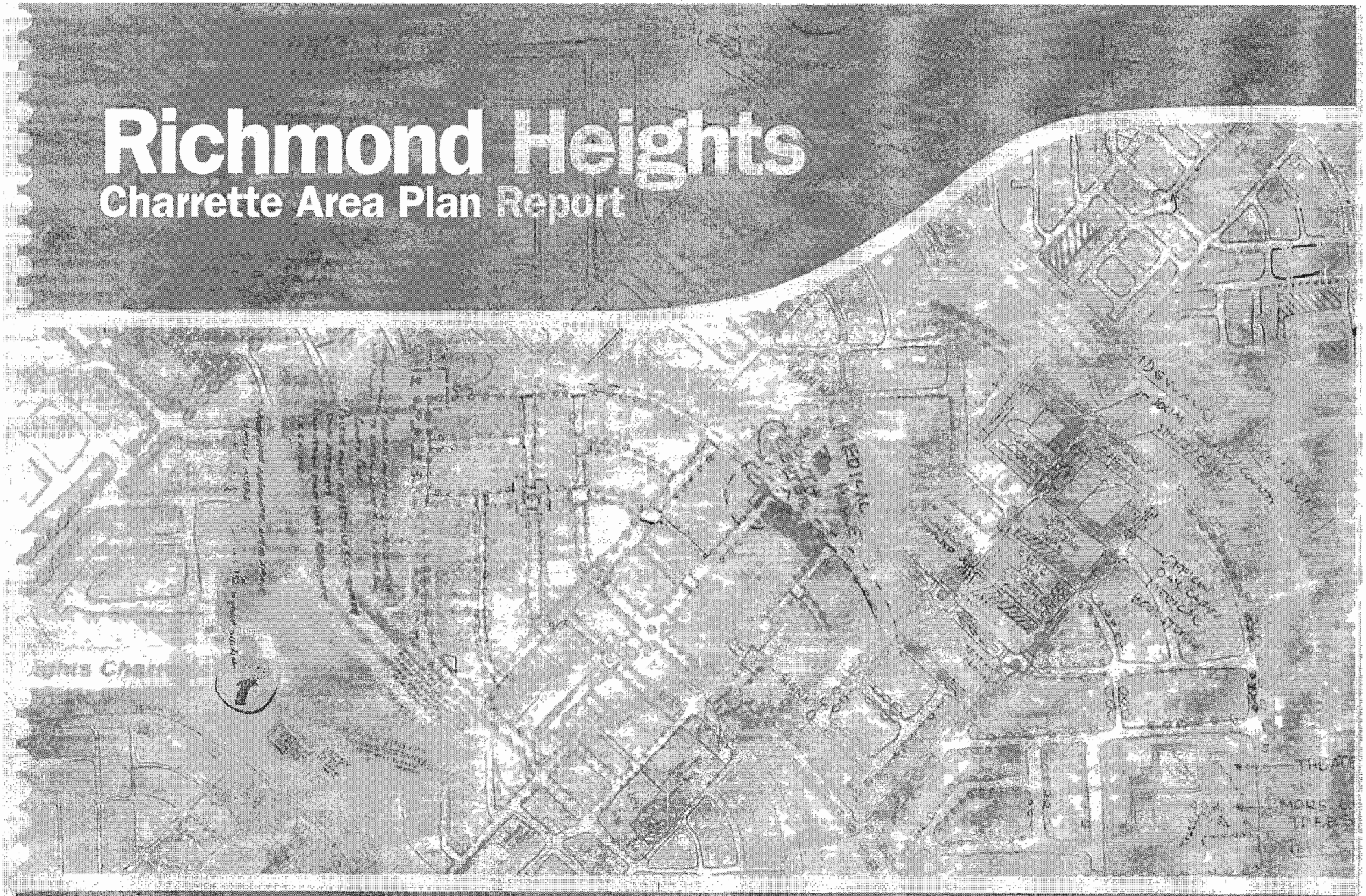
HARVEY RUVIN, CLERK

By:_____
Deputy Clerk

Approved by County Attorney as
to form and legal sufficiency.

Dennis A. Kerbel

Richmond Heights
Charrette Area Plan Report



Miami-Dade County Department of Planning and Zoning
Community Planning Section
March 2010

MIAMI-DADE COUNTY

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 Richmond Heights 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 law.
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 Richmond Heights Charrette study 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.

Steering Committee

Ed Hanna, *Chair*
Anthony Brown, *Vice-Chair*
James Brown
Edward Bullard
John Ferguson
Paul Golatt
Calvin Gordon
Clinton Hines
Alphonso Jackson
Deloris Lowe
Carlos Malone
James Marshall
Barbara Nickerson
Anthony Reed
Perley Richardson
Randy Ricks

This Report prepared by:

Miami-Dade County
Department of Planning and Zoning
Community Planning Section
March 2010

MIAMI-DADE COUNTY

Carlos Alvarez, Mayor

BOARD OF COUNTY COMMISSIONERS

Dennis C. Moss, *Chairman*
José "Pepe" Diaz, *Vice-Chairman*

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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*

Richmond Heights
Charrette Area Plan Report

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Charrette Process

This report was prepared consistent with the requirements of Section 2-116 of the code of Miami-Dade County which addresses the Area Planning process. The code provides for specific requirements for the initiation, scope, preparation, acceptance, and implementation of Area Plan reports. Since the late 1990s, the charrette process has been the county's preferred method to encourage public participation and formulate recommendations for Area Plans.

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 charrette is intended to foster a similar burst of creative, brainstorming ideas.

A charrette workshop involves the public in the planning and design process and is a valuable tool for setting the foundation for the development of a detailed Area Plan. It is a practical planning technique that blends public participation, planning, and implementation where residents and property owners are invited to join planners in visualizing an area's future.

The Charrette Process

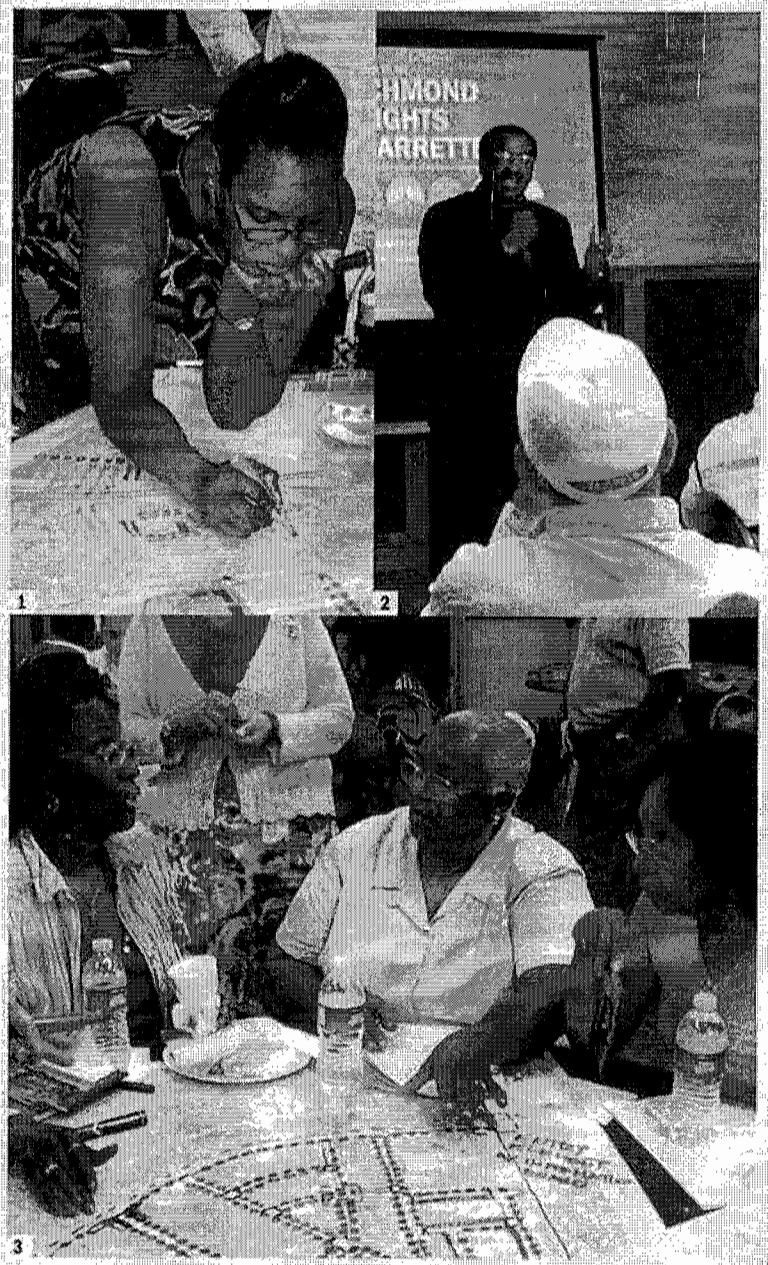
The charrette process began in early 2008 with a resolution* by the Board of County Commissioners directing the Department of Planning and Zoning to conduct a planning study for the 'downtown' portion of Richmond Heights.

A Charrette Steering Committee made up of concerned citizens in the Richmond Heights area guided the charrette process through several meetings in the months leading up to the charrette workshop. These meetings, held at both the Coral Reef Branch Library and the J.C. Delancy Park, 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 were sent to all property owners within and surrounding the study area. 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, September 26, 2009 with the public design workshop held at the Palmetto Golf Course. After a brief overview of the study area, charrette participants broke into groups, each provided with an aerial photo of the study area overlaid with trace paper. With the assistance of staff from Planning and Zoning, each group discussed community issues and drew ideas onto the trace paper, which by the end of the afternoon, would become the 'Citizens' Plans.' After several hours of draw-



* *BCC Resolution No. 65-08*

ing and discussion, the plans were displayed and citizen representatives from each group discussed the features of their plan. In these presentations, there was evident a consensus in many of the suggestions for improvement in the Richmond Heights Area. The concepts and issues identified in each presentation are outlined with each of the Citizens' Plans shown on pages 9-11. 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 charrette workshop, the design team remained in the study area, working at the Palmetto Golf Course, where the public was invited to visit with and observe the design team at work. Concerned residents visited the design team during the week and provided valuable comments and suggestions. Two follow-up presentations of the work developed during the week were given in October 2009.

In the following months this Area Plan Report, which incorporates the recommendations developed through the charrette process, was presented to the steering committee and the general public for review. The committee prioritized the report's recommendations and forwarded the completed report to the Planning Advisory Board for additional review. Additional recommendations made by the Planning Advisory Board were presented with this report to the Board of County Commissioners for its acceptance in mid-2010. A listing af public meetings held during the charrette and acceptance process are listed in Appendix D on page 51.

Figures 1-6: Citizens participating during the Charrette Workshop

Study Area

Miami-Dade County is home to several planned communities developed in the first half of the 20th century that are notable for their urban design and architecture, such as Coral Gables, Miami Springs, Opa-Locka, and Miami Shores. Richmond Heights, although lesser known, is equally distinctive due to its physical form and the manner of its development. While those communities were products of the 1920s real estate boom, Richmond Heights is a post-World War II era development which retains elements of those earlier 'garden city' suburbs.

History

Richmond Heights was established in 1949 to provide affordable single-family housing for Black veterans of World War II. The subdivision was developed by Frank C. Martin, a white pilot for Pan American Airlines. Martin wanted to provide Black veterans an alternative to the low quality housing available in the central Miami area which at that time was their only option. Richmond Heights became popular among black professionals and in the 1950s living in the area was considered to be a status symbol.

Richmond Heights was designed as a planned community of interconnected streets and blocks and included areas for commercial uses, open space for parks, and locations for institutional uses such as schools and religious facilities. It was provided with its own water treatment plant with a water tower that was an area landmark until the 1970s. The streets within the subdivision were named after United States Presidents and pioneering Blacks. As the community grew, new streets were named in honor of original residents such as Graham, Pinkston, Graves, Perry, Boggs, Gibson and Douglas Drives.

Study Area

This study focuses on the part of Richmond Heights east and south of Lincoln Boulevard, north of Coral Reef Drive and east of SW 117th Avenue. This area of approximately 119 acres is currently occupied by residential, institutional, and commercial uses but was originally planned to be the 'downtown' for a new community. The blocks southeast of Lincoln Boulevard and between Bethune and Dunbar Drives were platted into 50 ft. x 125 ft. lots with parking areas dedicated at the interior of the blocks. As the now-common strip shopping center had yet to become prevalent, it was likely anticipated that individual commercial buildings would eventually line these blocks. Instead, this area was only sporadically developed and never became the business district that the planners of Richmond Heights envisioned.

The two wedge-shaped areas between Booker T. Washington Boulevard and Bethune and Dunbar Drives appear from early zoning maps to have been planned for apartment and duplex development but instead were developed with single-family houses. In these areas, three churches were established, bookending the two commercial blocks.

In the early 1970s, about one-third of the study area was re-subdivided for townhouses, located mainly southeast of Booker T. Washington Boulevard and west of Jefferson Drive. In the early 1980s, the Promenade Plaza shopping center at

Figure 7: "Welcome to Richmond Heights" sign at Lincoln Boulevard and Coral Reef Drive

Figure 8: View east on Robinson Street

Figure 9: Aerial view to the northeast of the study area

the corner of Lincoln Boulevard and Coral Reef Drive was constructed. This new center essentially transferred most of the commercial activity from the intended downtown to the periphery of Richmond Heights.

A 1977 planning study of Richmond Heights recommended that "the commercial area needs to be developed as a cohesive neighborhood center with adequate off-street parking, lighting, and buffering rather than strip development." That study recognized the incomplete nature of the original vision of a neighborhood commercial center in Richmond Heights.

Unfortunately, since that time little has changed in the study area with the remaining vacant land detracting from the well-maintained surrounding residences, serving as a reminder of the unfinished vision for Richmond Heights.

Demographics

The U.S. Census Bureau establishes Census Designated Places (CDPs) for population centers in unincorporated areas. The Richmond Heights CDP consists of the area south of the C-100 Canal, north of Coral Reef Drive, and east of the Turnpike. The latest demographic data available is from the 2000 Census, at which time the CDP had a population of 8,432. The study area, which forms a portion of the CDP, had a population of 1,080 of which 82% were Black, 3% white, and 12% Hispanic. Median household income in 2000 for the Richmond Heights CDP was $35,956, compared to $38,191 for Miami-Dade County as a whole. From 1990 to 2000, there was a large increase in persons over 65 in Richmond Heights when compared to the county overall, indicating a "graying" community. More recent data will not be available until the completion of the 2010 Census.

Further information on the demographics and population trends in the Richmond Heights Area is provided in the *Richmond Heights Market Analysis* in Appendix A of this report.

Existing Land Use

There is a mixture of uses in the study area, with residential, commercial, and institutional uses occurring in close proximity. As shown in Figure 13 on page 6, a variety of residential uses exist, including attached and detached single-family and multi-family apartment buildings. Institutional uses include a number of churches and other public facilities. Commercial uses occur mainly along Lincoln Boulevard from Coral Reef Drive to Bethune Drive. There are no public schools or parks located within the study area, however there are several within walking distance.

Future Land Use

Miami-Dade County is required by state statute to maintain a comprehensive plan in order to manage growth and development consistent with state and regional comprehensive plans. The county's Comprehensive Development Master Plan (CDMP) includes a Future Land Use map that designates where development of various uses and intensities is permitted. The future land use designations in the study area are illustrated in Figure 12 on page 6.

The Future Land Use map designates a majority of the study area as Low-Medium Density Residential, which permits residential development at densities between 6 and 13 units per gross acre. Two small areas along Lincoln Boulevard

are designated Business and Office, which permit retail and office uses as well as residential development up to 25 dwelling units per gross acre subject to the compatibility provisions provided for in the CDMP.

Zoning

Following the platting of Richmond Heights in 1949, the area between Dunbar and Bethune Drives was zoned mainly BU-3 with smaller areas zoned BU-2 and BU-1. As noted earlier, these blocks remained mostly undeveloped until the 1970s when a large portion of this area was replatted and rezoned for townhouse development. Remaining from the original Richmond Heights zoning are those properties now zoned BU-3.

To the north of Bethune Drive and south of Dunbar Drive is a mix of RU-1, RU-2, RU-3, RU-4 and RU-TH zoning. The property occupied by the Promenade Plaza is zoned BU-1A. Existing zoning in the study area is illustrated in Figure 11 on page 6. A summary of permitted uses and building standards for the zoning districts found in Richmond Heights is provided in Appendix C on page 49.

Moratorium

In January 2007, the Board of County Commissioners adopted a resolution* ordering a 120-day building moratorium and a zoning analysis for the Richmond Heights area. Planning and Zoning completed its analysis in March 2007. Properties that were zoned AU, GU, and BU were analyzed in regards to the existing use of the property, permitted uses under existing zoning, Future Land Use map designation, and surrounding uses. Based on those findings, certain properties were recommended to be rezoned to be consistent with the existing use of the property, or if vacant, the CDMP-designated use of the property.

On submission of the analysis to the Board, the Board could have elected to retain existing zoning or rezone certain properties as recommended by Planning and Zoning. The Board did not choose to rezone any property at that time, but later requested by resolution** that Richmond Heights be further studied through a Charrette Area Plan.

Infrastructure

The study area is located within the Miami-Dade Water and Sewer Department (WASD) service area. All developed properties are served with potable water service but some water lines in the area are as small as 2 inches in diameter and may need to be upgraded in the event of future development. Sewer service is also available, with both gravity lines and force mains found throughout the study area. Future development may require the construction of private pump stations in order to connect to the closest force main. Some properties use septic systems for sewage disposal, mainly the single-family residences southeast of Dunbar Drive and the small apartment buildings along Robinson Street.

Parks and Schools

The study area has no schools or parks within its boundaries, but located one block north of Lincoln Boulevard is Sgt. J.C. Delancy Park, which contains basketball and tennis courts, a swimming pool, recreation building, and baseball and football fields. Adjacent to this park is the Frank C. Martin K-8 Center, which serves students from the surrounding neighborhood as well as countywide enrolled in its International Baccalaureate magnet program. Richmond Heights Middle and Coral Reef Senior High schools are located in close proximity to the study area.

Streets and Right-of-Ways

The study area, and Richmond Heights in general has an excellent street network with a well-connected system of blocks linked to the surrounding arterial roadways. All the roadways within the study area with the exception of Coral Reef Drive are county-maintained and in very good condition. Almost all blocks have sidewalks and street lighting. Lincoln Boulevard was reconstructed in 2003 with wide sidewalks, on-street parking, decorative lighting, and an extensively landscaped median. Lacking in the study area however are street trees, with most blocks having no trees that provide shade to pedestrians.

Roadway Improvements

The Miami-Dade Metropolitan Planning Organization (MPO) is responsible for coordinating transportation improvements in the county through the 5-year Transportation Improvement Program (TIP) and the 25-year Long Range Transportation Plan (LRTP). Roadway improvements in and adjacent to the study area are:

- Widening of the Turnpike to up to 12 lanes from Kendall Drive south to Eureka Drive.
- Widening of Coral Reef Drive from 4 to 6 lanes from U.S. 1 to the Turnpike.

These two projects are programmed in the LRTP for construction in 2021-2025.

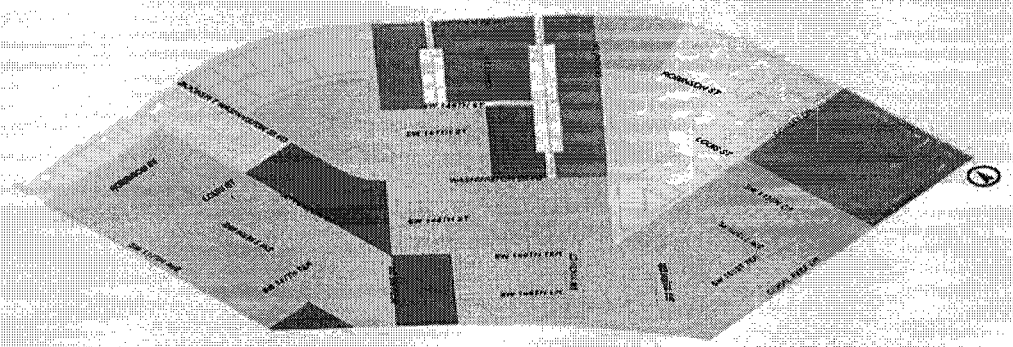
Transit Service

Miami-Dade Transit operates several bus routes that serve the study area. Route 35 operates from Miami-Dade College Kendall Campus to Florida City and serves Richmond Heights via Lincoln Boulevard and Graham Drive. Routes 52 and Coral Reef Max travel to the Dadeland South Metrorail Station and operate along Coral Reef Drive and the South Miami-Dade Busway. Service frequency varies on these routes, from every 15 minutes during weekday rush hours, to hourly on weekends. Bus stops are located mainly along Lincoln Boulevard but only a few stops are equipped with benches and shelters. Some other stops are provided with unprotected benches.

** BCC Resolution No. 16-07*

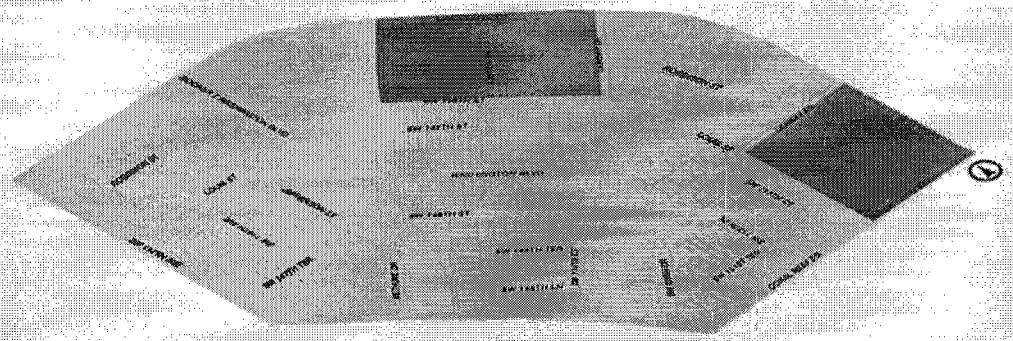
*** BCC Resolution No. 65-08*

11. Existing Zoning



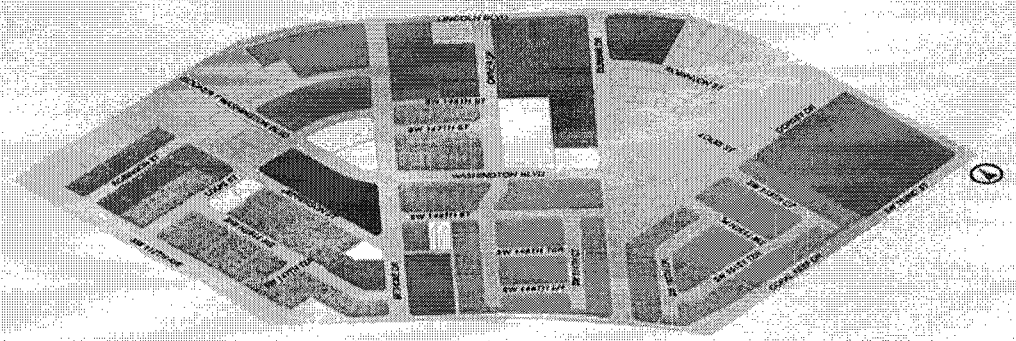
	Acres	Percent
RU-TH, Townhouse 8.5 units/acre net	53.9	45.3%
RU-1, Single Family 7,500 sq. ft. net	21.3	17.9%
BU-1A, Business - Limited	10.2	8.6%
RU-2, Duplex 7,500 sq. ft. net	7.8	6.5%
RU-3, 4 unit apartment, 15,000 sq. ft. net	4.9	4.1%
BU-1, Business - Neighborhood	4.9	4.1%
RU-4, Apartments, 50 units/acre net	4.6	3.9%
BU-3, Business - Unlimited	4.3	3.6%
BU-2, Business - Special	4.1	3.4%
No zoning applied	2.9	2.4%

12. Future Land Use Map Designation



	Acres	Percent
Low-Medium Density Residential	99.0	83.1%
Business And Office	19.1	16.0%

13. Existing Land Use



	Acres	Percent
Streets/Roads, Expressways, Ramps	37.0	31.1%
Townhouses	28.9	24.3%
Institutional	14.8	12.4%
Single-Family	14.2	11.9%
Commercial, Shopping Centers	9.4	7.9%
Vacant, Unprotected	5.4	4.5%
Low-Density Multi-Family	3.0	2.5%
High-Density Multi-Family	2.6	2.2%
Two-Family Duplexes	1.7	1.4%
Expressway Right-of-Way Open Areas	1.1	0.9%
Vacant, Government Owned	0.5	0.4%
Office	0.4	0.3%

Percentage totals may vary due to rounding

Community Priorities

The Charrette Steering Committee along with residents in attendance at its May 6, 2009, meeting developed a list of community priorities. The list was further refined by categorizing like issues into specific groupings. These issues were presented to the steering committee for further review and prioritized at a subsequent meeting. The list presented in this report is reflective of the outcome of the prioritization exercise of the steering committee and residents.

Of greatest importance to participants were activities that relate to economic development. Desired business types included a neighborhood grocery store, village shops, and a post office. Residents also stressed the importance of having social and medical services available in the area. The need for meeting space that could accommodate senior citizen and youth activities was also an amenity that was expressed as a need by the community. Creating a sustainable community was emphasized by steering committee members and residents. Steering Committee members and residents were further provided information on accessing federal, state and county green programs.

1. **Economic Development**
   Business development and job creation
   Business zone designation
   Village shops
   Business center
   Grocery store
   Food court
   Florida state services
   Post office
   Police substation
   One-stop center
   Avoid duplication of goods and services
2. **Social/Medical Services**
   Reduce homelessness
   Outpatient medical center/24-hour health care facility
   Dental services
3. **Community Identification**
   Cultural arts
   Library – community learning center, archives
   Community center
   Multi-purpose building
4. **Education**
   Charter School
   Youth - education, development center
5. **Recreation**
   Maintenance of parks
   Improving recreational activities for all ages
6. **Green Community**
   Affordable housing
   Walkable neighborhoods, sidewalks and pathways
   Stormwater management
   Install water conserving fixtures
   Install Energy Star appliances
   Interior and exterior efficient lighting
   Climate appropriate exhaust fans, air-conditioning units, water heaters
7. **Transportation/Traffic**
   Traffic circulation
   Public transportation
8. **Streetscape and Aesthetics**
   Maintenance of public landscaping
   Neighborhood beautification with cultural reference
   Unique architectural guidelines

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Figures 14-16: Committee Meetings leading up to the Charrette were well attended by many of the residents and stakeholders in the Richmond Heights community

Citizens' Plans

These drawings, the 'Citizens' Plans,' were created on September 26, 2009 during the design workshop by groups of 8-12 participants. These plans guided planning staff in developing the concepts and recommendations within this Report.

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

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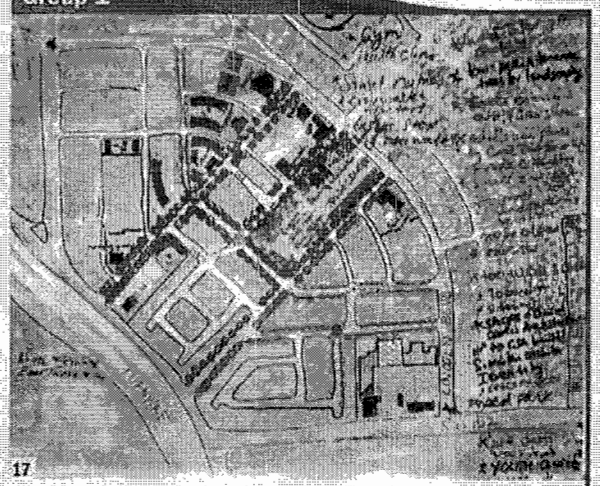
Group 1



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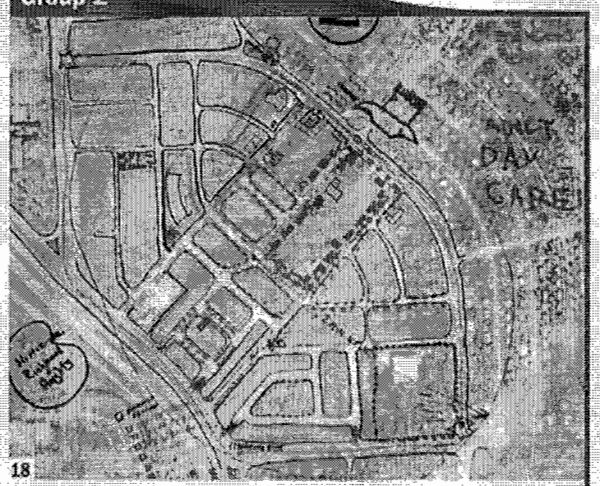
- Richmond Heights needs a 24 hour health center, Coral Reef Hospital is too far for emergencies
- Plant trees that do not drop too many leaves/fruit
- Reduce truck traffic from new gas station using local streets in Richmond Heights
- Need a park with adult activities
- Need signage from Lincoln Blvd. to F.C. Martin Elementary
- Develop a Town Center between Dunbar and Carver Drives, Washington and Lincoln Boulevards
- Provide a Senior Center/Family Life Center
- Dunbar and Carver Drives need sidewalks
- Town Center should have a dry cleaner, grocery, shoe repair, Social Security office, youth center
- Need more trees and shrubs
- Provide roundabouts for traffic calming
- Need uses for vacant lots
- Provide more social services

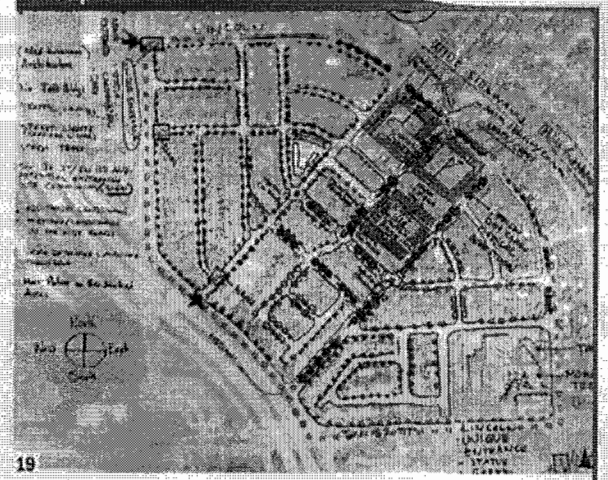
Group 2



18

- Develop a public or market square between Dunbar and Carver Drives
- Provide a library, market, post office, beauty salon, and coffee shop
- Need an adult day care facility
- More landscaping around new gas station
- Streets need more landscaping, wider sidewalks, traffic calming
- Need more businesses that serve the community
- Make Richmond Heights environmentally sustainable
- Bring Richmond Heights into the 21st Century
- Improve appearance of Lincoln Blvd. at 152nd Street - the entrance to the community
- Improve landscaping where rear of Promenade Plaza faces houses

Group 3



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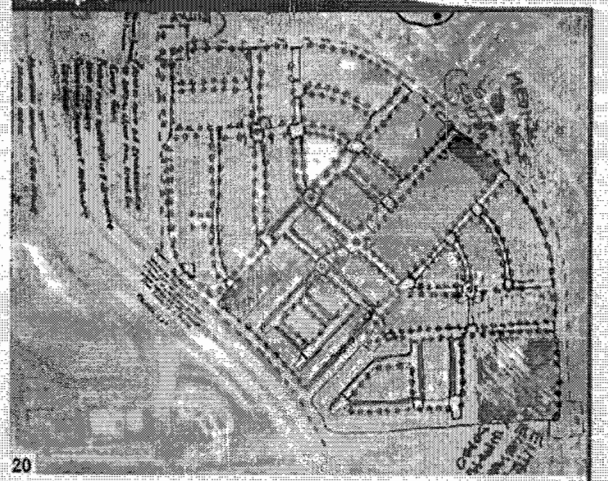
- Improve entrance signage on Lincoln Blvd. and 152nd Street
- Improve landscaping in medians and on wide streets
- Provide decorative street lighting
- Need more police presence in residential area
- Need traffic calming
- Provide a park between Carver and Dunbar drives
- Build a community theater in Promenade Plaza
- Provide shops, cafes, and bookstore on Lincoln Blvd.

Group 4



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- Need additional landscaping
- Need adequate street lighting
- Reduce the large areas of paving/concrete
- Provide traffic circles on Washington Blvd. at Carver and Dunbar Drives
- Install an electronic sign for community events on Lincoln Blvd and 152nd Street
- Provide more marked crosswalks
- Develop commercial area along Lincoln Blvd. with shops, food court
- Need a senior citizen center and health center

Group 5

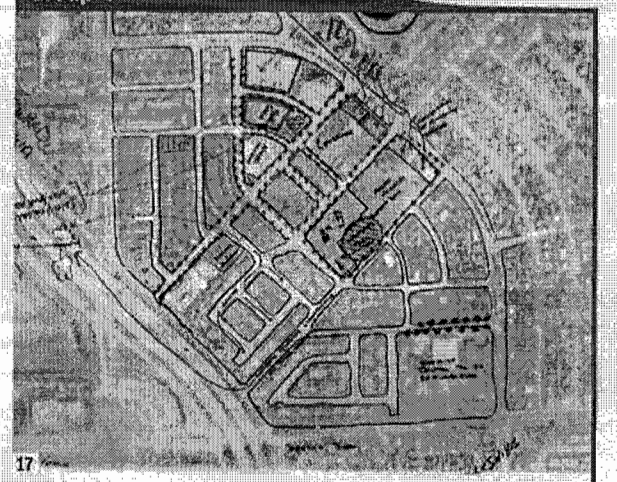
21

- Improve landscaping on Carver Drive
- Build roundabout at Graham Drive and Lincoln Blvd.
- Need a restaurant and ice cream parlor in the town center
- More bus stops should have shelters
- Better maintenance of landscaping in Lincoln Blvd. median
- Preserve mango trees
- Operate a farmers market in Promenade Plaza

19

Citizens' Plans

Group 6



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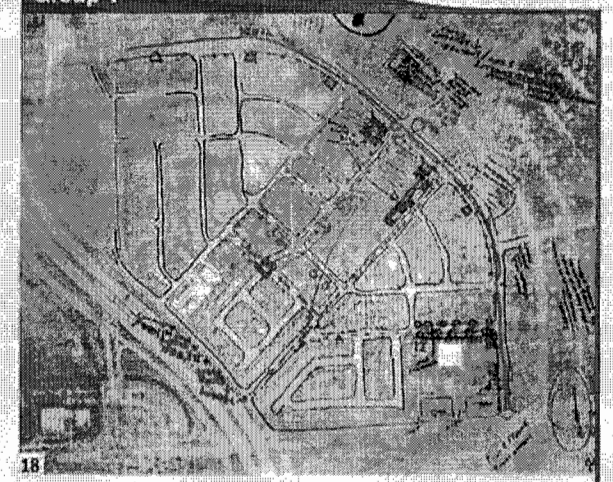
- Permit businesses on the property on the southeast corner of Bethune Drive and 148th Street
- Provide more trees and sidewalks on streets
- Provide adequate water and sewer service
- Build a primary care center on the Macedonia Church property
- Development on Lincoln Blvd. should follow the proposed GSA building type
- The proposed development by Martin Memorial Church should include a small park
- More trees needed in Promenade Plaza
- Narrow streets in the townhouse area to reduce speeding

Group 7



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- Lincoln Blvd. should be more pedestrian friendly
- Improve access to Promenade Plaza from Lincoln Blvd.
- Provide more trees
- Build roundabouts to calm traffic
- Provide more bus stops on Lincoln Blvd.
- Development in the town center should be limited to 2-3 stories
- Provide a community meeting facility for 70 persons
- Add bike paths and medians on wide streets

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Vision Plan

The Charrette Vision Plan shown here and the recommendations in the next section result from the use of urban design principles applied to specific issues identified through the charrette process. This part of Richmond Heights was carefully studied and recommendations developed based on the Citizens' Plans shown on the previous pages.

The Vision Plan represents existing buildings and structures in a light red color; future development as recommended in the Vision Plan are shown in a dark red color. Trees and public open space are shown in green, private open space is shown in yellow.

Existing Buildings

Recommended Development

Points of Interest

1 . . . . . Promenade Plaza
2 . . . . . Richmond Heights Women's Club
3 . . . . . Turnpike Square
4 . . . . . Martin Memorial AME Church
5 . . . . . Future County Building
6 . . . . . Bethel Full Gospel Baptist Church
7 . . . . . Macedonia Church
8 . . . . . Richmond Pines Apartments
9 . . . . . Aranha Palms Townhouses
10 . . . . . Sgt. J.C. Delancy Park
11 . . . . . Park-and-Ride

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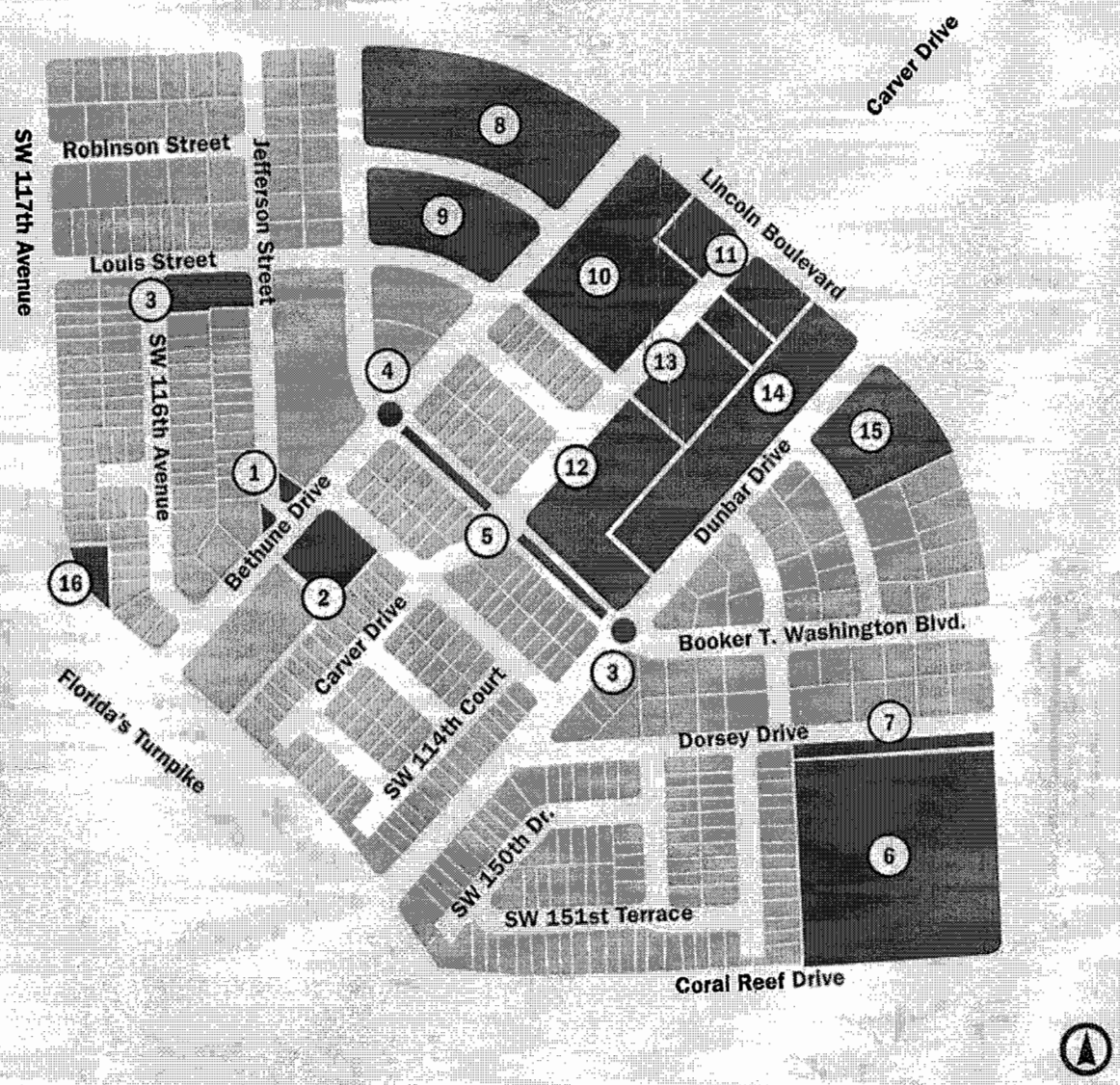

Specific recommendations from the Vision Plan that are further described in this report are listed below and shown on the map at the left. The Vision Plan necessarily addresses both public and private property, but as noted in the 'Statement of Legislative Intent,' the recommendations are advisory only and have no binding effect on any property owner.

Recommendations Key

1 ..... Jefferson St. & Bethune Dr. intersection improvement
2 ..... Bethune Dr. Mixed-use development
3 ..... Louis St. townhouses
4 ..... Washington Blvd. roundabouts
5 ..... Washington Blvd. median
6 ..... Promenade Plaza redevelopment
7 ..... Dorsey Drive landscape buffer
8 ..... Bethel Full Gospel Baptist Church
9 ..... Macedonia Church
10 ..... Bethune Dr. & Lincoln Blvd. mixed-use development
11 ..... Future county building
12 ..... Carver Drive mixed-use development
13 ..... Richmond Heights Church of God
14 ..... Martin Memorial Church mixed-use development
15 ..... Martin Memorial Church
16 ..... 117th Avenue development

Recommendations

The recommendations in this section are organized by specific locations within the study area. These recommendations address issues that were identified during the planning process regarding both public and private property. In general, the concepts illustrated demonstrate the application of quality urban design, which Miami-Dade County has been encouraging through its policies and planning efforts for several years, and incorporate the 'community priorities' listed on page 7.

It is important to note that some recommendations may not be possible without zoning changes, variances, changes in county policy, special taxing districts, or other implementation and/or funding mechanisms. The realization of these recommendations is further discussed in the Implementation section of this report.

Bethune Drive, Louis Street

After Lincoln Boulevard, the next streets leading into the study area are Dunbar and Bethune Drives. These streets were identified as some of the 'gateways' into Richmond Heights and the downtown area in particular. At the southeast corner of Bethune Drive and the Turnpike frontage road is 'Turnpike Square,' the recently constructed gas station and shopping center. Also located along Bethune Drive is the Richmond Heights Woman's Club and Richmond Pines, a five-story apartment building.

Entrance gateway

A community identification sign similar to the signs placed in the median of Lincoln Boulevard should be located at the intersection of Bethune Drive and the northbound Turnpike frontage road. A more significant gateway element could occur at the north corner of Bethune Drive and Jefferson Street on public right-of-way that is currently vacant. In this space, a pedestrian plaza and fountain could be constructed on the west side of Jefferson Street near the Richmond Heights Woman's Club. The southeast corner of the Richmond Pines building property could also be improved with additional landscaping, pedestrian paths, and a gazebo to complement the plaza across the street. A before-and-after

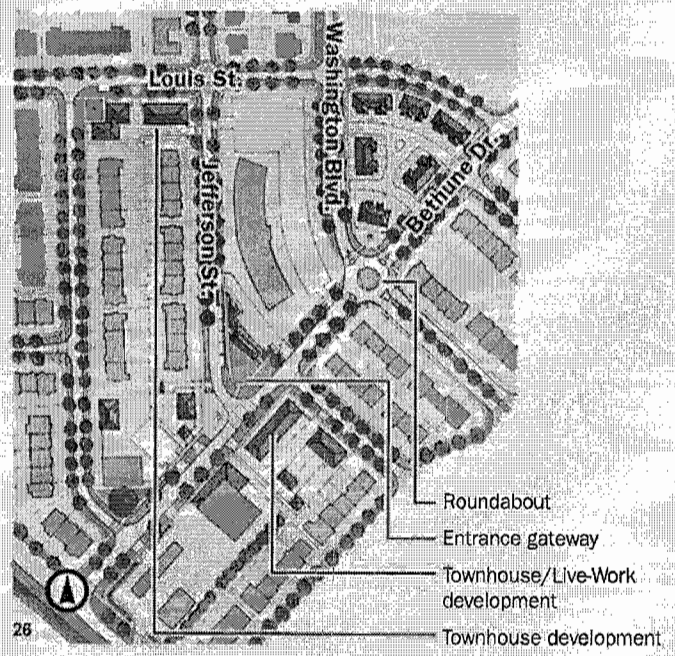

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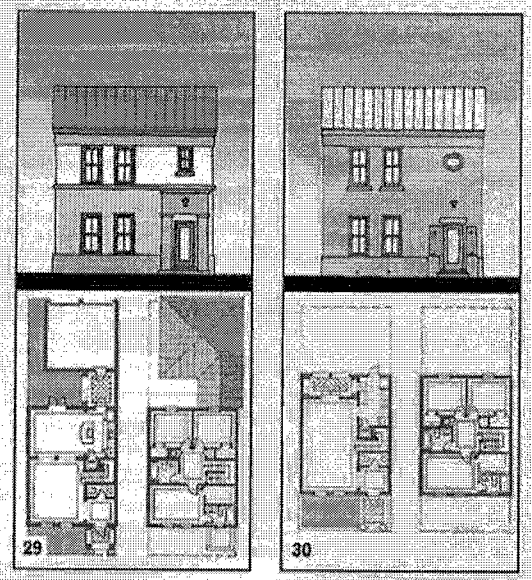
Figure 26: Detail plan of the area around the Florida Turnpike ramp and Bethune Drive

Figures 27 - 28: Photo-simulation of the recommended gate way park at the intersection of Bethune Drive and Jefferson Street



Figures 29 - 30: Typical floor plans and elevations for recommended rowhouse units

Figure 31: Rowhouses on Almeria Avenue in Coral Gables

photo-simulation of these open spaces was developed during the charrette and is illustrated in Figure 27.

Local shopping

Through the charrette process, many requests were made to have a local grocery store within the study area. The Turnpike Square property contains a freestanding retail/commercial building which could be utilized for such a use. The existing building should be improved to better address its Bethune Drive frontage with storefront entrances and windows facing the street. This section of Bethune Drive should also be enhanced to include curbs and on-street parking.

Traffic calming

Charrette participants expressed the need to reduce the speed of vehicles traveling on Bethune Drive. Some traffic calming methods that have been successfully utilized in the county are roundabouts or traffic circles, the reduction of vehicle lane widths, additional landscaping at the street edge, and textured pavement at intersections. A roundabout is recommended for the intersection of Bethune Drive and Washington Boulevard in order to reduce the speed of vehicles and discourage cut-through traffic between the Turnpike and Lincoln Boulevard.

Vacant property

The vacant .5-acre parcel on Bethune Drive at SW 148th Street and the .8-acre parcel on Louis Street between SW 116th Street and Jefferson Street are currently zoned RU-TH, which permits townhouse development up to 8.5 units per acre. The small size of these two properties and the standards of this zoning district may make them difficult to develop. To permit development of these properties that is compatible and enhances the surrounding townhouse neighborhood, these parcels should be rezoned to the RU-RH zone, which permits rowhouse development up to 12 units per acre. A rowhouse is an attached single-family dwelling similar to a townhouse. Rowhouses in the RU-RH district are required to provide their parking at the rear of each unit accessed through alleys or parking courts located away from the street frontage. Examples of this type of townhouse are shown in Figures 29-31. The property on Bethune Drive could alternatively be developed with Live-Work units, which are similar to in appearance to townhouses but include ground-floor space for small retail or office uses.

Promenade Plaza

Located at the northwest corner of SW 152nd Street and Lincoln Boulevard, the Promenade Plaza shopping center is the primary location of commercial activity in the Richmond Heights area. The 6.5-acre property is occupied by a 75,000 sq. ft. strip shopping center and two freestanding fast-food restaurants. Built in 1980, this center is anchored by a CVS Pharmacy, Family Dollar and a Citibank branch, with the remainder of occupied space consisting of small retail shops. The largest space in the center, originally a Winn-Dixie supermarket, is currently vacant. Located at the southeast corner is a Mobil gas station and convenience store which occupy a separate 30,000 sq. ft. parcel.

Desire for improvement

During the charrette workshop residents shared many common ideas regarding the future of the Promenade Plaza shopping center. One of these was that the corner of SW 152nd Street and Lincoln Boulevard should serve as one of two main entrances to Richmond Heights, and this would require an improvement in the center's appearance and function.

Development phases

A possible redevelopment process has been illustrated as a series of phases to take place over a period of time. Redevelopment in this manner allows for some tenants to remain in

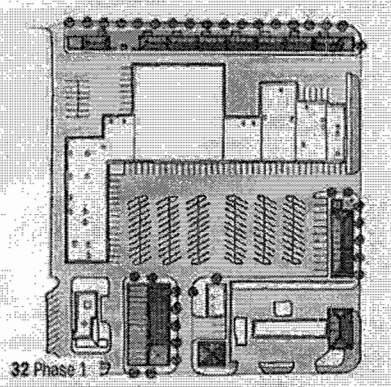
operation while other parts of the property are being improved. Shown in the first phase of redevelopment, buildings are placed along the SW 152nd Street and Lincoln Boulevard frontages. Currently, these undefined street edges are visually unattractive and unpleasant places to be a pedestrian. These buildings can create a more pedestrian friendly environment by giving form to the space of the street.

In the second phase, shown in Figure 33, a new building is attached to the existing strip shopping center and presents an improved frontage along Lincoln Boulevard, while a mixed-use building with tower element can establish a more formal entrance on SW 152nd Street. A small corner plaza provides a focal point for the secondary entrance off of Lincoln Boulevard.

Further redevelopment can result in the conversion of some storefronts into one and two story mixed-use spaces, with retail on the first floor and offices on the second. Introducing office uses in a new second story could provide additional patrons for retail businesses in the center beyond those that are simply driving by. Mixed-use buildings such as these are shown in Figures 40 and 41 on page 18.

Further phases

The further redevelopment of the Promenade Plaza shown in Figure 34 preserves the most successful areas of the present shopping center, while the remainder is improved with mixed-use buildings, attractive pedestrian spaces and landscaping. This type of redevelopment, along with the relocation of most parking toward the rear of buildings would transform the character of the shopping center. Wide sidewalks with shade trees would provide an appropriate setting for restaurants with outdoor dining. The tree-lined plaza surrounded by buildings as shown in Figure 36 could serve as a gathering space for community activities such as a farmer's market or outdoor movies.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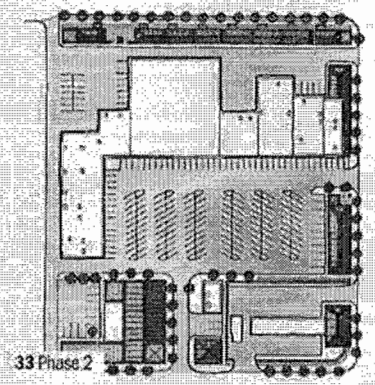
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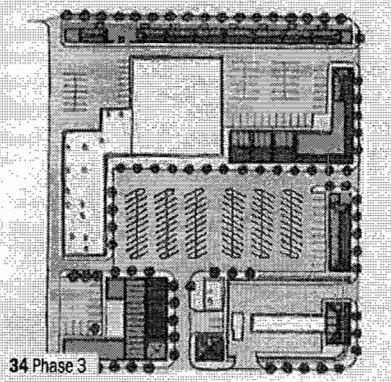
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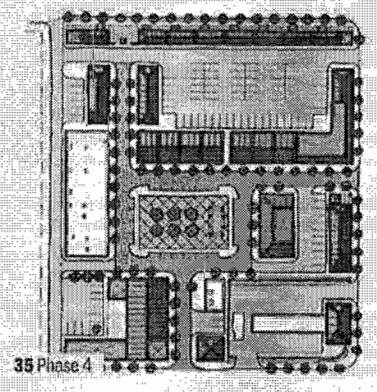
35 Phase 4

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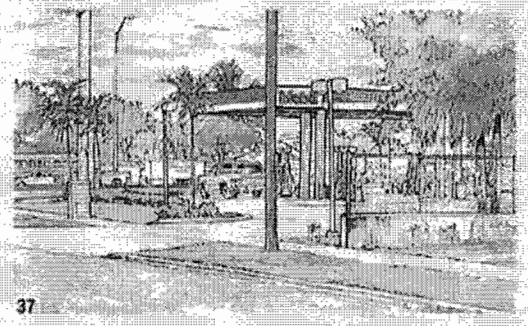
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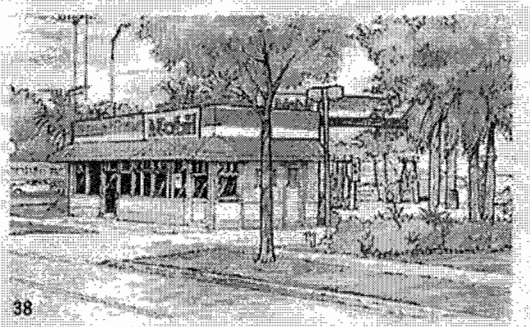

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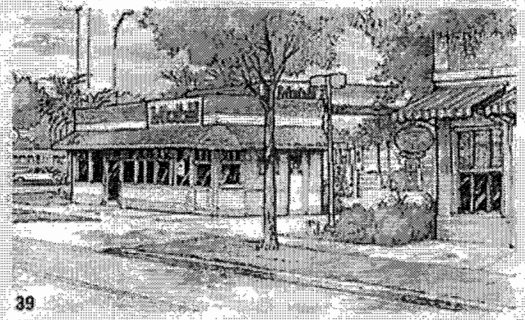

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Figures 32 - 35: Phases of development for Promenade Plaza

Figure 36: Proposed rendering of a public square within the redeveloped Promenade Plaza.

Figures 37 - 39: Renderings illustrate possible redevelopment phases for the gas station at the corner of SW 152nd and Lincoln Boulevard.

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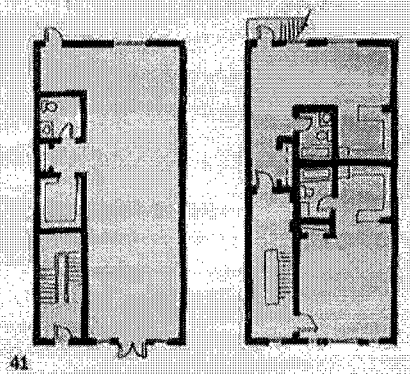

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Figure 40: Street elevation of mixed use buildings within the redeveloped Promenade Plaza shopping center

Figure 41: Floor plans and elevations of typical mixed use building typologies

Figures 42 - 44: Photo-simulations of proposed landscape improvements transitioning from the rear of the Promenade Plaza shopping center to the adjacent residential fabric across Dorsey Drive

Gas Station

Figures 37-39 illustrate how relocating the Mobil gas station's convenience mart from the interior of the property to the street edge could establish an attractive street frontage along Lincoln Boulevard. The remaining station perimeter can be landscaped and screened by a low wall, transforming the appearance of SW 152nd Street and Lincoln Boulevard.

Dorsey Drive

The north edge of the Promenade Plaza is currently buffered from the houses along Dorsey Drive by a concrete wall abutting the public sidewalk. The back of the shopping center and its loading and parking areas are clearly visible. While this wall as built meets minimum zoning standards for the separation of business and residential districts, the result is neither adequate nor attractive.

Landscape

A simple way to provide an adequate transition between business and residential uses is through the use of appropriate landscape elements. In this case, additional trees should be planted in both swales along Dorsey Drive. Shown in Figure 43, trees grown to a moderate height effectively screen the shopping center from view. While this minimal amount of planting is effective, further landscaping would provide additional benefit. In addition to the trees planted in the swales, the wall along the shopping center's property should be screened by a hedge. Further amenity could be provided by a fountain and benches placed along the wall as shown in Figure 44.

'Liner' building

Another solution for providing an effective transition between uses is the use of a 'liner' building. These buildings are typically used to screen parking garages and other unsightly structures from surrounding streets. In this case, the liner

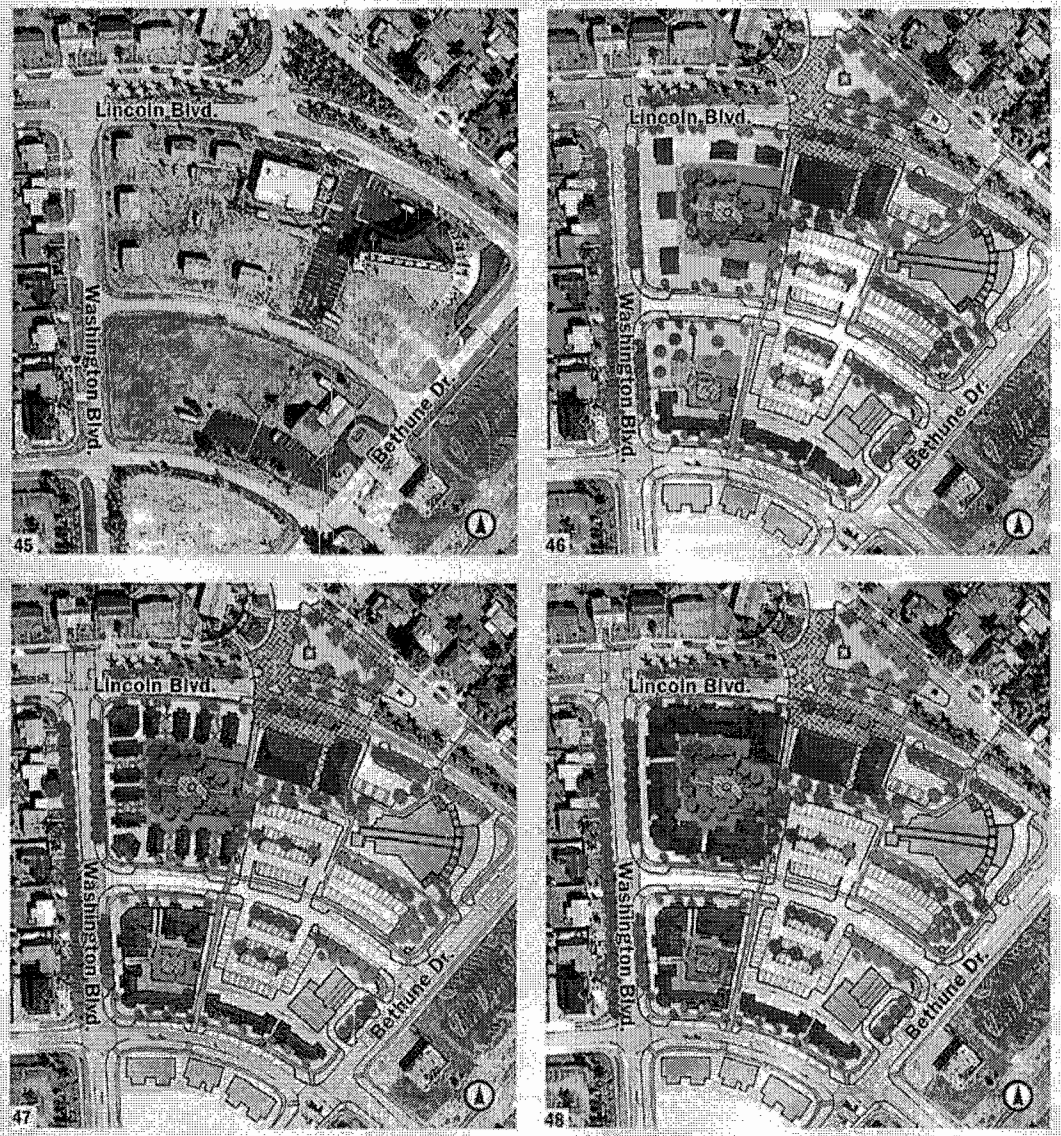
could consist of two story townhouses facing Dorsey Drive. Parking for each townhouse unit would be accessed through the shopping center's service area. The two story height provides enough size to block the view of the back side of the shopping center, while remaining compatible with the houses north of Dorsey Drive. Street trees and landscaped setbacks would result in a greatly improved street frontage.

Bethel and Macedonia blocks

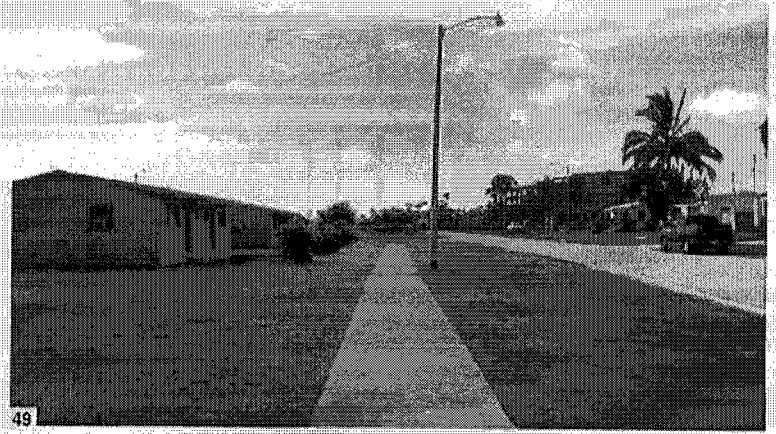
Located on two adjacent blocks south of Lincoln Boulevard, between Bethune Drive and Washington Boulevard, are the Bethel Full Gospel Baptist Church and Macedonia Church blocks. The Bethel Church properties are occupied by seven residential duplexes and a temporary structure containing the church's administrative office located on the west half of the block and the main sanctuary on the east side of the block. The sanctuary is considered a landmark in the Richmond Heights area. The Macedonia property is less developed, with only one building and a parking area occupying an otherwise vacant block.

Bethel Church

Figures 46, 47, and 48 indicate alternative development scenarios for the west portion of the Bethel Church parcel. In Figure 46, an addition to the existing church administrative office is shown. The new building is placed perpendicular to the existing structure, projecting slightly into the street setback to define a plaza which extends across Lincoln Boulevard. Some of the potential uses for the addition may include a community health clinic for area residents and a youth center. Brick pavers could be installed between the redeveloped building and the landscaped island to the north to slow vehicular traffic and provide safe access for pedestrians. In this development alternative, the existing duplexes located on the west side of the block may be updated but remain substantially unaltered.



Figures 45 - 48: Development alternatives for the Bethel Full Gospel Baptist Church and Macedonia Church



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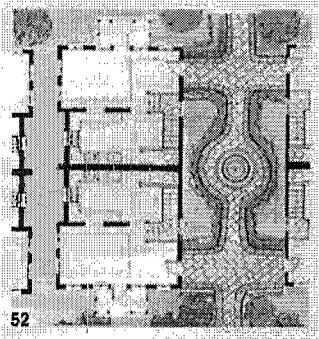

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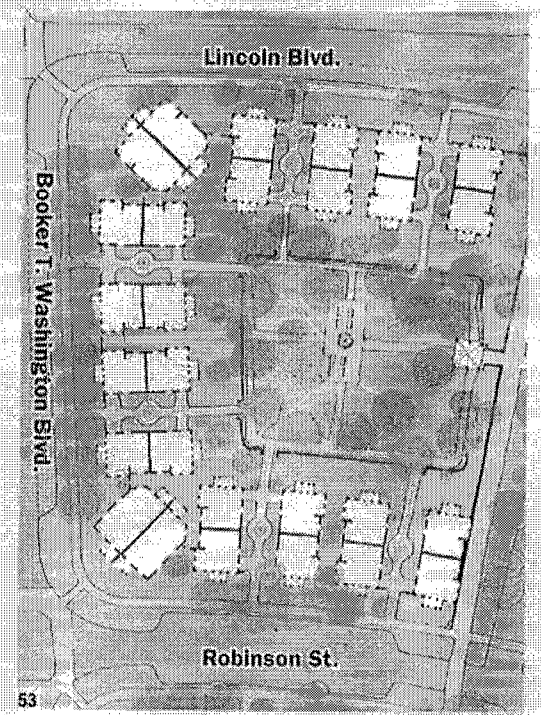

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Figures 50 - 51: Before and after rendering of duplex redevelopment within the Bethel owned block viewing south on Washington Boulevard

Figures 52 - 53: Detailed street elevation and floor plans of proposed duplex typologies

Charrette participants expressed the need to replace the existing duplexes, particularly those that front Lincoln Boulevard, with development that fosters pedestrian activity and increases the street's attractiveness. The development alternative shown in Figure 47 recommends placing new duplex-type residential buildings sharing a common courtyard in close proximity to the street. In contrast to the existing duplexes, these are oriented perpendicular to the street, which permit more units using the same area than the existing duplexes now occupy. Pathways connect small, walled-in courtyards to a expansive landscaped lawn located behind the residences. This new building placement defines the block and enhances the surrounding area by contributing to the scale of the street right-of-way, creating intimate spaces in the form of small landscaped courtyards and defining a large open space. Each open space provides some form of passive or active recreational benefit for area residents and those living within the block.

Figure 48 illustrates another development alternative for the Bethel Church property. In place of duplexes, rowhouses or small apartment buildings are built. Although the walled-in courtyards are substituted with buildings, the additional density can provide affordable housing opportunities for the community. Rowhouses and apartments should not exceed 2-3 stories to maintain the scale of the surrounding neighborhood. Similar to the above alternative, a large open space is incorporated behind the multi-family buildings. A parking area for rowhouse or apartment residents and visitors to Bethel Church adjoins the open space while visitors to the residences could utilize on-street parking provided on the surrounding blocks.

Bethel Expansion

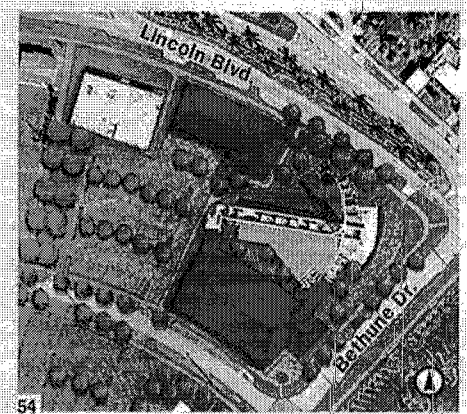
Discussions with Bethel Church representatives revealed the importance of expanding church functions and the redevelopment of the east portion of the church property. Similar to the

redevelopment of the Promenade Plaza discussed above, additional church facilities could be built in phases. Figure 54 shows a potential initial development phase for the expansion of the church property that includes an addition on the south side of the sanctuary for church related functions. The enclosed open space or courtyard created between the existing building and the expansion could be used for outdoor celebrations and festivities. A pedestrian plaza next to the sanctuary expansion and at the corner of Bethune Drive and Louis Street can act as a neighborhood focal point if fitted with elements such as a fountain, seating areas or an entrance feature identifying this portion of the Richmond Heights neighborhood.

Figure 55 illustrates the next phase of redevelopment or a development alternative for the east portion of the block, which includes two mixed-use buildings on the west side of the church. The mixed-use buildings could replace the existing church administrative offices as well as other functions. A large, landscaped surface parking lot serving the new development is accommodated behind the complex of mixed-use buildings, the existing church and church addition. If further expansion occurs, as shown in Figure 56, a parking garage could replace the surface parking lot shown in the previous redevelopment phase. The two mixed-use buildings facing Lincoln Boulevard could serve as 'liners' that conceal the garage from the street. The garage's entrance should be located on Robinson Street to prevent vehicle congestion on Lincoln Boulevard.

Macedonia Church

During the charrette, residents expressed interest in the preservation of the primarily residential character surrounding the Macedonia Church block. Concern over auto speeding in the streets adjoining the church property was also identified as an issue. To maintain the residential scale of development found in this portion



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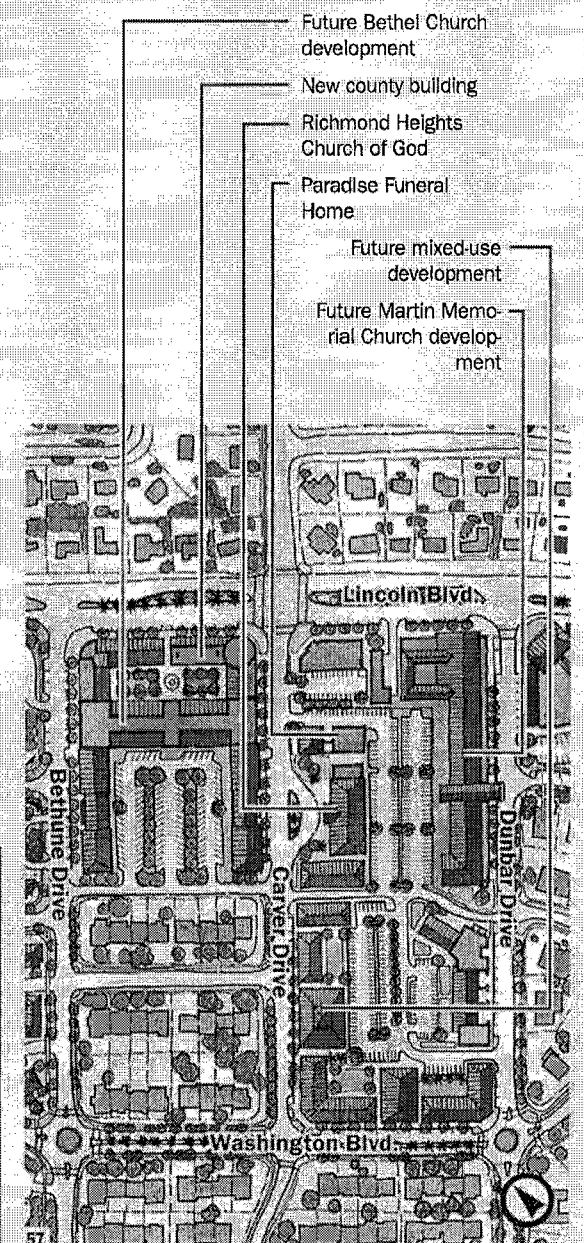
Figures 54 - 56: Bethel Church potential development phases

Figure 57: Plan of Carver and Dunbar Drive blocks



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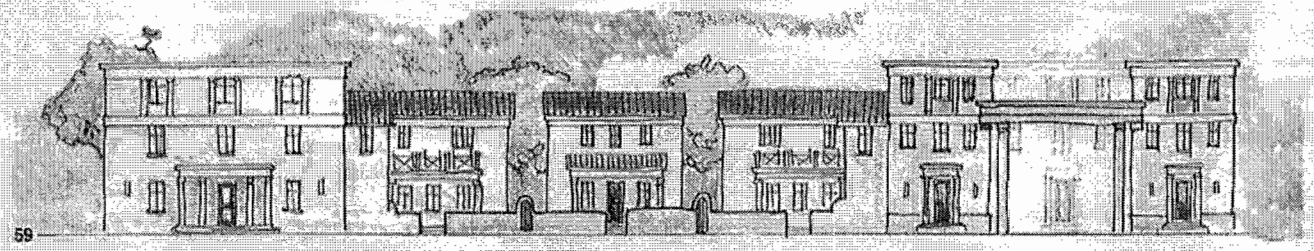

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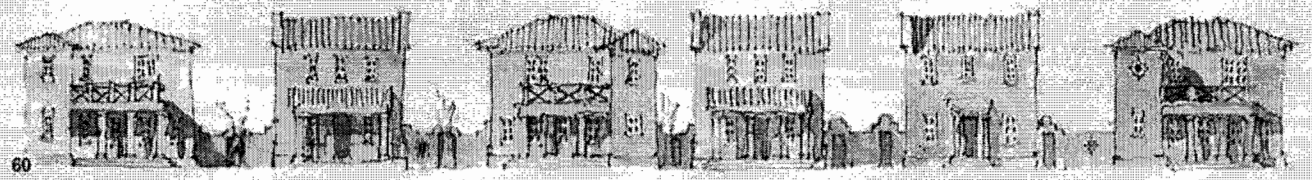

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Figure 58: Perspective rendering of proposed mixed-use buildings along Washington Boulevard

Figures 59 - 60: Street elevations of mixed-use (top) and single family homes (bottom) redevelopment alternatives on the Martin Memorial Church owned properties.

of Richmond Heights, rowhouses as shown in Figures 47 and 48 are recommended on the west side of the Macedonia Church block, which would front the recently approved, but not yet developed, Aranha Townhouse project, located on the south side of Louis Street. This development should not exceed a height of 2-3 stories, a scale that is compatible with the single-family homes in the area. The rowhouses and townhouses would act as a transition between the single-family homes found to the west and south of the Bethel and Macedonia blocks from the more intensive development proposed on the east portion of the Bethel block. A landscaped parking area for Macedonia Church and the proposed rowhouses is located mid-block as shown in Figures 47 and 48. A small open space is placed between the parking area and the rowhouses as an amenity to residents. This open space can also be connected via paved paths to the open space behind the rowhouse/apartment development on the west end of the Bethel Block. These open spaces create a network of green areas for residents.

Carver and Dunbar Drive blocks

Containing most of the vacant land in the study area, the two blocks between Dunbar and Bethune Drives provide the greatest potential for future development in Richmond Heights.

Dunbar Drive block

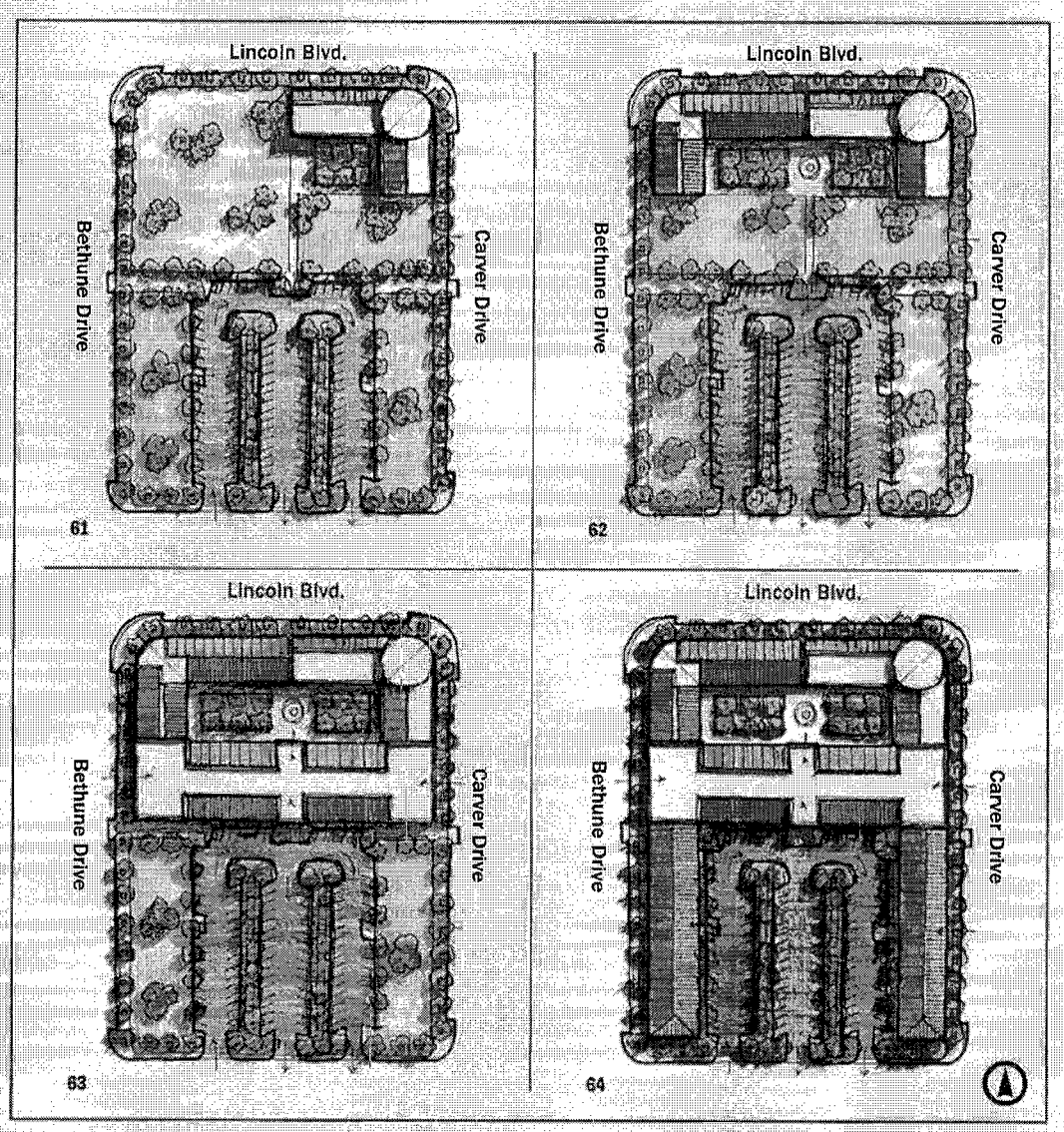
The block between Dunbar and Carver Drives, from Lincoln and Booker T. Washington Boulevards is currently occupied by a small shopping center, a Veterans of Foreign Wars building, the Paradise Funeral Home, the Richmond Heights Church of God, and a vacant building. The remaining approximately 5.5 acres is vacant. The properties with frontage along Dunbar Drive are currently zoned BU-1, which allow neighborhood business uses in buildings up to 2 stories in height. The properties with frontage on Carver Drive are zoned BU-2 or BU-3, which

allow a wide range of business uses in buildings of unlimited height. To be compatible with surrounding uses, development on this block is recommended to occur in two- or three-story buildings that line the perimeter of the block. Recalling the original platting of this area, which provided parking areas on the interior of the block, automobile circulation and parking should be mainly located behind buildings away from the street frontage. Uses provided may vary from multi-family apartments above retail or office uses closer to Lincoln Boulevard to townhouses or live-work-type buildings at the southwest end of the block. Civic uses that occur on this block should also locate their parking areas away from the street frontage.

Carver Drive block

The block between Carver and Bethune Drives, from Lincoln Boulevard to SW 146th Street is currently occupied by two vacant commercial buildings, a self-service car wash, and surface parking lots. The majority of the block is owned by the Bethel Church. The vacant property at the northwest corner of Lincoln Boulevard and Carver Drive is owned by Miami-Dade County and is discussed below. Similar to the adjacent Dunbar Drive block discussed above, development on this block should line the edge of the block and be of buildings of two to three stories. Along Lincoln Boulevard, buildings should continue the pattern set by the county building, with storefronts facing the street on the ground floor with complimentary uses provided on the upper stories.

Shown in Figures 61-64 is the development of this block over time, with the county building and parking area constructed first, with additional buildings built forming a courtyard behind the Lincoln Boulevard frontage and later, additional buildings extending to the southwest along Carver and Bethune Drives. Access to the parking area should occur mainly from SW 146th Street.



Figures 61 - 64: The block between Lincoln Blvd., Carver and Bethune Drives showing the development of the county building at the corner of Lincoln Blvd. and Carver Drive and further development on the surrounding Bethel Church owned properties.

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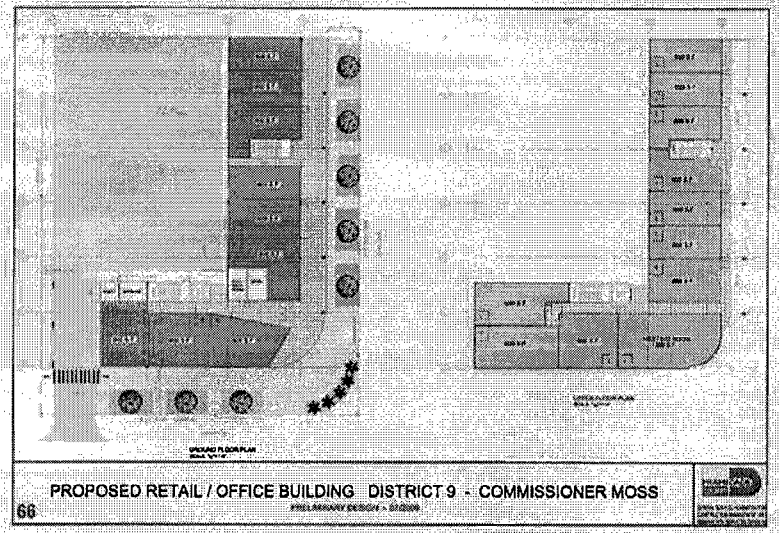

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Figure 65: Computer rendering of proposed Miami-Dade County retail/office mixed-use building located on the corner of Lincoln Boulevard and Carver Drive

Figure 66: Ground floor and second floor plans of proposed Miami-Dade County mixed-use building

Zoning

Current zoning on these blocks would not necessarily permit development such as that shown here and changes in permitted uses and other zoning standards should be considered. Possible changes to the zoning regulations as they apply to the study area are discussed in the Implementation section of this report.

County building

Scheduled to begin construction in early 2011, the Richmond Heights Shopping Center will be a county-owned office and retail facility located at the southwest corner of Lincoln Boulevard and Carver Drive. According to the county's General Services Administration, which acquired the property in 2003, the Richmond Heights Community Development Corp. (CDC) will manage the facility. The two-story building will consist of approximately 20,000 sq. ft. Retail and office space will be leased at a nominal fee to qualified retail establishments and community groups. On the ground floor several retail spaces will be built, to be leased at a nominal fee to start-up retail establishments. The CDC may occupy space on this floor. On the upper floor, a community room will be made available for community functions and office space will be leased to community and homeowners associations. The project is currently funded with $3.6 million from the Building Better Communities General Obligation Bond Program.

Health facilities

The need for an outpatient medical facility in the study area was repeatedly expressed by charrette participants. In response, the Miami-Dade County Office of Countywide Healthcare Planning provided definitions for several clinic types that could possibly address the concerns of the community and be developed within the study area. The clinic types are: convenience/retail clinics which provide non-emergency room care in a free-standing urgent care center, urgent care centers that combine the elements of a neighborhood clinic and hospital emergency room, and a federal qualified health center which is a sponsored convenience clinic or operates under a cooperative agreement. Locating a facility within the study area at the neighborhood scale would be consistent with the findings from the *Richmond Heights Market Analysis* presented in Appendix A.

Green network

A priority identified by residents at the workshop was the establishment of a variety of open spaces for Richmond Heights. Their design should include elements that provide comfort and protection to the pedestrians in the public realm.

Open space options for the community should occur in the form of parks, greens, squares and plazas, as illustrated in the graphic examples in the report. In addition to parks and greens, other forms of open space can be enhanced to increase tree canopy and add beauty to a neighborhood. For example, roadway medians and planting strips are excellent locations for trees that contribute to neighborhood character and pedestrian comfort. The creation of pedestrian-friendly tree-lined streets and a variety of open spaces that are connected to homes, schools, shops, civic facilities and shopping can encourage children and adults to walk to their destination, promoting an active lifestyle and which may reduce the risk of obesity, heart disease and hypertension. Figure 67 on page 25 illustrates the 'green network' features that exist or are recommended in the study area.

Increasing tree foliage around homes and businesses can increase the quality of air in the immediate area by filtering dust and other particulate matter, which reduces the risk of respiratory diseases. The investment and devel-

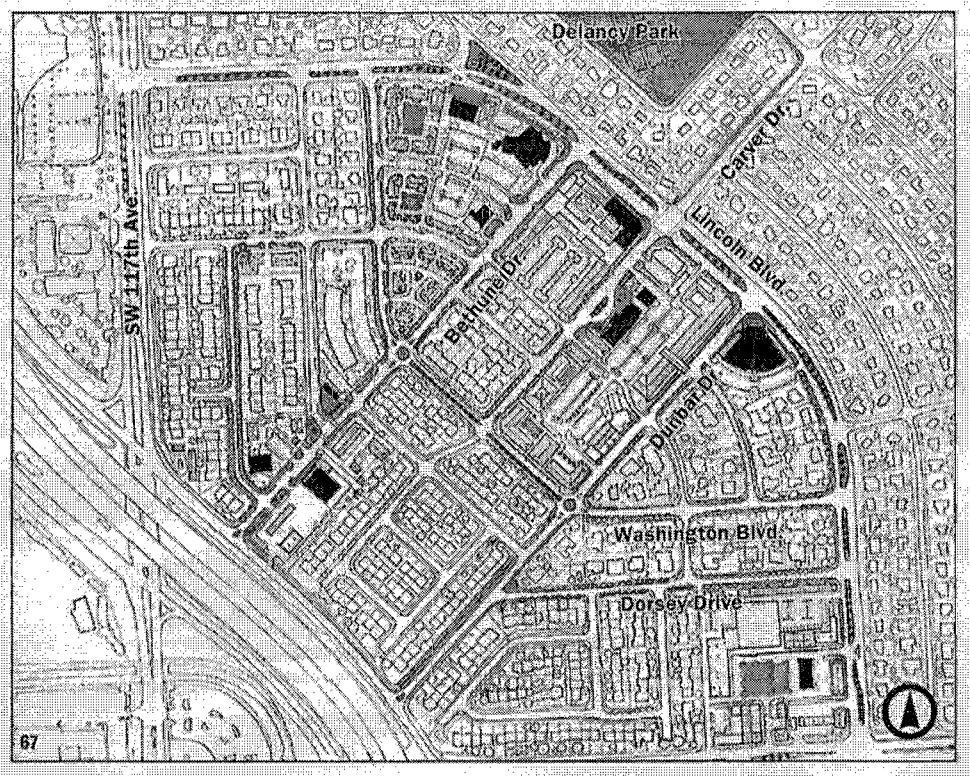
opment of an interconnected network of parks and public open spaces can have many benefits such as the enhancement of the aesthetics of the community, improve the community's standard of living and create a positive legacy for its future residents.

Green Design

Green design is a method that allows for the impact buildings have on the environment to be measured and mitigated through architecture and design. When the Richmond Heights Charrette Steering Committee selected their community priorities, 'green building' was one of those priorities identified. Green design encompasses many aspects of a development, including: site and building design, material use, construction techniques, energy and water conservation, among other things.

Green building and site design increase the efficiency with which buildings and their sites use and conserve resources, including land, energy, water, and building materials. Providing a green roof, for example, reduces water run-off, provides for the absorption of carbon dioxide and other greenhouse gases, and reduces ambient temperatures inside the building. Other benefits of green architecture include energy savings and improved indoor air quality. The use of high-efficiency lighting, energy efficient windows and Energy Star rated appliances for all uses, including single-family homes, reduces building costs over time. Using solar panels, photovoltaic intelligent building walls, cisterns, and grey water recycling or reclamation are other sustainable building methods that provide benefits to property owners and the surrounding environment.

Local and federal agencies provide a number of incentives that encourage developers and homeowners to make environmentally-friendly choices that can reduce operating costs and



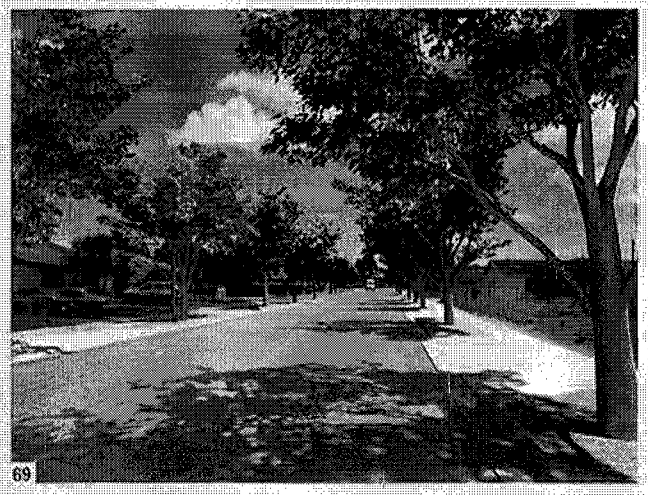
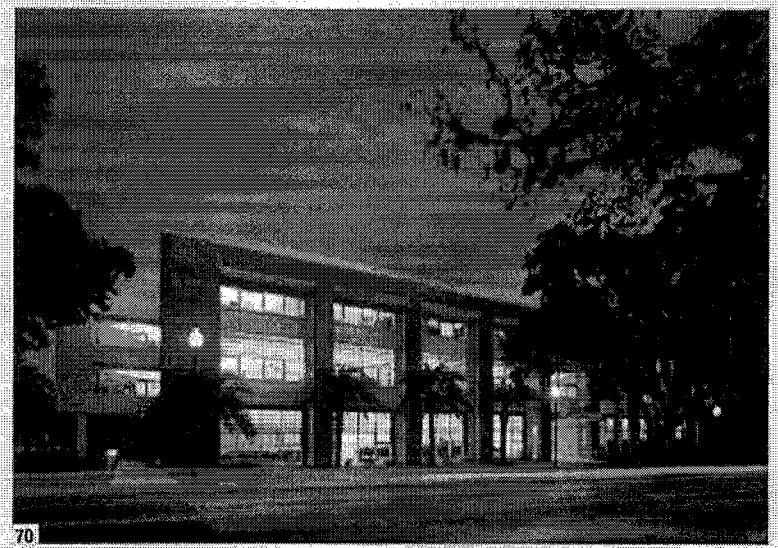


Figure 60: Network of greens connecting streets, parks, squares and plazas throughout the Richmond Heights Charrette study area

Figures 61 - 62: Photo simulation of lanscaping improvements along SW 148th Street



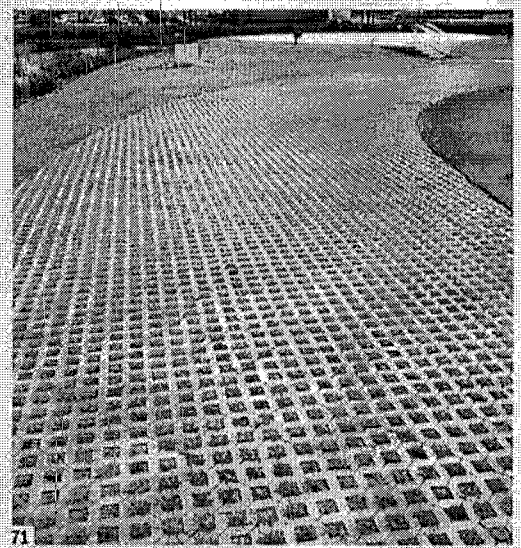


Figure 70: Rinker Hall, University of Florida, LEED certified Gold

Figure 71: Turf block as an alternative to impervious paving

Figure 72: House in South Miami, LEED Certified Gold

lower utility bills. Green design is also a desirable feature in new and existing structures and can result in enhanced property value for the owner.

The United States Green Building Council (USGBC) certifies buildings which have applied sustainable development methods, using the Leadership in Energy and Environmental Design (LEED) program. Illustrated on this page are various buildings in Florida which were designed using LEED criteria. These buildings were built to reduce their impact on the environment, increase energy efficiency, and improve occupant health. Other green development methods are listed below:

- Site buildings and uses in close proximity to each other or introduce mixed-use development to lessen the dependence on cars, reducing carbon emissions
- Reuse materials to lessen natural material depletion
- Use building systems that maximize energy efficiency

Additional information on LEED certification may be found at *www.usgbc.org.*

The most obvious long-benefit of opting for greener alternatives is to preserve our resources for future generations. A conscious effort to use green methods in place of conventional development and construction practices will contribute positively to a neighborhood, its residents, and the environment.

continued ▶

Recommendations

Architecture Guidelines

Buildings are not only autonomous structures but a piece of the overall fabric that forms a 'community.' From civic buildings that inspire a sense of community pride to residential buildings that feel integrated into a neighborhood, each building contributes to the overall image of a community. By providing a set of minimum standards, architectural guidelines can provide uniformity in the built environment and ensure that each building contributes to the attractiveness and desirability of an area. Architectural guidelines are also important to allow various land uses to be integrated in a manner that is visually cohesive. The guidelines shown on the opposite page provide general standards to supplement the specific recommendations outlined in this report.

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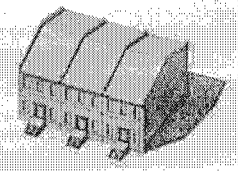

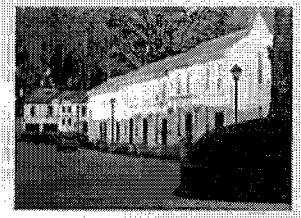

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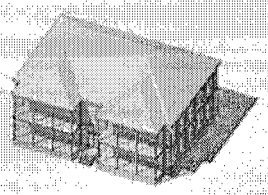
Townhouses or Rowhouses

Townhouses are single-family attached residences typically arranged in linear groupings of 5 to 10 or more units. Townhouses are typically provided with parking areas in the front yard of the unit, resulting in a streetscape dominated by parked cars. Future townhouse development should utilize shared parking courts or individual parking areas at the rear of each unit.



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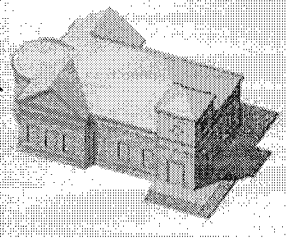
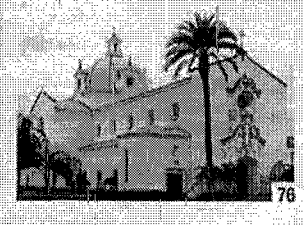
Apartment buildings

Apartment buildings appropriate to the scale of surrounding development in Richmond Heights should be no more than 2 to 3 stories and their architectural expression consist of elements found in residential buildings, such as sloped roofs, balconies, porches, and a greater proportion of wall surface than windows. Parking areas should occur at the side or rear of buildings and not along the street frontage.





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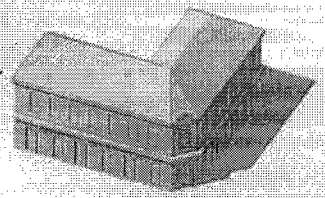
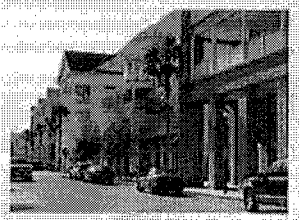
Civic buildings

Buildings such as schools, libraries and places of worship are considered civic in nature and often distinguished by an architectural form appropriate to its use. Churches, for example, often utilize vertical elements such as domes or spires that are not typically found in residential or commercial buildings. Civic buildings should reflect their use as well as be placed at suitable locations within the neighborhood to act as focal points.





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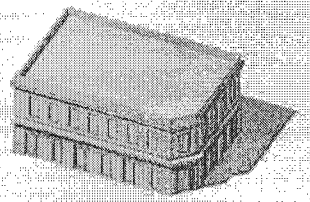
Mixed-use buildings

Mixed-use buildings integrate multiple uses within a structure. Often residential units are located above ground-floor retail or office space. The façades of a mixed-use building should express the various uses within by changes in materials and fenestration. Non-residential uses at the ground floor, for example, should have extensive glazing to permit maximum visibility to passing vehicles and pedestrians.



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Commercial buildings

Commercial buildings contain retail space, office, and other non-residential uses. In Richmond Heights, these buildings should be no more than 3 stories and have an attractive appearance towards the street regardless of use. Extensive glazing should be provided at the ground floor to permit maximum visibility to passing vehicles and pedestrians. Tenant signage should be appropriately scaled to the building and its surrounding uses.

continued ▶

Recommendations

Street Sections

The street sections on the facing page illustrate recommended improvements to streets in the study area described earlier in this report. Specific dimensions are given for various street elements. These meet contemporary technical standards such as those required by the Florida Department of Transportation in the *Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets And Highways,* commonly known as the "Florida Greenbook."

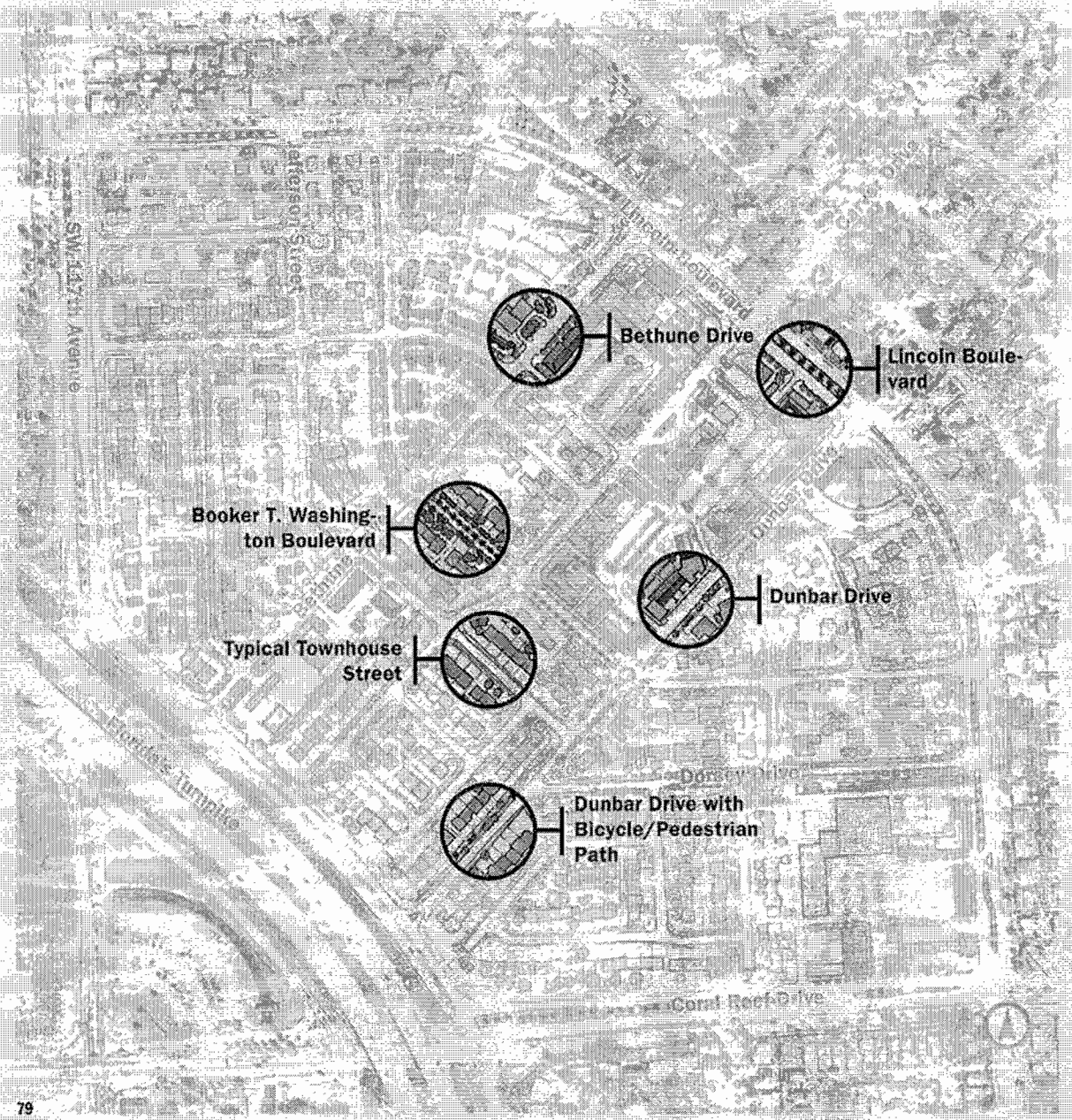
Lincoln Boulevard
Lincoln Boulevard was recently reconstructed and has an extensively landscaped median, but was not designed to provide trees along the street edge. On the west side, tree planters should be provided either in the sidewalk area or between spaces in the parking lane. On the east side trees should be planted in the existing landscape area between the curb and sidewalk.

Booker T. Washington Boulevard
Within its 70-ft. right-of-way, Washington Boulevard should be reconstructed to include a median, bicycle lanes, curbs and gutters, and sidewalks as shown in Figure 81.

Dunbar and Bethune Drives
These streets should be provided with on-street parking, curbs and gutters, and landscape areas as shown in figure 82.

Typical Townhouse Street
The streets in the townhouse area to the southwest of Washington Boulevard have an excessive paved area and should be provided with landscape areas between the sidewalk and street to permit tree planting. This improvement was also shown in Figure 69 on page 25.

Dunbar Drive with Bicycle/Pedestrian Path
South of SW 148th Street, Dunbar Drive should be provided with a multi-use path as illustrated in figure 84.



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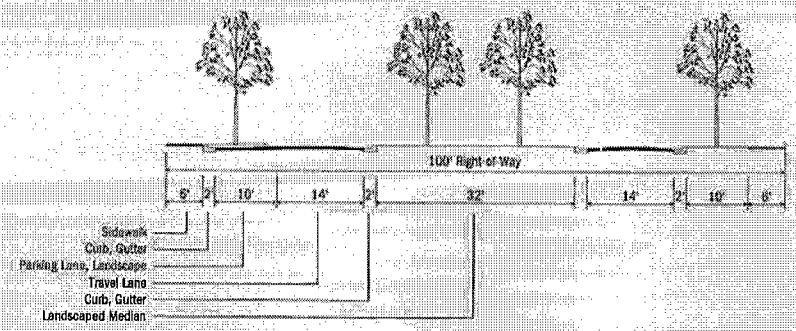
Lincoln Boulevard



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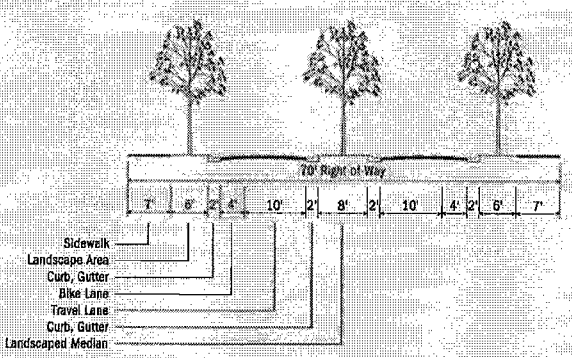
Booker T. Washington Boulevard



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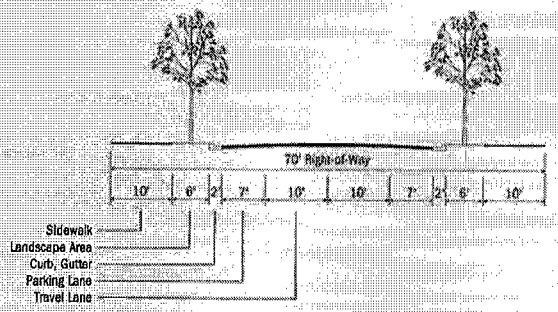
Dunbar/Bethune Drives



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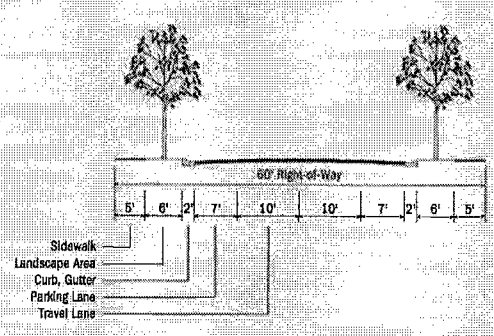
Typical Townhouse Street



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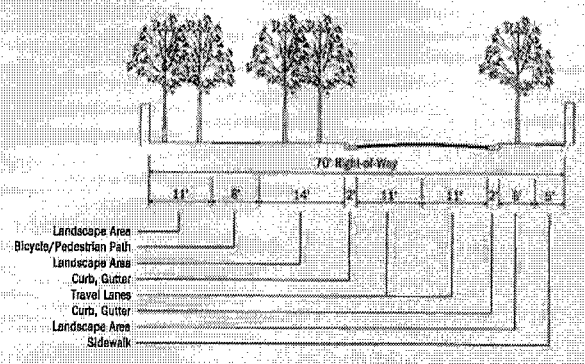
Dunbar Drive with Bicycle/Pedestrian Path



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Implementation

A plan of this type, which involves both public and private property owners, as well as numerous public agencies at different levels of government will be challenging to implement. Summarized below are some of the means by which the recommendations made in this report can be realized.

Zoning

Over the last decade, Miami-Dade County has adopted standards requiring compact, mixed-use development areas designated urban centers on its adopted Land Use Plan map. Outside these districts of intense development, zoning standards which produce conventional development patterns apply. As with urban centers, an option for Richmond Heights is the creation of a zoning district that can implement many of the recommendations in this report, such as permitting or requiring vertical or horizontal mixed-use, buildings close to the sidewalk, meaningful open space in the form of greens, square and plazas, and parking behind or the side of buildings. This type of zoning district, commonly known as a form-based code, may include regulating plans illustrating development intensities for affected parcels including permitted uses, maximum residential densities, maximum building heights, and new street design, in combination with standards for parking, open space and other criteria shown with graphics and text.

New form-based standards could affect only vacant or underdeveloped parcels or the entire downtown area identified by the boundaries, including the future redevelopment of existing residential subdivisions. Alternately, an overlay district could be developed. An overlay is adopted as a special district for lots within the downtown's boundary and includes development requirements as those found in form-based codes except new criteria is not required unless development conforms to urban design principles outlined in the report.

To encourage development in the form envisioned by this study, overlay standards are incentivized, providing bonuses when mixed-use buildings are proposed; increased densities, floor area ratio, and building height; provisions for shared parking and allowing roof gardens as a type of open space, for example. If green building practices are required or encouraged by these ordinances, additional bonuses can also be made available to the developer. Compact developments created by these ordinances are efficient and sustainable methods of building communities but could produce large-scaled buildings. Review guidelines help mitigate the intensity of these developments and are incorporated within the form-based or overlay ordinances.

Guidelines used for site plan review include landscape buffers, building height transitions and extensive setbacks if needed. Whichever option is used the result should be buildings that are compatible with existing and future development in the area and that create attractive pedestrian-friendly active public spaces.

In order to implement zoning that allows mixed-uses, such zoning must be consistent with the county's Comprehensive Development Master Plan (CDMP). The CDMP requires that mixed-use development be located in areas designated Residential Communities, with the exception of Estate Density and Low Density; Business and Office; and Office/Residential, provided that these areas are located in neighborhood activity nodes; corridors with a maximum depth of 660 feet that are located along 'Major Roadways' as identified on the adopted Land Use Plan map; or corridors designated as mixed-use corridors in an area plan that has been accepted by the Board of County Commissioners.

In the case of the Richmond Heights, the study area is designated either Business and Office or low-Medium Density Residential and abuts 'Major Roadways' on the west and south. As the majority of the area available for development in the study area lies along Lincoln Boulevard and between Bethune, Carver, and Dunbar Drives, these four streets within the study area should be designated as 'mixed-use corridors' in order to permit flexibility in the provisions of any future zoning district or overlay that may be applied to this area.

Regardless of the recommendations made in this report, property owners can file a land use or zoning application as they see fit as part of the ongoing Richmond Heights redevelopment efforts.

Private development

Redevelopment efforts in the Richmond Heights downtown began before acceptance of the report. The Village at Richmond Heights, a 22-

unit townhouse development proposed on the triangular-shaped block surrounded by Bethune Drive, Booker T. Washington Boulevard and Louis Street, received approval from the local Community Zoning Appeals Board in January 2008. The project is designed in the new urbanism tradition where buildings are sited close to the street, parking garages are accessed from service roads placed at the rear of lots and the block is fitted with on-street parking, a continuous sidewalk and street tree landscape strips. Elements adapted from Florida Vernacular architecture such as window shutters, porches with square posts, dormers, single-hung windows, and exposed rafter tails define the development style. This proposal necessitated variances from the zoning code approved by the Community Zoning Appeals Board.

This project is designed along the same principles recommended by this report for redevelopment of the Richmond Heights downtown. To assist in the revitalization of Downtown Richmond Heights, Planning and Zoning should support approvals for redevelopment of the area for projects similar to the Village while legislation intended to encourage new development in the area is completed and adopted.

Ongoing implementation/partnerships

A significant implementation program is the Building Better Communities Bond Program approved by county voters in November 2004. The program began in 2005-2006 with an initial $250 million project list, out of a total 2.9 billion bond program, which includes infrastructure, government facilities and quality of life improvements. For the Richmond Heights study area, approximately $3.5 million has been allocated to the construction of the Richmond Heights Community Center, a new 2-story facility housing retail and office space.

The Quality Neighborhood Improvement Program (QNIP) approved during the 1998-1999 budget by the Board of County Commissioners is a comprehensive neighborhood restoration program. This program sets aside funds for sidewalk repairs and improvements, road resurfacing, and parks improvements.

The implementation programs referenced above, Building Better Communities Bond Program, the and the Quality Neighborhood Improvement Program are available for immediate implementation. Additional implementation methods include: special taxing districts that provide for the construction and maintenance of local streets including landscaping and street lighting; programmed corridor improvements through the Public Works Department; and redevelopment by the private sector can be considered an implementation resource. Implementation is an ongoing process requiring commitments from area citizens and government agencies. The report reflects community concerns and aspirations for a safe and attractive downtown for Richmond Heights.

Special Taxing Districts

A Special Taxing District, consistent with Chapter 18 of the Code of Miami-Dade County, is one way that can fund infrastructure improvements within the study area. Special taxing districts provide a mechanism for financing local infrastructure improvements by those property owners that would benefit. Various improvements such as sidewalks, street lights, sewers, and landscaping can be financed through a district and allow improvements to be made area-wide in a cost-effective manner.

Prioritization

Following is a list summarizing the recommendations of the Richmond Heights Area Plan report. Some of these recommendations can be implemented in a short period of time by Miami-Dade County, property owners, and area developers and/or through a joint effort between the public and private sectors. Some recommendations are dependent on participating agencies, available funding or may not be implementable until other priorities are completed. Over the long term, the plan will be successful if there is a concerted effort and ongoing coordination on the part of the community and government agencies to implement prioritized recommendations.

Implementation

The community was invited to prioritize the specific recommendations made within this report at the March 23, 2010 Richmond Heights 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)
Economic Development				**1 (17)**
Richmond Heights Center [County Building] (24)	GSA, OCI	GOB	Short	1 (16)
Neighborhood business (22)	SBD	SBD, Private, MISC	Short	2 (14)
Local grocery store (16)	Private	Private	Short-Medium	3 (6)
Promenade Plaza redevelopment (16-17)	Private	Private		4 (4)
Land Use				**2 (13)**
Carver Drive block development (23)	Private	Private	Short	1 (24)
Health care facility (24)	OCHP	MISC	Short-Medium	2 (14)
RU-TH parcels on Bethune Drive and Louis Street (16)	Private	Private	Long	3 (12)
Promenade Plaza redevelopment (16-17)	Private	Private	Long	4 (10)
Dorsey Drive 'liner' (18-19)	Private	Private	Long	4 (10)
Dunbar Drive block development (22-23)	Private	Private	Long	4 (10)
Zoning standards revision (29)	DP&Z	DP&Z	Short	7 (9)
Bethel Church block development (19-20)	Private	Private	Long	7 (9)
Macedonia Church block development (21-22)	Private	Private	Long	
Green Community				**3 (12)**
Affordable housing (20)	HCD, Private	MISC		1 (16)
Green Design (25)	OOS, DPZ	MISC	Short	2 (14)
Provide bus shelters (10)	MDT	MDT, MISC	Short	3 (10)
Green network (24)	P&R, PW	P&R, PW, MISC	Long	3 (10)
Streetscape and Aesthetics				**4 (11)**
Dorsey Drive landscape improvement (18)	PW	PW, MISC	Short	1 (15)
Booker T. Washington Blvd roundabouts at Dunbar and Bethune Drs (16)	PW	PW, MISC	Medium-Long	2 (14)
Bethune Drive entrance gateway (15-16)		PW, MISC	Short	3 (13)

continued ▶

Recommendation (Page Reference)	Participating Agencies	Potential Funding Sources	Time Element	Priority Ranking (Votes)
Dunbar Drive bicycle/pedestrian path (29)	PW	PW, MISC	Medium-Long	4 (12)
Bethune Drive on-street parking, landscaping, curbs and gutters (29)	PW	PW, MISC	Medium-Long	5 (11)
Street trees on townhouse streets (29)	PW	PW, MISC	Short	5 (11)
Dunbar Drive on-street parking, landscaping, curbs and gutters (29)	PW	PW, MISC	Medium-Long	7 (9)
Booker T. Washington Boulevard median (29)	PW	PW, MISC	Medium-Long	8 (7)
Additional street trees on Lincoln Boulevard (29)	PW	PW, MISC	Short	9 (6)
Social/Medical Services				**5 (10)**
Community health clinic (19)	OCHP	MISC	Short-Medium	1 (13)
Adult day care (9)	HS	MISC	Short-Medium	2 (11)
Community Identification				**6 (9)**
Youth Center (19)	P&R, HS	MISC	Short-Medium	1 (18)
Community meeting facility (11)	GSA, OCI	GOB	Short	2 (17)
Community events signs (10)	Private	Private, MISC	Short	3 (8)
Entrance siganage (10)	PW	PW, MISC	Short-Medium	4 (5)

Acronyms

DP&Z	Department of Planning and Zoning
GOB	General Obligation Bond Program
GSA	General Services Administration
HCD	Department of Housing and Community Development
HS	Department of Human Services
MDT	Miami-Dade Transit
MISC	Miscellaneous
OCHP	Office of Countywide Healthcare Planning
OCI	Office of Capital Improvement
OOS	Office of Sustainability
P&R	Park and Recreation Department
PW	Public Works Department
SBD	Department of Small Business Development

Time Element

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

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Appendices

Richmond Heights Market Analysis ..... Appendix A
Infrastructure Analysis ..... Appendix B
Zoning Districts and Standards ..... Appendix C
Public Meetings ..... Appendix D
Resolutions ..... Appendix E

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Appendix A

Richmond Heights Market Analysis

Planning Research Section
Department of Planning & Zoning
June 2009

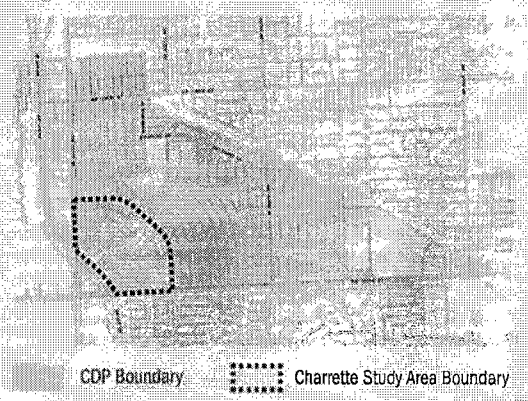
This analysis presents a study of the "downtown" Richmond Heights area. The study serves as an economic and market base for the Area Plan report. The market analysis uses the Richmond Heights Census Designated Place (CDP) as a geographical basis. An overall view of this area from an economic perspective is presented through an analysis of relevant data. The study contains an analysis of relevant demographic, economic, and housing characteristics. This will provide the basis for the subsequent formulation of recommendations to enhance the business and economic opportunities in "downtown" Richmond Heights.

Geography

Richmond Heights is located in Miami-Dade County, approximately 15 miles southwest of Downtown Miami. The market area is somewhat triangular and is bounded by Coral Reef Drive on the south, SW 119th Avenue on the west, and SW 134th Street and the C-100 Canal on the north and east. The area used for the demographic and market analysis is the Richmond Heights Census Designated Place (CDP) which includes the area encompassed between the C-100 Canal on the north, SW 117th Avenue on the West, and SW 136th Street on the south. The area north of SW 136th Street was not included in the previous Richmond Heights area profile studies conducted by Research Section, Department of Planning and Zoning in February 1998 and April 2009.

The area contoured by Lincoln Blvd. on the north and east, by the Florida Turnpike on the west and Coral Reef Drive on the south represent the "downtown" Richmond Heights study area located within the CDP. This area is the main focus of the property analysis included here.

Map A1 **CDP Boundary**



Source: Miami-Dade County Department of Planning and Zoning

Population

The population in Richmond Heights CDP, in the year 2000 was 8,432. Between 1990 and 2000 the Richmond Heights experienced significant demographic changes translated into an overall decrease of its total population by 1.8 percent, in contrast with the steady population growth Countywide at a rate of 16 percent. The changes in ethnic composition of the Richmond Heights' population were notable.

The Non-Hispanic White population in the

Appendix A

Richmond Heights CDP decreased by 66 percent in 2000, three times faster than the parallel decrease in this number Countywide. This component of the Richmond Heights' population also experienced the largest change in absolute terms.

Unlike the county trend characterized by a 15 percent increase, the Black or African American population in the Richmond Heights CDP contracted by 8 percent by 2000. At the same time, the Hispanic population increased from 9 percent in 1990 to 12 percent in 2000. The Hispanic population grew at a rate of nearly 30 percent, consistent with the 36 percent growth rate of the Hispanic or Latino population in the County at large. The part of the Hispanic population in Richmond Heights CDP is higher than that shown in previous studies of the area. This is due in great extent to the inclusion, in the CDP study area of the predominantly Hispanic or Latino residential neighborhood north of SW 136th Street.

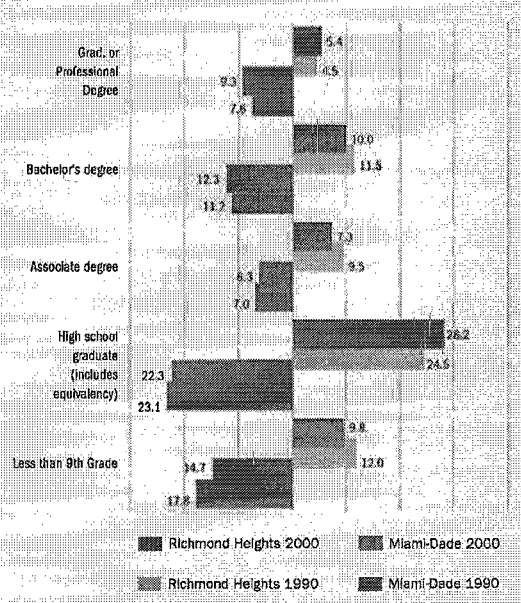
Richmond Heights today remains a predominantly Black area with Blacks or African Americans representing four-fifths of the population in 2000. In the County, this population represented less than one fifth of the total population.

Educational Attainment

The educational attainment trends in the Richmond Heights CDP and the County for the years 1990 and 2000 are illustrated on Chart A1. In the ten years between 1990 and 2000 the proportion of people 25 years and older that had an education not reaching 9th grade declined both in Richmond Heights and the County.

In the Richmond Heights CDP, this number went from 12 percent in 1990 to 10 percent in 2000, while remaining continuously below the Countywide levels of 18 percent and 15 percent, respectively. However, the level of educational attainment in the CDP tends to be lower than Countywide. The number of people with associate degree in Richmond Heights also decreased by 2 percent between 1990 and 2000 approach-

Chart A1 **Educational Attainment**



Source: U.S. Census Bureau 1990, 2000 Decennial Census

Table A1 **Race and Ethnicity**

Miami-Dade	1990	2000	Change
Total population	**1,937,094**	**2,253,362**	**16.3%**
White alone	585,607	465,894	-20.4%
Percent of the Total	*30.2%*	*20.7%*	
Black or African American alone	369,621	423,656	14.6%
Percent of the Total	*19.1%*	*18.8%*	
Other alone	28,459	72,131	153.5%
Percent of the Total	*1.5%*	*3.2%*	
Hispanic or Latino	953,407	1,291,681	35.5%
Percent of the Total	*49.2%*	*57.3%*	
Richmond Heights CDP	**1990**	**2000**	**Change**
Total population	**8,583**	**8,432**	**-1.8%**
White alone	933	315	-66.2%
Percent of the Total	*10.9%*	*3.7%*	
Black or African American alone	7,485	6,882	-8.1%
Percent of the Total	*87.2%*	*81.6%*	
Hispanic or Latino	751	974	29.7%
Percent of the Total	*8.7%*	*11.6%*	

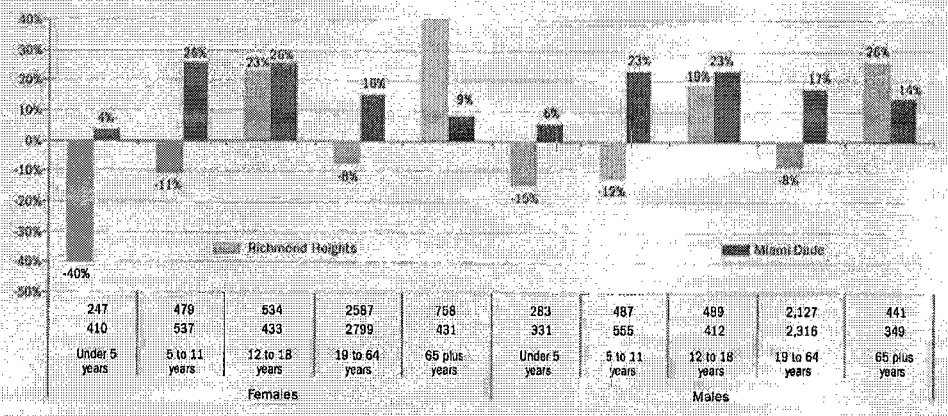
Source: U.S. Census Bureau 1990, 2000 Decennial Census

Table A2 **Gender by Area**

Miami-Dade	1990	2000
Females	53.7%	54.6%
Males	46.3%	45.4%
Richmond Heights CDP	**1990**	**2000**
Females	52.2%	51.8%
Males	47.8%	48.2%

Source: U.S. Census Bureau 1990, 2000 Decennial Census

Chart A2 **Change in Age Cohorts by Gender 1990-2000**



Source: U.S. Census Bureau 1990, 2000 Decennial Census

ing the Countywide level of 7 percent in the beginning of the period.

In the group of people with Bachelor's degree, the figures for Richmond Heights showed some deterioration dropping from 12 percent in 1990 to 10 percent in 2000. The Countywide percentage increased to 12 during this period starting from nearly the same level of 11 percent in 1990.

A modest increase was noted in the number of people with advanced degree which grew to 5 percent in 2000 from 4.5 percent in 1990 remaining below the County starting point of 8 percent in 1990. Improvement was seen in the number of those who held a High School Diploma or equivalent in the CDP Area. High school graduates increased from 25 percent in 1990 to 28 percent in 2000, as opposed to the decline from 32 percent to 22 percent in the County during the ten years period.

Age and Sex

Table A2 shows that gender distribution in the Richmond Heights CDP as well as countywide there are more women than men. The female population in the CDP area grew from 54 percent of the total population in 1990 to 55 percent in 2000.

During the same period, the female population in the County decreased from 52.2 to 51.8 percent. These changes occurred simultaneously with the decrease of the total population in Richmond Heights discussed in previous sections. Overall, the Richmond Heights CDP compares unfavorably to the County with regards to the population age structure from 1989 to 1999.

The Chart A2 reveals the worsening of the age structure in the Richmond Heights between 1990 and 2000, as compared to the more healthy demographic trends characterizing Miami-Dade County. Negative changes in opposite direction to the Countywide growth were seen for the youngest population and the population in most active employment age.

The preschool (under 5 years) female population in Richmond Heights CDP sharply decreased by just under 40 percent and the preschool male population decreased by over 14 percent by 2000. The Countywide trend for this age cohort for the same period was in opposite direction.

The male population 5 to 11 years of age, in Richmond Heights CDP contracted by 12 percent and the corresponding female age cohort —by nearly 11 percent during the decade. The drop in the number of males and females 19 to 64 year of age in Richmond Heights by 9 percent and 6 percent, respectively, is of particular concern, given the steady two-digit rate of increase of these age groups Countywide.

In addition to the disproportionate changes and negative trends, the population the CDP population is aging faster than the County as a whole, as evidenced by the 76 percent increase in the number of females 65 years and over and 26 percent for the corresponding male subgroup.

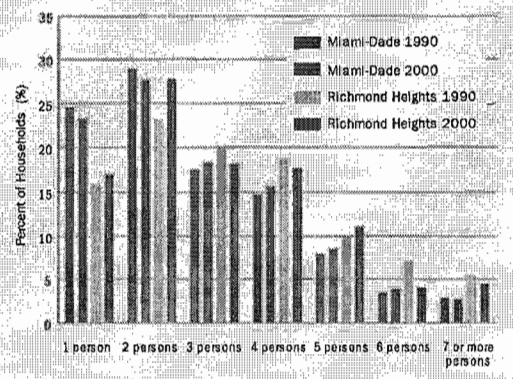
Appendix A

Table A3 **Poverty Rate by Household Type**

Miami-Dade County	1989		1999		Change
Total Households:	**692,237**	-	**777,378**	-	**12%**
With income below poverty level	**121,979**	**100%**	**140,569**	**100%**	**15%**
Percent of Total Households	*17.6%*		*18.1%*		*3%*
Married-couple family	30,429	25%	35,040	25%	15%
Male householder; no wife present	6,173	5%	7,449	5%	21%
Female householder; no husband present	32,077	26%	37,619	27%	17%
Nonfamily households	53,300	44%	60,461	43%	13%
Richmond Heights CDP	**1989**		**1999**		**Change**
Total Households	**2,581**	-	**2,652**	-	**3%**
With income below poverty level	**376**	**100%**	**439**	**100%**	**17%**
Percent of Total Households	*14.6%*		*16.6%*		***14%***
Married-couple family	42	11%	83	19%	98%
Male householder; no wife present	28	7%	6	1%	-79%
Female householder; no husband present	183	49%	213	49%	16%
Nonfamily households	123	33%	137	31%	11%

Source: U.S. Census Bureau 1990, 2000 Decennial Census

Chart A3 **Household Size by Area**



Source: U.S. Census Bureau 1990, 2000 Decennial Census

The comparable rates for the County were 9 percent and 14 percent, respectively.

Income and Poverty

Median household incomes from the 1990 and 2000 Census are shown in Chart A4 for Miami-Dade and the Richmond Heights CDP. When adjusted for inflation, the median income in Richmond Heights increased from 1989 through 1999, as opposed to a slight decline in the Countywide level. The median income in constant dollars grew, in the Richmond Heights from $37,017 in 1989 to $38,191 in 1999, an increase of 3 percent.

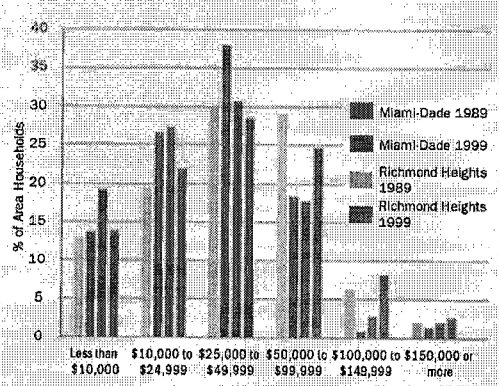
The 1999 median income for the Richmond Heights CDP represented 106.2 percent of the County median for the same year ($35,966), an increase from 102.0 percent level of the County median reported by 1989 ($36,154).

The County's median household income dropped by 0.5 percent during the same period. However, the per capita income in the Richmond Heights CDP was $15,824 in 1999 or 86 percent of the County's figure of $18,474. The comparison of household size between the County and Richmond Heights CDP over time provides for an explanation for this apparent discrepancy. As seen from Figure 5, there are more households with 3, 4, 5 and seven or more persons in Richmond Heights than Countywide.

The households with 2 persons are the most common both in the County and in the CDP area. However, their number, in the County decreased from 29 percent in 1990 to 28 percent in 2000, while it grew from 23 percent to 29 percent in Richmond Heights.

A careful look at the Table A3 above shows that this increase was largely due to an increase in the number of married-couple and female-lead

Chart A4 **Area Households by Income Level**



Source: U.S. Census Bureau 1990, 2000 Decennial Census

households below the poverty level. Chart A4 shows the distribution of households by income level from 1989 to 1999.

In Richmond Heights CDP, the households with income between $25,000 and $49,999 remained the most common during the decade. Their share in all households grew from 30.2 percent, in 1990 to 38.1 percent in 1999. This income level range was also most frequently seen Countywide with 30.8 percent in 1999, up from 28.9 in 1989.

The households with income levels between $50,000 and $99,999, in Richmond Heights CDP decreased to 18.4 percent in 1999, down from 29.1 in 1989. The distribution of households by level of income in the County in 1999 was similar to this in Richmond Heights CDP in 1999, an improvement from 1989 when it was positively skewed towards lower income levels. The households with income $100,000 to $149,999 decreased to less than one percent in 1999, from 6.3 percent in 1989 while the change for the County was in opposite direction reaching 8.2 in 1999.

Table A3 summarizes the changes that occurred in poor households in Richmond Heights during the decade. Generally, poverty rates in Richmond Heights CDP were in line with Countywide trends. By 1999, the share of households with income below the poverty level in Richmond Heights grew to 17 percent of all households, up from 15 percent level in 1989. These figures remained below the comparable figures of 18 percent for the County in years 1989 and 1999, respectively.

Similar to the County trend, the share of the female headed households of all households in poverty in the Richmond Heights area remained stable, however at a significantly higher level of 49 percent than the corresponding 27 percent for the County. The absolute number of these households increased from 1990 to 1999 by 16 percent in the CDP, at a slower rate than Countywide.

An unfavorable development is noted regarding the share of married-couple families in poverty which increased from 11 percent in 1990 to 19 percent in 1999, while it remained unchanged Countywide. The number of married-couple families in poverty nearly doubled in 1999, markedly above the Countywide increase of 15 percent.

Employment

The economic activity in Richmond Heights is limited with a total of sixty businesses providing employment to 618 people, or less than eight percent of the area population. About 64 percent of all area employment is related to educational services. This group of services is by far the largest employer in Richmond Heights CDP with 397 jobs and an average of 50 employees. In comparative terms, the second most important employment category is other services. This includes thirteen businesses providing repair, maintenance, personal and religious services. In aggregate they provide 57 jobs with an average of four employees per establishment. The importance of the educational services can be explained by the presence of public institutions including two public schools and two school care services establishments in the area which provide 82 percent of all jobs within this group. The remaining educational services businesses are represented by small private businesses with an average of five employees.

The third most significant group of jobs is supplied by businesses offering healthcare and social assistance services. Of the five entities in this group employing 39 people, four businesses are related to social assistance services and provide 37 jobs.

Notably, the majority of the employers in Richmond Heights, except for the public educational institutions are small businesses with less than

Appendix A

Table A4 **Employees by Industry**

NAICS*	Industry	Number of Businesses	Average Number of Employees**	Percent of Area
Construction		4	4	2.4%
236	Construction of buildings	2		
237	Heavy and civil engineering construction	2		
Wholesale Trade		1	2	0.3%
423	Durable goods merchant wholesalers	1		
Retail Trade		5	3	2.6%
441	Motor vehicle & parts dealers	1		
443	Electronics and Appliance Stores	1		
452	General merchandise stores	1		
453	Miscellaneous store retailers	1		
454	Nonstore retailers	1		
Transportation & Warehousing		2	4	1.3%
486	Pipeline transportation	1		
488	Motor Vehicle Towing	1		
Finance & Insurance		3	4	1.9%
522	Credit intermediation & related activities	2		
524	Insurance carriers & related activities	1		
Real Estate & Rental & Leasing		3	6	2.9%
531	Real estate	3		
Professional, scientific, & technical services		4	2	1.5%
541	Professional, scientific, & technical services	4		
Administrative & support & waste management & remediation service		8	2	3.1%
561	Administrative & support services	8		
Educational Services		8	50	64.2%
611	Educational services	8		
Health Care & Social Assistance		5	8	6.3%
621	Home Health Care Services	1	2	
624	Social assistance	4		
Arts, entertainment, & recreation		2	9	2.9%
712	Museums, historical sites, & similar institutions	1		
713	Other Amusement and Recreation Industries	1		
Other Services (except Public Administration)		13	4	9.2%
811	Repair & maintenance	3		
812	Personal & laundry services	4		
813	Religious/grantmaking/civic/professional & similar org	6		
Public Administration		1	5	0.8%
923	Administration of Human Resource Programs	1		
Other (No Code Provided)		1	3	0.5%
0	NAICS code not provided	1		
	Total:	60		100.0%

*North American Industry Classification System **Average number of employees over three months.

Source: Miami-Dade County, Department of Planning and Zoning, Planning Research Section, based on data from Info USA, Inc., May 2009.

Table A5 **Businesses Within 1 Mile Not Present in the Richmond Heights CDP**

NAICS	Industry	Number of Businesses
238	Specialty trade contractors	9
311	Food manufacturing	1
323	Printing & related support activities	1
327	Nonmetallic mineral product mfg	1
335	Electrical equipment, appliance, & component mfg	1
337	Furniture & related product mfg	1
339	Miscellaneous manufacturing	1
424	Nondurable goods merchant wholesalers	2
425	Wholesale electronic markets and agents and brokers	1
442	Furniture & home furnishings stores	4
443	Electronics & appliance stores	2
444	Building material & garden equipment & supplies dealers	11
445	Food & beverage stores	3
446	Health & personal care stores	2
447	Gasoline stations	2
448	Clothing & clothing accessories stores	5
451	Sporting goods, hobby, book, & music stores	4
453	Miscellaneous store retailers	4
454	Nonstore retailers	2
481	Air transportation	1
484	Truck transportation	1
485	Transit & ground passenger transportation	2
493	Warehousing & storage	1
512	Motion picture & sound recording industries	2
517	Telecommunications	2
518	Internet service providers, web search portals, & data processing	2
523	Securities intermediation & related activities	4
532	Rental & leasing services	5
551	Management of companies & enterprises	1
623	Nursing & residential care facilities	1
721	Accommodation	2
722	Food services & drinking places	7

Source: Miami-Dade County, Department of Planning and Zoning, Planning Research Section

Table A6 **Vacant Properties**

Folio	Lot Size (Acres)	Current Use (Observation)	Owner (Property Appraisal Records)
30-5019-001-5560	0.20	Parking	ANDRE N DAWSON
30-5019-001-6000	0.20	Parking	BETHEL MISS BAPTIST CHURCH INC
30-5019-001-6010	0.80	Parking	BETHEL MISS BAPTIST CHURCH INC
30-5019-001-6270	0.40	Parking	BETHEL MISS BAPTIST CHURCH INC
30-5019-001-5980	0.50	None	MIAMI-DADE COUNTY
30-5019-001-6230	0.20	None	BETHEL MISS BAPTIST CHURCH INC
30-5019-001-5250	1.70	None	MARTIN MEMORIAL AFRICAN M E CHURCH INC
30-5019-001-5570	0.32	None	RICHMOND HGHTS UNITED PASTORS
30-5019-001-5360	0.50	None	MARTIN MEMORIAL AFRICAN M E CHURCH INC
30-5019-001-5340	0.86	None	MARTIN MEMORIAL AFRICAN M E CHURCH INC
30-5019-001-5420	1.77	None	RICHMOND HEIGHTS TOWNHOUSE DEVELOPMENT CORPORATION
30-5019-021-0010	1.56	None	CARMEL INVESTMENT & DEV INC
30-5019-015-1180	0.25	None	RICHMOND HIGHTS TOWNHOUSE DEV CORP.
30-5019-015-1170	0.14	None	RICHMOND HIGHTS TOWNHOUSE DEV CORP.
30-5019-015-1160	0.14	None	RICHMOND HIGHTS TOWNHOUSE DEV CORP.
30-5019-001-6350	0.65	None	ARANHA LLC
30-5019-008-0080	0.17	None	DAVID HILL &W JO ANN G
30-5019-004-0570	0.30	None	J L BROWN DEVELOPMENT CORP.
30-5019-004-0720	0.28	None	J L BROWN DEVELOPMENT CORP.
30-5019-004-0410	0.23	None	RSC INVESTMENTS INC.,
30-5019-004-0660	0.42	None	JUAN ROMERO &W CLARA

Source: Miami-Dade County, Department of Planning and Zoning, Planning Research Section

five employees on average. The four businesses in construction, two in real estate each provide less than three percent of the area employment. Retail trade also remains very limited with less than three percent of area employment.

Property Analysis

The following property analysis is limited to the Richmond Heights study area. The options for economic development of Richmond Heights study area are largely dependent on availability of vacant land. A property records search, in the study area revealed that there are twenty-one vacant properties with total area under 12 acres (Table A6).

One of the vacant properties is a half-acre lot owned by Miami-Dade County. Of the remaining twenty vacant properties, eight are owned by religious institutions. These properties cover 5 acres and some of them have restrictions or obstacles to further business development. These encumbrances include unpaid property taxes, liens, and covenants. Of all church-owned properties, three lots covering one and a half acres are currently used for parking adjacent to properties owned by the same owner.

Restricting the analysis to privately-owned vacant properties, there twelve vacant lots with a total area of just over 6 acres. Of these vacant properties, nine lots cover five acres and are owned by various business entities. The three remaining properties are owned by different individuals and have a very small total area of 0.2 acres. One of them is currently used for parking for the adjacent property with existing use. Some of the vacant properties have land use retractions, tax or legal burdens. It appears, from our review of vacant properties in Richmond Heights study area that a modest amount of land without restrictions is readily available for infill business uses.

Economic Activity Outside Richmond Heights CDP

A look at the economic activity within the one-mile band surrounding Richmond Heights provides evidence that the local demand is mainly served by the businesses operating in the immediate proximity of Richmond Heights CDP area. In fact, 471 businesses, or eight times more than in Richmond Heights are actively operating within nearly half of the area offering a myriad of specialized products and services. The one-mile band economic activity encompasses small businesses, mid-size operations with more than one offices and large retail stores like Publix Supermarket , Office Depot and fast food chains like McDonalds. As an example, the retail industry is well represented with three ethnic-food restaurants, three delicacy and bakery stores, two pizza restaurants including Pizza Hut and Don Coleon, specialty retailers like Starbucks, Diary Queen etc.

In a comparison of the economic activities in Richmond Heights and in the surrounding one-mile area, it appears that economic activity in the surrounding area not only covers all areas of operation of Richmond Heights' local industries, but has considerably more establishments in almost all categories. More specifically, the surrounding area has more professional, scientific and technical services businesses, electronics and appliance stores, motor vehicle and auto parts dealers, administrative and support services, home health care and personal services.

In addition, the one-mile band surrounding Richmond Heights includes businesses from various industries which are not present in Richmond Heights CDP. Among these businesses, the most common are specialty trade contractors, building material and supplies stores, food services and drinking places, furniture, clothing and accessories stores (Table A5).

Implications of Market Size

The socio-economic features of the Richmond Heights from 1990 to 2000 indicate a limited potential for an increase in purchasing power. The median household income in the Richmond Heights was over 106 percent of the County's median household income in 1999. While this ratio remained, in fact, above the parity level with Miami-Dade County, the per capita income in the Richmond Heights CDP is 86 percent of the County's figure of $18,474. Further, the area population showed a decrease from 1990 to 2000.

Finally, given its 2,652 households and mean income of $37,500, it is important to note that the aggregate income available for household expenditure is just under $100 million.

Conclusion

The Richmond Heights community is characterized by relatively strong socioeconomic characteristics. Its median household income is above that for the County and it has an aggregate income of about $100 million. However, it is relatively isolated at it is bounded by major roadways. Further, its business area is in the southwest corner of the neighborhood. This makes the use of the business establishments in "downtown" Richmond Heights by residents outside the area unlikely. In addition, as was made clear in the market analysis, the area around Richmond Heights is saturated with business establishments.

The "downtown" Richmond Heights area is well suited for neighborhood retail and services sector establishments. Given its aggregate income and neighborhood isolation, it is not suited for larger scale development. This is in accordance with Urban Land Institute standards for retail development. Further, any large scale development along Lincoln Boulevard would cause unwanted traffic flow in the residential section of Richmond Heights. In sum, modest neighborhood scale development appears warranted.

Appendix B

Infrastructure Analysis

Roadways and Traffic

Miami-Dade County and the Florida Department of Transportation currently monitor traffic counts on major roadways and expressways. This data is used to determine the operating and concurrency Level of Service (LOS) of roadways throughout the county. The LOS is represented by the letters A to F, where roadways with a LOS of A permit the free flow of traffic near the speed limit and roadways with a LOS of F experience severe congestion and very low speeds. The adopted LOS standard for most roadways in the Richmond Heights area is LOS D.

Ongoing traffic counts are not maintained on roadways within the Richmond Heights study area. In order to more accurately estimate the impact of future development, traffic counts were taken at two points along Lincoln Boulevard and at one point on Bethune Drive.

Development Scenarios

The potential future development as recommended in this report was analyzed for its traffic impact. This development was analyzed as two scenarios: a short term scenario where 161 multi-family residential units, 46,609 sq. ft. of office space and 46,609 sq. ft. of retail space is assumed to be constructed in the next five years and a long-term scenario where 384 multi-family residential units, 111,078 sq. ft. of office space 111,078 sq. ft. of retail space is developed over the next 20 years.

Trip Generation

Trip generation software was used to estimate the PM peak hour trips that would be generated by each scenario. The short-term scenario is estimated to generate approximately 576 PM peak hour trips, and the long-term scenario is estimated to generate approximately 1,047 PM peak hour trips. Both estimates were adjusted for the internal capture of trips due to the mixed-use nature of the anticipated development. After the adjustments, the short-term scenario would have a net external PM peak hour trip generation of approximately 498 trips and the long-term scenario a net external PM peak hour trip generation of approximately 892 trips.

Existing Level of Service

Major roadways in the Richmond Heights area were analyzed to determine their current LOS. Lincoln Boulevard, between SW 117th Avenue and SW 152nd Street, and Bethune Drive, between Lincoln Boulevard and the HEFT northbound frontage road are currently operating at LOS C and D, respectively. SW 117th Avenue between SW 136th and SW 184th Streets is currently operating at LOS C, and the roadway segments of SW 152nd Street between SW 124th and SW 117th Avenues and from SW 117th Avenue to SW 107th Avenue are operating at LOS D and C, respectively. The current LOS is shown in Table B1 and Map B1 on page 46.

Traffic Concurrency Evaluation

An evaluation of peak-period traffic concurrency conditions, which considers reserved trips from approved development not yet constructed, programmed roadway capacity improvements, and the traffic impacts of the potential

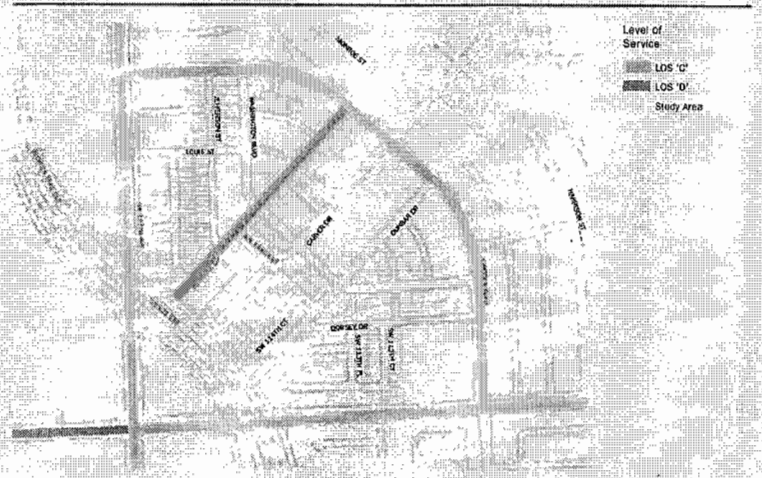
development scenarios, indicate all the analyzed roadways within and adjacent to the Richmond Heights area are projected to operate at acceptable levels of service for both the short and long-term scenarios. Lincoln Boulevard, between SW 117th Avenue and SW 152nd Street, and Bethune Drive, between Lincoln Boulevard and the HEFT northbound frontage road, are projected to operate at LOS C and D, respectively; SW 117th Avenue between SW 136th and SW 184th Streets is projected to operate at LOS C. The segment of SW 152nd Street between SW 117th and SW 124th Avenues is projected to continue operating at LOS D, while the segment from 107th to 117th Avenues is the only segment experiencing a change in service to operate at a projected LOS D in the long-term scenario.

Table B1 **Roadway Level of Service**

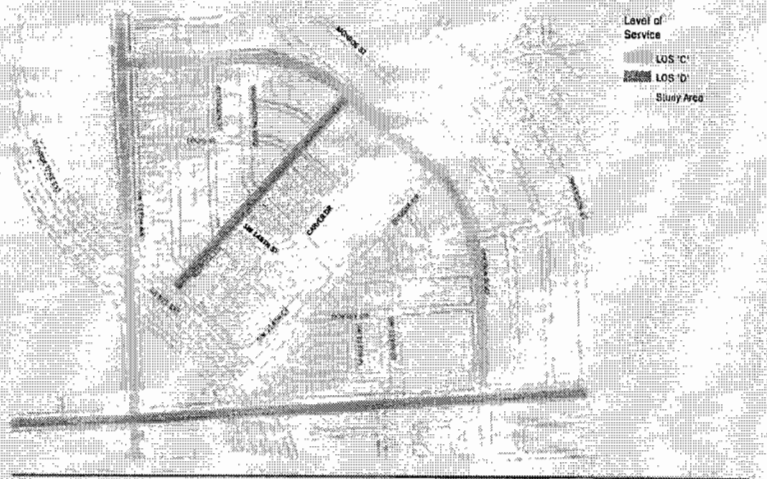
Roadway		Existing LOS	Projected LOS (Long-Term Scenario)
Lincoln Boulevard	*from SW 117th Avenue to SW 152nd Street*	C	C
Bethune Drive	*from Lincoln Boulevard to HEFT northbound frontage road*	D	D
SW 117th Avenue	*from SW 136th Street to SW 184th Street*	C	C
SW 152nd Street	*from SW 107th Avenue to SW 117th Avenue*	C	D
SW 152nd Street	*from SW 117th Avenue to SW 124th Avenue*	D	D

Sources: Miami-Dade County Department of Planning and Zoning, Miami-Dade County Public Works Department, Florida Department of Transportation

Map B1 **Roadway Existing Level of Service**



Map B2 **Roadway Projected Level of Service** (Long-Term Scenario)



Appendix B

Infrastructure Analysis

Water and Sewer Service

When the development of Richmond Heights began in the early 1950s its drinking water was provided by its own water treatment plant and sewage disposal was achieved through the use of individual septic systems. Today, Richmond Heights is within the service area of the Miami-Dade Water and Sewer Department (WASD), and the water tower that was an area landmark was removed years ago. Development standards have changed over time as well, with septic systems no longer permitted except for very low density residential uses. Since the provision of adequate infrastructure service to a property is often the greatest expenditure in development apart from land and construction costs, a brief analysis of the level of water and sewer service in the study area is provided here.

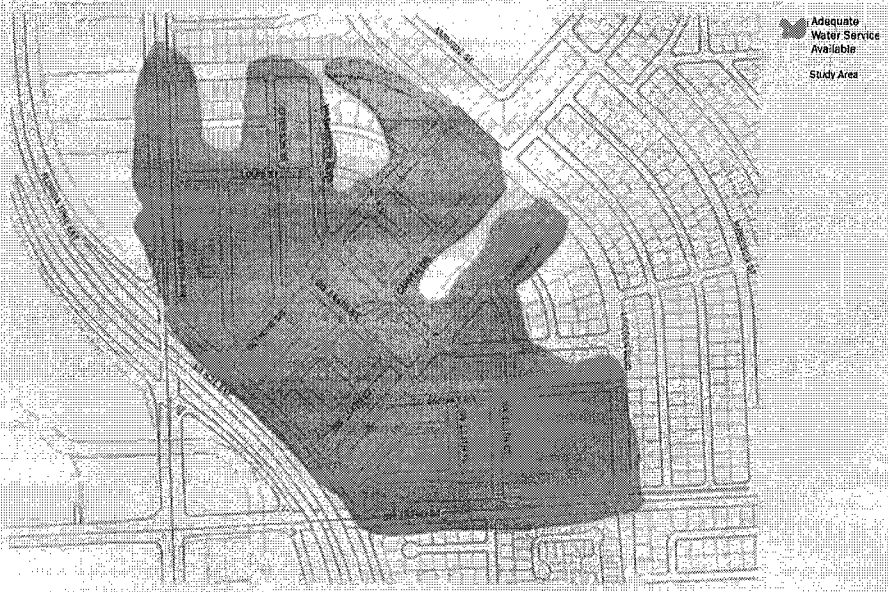
Water Service

Every property within the study area has water service available through water lines within public right-of-ways or utility easements located at the rear of lots. Currently, the majority of the study area is served by water lines that range in size from 2 inches to 24 inches in diameter. Many of the existing lines do not meet the current WASD minimum standard of 8 inches in diameter. Future development may require an upgrade of the water distribution lines to meet the minimum standards and provide adequate capacity. In particular, development within the study area which includes 1) residential densities greater than 50 dwelling units per acre; 2) business and office uses; or 3) institutional uses (excluding schools) would require upgrading the existing water lines to 12 inches in diameter.

Sewer Service

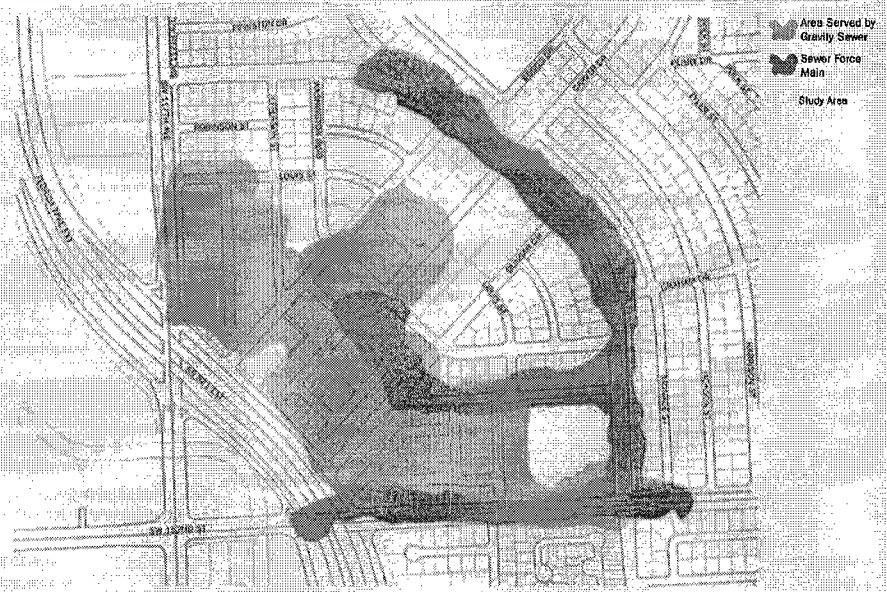
As shown in Map B4, sewer service is currently only available in some portions of the study area. The existing sewer lines, where provided, meet the WASD's minimum standard of 8 inches in diameter and should be sufficient to allow for redevelopment. Since sewer service is sporadic, many residential properties within the study area rely on individual septic systems for wastewater removal. Redevelopment of the study area, beyond the low density residential uses that currently prevail, would require extension of the sewer lines to the areas without service and connection of the properties that are proximate to an existing line.

Map B3 **Water Service in the Study Area Vicinity**



Source: Miami-Dade County, Department of Planning and Zoning

Map B4 **Sewer Service in the Study Area Vicinity**



Source: Miami-Dade County, Department of Planning and Zoning

Appendix C

Zoning Districts and Standards

A summary of the zoning districts existing in the study area are provided here. Permitted uses are listed in the table on this page; zoning standards are listed on the facing page.

Land Use Category	Zoning District*	Permitted Residential Density	Typical Permitted Uses
Residential	RU-1 Single Family Residential District	1 unit/net 7,500 sf	One family residence, day care
	RU-2 Two Family Residential District	2 unit/net 7,500 sf	Duplex, 2 family residence, garage apartment
	RU-TH Townhouse District	8.5 units/ net acre	Townhouse
	RU-3 Four-Unit Apartment House District	23 units/ net acre	Multifamily apartment house, community residential facilities
	RU-4 High Density Apartment House District	50 units/ net acre	Multifamily apartment house, community residential facility
Business and Office	BU-1 Neighborhood Business District	One density category higher than nearest residential land use category up to 50% of the overall floor area	Mixed use (residence/business), retail and service convenience facilities, offices
	BU-1A General Business District	One density category higher than nearest residential land use category up to 50% of the overall floor area **	Retail and service convenience facilities, service stations, health clubs, animal hospitals, supermarkets, movie theaters
	BU-2 Special Business District	One density category higher than nearest residential land use category up to 50% of the overall floor area **	Larger scale commercial facilities and offices parks, pubs and bars
	BU-3 Liberal Business District	None permitted	Larger scale commercial facilities, adult-oriented retail/service, lumber yard, pawnbroker**

* Zoning is cumulative. Therefore, with the exception of agricultural uses, uses allowed in one district are generally allowed in the next most intensive district.

** Requires a special exception

Standard	Zoning District								
	RU-1	RU-2	RU-TH	RU-3	RU-4	BU-1	BU-1A	BU-2	BU-3
Minimum Lot Area (sq. ft)	7,500	7,500	1,250	16,884	10,000	5,000 Corner 7,500	5,000 Corner 7,500	5,000 Corner 7,500	5,000 Corner 7,500
Max Lot Coverage	35%	30%	N/A	30%	40%	40%	40%	40%	40%
Maximum Height	2 stories or 35 ft	2 stories or 35 ft	40 ft	2 stories or 35 ft	100 ft if>100 ft shadow controlled by 41 degree angle	2 stories or 35 ft	4 stories or 45 ft	No limit	No limit
Front Setback (Feet)	25 15 for 50% of house width 25 for the balance if platted after 3/2002	25	15	25	25 if height < 35 ft. 25 ft + 40% of height if height > 35 ft maximum 50 ft.	20	20	20	20
Rear Setback (Feet)	25 15 for 50% of house width 25 for the balance if platted after 3/2002	25	10	25	25 if height < 35 ft 25 ft + 40% of height if height 35 ft.	20 if adj. to RU/EU 5 if adj to BU/IU (walls w/opening) 0 adj. BU/IU (walls w/o opening)	20 if adj. to RU/EU 5 if adj to BU/IU (walls w/opening) 0 adj. BU/IU (walls w/o opening)	20 if adj. to RU/EU 5 if adj to BU/IU (walls w/opening) 0 adj. BU/IU (walls w/o opening)	20 if adj. to RU/EU 5 if adj to BU/IU (walls w/opening) 0 adj. BU/IU (walls w/o opening)
Interior Side Setback (Feet)	7.5	7.5	0 15 at end of building groups	20	25 or line formed by sun angle of 63 degree angle	15 if adj. To RU/EU, 5 if adj. To BU/IU (walls w/ opening) 10 if BU contains residential use 0 if adj to BU/IU	15 if adj. To RU/EU, 5 if adj. To BU/IU (walls w/ opening) 10 if BU contains residential use 0 if adj to BU/IU	15 if adj. To RU/EU, 5 if adj. To BU/IU (walls w/ opening) 10 if BU contains residential use 0 if adj to BU/IU	15 if adj. To RU/EU, 5 if adj. To BU/IU (walls w/ opening) 10 if BU contains residential use 0 if adj to BU/IU
Side Street Setback (Feet)	15	15	15	25	25 or line formed by 63 degree angle	15 25 if adj to RU/EU	15 25 if adj to RU/EU	15 25 if adj to RU/EU	15 25 if adj to RU/EU
Maximum Floor Area Ratio	N/A	N/A	N/A	1 story .30 2 story .50 3 story .75	1 story .40 2 story .60 3 story .80 4 story 1.0 5 story 1.2 6 story 1.4 7 story 1.6 8 story 1.8 9 story 2.0	1 story .40 > 1 story. 11 for each additional story	1 story .40 > 1 story. 11 for each additional story	1 story .40 2-8 story .11 for each additional story 9+ story .06 for each additional story	1 story .40 2-8 story .11 for each additional story 9+ story .06 for each additional story
Minimum Open Space	N/A	N/A	30%	25%	40%	1 acre 18% >1-5 acres 16%, >5-25 acres 14%, >25 acres 12% add. 1.5% per story	1 acre 18% >1-5 acres 16% >5-25 acres, 14%, >25 acres 12% (2-8 stories) add. 1.5% per story	1 acre 18% >1-5 acres 16% >5-25 acres, 14%, >25 acres 12% (2-8 stories) add. 1.5% per story (9+ stories) add 2.5% per story)	1 acre 18% >1-5 acres 16% >5-25 acres, 14%, >25 acres 12% (2-8 stories) add. 1.5% per story(9+ stories) add 2.5% per story)

Appendix D

Public Meetings

The public meetings and their locations held during the area planning process are listed at the right.

Date	Meeting
April 8, 2009	Steering Committee Meeting* *Kick-off meeting with Distict 9 Commissioner Dennis C. Moss*
May 6, 2009	Steering Committee Meeting* *Election of Chair and Co-Chair, Study area boundary*
June 3, 2009	Steering Committee Meeting** *Existing Land Use & Zoning, Future Land Use, Community Issues*
July 8, 2009	Steering Committee Meeting** *Property owner proposed development presentations, Community issues prioritized*
August 5, 2009	Steering Committee Meeting** *Market study, County owned building, Charrette process*
September 2, 2009	Steering Committee Meeting** *Park & Recreation, Healthcare needs, Distribution of charrette materials*
September 26, 2009	Charrette Workshop†
October 5, 2009	Work in progress presentation†
October 28, 2009	Work in progress presentation†
March 2, 2010	Steering Committee Meeting† *Richmond Heights Charrette Area Plan Report Presentation*
March 23, 2010	Steering Committee Meeting† *Charrette Area Plan Report Prioritization*
August 2, 2010	Public Hearing†† *Planning Advisory Board*
TBD	Public Hearing†† *Budget, Planning and Sustainability Committee*
TBD	Public Hearing†† *Board of County Commissioners*

* Meeting held at Coral Reef Branch Library
** Meeting held at Sgt. J.C. Delancy Park
† Meeting held at Palmetto Golf Course
†† Meeting held at the Stephen P. Clark Center

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Appendix E

Resolutions

Board of County Commissioners Resolution no. R-65-08 adopted January 10, 2008

Approved _____ Mayor
Veto _____
Override _____

Agenda Item No. 11(A)(23)
1-10-08

RESOLUTION NO. R-65-08

RESOLUTION DIRECTING THE MAYOR OR HIS DESIGNEE TO ORGANIZE A CHARRETTE AND FACILITATE THE PREPARATION OF A CHARRETTE REPORT FOR THE RICHMOND HEIGHTS DOWNTOWN CORE

WHEREAS, elected officials, area residents, and business owners desire to work together to build consensus on the future of the Richmond Heights Downtown Core area; and

WHEREAS, holding a charrette and preparing a charrette report will provide interested persons with an opportunity to contribute to a vision for the area; and

WHEREAS, a charrette report will promulgate recommendations to influence the form and character of future development within the Richmond Heights Downtown Core area, and may lead to further action, such as the preparation of an area planning report pursuant to Sections 2-116.2-116.11 of the Code of Miami-Dade County, an amendment to the Comprehensive Development Master Plan, or change to the zoning regulations for the area,

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF MIAMI-DADE COUNTY, FLORIDA, that this Board directs the Mayor or his designee to organize a charrette for the Richmond Heights Downtown Core area and facilitate the preparation of a charrette report.

The foregoing resolution was sponsored by Commissioner Dennis C. Moss and offered by Commissioner Jose "Pepe" Diaz, who moved its adoption. The motion was seconded by Commissioner Sally A. Heyman and upon being put to a vote, the vote was as follows:

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R-65-08
Agenda Item No. 11(A)(23)
Page No. 2

Bruno A. Barreiro, Chairman	aye		
Barbara J. Jordan, Vice-Chairwoman	aye		
Jose "Pepe" Diaz	aye	Audrey M. Edmonson	aye
Carlos A. Gimenez	aye	Sally A. Heyman	aye
Joe A. Martinez	aye	Dennis C. Moss	aye
Dorrin D. Rolle	aye	Natacha Seijas	aye
Katy Sorenson	aye	Rebeca Sosa	aye
Sen. Javier D. Souto	absent		

The Chairman thereupon declared the resolution duly passed and adopted this 10th day of January, 2008. 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: Kay Sullivan
Deputy Clerk

Approved by County Attorney as to form and legal sufficiency.

Craig H. Coffey

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Acknowledgements

Thanks to all who participated in the Richmond Heights Charrette and Steering Committee meetings:

Audrey Appleby
George Baldwin
Vicki Ballou
Peter-John Barr
Mary Beasley
Eugene Bedgood
Shirley Berry
Patricia Bethel
Carline Bido
Walter Blackmon
Antionette Brooks
Teresa Brown
Madeline Brown
James Brown
Anthony Brown
Edward Bullard
Ornetha Cail
Edward Carter
J. Arnha Chillis
Isiah Cooper
Mary Crawford
Tommie Daniels
Chester Fair
Darnell Faison
Kermit Felton
John Ferguson
Michelle Fletcher
Cynthia Fonseca
Alanzo Fraser
Charles Freeman
Hermeine Gibson
Paul Golatt
Carmelo Gonzalez
Mary Gonzalez-Bruzzo
Calvin Gordon
Charles Gray
Donovan Hall
Kenneth Hall
Ed Hanna
Otis Hardemon
Ulysses Harris
Clinton Hines
Theresa Holton
John Hopkins
Geneva Jackson
Alphonso Jackson
Gloria Johnson
Delores Johnson
Ivey Johnson
Sillar Jones
Victor Jones
Amos Jordan
Carrie Lazarus
Magnell Lee
Venusmia Lovely
Deloris Lowe
Almarita Mackins
Ron Malone
Carlos Malone
Dallas Manuel
James Marshall
Vaughn Marshall
Wylamerle Marshall
Helen McCray
Shenika McElroy-Smith
Patrick Merit
Sadie Miller
Emma Teresa Miller
Frances Moore
Barbara Nickerson
Renae Nottage
Laquita Oliver
Lela Osahar
Omar Osahar
Tony Palmore
Gail Patterson
Alberta Ray-Cutler
Anthony Reed
Perley Richardson
Randy Ricks
Ned Roberson
Hattie Sandifer
Hosie Scott-Baldwin
Perdo Seron
Theron Sheffield-Malone
Rose Smith
Joce Smith
John Smith
Jason Smith
Randy Spann
Scott Squires
Emily Staten
Valerie Staten
Ola Stevens
Marilyn Stevens Crawford
Leronardo Stringer
Helena Sumpter
Linda Taylor
Stanley Thompkins
Anthony Truesdell
Joe Washington
Ethan Wasserman
William Weaver
Thomas Whitehead
Marilyn Whitehead
Ella Williams
Kathryn L. Wilson
Malcolm Wright
Freddie Young

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Participating Departments and Agencies

Miami-Dade Environmental Resources Management
Miami-Dade Fire Rescue
Miami-Dade General Service Administration
Miami-Dade Park and Recreation
Miami-Dade Police
Miami-Dade Public Library System
Miami-Dade Public Works
Miami-Dade Transit Agency
Miami-Dade Solid Waste Management
Miami-Dade Water and Sewer
Florida Department of Transportation
Metropolitan Planning Organization
Miami-Dade County Public Schools

Department of Planning and Zoning

Marc C. LaFerrier, AICP, Director
Subrata Basu, AIA, AICP, Assistant Director for Planning

Community Planning Section
Eric Silva, Chief
Shailendra Singh, Urban Design Center Section Supervisor
Gilbert Blanco, Principal Planner
Jess Linn, Principal Planner*
Gianni Lodi, Principal Planner
Alejandro Zizold, Principal Planner
Kimberly Brown, Senior Planner
Amina Newsome, Senior Planner*
Catherine Prince, Senior Planner
Joshua Rak, Senior Planner
Paola Jaramillo, Graphic Designer
Pablo Andrade, Planning Technician
Barbara Menendez, Planning Technician
Maria Guerrero, Administrative Secretary
Bianca Paz, Planning Intern

Metropolitan Planning Section
Mark R. Woerner, Chief
Napoleon Somoza, Principal Planner

Planning Research Section
Manuel Armada, Chief

Office of Countywide Healthcare Planning
Janet Perkins, Director

*Project Managers

University of Miami School of Architecture
Palak Gandhi, Shalina Jaffer, Joachim Perez, David Roman