INLUC
Agenda Item No. 2(A)

MEMORANDUM

TO: Honorable Chairman Joe A. Martinez and Members, Board of County Commissioners

DATE: April 11, 2012

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

SUBJECT: Resolution approving the Palmer Lake Charrette Area Plan Report

The accompanying resolution was prepared and placed on the agenda at the request of Prime Sponsor Commissioner Bruno A. Barreiro.

R. A. Cuevas, Jr.
County Attorney

RAC/cp

MEMORANDUM

(Revised)

TO: Honorable Chairman Joe A. Martinez and Members, Board of County Commissioners

DATE: May 1, 2012

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

SUBJECT: Agenda Item No.

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.
5-1-12

RESOLUTION NO. _____

RESOLUTION APPROVING THE PALMER LAKE CHARRETTE AREA PLAN REPORT

WHEREAS, on June 2, 2009, this Board adopted Resolution No. R-728-09, sponsored by Commissioner Bruno A. Barreiro, which directed the County Mayor or Mayor's designee to organize a charrette for the Palmer Lake area; and

WHEREAS, the Palmer Lake Charrette Steering Committee and stakeholders in the area worked together to build consensus on the future of the Palmer Lake area; and

WHEREAS, the Sustainability, Planning and Economic Enhancement Department held 12 public meetings, including the Palmer Lake Charrette and Charrette Design Workshop from October 16 to October 25, 2010; and

WHEREAS, the Sustainability, Planning and Economic Enhancement Department, in coordination with the Palmer Lake Charrette Steering Committee, issued the first draft of the Palmer Lake Charrette Area Plan Report in March 2011; and

WHEREAS, the draft Report was reviewed and discussed at a series of public meetings including the Steering Committee and Planning Advisory Board; and

WHEREAS, at their meeting of January 18, 2012, the members of the Palmer Lake Charrette Steering Committee forwarded the Palmer Lake Charrette Area Plan Report to the Planning Advisory Board and the Board of County Commissioners for their consideration and approval; and

WHEREAS, at their meeting of February 22, 2012, the members of the Planning Advisory Board recommended approval of the Palmer Lake Charrette Area Plan Report and endorsed its recommendations; and

WHEREAS, the Palmer Lake Charrette Area Plan Report is generally consistent with the County's Comprehensive Development Master Plan,

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

The Prime Sponsor of the foregoing resolution is Commissioner Bruno A. Barreiro. It was offered by Commissioner , who moved its adoption. The motion was seconded by Commissioner and upon being put to a vote, the vote was as follows:

Joe A. Martinez, Chairman
Audrey M. Edmonson, Vice Chairwoman

Bruno A. Barreiro	Lynda Bell
Esteban L. Bovo, Jr.	Jose "Pepe" Diaz
Sally A. Heyman	Barbara J. Jordan
Jean Monestime	Dennis C. Moss
Rebeca Sosa	Sen. Javier D. Souto
Xavier L. Suarez	

The Chairperson thereupon declared the resolution duly passed and adopted this 1st day of May, 2012. 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

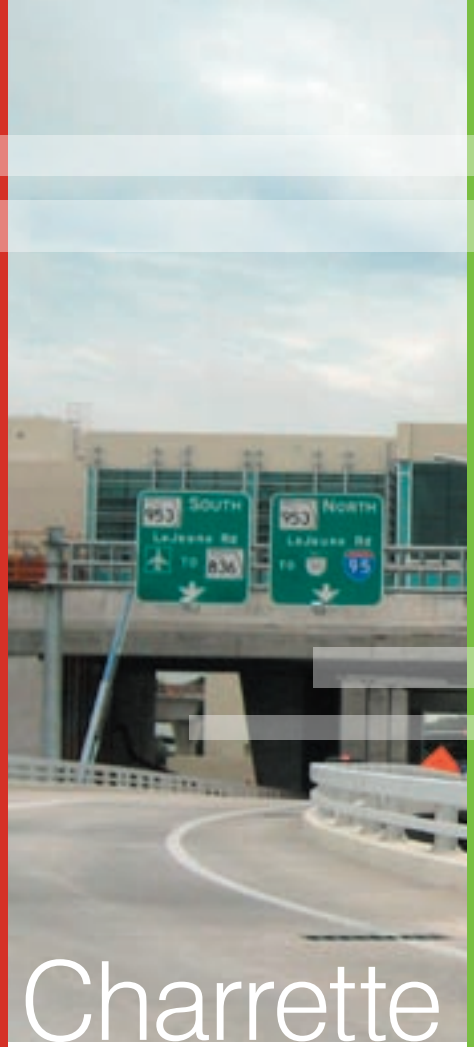
HARVEY RUVIN, CLERK

By:_____
Deputy Clerk

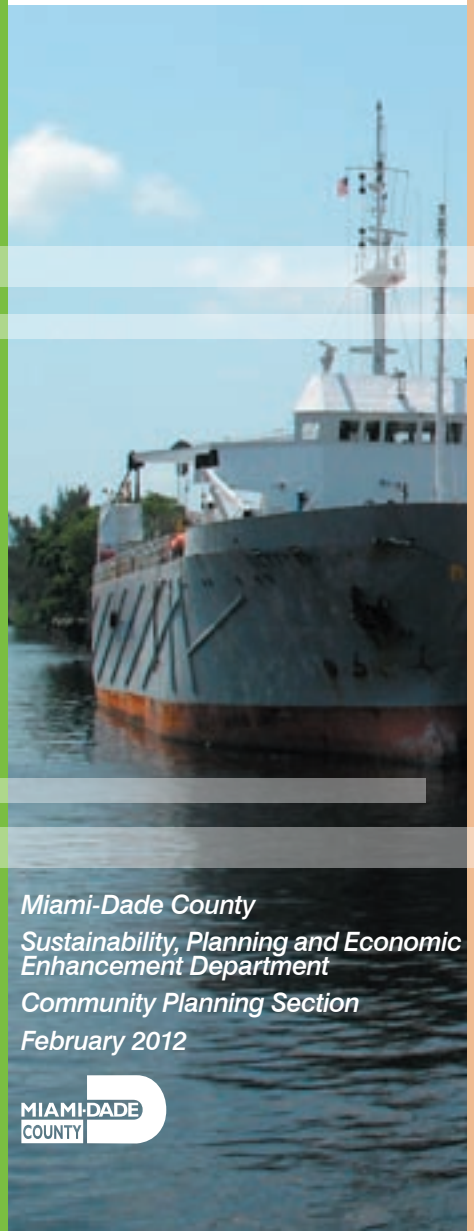
Approved by County Attorney as
to form and legal sufficiency.

Dennis A. Kerbel

Palmer Lake



Charrette Area Plan



Miami-Dade County

Sustainability, Planning and Economic Enhancement Department

Community Planning Section

February 2012

MIAMI-DADE COUNTY

Carlos A. Gimenez, *Mayor*

BOARD OF COUNTY COMMISSIONERS

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Audrey M. Edmonson, *Vice-Chairman*

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Pedro J. Garcia, *Property Appraiser*

Alina T. Hudak, *County Manager*

R.A. Cuevas, Jr., *County Attorney*

Jack Osterholt, *Interim Director, Sustainability, Planning and Economic Enhancement Department*

"Look for yesterday's busiest train terminals and you will find today's great urban centers. Look for today's busiest airports and you will find the great urban centers of tomorrow." *

*John D. Kasarda and Greg Lindsay. *Aerotropolis.* Farrar, Straus and Giroux, 2011.

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 Palmer Lake Charrette Area Plan 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 Palmer Lake 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

Jose Bared, Chair
Brett Bibeau, Vice-Chair
Arturo De La Vega
Bruno Elias Ramos
Debi Sokolow Keene
DeWayne Nall
Ismael Perera
James Kohnstamm
Jordan Monocandilos
Jorge Luis Del Rosal
Justin Schultz
Wendy Sager-Pomerantz
Robert Vinas

This Report prepared by:

Miami-Dade County

Sustainability, Planning and Economic Enhancement Department

Community Planning Section

February 2012

Palmer Lake Charrette Area Plan

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Introduction

Smart growth. Transit-oriented development. Sustainability. Green design. Urban infill. Pedestrian-friendly. Mixed-use. Complete streets.

All of these principles are heard frequently as desirable attributes for both private development and public investment. The difficulty comes in deciding when, where, and how these can be implemented. The subject of this plan, the area around Palmer Lake, provides an extraordinary context in which to put these principles into effect. Its central location, proximity to Miami International Airport (MIA), accessibility to the region by many modes of transportation, and billions of dollars in infrastructure investment provide opportunities unlike anywhere else in South Florida.

While the Palmer Lake area has for many years been home to businesses related to the airport, with the development of the Miami Intermodal Center (MIC), their operating environment has greatly changed. With the relocation of rental car operators into the MIC, and the connection of the MIC to the airport by an automated people mover, the relationship of airport users to the region's transportation facilities has been transformed. Where once the most obvious means for a visitor to Miami to travel beyond the airport was only by private car, now a visitor will leave MIA, enter the MIC, and be presented with a range of transportation options. Rental cars, Metrorail, Tri-Rail, local and intercity buses, and taxis will all be available in a single, integrated facility.

This may not seem directly related to the Palmer Lake area, however it is the MIC and its array of transportation options that makes this location such a suitable place for the development of a pedestrian and transit oriented district. In addition, a wide range of policies contained in the county's comprehensive plan provide for the allowance of high intensity business, residential, and mixed-uses in this area. Along with its location and transportation facilities, all these factors make the Palmer Lake area an extraordinary place for the future development of offices, hotels, meeting spaces, retail shops, residential development, and light industrial uses serving airport and marine users.

This plan contains recommendations developed from the Palmer Lake Charrette, a process in which concerned property owners, area residents, business owners, and other stakeholders were invited, through a series of public meetings, to share their vision for the future of this area. Their ideas were further refined by planning staff and presented here in graphic and narrative form. In order to be as comprehensive as possible, these recommendations address both public and private property, but as noted in the 'Statement of Legislative Intent,' the they are advisory only and have no binding effect on any property owner.

Upon acceptance by the Board of County Commissioners, these recommendations will form the basis of future policy development that will be necessary for the implementation of the plan.

Computer simulation of a future view across Palmer Lake. The intersection of NW 37th Avenue and 25th Street is at the upper right and Downtown Miami is visible in the far distance.

Charrette Process

This plan was prepared consistent with the requirements of Section 2-116 of the code of Miami-Dade County which addresses the Area Planning process. This section of the code provides for specific requirements for the initiation, scope, preparation, acceptance, and implementation of area plans. 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 2009 with a resolution* by the Board of County Commissioners directing the Department of Planning and Zoning to conduct a planning study for the Palmer Lake area. A Charrette Steering Committee made up of concerned citizens guided the charrette process through several meetings in the months leading up to the charrette workshop. These meetings, held at the Orlando Urra Allapattah Neighborhood Center were well attended by property and business owners and community stakeholders.

Extensive effort was made so that the community was 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 advertising the date and location of the charrette workshop.

The charrette week began on Saturday, October 16, 2010 with the public design workshop held at the Melreese 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 Planning and Zoning staff, 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 drawing and discussion, the plans were displayed and citizen representatives from each group discussed the features of their plan. The concepts and issues identified in each presentation are outlined with each of the Citizens' Plans shown on pages 13-16. It is important to note that this area plan is only possible with the consensus provided by the

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* *Resolution No. 728-09*

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participants of the charrette.

In the week following the charrette workshop, the design team remained near the study area, working at Miami International Airport where the public was invited to visit with and observe the design team at work. Many concerned community members visited the design team during the week and provided valuable comments and suggestions. A presentation of the work developed during the week was shown at the Allapattah Neighborhood Center on October 25th, 2010.

This Area Plan report, which incorporates the recommendations developed through the charrette process, has been presented to the steering committee and the general public for review. The Miami River Commission (MRC) and Planning Advisory Board (PAB) will provide additional review. Any additional recommendations made by the MRC or PAB will be presented with this plan report to the Board of County Commissioners for its acceptance in 2012. A listing of public meetings held during the charrette and acceptance process are listed in Appendix F on page 58.

This page and facing page, participants during the October 16, 2010 Charrette Workshop

Palmer Lake Study Area

The area around Palmer Lake, the focus of this study, has for many years been home mainly to marine uses along the Miami River and Tamiami Canal and aviation-related uses and rental car facilities between NW 21st and 25th Streets. With the construction of the Miami Intermodal Center (MIC), the Palmer Lake area is undergoing a significant transformation.

This study concerns an area of approximately 220 acres within Commission District 5 south of the Miami River, east of the South Florida Rail Corridor (SFRC) and NW 37th Avenue, and north of the Tamiami Canal. The unincorporated area north of NW 20th Street is also included in the study. Palmer Lake is located roughly in the center of this area. To the west is Miami International Airport (MIA), on the south is Melreese Golf Course and the Grapeland Heights residential area, and to the northeast is the Melrose area of unincorporated Miami-Dade.

Palmer Lake

This man-made lake with a surface area of about 17 acres is connected to the Miami River through a narrow channel that passes under NW South River Drive. Originally a rock pit, the lake is only briefly visible when traveling along NW South River Drive or NW 37th Avenue. The area now occupied by the lake and Jones Boat Yard had been used by Glenn Curtiss for an air strip and flying school starting around 1917. During World War I the U.S. Marine Air Corps used the school for aviation training. Following the war, Curtiss, the developer of the cities of Hialeah and Miami Springs, sold the school property to Cleveland Jones to expand his boat yard in the early 1920s. The lake, excavated by George Palmer as a rock pit, is only briefly visible when traveling along NW South River Drive or NW 37th Avenue. Currently, ownership of portions of the lake and connecting channel is divided among owners of adjoining properties. The majority of the lake itself is under one owner. Water access to and from the Miami River is currently restricted by the owner of the portion of the channel between the river and NW South River Drive through the use of a floating dock.

The properties surrounding the lake do not take advantage of their waterside frontage, although their uses, such as a junkyard, vacant land, and warehouses would not seem to benefit from access to the water in any case. The only exception is the property at the southwest corner of Palmer Lake, which has a concrete bulkhead and two piers that extend into the lake. The only public land that adjoins the lake is the right-of-way of the recently constructed extension of NW 37th Avenue north of 25th Street.

Palmer Lake is a known habitat for manatees, particularly during cold weather, when inland waterways maintain higher temperatures than bay waters. Palmer Lake (as well as the entire Miami River) has been designated "Essential Manatee Habitat" by the *Dade County Manatee Protection Plan*, new docking facilities for motorized watercraft would only be permitted for single-family residential uses. If water access

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View of Palmer Lake from the NW South River Drive bridge, the Metrorail extension to the MIC is visible across the lake

8

MIC Rental Car Center lobby

Aerial view of the study area

to Palmer Lake were to be unrestricted, motorized watercraft would be limited to traveling on the lake at idle speed.

Miami Intermodal Center

Planning for what has become the Miami Intermodal Center (MIC) began in the early 1990s as a result of the 1991 Federal Intermodal Surface Transportation Act which encouraged the development of solutions to link and coordinate different modes of transportation. The Florida Department of Transportation (FDOT) began the MIC development program in 1993 and opened its first major component, the Rental Car Center, in 2010.

Major elements of the MIC program include: the Rental Car Center, which consolidates many of the individual car rental businesses previously operating on various properties near the airport into a single facility; the MIA-MIC mover, an automated people mover system connecting the MIA passenger terminal to the MIC; a new Metrorail station connected to the existing rail system; new platforms for Tri-Rail and Amtrak passenger trains; a bus terminal; and roadway improvements.

While the MIC is located outside the study area, the impact of these improvements within the study area are significant. In particular, the relocation of many of the rental car facilities previously operating in the Palmer Lake area have left large vacant properties suitable for redevelopment.

Miami River and Tamiami Canal

Within the study area, many marine-related businesses such as cargo shipping, yacht manufacturing, and boat repair are located along the banks of the Miami River and the Tamiami Canal. Many of these businesses are dependent on a location on the river for ocean access.

Cargo operations along the river are collectively known as the 'Port of Miami River' and serve mainly shallow draft ports in the Caribbean. Those ports are unable to be served by the deep draft vessels that use the Port of Miami. Both container and loose cargo is handled by shippers in the study area. A large container storage yard is located between the Tamiami Canal and NW 32nd Avenue. Due to the limited width of the river, most cargo vessels require tugboats for navigation through the length of the river.

The largest marine operation in the study area is Bertram, which manufactures its sport fishing yachts on several parcels located between the Tamiami Canal and NW 22nd Street totaling about 15 acres. The future of Bertram in the area is uncertain at this time as its entire property is being marketed for redevelopment.

Palmer Lake Study Area

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Far left, Bertram Yacht on NW 37th Avenue and 21st Street; left, former Dollar Rent-a-Car facility on NW South River Drive

Demographics

Although there appear to be no residential units in the area, according to data collected during the 2010 Census, the Palmer Lake study area had a population of 17. As this area is mainly industrial in character such a small population would be expected. The data for a slightly larger area, Block Group 1 of Census Tract 48 had a population of 308. This block group includes the entire study area as well as the area between NW 37th and 42nd Avenues from the Tamiami Canal north to the Miami River and NW 36th Street. Of this block group population, 82 percent were Hispanic, 6 percent white non-Hispanic, 4 percent Black non-Hispanic, and 8 percent other non-Hispanic. Median household income in 2010 for this Block Group was $48,162, compared to $42,969 for Miami-Dade County as a whole.

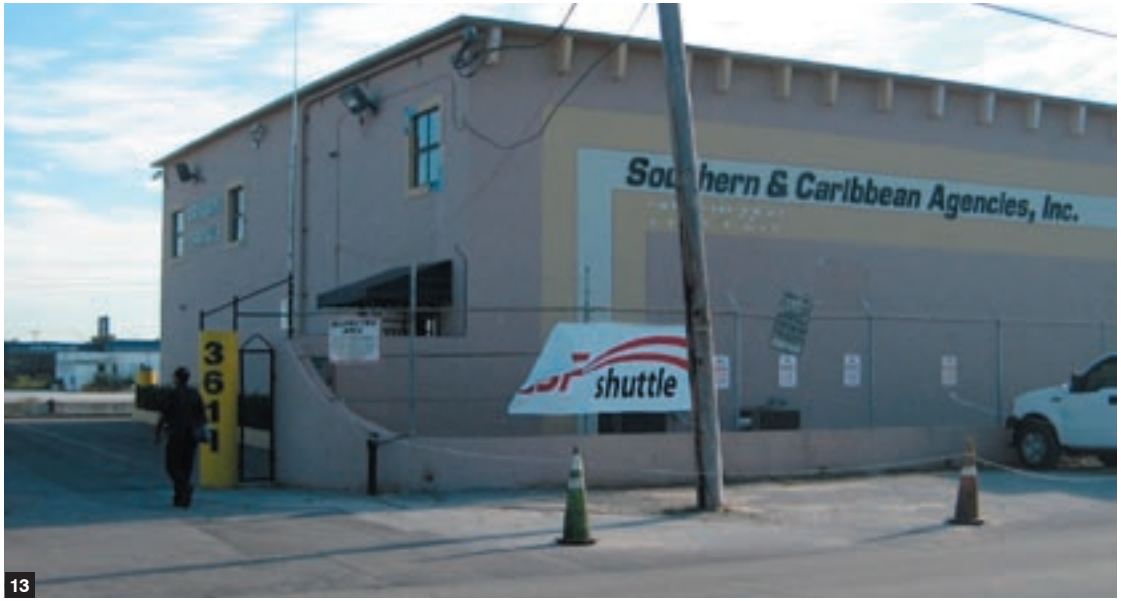
Existing land use

The Planning Research section of the Sustainability, Planning and Economic Enhancement Department has an ongoing program of identifying existing land uses throughout the county. A map of the land uses identified in the study area is shown in Figure 14 on page 9. Of the generalized categories shown in the map, industrial uses are the most prevalent, occupying 23.9 percent of the study area. Within that category, 6.7 percent of land is used by marine commercial repair yards and 2.4 percent is occupied by ocean ship terminal and port facilities. Commercial uses make up the next most common land use, with 23.1 percent of the study area. Areas for streets and water take up 19 and 14.2 percent of the study area, respectively. About 7 percent of the study area was identified as privately owned vacant land. The vacant land category does not include land improved but not currently occupied, such as those properties previously used for rental car facilities that have relocated their operations into the MIC.

Comprehensive plan

Miami-Dade County is required by state statute to maintain a comprehensive plan to manage growth and development consistent with state and regional comprehensive plans. The county's Comprehensive Development Master Plan (CDMP) includes a Land Use Plan map that designates where development of various

NW South River Drive bridge over channel connecting Palmer Lake to the Miami River



Cargo facility on NW South River Drive

uses and intensities is permitted. The future land use designations in the study area are illustrated in Figure 15 on page 9.

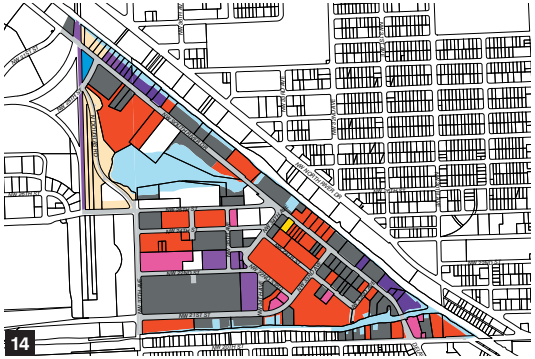
The Land Use Plan (LUP) map designates nearly the entire study area for Industrial and Office uses. The Industrial and Office category permits manufacturing, warehouses, office buildings, utility plants, hospitals, telecommunications facilities, hotels, and limited retail and residential uses. A narrow portion of the study area along NW 37th Avenue is designated Terminals. This adjoins the area where the MIC is currently under construction. The area occupied by the SFRC is designated Transportation. A very small part of the study area between NW 20th Street and the Tamiami Canal is designated for Low-Density Residential uses. The Port of Miami River Sub-element of the CDMP identifies certain locations that should be reserved for continued commercial marine activity. A map of these areas is shown in Figure 16 on page 9.

A large part of the study area is within a Metropolitan Urban Center. Shown on the LUP map as circles of varying sizes, Urban Centers are areas identified by the CDMP as desirable for moderate to high density development with vertically and horizontally integrated uses. This urban center was established on the site of the MIC through the October 2004 cycle amendments to the CDMP as a result of a recommendation made in the 2003 Evaluation and Appraisal Report.

The Urban Center circles on the LUP map are symbols that mark the general location of each center and do not graphically depict the extent or boundary of a particular center. Area planning studies are utilized to define the specific limits of individual urban centers.

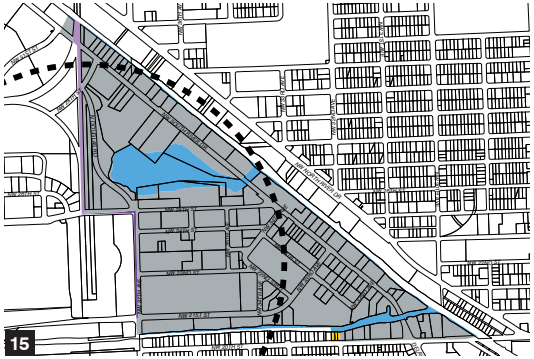
Palmer Lake Study Area

Existing Land Use



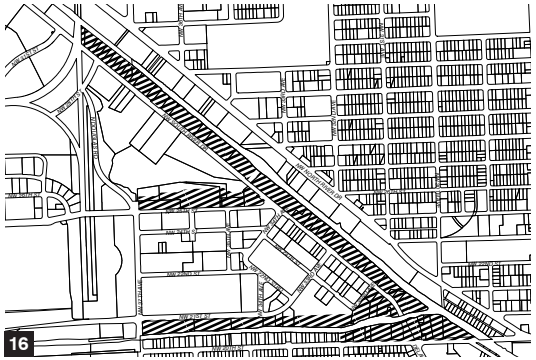
Land Use	Acres	Percent
Industrial	52.6	23.9%
Shopping Centers, Commercial	50.9	23.1%
Streets/Roads, Expressways	42.1	19.0%
Inland Waters	31.2	14.2%
Vacant Unprotected	15.1	6.9%
Vacant, Government Owned	12.3	5.6%
Office	6.7	3.0%
Airports, Ports	5.4	2.4%
Communications, Utilities, Terminals	2.8	1.3%
Institutional	0.9	0.4%
Single Family	0.4	0.2%

CDMP Land Use Plan



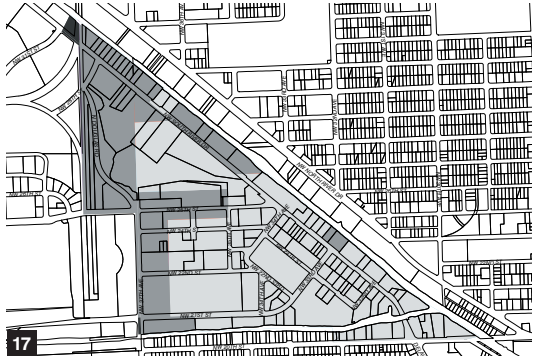
Designated Land Use	Acres	Percent
Industrial and Office	191.0	86.7%
Water	24.7	11.1%
Transportation (ROW, Rail, Metrorail)	3.2	1.5%
Terminals	1.1	0.5%
Low-Density Residential	0.4	0.2%

Metropolitan Urban Center



Area "reserved for continued commercial marine activity" - Miami-Dade County Comprehensive Development Master Plan Port of Miami River Sub-element pp. II-66-67

Existing Zoning



Zone	Acres	Percent
IU-1, Industrial, Light	133.1	60.4%
IU-2, Industrial, Heavy	78.5	35.6%
IU-3, Industrial, Unlimited	2.0	0.9%
No zoning applied	6.8	3.1%

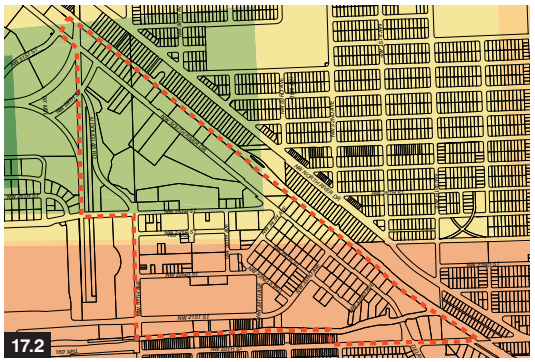
Data provided by Miami-Dade County Enterprise Services Technology Department, January 2011

Percentage totals may vary due to rounding

Miami International Airport Zoning

17.1

Study area boundary
Airport Land Use Zone
OSZ, Outer Safety Zone
ILZ, Inner Land Use Zone
OLZ, Outer Land Use Zone (Boundary not shown, beyond the extent of this map)
CA-A, Critical Area Approach Sub-zone 'A'
CA-B, Critical Area Approach Sub-zone 'B'



17.2

Study area boundary
Airport Height Zone (Feet, AMSL)
Slope of 1:65 from base elevation of 10 ft. AMSL
50
100
150
160

Uses permitted in Urban Centers may include retail trade, business, professional and financial services, restaurants, hotels, institutional, recreational, cultural and entertainment uses, and moderate to high density residential uses. Development density and intensity standards are also provided for urban centers. For Metropolitan Centers, average floor area ratios (FAR) should range from greater than .75 at the edge of an urban center to greater than 3.0 in the core; for residential development, the maximum dwelling units per acre permitted is 250. Where Urban Center uses and intensities differ from those of the underlying land use designated on the LUP map, the Urban Center uses are permitted. The full text of the Urban Centers section of the CDMP is provided in Appendix C.

The Palmer Lake study area is also located within the CDMP-designated Urban Infill Area (UIA). New development in the UIA is not required to meet transportation concurrency requirements provided that it is otherwise consistent with the CDMP.

Zoning

Chapter 33 of the code of Miami-Dade County provides for various zoning districts establishing permitted uses and building standards for the unincorporated area. Chapter 33 also contains airport zoning districts for five of the county's major aviation facilities that apply to both incorporated and unincorporated areas.

The entire Palmer Lake study area is currently zoned for industrial uses. Most of the area is zoned IU-1, Light Manufacturing. A smaller area mainly along NW 37th Avenue is zoned IU-2, Heavy Manufacturing. One property in the study area, located west of the SFRC is zoned IU-3, Unlimited Manufacturing. A map of the existing zoning districts is shown in Figure 17 on page 9. Uses permitted in the IU-1 district include various light manufacturing, wholesale clubs and showrooms, warehouses, schools, restaurants, hotels, offices, private clubs, and adult entertainment. IU-2 and IU-3 districts permit more intensive industrial uses, but do not permit schools or adult entertainment. Some permitted IU uses have specific conditions that would limit their applicability on a particular property.

The requirements of the Miami International Airport zoning district also apply to properties in the study area. Airport zoning limits building height and land uses by the designation of various sub-zones related to the location of MIA's airfield and runways. The study area is located within several of these sub-zones. The Outer Safety Zone, generally the area north of NW 25th Street and west of NW 36th Avenue limits residential uses to less than two units per acre and prohibits educational facilities and buildings for public assembly of more than 1,000 persons. The Inner Land Use Zone, generally the area north of NW 25th Street, prohibits new residential construction and educational facilities. The Outer Land Use Zone, which applies to the entire study area, requires that new residential and educational facilities incorporate outside noise reduction into their construction. The entire study area is also located within the Critical Area Approach sub-zone 'A' (CA-A), which prohibits new educational facilities except those for aviation. When various sub-zones overlap, the most restrictive will apply. These various land use zones are illustrated in Figure 17.1.

The height of buildings are limited by air-

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Far left, NW 24th Street Road; left, MIC Metrorail station construction as seen from the Rental Car Center

port zoning to 160 feet above mean sea level (AMSL) south of about NW 24th Street and to 50 feet AMSL north of NW 25th Street. For the area between about NW 24th and 25th Streets, the maximum building height is 100 feet AMSL. Airport zoning height limitations are illustrated in Figure 17.2 on page 10.

Infrastructure

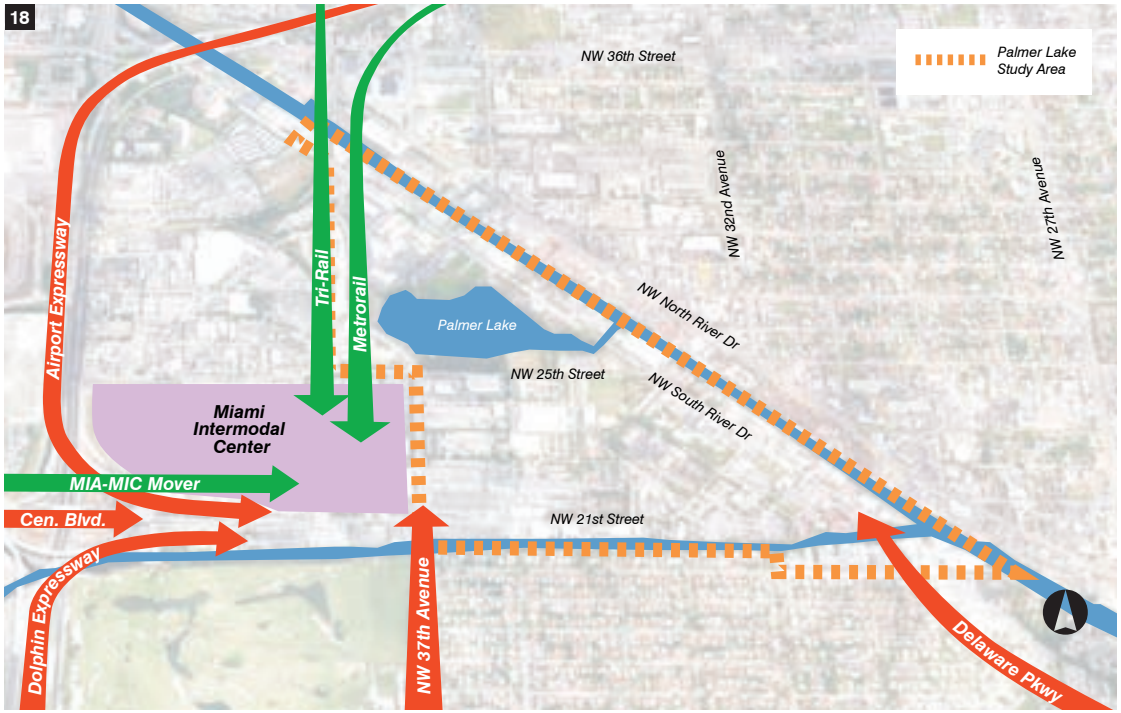
The study area is located within the Miami-Dade Water and Sewer Department (WASD) service area. Potable water lines exist along every street. Sewer service is also available, with both gravity lines and force mains found throughout the study area. Future development may require the construction of private pump stations in order to connect to the closest force main. Existing water and sewer line installations in the study area are shown in Appendix D on Page 62.

A few storm drains exist in the area, mainly along NW 37th Avenue and NW 21st Street. Areas without storm drains rely on swale areas and catch basins for drainage. Like many parts of the county, during exceptionally heavy rainfall, some parts of the study area may have standing water for a time until the ground becomes less saturated and can accept additional water. Private property is required to retain storm water on site typically through the use of surface retention areas or French drain systems.

Streets and right-of-ways

Palmer Lake has an excellent street network with a well-connected system of blocks although connectivity is limited to the surrounding area due to geographic and transportation barriers such as the Miami River, Tamiami Canal, and SFRC. Access into the study area is primarily from NW 37th Avenue and NW 21st and 25th Streets from the west. Secondary access to the area is from South River Drive, accessible from NW 36th Street from the west and Delaware Parkway from the east. Regional access into the area is provided by the Airport and Dolphin Expressways via NW 42nd Avenue.

All roadways within the study area are county-



Transit and major roadway access into the Palmer Lake area

maintained. Except along NW 37th Avenue, streets lack sidewalks and curbs. Some swale areas are well-maintained with grass or landscaping, but others, particularly along NW South River Drive are of dirt or loose gravel. Where parking occurs in the right-of-way it is typically in a haphazard and irregular manner. Most rights-of-way are 60 or 70 feet in width, permitting adequate area for the improvement of streets with sidewalks, formalized parking areas, and landscaping.

Transportation 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). Other than the ongoing MIC-related projects, below are the transportation improvements programmed in the LRTP for the study area:

- Replacement of the Tamiami Canal swing bridge is a Priority II project, scheduled for design and construction between 2015 and 2020. This bridge, which carries NW South River Driver over the Tamiami Canal is planned to be replaced with a four lane drawbridge.
- Miami River Greenway trail improvements between NW 36th Street and NW 12th Avenue are programmed as a Priority II project, scheduled for design and construction between 2015 and 2020.

In addition, the Miami-Dade Expressway Authority (MDX) has several roadway improvement projects ongoing in proximity to the Palmer Lake area. These include the reconstruction of MIA's Central Boulevard, adding an additional eastbound lane on the 836 expressway, the MIA to State Road 112 Interconnector, Connect 4 Express expressway, and interchange improvements to 836.

Transit service

With the development of the MIC, the Palmer Lake area will have an extraordinary level of transit service by nearly every transit mode. Metrorail, Tri-Rail, and Amtrak passenger rail service will be available as well as local Metrobus and inter-city bus service.

Existing transit service in the area is operated by Miami-Dade Transit (MDT) and Tri-Rail. MDT buses operate along NW 37th Avenue, 21st Street, and 25th Street. The remainder of the study area is not currently served by transit. Once the MIC Metrorail station is in operation, MDT bus service in the area will be restructured to serve this new station. A new bus route, the *836 Express*, is to begin operation in 2012. This route will begin in west Miami-Dade and run east along the Dolphin Expressway to its terminus at the MIC Metrorail station.

Tri-Rail, the commuter rail service serving Miami-Dade, Broward, and Palm Beach counties, operates from the Miami Airport station located on NW 21st Street. This station, the southern terminus of Tri-Rail service, will be

reconstructed as part of the MIC Central Station.

Previous studies

The Miami River and the surrounding upland areas have been the subject of numerous plans and studies. Some of the more recent plans that include references to the Palmer Lake area are the *Greenway Action Plan*, *Miami River Corridor Urban Infill Plan*, *Miami River Corridor Multi-Modal Transportation Plan;* and the *Miami River Corridor Catalyst Project*. A complete list of the studies reviewed during the Area Planning process is provided in Appendix D.

The *Greenway Action Plan* was prepared in 2001 by Greenways Inc. and The Trust for Public Land for the Miami River Commission (MRC). It recommends the development of a greenway along the river corridor from Biscayne Bay west to the Palmer Lake area with a network of trails, bikeways and walkways; creating points of public access to the river; and improving existing parks and the riverbank to encourage public use. Recommendations are organized among the Lower, Middle, and Upper River areas.

The Upper River section addresses the area between NW 22nd Avenue and the Palmer Lake area. The greenway facility in this section is recommended to be provided within existing rights-of-way. The greenway route would follow NW South River Drive, Delaware Parkway and NW 37th Avenue. The plan also recommends the creation of a park-like environment around Palmer Lake; a trail around the lake which connects to the greenway network; and a boardwalk, fishing pier and boat dock along the lake perimeter.

20

Concept plan from the 2001 Greenway Action Plan

The *Miami River Corridor Urban Infill Plan* was prepared in 2002 by Kimley-Horn and Associates for the MRC, City of Miami, and Miami-Dade County. Recommendations are provided for infill development appropriate to the various areas and neighborhoods along the river. In the Palmer Lake area, the plan recommends the creation of a marine industrial zoning district to limit land along the Upper River to water dependent industrial uses. For the area between the MIC and the river, the plan recommends that "a master plan for the area should be developed with the participation of county and city planners, the Miami River Commission, and the transportation agencies participating in the MIC development." The Palmer Lake Charrette Area Plan essentially fulfills that recommendation.

The *Miami River Corridor Multi-Modal Transportation Plan* was prepared in 2007 by Kimley-Horn and Associates for the MRC and MPO. This plan identifies transportation needs and strategies for pedestrian and vehicular improvements in the river corridor to improve access and mobility along the river. Among its recommendations are for water taxi service on the Miami River between Downtown Miami and the MIC; a rail freight connection between MIA and the Port of Miami; and a 'River Cargo Zone' with truck staging, marine service area and warehouse space.

The most recent study was prepared by the American Institute of Architects (AIA) through their ongoing Communities by Design program. The *Miami River Corridor Catalyst Project* was completed in 2010 and analyzed the current state of the river corridor. Some of its recommendations include: improvement of public access to the river, continuing additions to the riverwalk, linking parks through the greenway, and preserving marine-related uses. Regarding the Palmer Lake area, the study recommends a destination environmental center operated in partnership with educational institutions, pedestrian trails around the lake connected to the MIC, construction of an additional channel to the Miami River to improve access and water circulation in the lake, and a water trail with a kayak rental facility.

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Citizens' Plans

These drawings, the 'Citizens' Plans,' were created on October 16, 2010 during the design workshop by groups of 6-10 participants. These plans guided planning staff in developing the concepts and recommendations within this Area Plan.

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.

Group 1

21

22

- *Permit pedestrian bridges over public right-of-ways*
- *Improve streets, lighting, and sidewalks*
- *Connect NW 37th Avenue to NW South River Drive*
- *Provide a median on NW 37th Avenue*
- *Repair Tamiami Canal bridge*
- *Build a drawbridge over Palmer Lake channel*
- *Permit mixed uses*
- *Retain existing uses, allow new uses*
- *Establish a free trade zone*
- *Improve appearance of existing buildings*
- *Establish an identity for the area*
- *Give streets proper names*
- *Provide incentives for development*
- *Establish a CRA for infrastructure improvements*
- *Provide a police station, water taxi terminal, and marine shipping facilities on transit property*
- *Improve pedestrian facilities*
- *Improve access to the MIC from NW 37th Avenue*
- *Improve the habitat for marine life*

Group 2

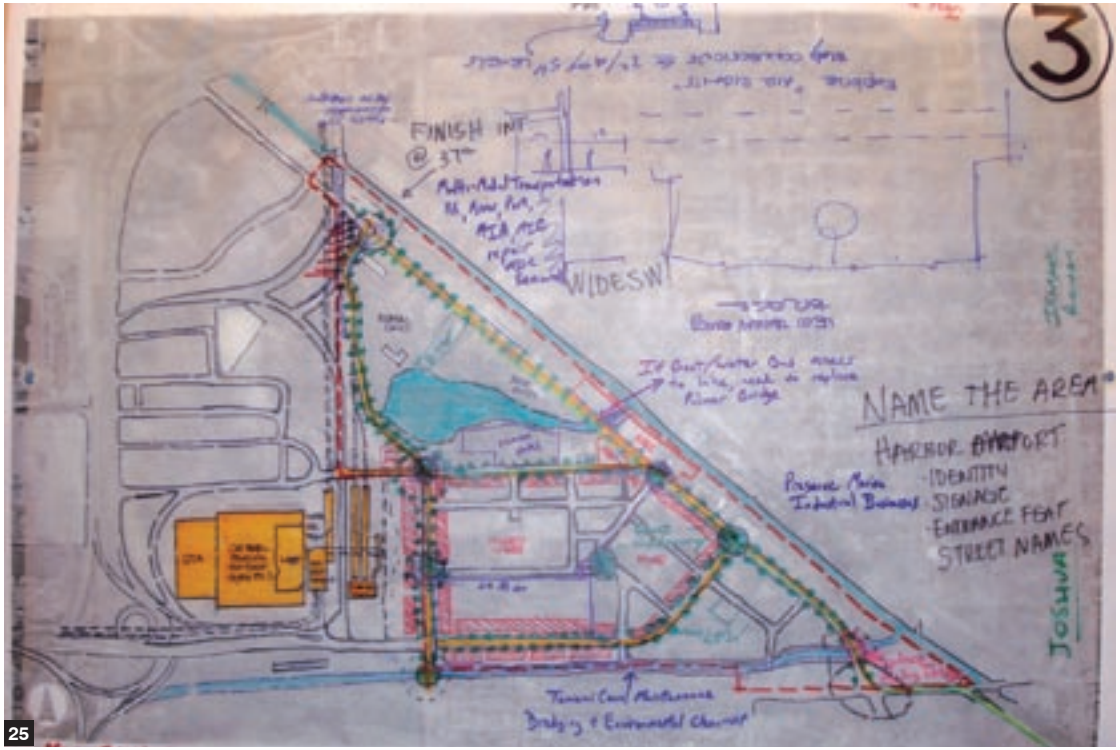
23

24

- *Encourage job creation*
- *Provide pedestrian access to Palmer Lake and around the lake edge*
- *Utilize the waterfront*
- *Develop office and warehouse space*
- *Support the adjacent residential areas*
- *Develop hotels, shops, restaurants*
- *Beautify the area*
- *Provide infrastructure improvements*
- *Place power lines underground*
- *Provide an appealing area for pedestrians*
- *Create open spaces around Palmer Lake and Miami River*
- *Connect NW 37th Avenue to South River Drive and Miami River Greenway*
- *Allow non-motorized boats on Palmer Lake*
- *Improve seawalls on Miami River*
- *Market the potential of the area*
- *Provide a truck waiting area*
- *Establish an identity for the area*
- *Improve the 'first impression' of the area*
- *Establish a marine education facility*

Citizens' Plans

Group 3



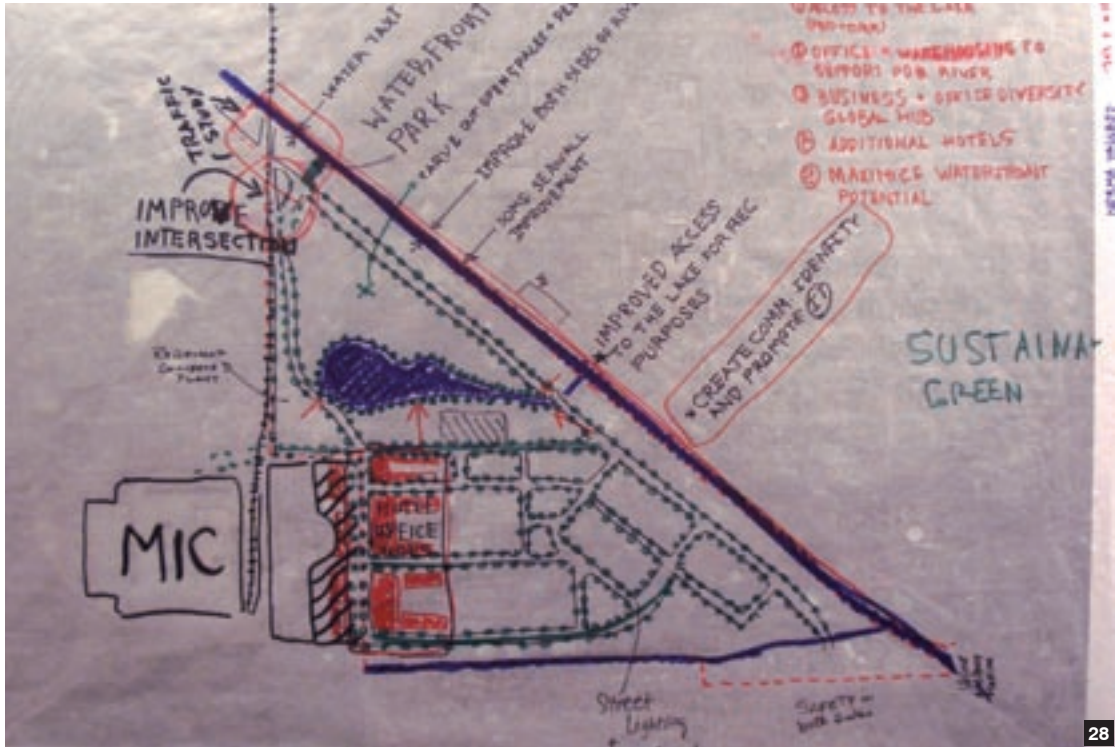
25

26

- *Establish an identity for the area*
- *Improve street signs*
- *Permit pedestrian bridges over public right-of-way*
- *Extend NW 37th Avenue to NW South River Drive*
- *Provide streets with curbs, gutters, sidewalks, on-street parking and landscaping*
- *Conceal surface parking and industrial yard areas*
- *Build roundabouts at intersections*
- *Improve street connectivity*
- *Establish mixed-use zoning*
- *Establish a trade center and free-trade zone*
- *Build walkways with lighting around Palmer Lake*
- *Provide a day care facility for area employees*
- *Build an environmental center at Palmer Lake*
- *Provide a kayak and paddleboat rental facility at Palmer Lake*
- *Establish a water taxi service*
- *Build a marine shipping facility on transit property*
- *Preserve marine industrial businesses*
- *Replace Tamiami Canal swing bridge*
- *Dredge and clean Tamiami Canal*
- *Replace bridge over Palmer Lake channel*
- *Give an identity to the area with street names, signage, and entrance features*
- *Implement incentives for development*

Group 4

27



28

- *Joint development on MIC property should serve as a catalyst to the Palmer Lake area*
- *Improve accessibility to the area*
- *Beautify right-of-ways*
- *Make the area pedestrian-friendly*
- *Improve street lighting*
- *Rebuild South River Drive as a four lane roadway*
- *Extend NW 37th Avenue north with a new bridge over the Miami River*
- *Improve the NW 37th Avenue, 28th Street, and South River Drive intersections*
- *Provide a water taxi service*
- *Permit mixed-uses*
- *Modernize shipping terminals*
- *Reconstruct deficient bulkheads along the Miami River*
- *Provide a waiting area for trucks serving shipping facilities*
- *Create an identity for the Palmer Lake area*
- *Provide a waterfront park on transit property*
- *Improve access to the lake*
- *Encourage sustainable and 'green' development*
- *Encourage new office and warehouse development*

Vision Plan

The Palmer Lake Charrette Vision Plan is the culmination of hours of study, research, and input from residents and property owners in the study area. Urban design principles were utilized to address specific issues affecting Palmer Lake and the surrounding area and result in the recommendations described in the following sections of this report.

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. *Palmer Lake*
2. *Miami River*
3. *Tamiami Canal*
4. *Miami International Airport*
5. *Melreese Golf Course*
6. *Rental Car Center*
7. *Miami Central Station*
8. *MIC-Earlington Heights Station Metrorail Extension*

Area Key

- *MIC Core Area*
- *Palmer Lake Area*
- *Core East Area*
- *Riverside Area*
- *Existing buildings*
- *Water bodies*

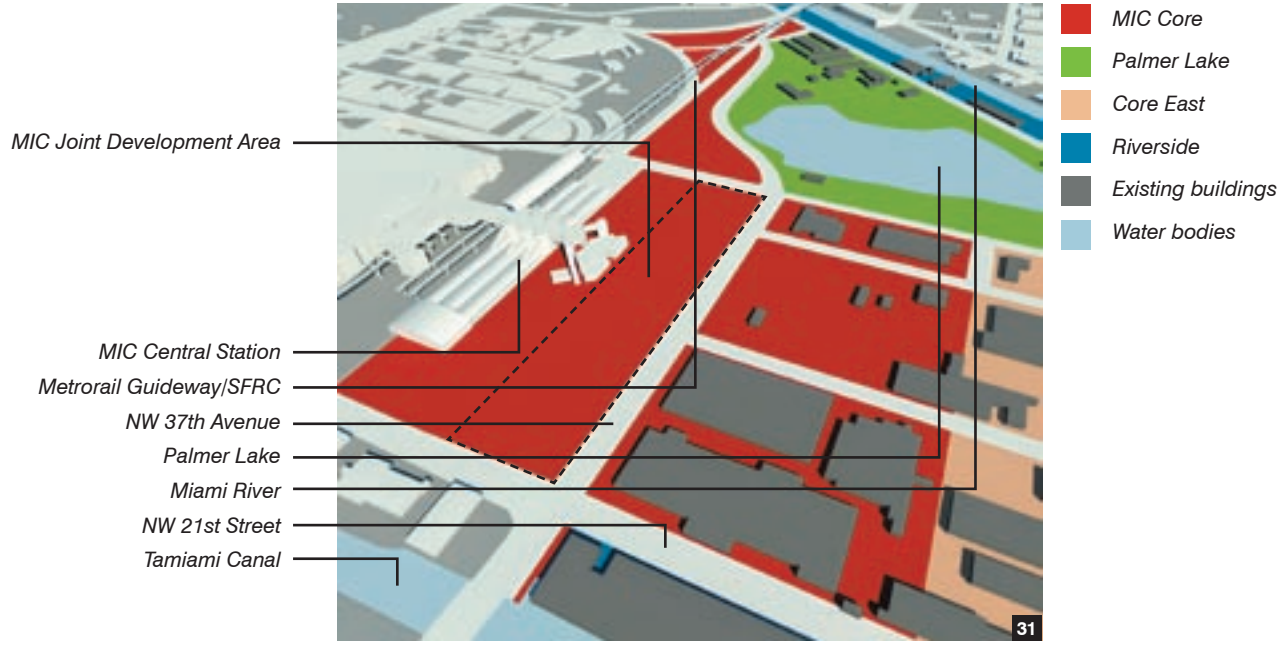
Specific recommendations are organized by the four areas shown in the diagram on this page. The MIC Core Area is the area along NW 37th Avenue extending to the Miami River. The Palmer Lake Area is the area immediately surrounding the lake. The Core East Area is located between NW 21st and 25th Streets from NW South River Drive to NW 36th Avenue. The Riverside Area follows the Miami River and Tamiami Canal.

Many of the recommendations in this plan 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.

MIC Core Area

The approximately 35 acres immediately east of the MIC is what this plan considers to be the 'Core' of the designated Metropolitan Urban Center. It includes the MIC joint development area and extends east to about NW 35th Avenue. As this area adjoins the most pedestrian-oriented portions of the MIC, development that occurs here should be the most intense and pedestrian-oriented as well.

One of the main purposes for the designation of urban centers at transit facilities is to encourage development that supports transit usage. As an example, existing Metrorail stations with the highest patronage are those that are located in intensely developed areas with an urban character, such as those stations at Government Center, Civic Center, and Dadeland South. To take fullest advantage of the Central Station and its Metrorail, Tri-Rail, and other transit services, the MIC Core Area should be developed in a similar fashion, as described below.



Development character

Future development in the MIC Core should be built to both maximize the intensities provided for Metropolitan Urban Centers and to form a pedestrian-oriented and mixed-use district. To efficiently utilize available land, the lower floors of buildings should fill their entire lot, or be placed along the perimeter of a property. Ground floors should be occupied by uses that provide interest for passing pedestrians. Primary building entrances should be located near the property line, facing the primary adjoining street.

Parking and service areas should be internalized and screened from surrounding streets. Buildings such as hotels that require extensive vehicle circulation and drop-off areas should provide these areas away from the primary street frontage or be internalized within the building.

Sidewalks should be at least 15 feet in width as measured from the curb to permit adequate area for the placement of street trees and street furnishings such as benches, bus shelters, newsracks, street lighting and utility poles without encroaching into the primary pedestrian area along building frontages.

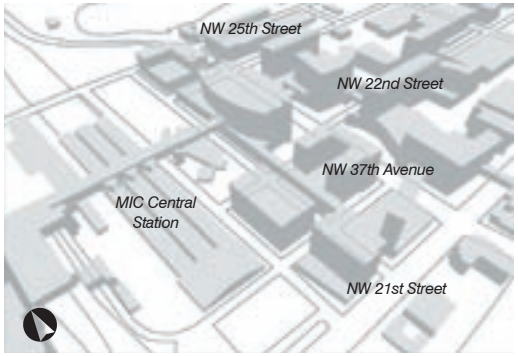
Buildings that meet these general characteristics are illustrated throughout this section.

MIC joint development

The Florida Department of Transportation (FDOT), in its planning for the MIC has reserved 8 acres between the Central Station and NW 37th Avenue for up to 1.5 million square feet of joint development. In the near future FDOT will be offering this area for development, although at this time what type of of-

Aerial view to the northeast of the MIC Core Area. The MIC Central Station is visible at the middle left and Palmer Lake can be seen at the upper left.

View Key



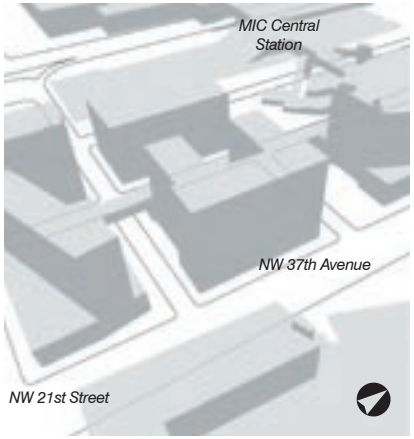
fering will be made has not been determined. Regardless of the procedure used to select a development proposal, this area should be built to a high quality and intensity and meet the minimum standards for Metropolitan Urban Centers.

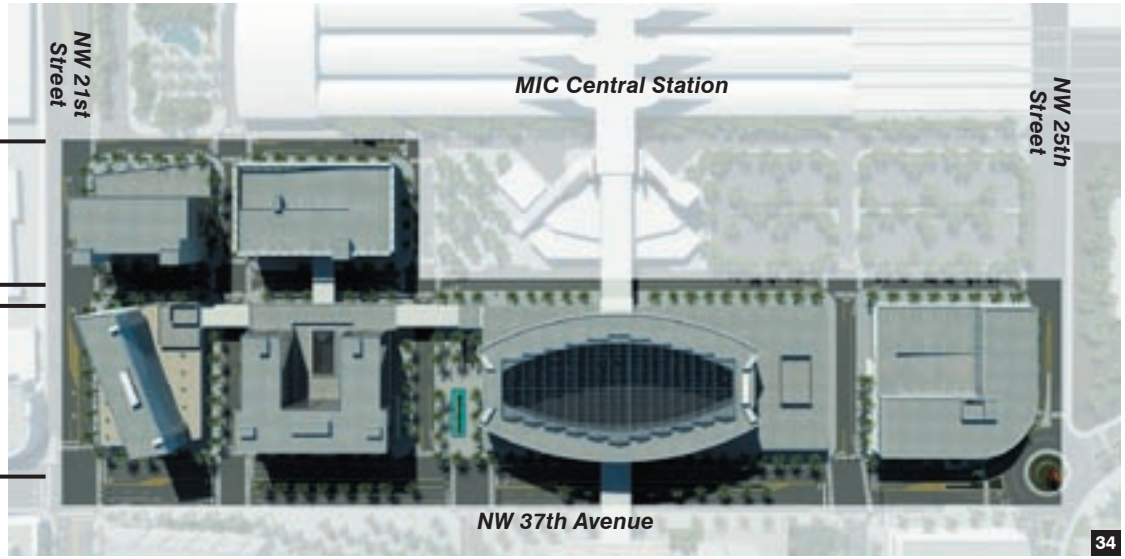
Illustrated here is a development concept showing several buildings oriented toward both the Central Station and NW 37th Avenue. The orientation of buildings is particularly important as the joint development area is the link between the MIC and the Palmer Lake area beyond. The buildings in this concept generally follow the block pattern established by the surface parking areas to the west. The large, elliptical-shaped building on axis with the Central Station concourse could be occupied by hotel or office uses, meeting space, and ground floor retail uses. Occupying the center of the building is a large enclosed atrium. This building is also shown connected to the MIC by an extension of the Central Station concourse. This connection is an essential part of a network of elevated pedestrian walkways further discussed below. To compliment the Central Station plaza adjacent to the intercity bus terminal, an additional open space of approximately 16,000 square feet is located to the south of this building, shown in Figure 35, linking the MIC to 37th Avenue.

This plan also recommends that the surface parking areas adjoining the Central Station be made available for development as well. Parking should be provided instead within garages containing additional uses. A 10-story garage with ground floor retail or office uses is illustrated next to the Central Station entrance in Figure 33.

View west toward the MIC Central Station. The MIC joint development area is shown in the foreground.

View Key





Recommended additional joint development area

MIC joint development area

Open space along NW 37th Avenue in the joint development area, the Central Station is in the far distance

All the buildings in the joint development area depicted in figures 32-35 should contain uses that compliment the activity of the MIC. The buildings shown contain an estimated 1.3 million square feet of floor area and result in a floor area ratio (FAR) of 4.5. This is consistent with the minimum requirement of an FAR greater than 3.0 in the core of a Metropolitan Urban Center.

Elevated walkways

A network of elevated walkways extending from the Central Station throughout the MIC Core Area should be developed. Similar networks such as the 'Skywalk' in Minneapolis and 'Plus Fifteen' in Calgary have been in successful operation for many years and become essential parts of those cities downtown pedestrian networks. An elevated pedestrian network connected to the MIC would provide a significant amenity to visitors, building tenants, and residents and allow future development to take full advantage of the Central Station and its direct connection to MIA.

This elevated pedestrian network should begin at the Central Station concourse and extend to future buildings located in the joint development area. From there, it should extend across NW 37th Avenue linking to development further east. Figure 36 on page 23 illustrates a network of walkways connecting properties on both sides of NW 37th Avenue to the MIC. An interior view of the concourse extension from the Central Station is shown in Figure 37 on page 23.

Since many walkway users will be visitors unfamiliar with the area, a consistent environment that eases navigation is important. To achieve this, design standards should be

developed providing requirements on minimum walkway width, interior finishes, operating hours, and wayfinding signage. Public agencies such as Planning and Zoning, Public Works and FDOT should determine what type of easements and maintenance agreements would be required for the use of public rights-of-way and access through private property for the network. A predictable permitting method should be established so that property owners may begin to develop this recommended walkway network with a minimum of difficulty.

It should be noted that the elevated pedestrian network as recommended here is not a substitute for high quality public spaces and pedestrian areas at street level. The elevated and street level networks should compliment each other and contribute to a convenient and desirable environment.

NW 37th Avenue

NW 37th Avenue, also known as Douglas Road, is the north-south 'spine' through the MIC Core. The segment of this roadway north of the Tamiami Canal currently has four lanes, a painted median, curbs and gutters, and narrow sidewalks. The existing 70-foot right-of-way is not adequate to provide a streetscape suitable for a pedestrian-oriented district while maintaining four through-traffic lanes. Also, the existing right-of-way width is not adequate for the sidewalk, bike lanes, on-street parking, and landscaping as recommended here and envisioned by the Miami River Greenway, which this roadway segment is a part of. Figure 39 illustrates these elements and the area required. To preserve the placement of the existing electrical transmission lines along the east side of NW 37th Avenue the center-

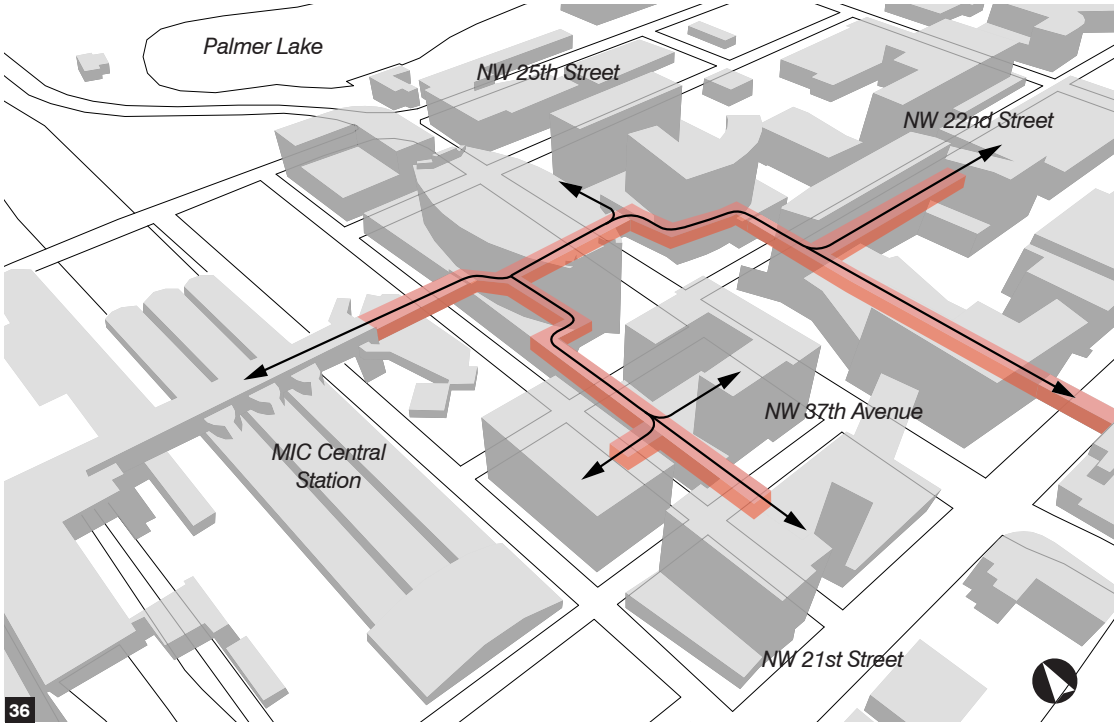
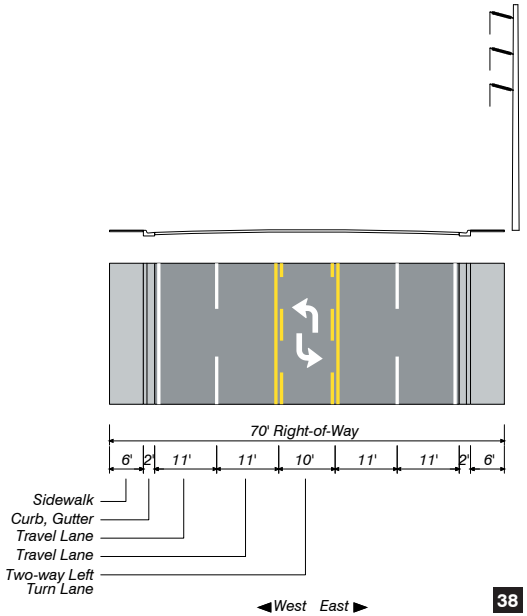


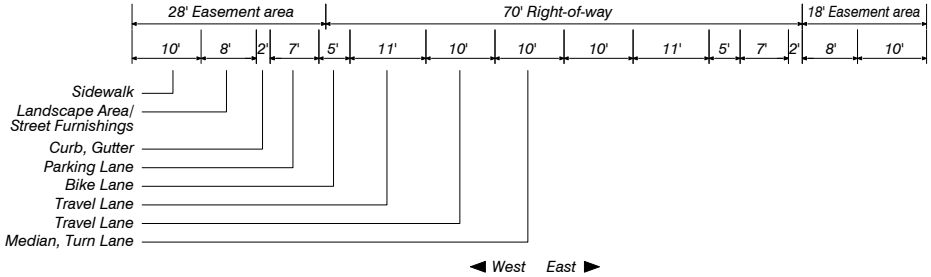
Diagram of elevated pedestrian walkways extending eastward from the Miami Intermodal Center.

Interior view of elevated pedestrian concourse connecting the MIC to the joint development area.



Above, existing plan and section of NW 37th Avenue between NW 21st and 25th Streets showing location of electrical transmission lines.

Right, plan view of recommended improvements to NW 37th Avenue illustrating bike lanes, on-street, parking, and enhanced sidewalk area.



line of the roadway is shown shifted slightly westward. In the event the transmission lines are relocated, the current centerline could be maintained. As an alternative to acquiring additional right-of-way or requiring right-of-way dedication by adjoining property owners, the area required for the widened sidewalks and on-street parking could be provided through the use of easements permitting public access in these areas.

Bertram property

Bertram has been a significant industrial presence in the Palmer Lake area for many years and the continued use and expansion of the Bertram property as a boat manufacturing or other industrial facility should be allowed. However, the exceptional location, access size and proximity to the MIC of this property offers an excellent opportunity for redevelopment which should be allowed if some or all industrial activity is relocated from this property.

Shown here are two alternative concepts for adaptive reuse or redevelopment of the property. The alternative shown in Figure 40 recommends that NW 35th and 36th Avenues be constructed between 22nd and 21st Streets with sidewalks, on-street parking and enhanced landscaping. The existing buildings located along NW 37th Avenue are retained and retrofitted to accommodate retail, office or hotel uses. A plaza at the northeast corner of 21st Street and 37th Avenue is recommended. Buildings on both sides of NW 21st Street are connected by a pedestrian bridge to link development north of 21st Street to properties along the Tamiami Canal. A water taxi terminal can be located on the southeast corner of NW 21st

Plan view of Bertram property redevelopment between Tamiami Canal and NW 22nd Street.

Far left, view west above NW 21st Street showing water taxi terminal at the southeast corner of 21st Street and 37th Avenue.

Left, water taxi terminal building and pedestrian bridge.

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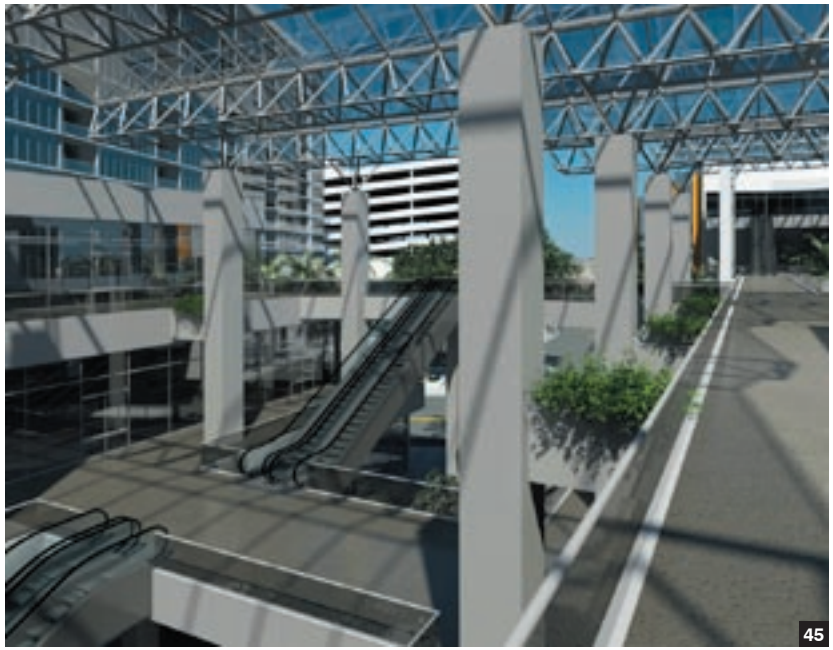
View northwest over the Tamiami Canal toward the Bertram Yacht property. Redevelopment of the site is shown with mixed-use hotel, office, retail and residential development.

Street and 37th Avenue. Such a taxi service would create a direct link between the Palmer Lake area and Downtown Miami via the Miami River. On the eastern half of the property new uses should be complementary to the adjoining existing industrial uses.

If the existing buildings on the Bertram property are not desirable for reuse, Figures 43-45 illustrate a mixed-use hotel, retail, office, and residential development. Larger-scale uses such as big-box retail or a trade mart could also be accommodated. Along NW 37th Avenue are hotel and office buildings bisected by a multi-level specialty retail area. Between NW 36 and 35th Avenues are larger-scale uses and parking garages. Further to the east is an ad-

44

Right, view to the north within the Bertram Yacht property showing hotel and retail uses.



45

Far right, view to the east within the Bertram Yacht property showing a specialty retail area.

ditional hotel or residential building. Similar to the previous concept, both internal streets and streets surrounding the Bertram property should provide for wide sidewalks, on-street parking, and extensive landscaping. Landscaped open spaces should be provided and integrated with the overall development of the property.

In either case, the redevelopment of the Bertram property has excellent potential to transform into a mixed-use, pedestrian-oriented district that compliments the MIC and joint development area as well as the rest of Palmer Lake.

Gumberg and Hertz properties

Located between NW 22 and 24th Streets and 36 and 37th Avenues, the Gumberg and Hertz properties are currently used for surface parking. These properties, totalling about 7 acres are suitable for hotel and street facing retail uses. Shown in Figure 46 is an aerial view of these two properties developed with hotel uses.

Figure 47 shows a view of the southeast corner of NW 37th Avenue and 24th Street and the development of the Hertz property with a mid-rise hotel and its entrance oriented toward the intersection. Not visible in that figure is its vehicular entrance, located on NW 24th Street. Above 37th Avenue an elevated walkway connects the building on the Gumberg property to the MIC joint development area.

Truck parking area

Cargo operators in the Palmer Lake area rely on trucks for local transport of containers and bulk material to and from their terminals. Currently, trucks waiting for access to termi-

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Aerial view north of development on the Hertz (top) and Gumberg (bottom) properties. NW 37th Avenue is visible to the far left.

47

View south along NW 37th Avenue at 24th Street toward the Hertz property (foreground) and Gumberg property (behind).

48

View to the southeast of the truck parking area west of NW 37th Avenue.

49

View of the truck parking area access along NW 28th Street. The Metrorail guideway and NW 37th Avenue is visible in the distance.

nals for loading or unloading typically park in swale and median areas in the right-of-way. This is frequently a cause of traffic congestion, can block driveways and be a visibility obstruction. To provide a designated location for waiting trucks serving the cargo operations in the study area, it is recommended that the property west of NW 37th Avenue, bounded by 28th Street and the South Florida Rail Corridor should be used for this purpose. This approximately 3.4-acre property is owned by the Miami-Dade Expressway Authority (MDX) and is currently vacant.

As shown in Figure 48, trucks would access the property from NW 37th Avenue via 28th Street, using the existing railroad crossing, passing under the Metrorail guideway, and looping around into the parking area. For ease of circulation, trucks would be able to exit the parking area without having to back up. Construction and maintenance of the parking area could be performed by MDX and access managed by the SunPass transponder system. MDX, in cooperation with the shipping terminals and trucking services active in the area should further evaluate the feasibility of such a facility.

Palmer Lake Area

For most people Palmer Lake is unknown. The study area, despite its central location, is isolated by the surrounding waterways. The lake, even more so as it is hidden by buildings and vegetation. Until the recent extension of NW 37th Avenue from 25th to 28th Streets, Palmer Lake was only visible from the NW South River Drive bridge crossing over the channel linking the lake to the river.

One of the most frequent requests by charrette participants was the need to provide public access to the lake. Although not impossible, creating opportunities for lake access is complicated by the fact that the lake is privately owned. Unlike the Miami River, the owners of the lake have no obligation to permit public access. Regardless of the challenges in providing access, the need and desire is clear. With the successful implementation of the recommendations in this plan, Palmer Lake can become a significant amenity for residents and visitors.

Visual access

Land between the lake and NW 37th Avenue is currently owned by the Florida Department of Transportation and was acquired as part of development of the MIC. This land, approximately 3.3 acres, is irregular is shape and is widest at the northwest corner of the lake. The ownership of this property should be transferred to the Miami-Dade County Park and Recreation Department and operated as a public park. In the short term, Park and Recreation should cooperate with FDOT to evaluate the property for its suitability as a park and to

50

51

View to the southeast across Palmer Lake. The intersection of NW 37th Avenue and 25th Street is visible at the upper right.

52

53

Right, future development surrounding Palmer Lake.

Inset, view across Palmer Lake.

determine if any environmental remediation is necessary.

The chain-link fence blocking view of the lake should be removed. If the current lake bank is too steep to be left unprotected, a low decorative wall should be provided. A walkway along the lake edge should be provided as well. This walkway should connect to 37th Avenue at multiple points, and be fitted with pedestrian lighting and seating areas. These relatively simple actions would allow Palmer Lake to become visually accessible to the public.

Water access

Access to the lake surface is desirable for active and passive uses. Active uses could include fishing, kayaking and paddle boating while passive uses could be bird watching and manatee viewing. A dock structure such as one shown in Figures 51, 54, and 55 would permit all of these activities. This concept is of a dock extending from the intersection of NW 37th Avenue and 25th Street and follows the lake edge. The dock should provide for the mooring of non-motorized watercraft and viewing of manatees and other marine life. Additional upland access should also be provided at multiple points. The construction of a dock as recommended would require the cooperation of the owners of the affected portion of the lake as well as some type of operation, access, and maintenance agreement with the upland property owners. In the event that the Dollar Rent-a-Car property and other properties on the north shore of Palmer Lake are redeveloped, the dock should be extended in a similar

manner.

Construction of a dock as described above or other alterations or construction along the shoreline of Palmer Lake will require review by the county's Department of Environmental Resources Management (DERM) and may require a Class I permit. Depending on location or impact, review and approval may also be required by the Florida Department of Environmental Protection, U.S. Army Corps of Engineers, or South Florida Water Management District.

As an alternative to providing a dock on the lake surface, properties adjoining the lake undergoing redevelopment should provide a pedestrian walkway along the lake edge permitting public access.

NW 37th Avenue

From NW 25th Street northward, NW 37th Avenue links the MIC and the surrounding area to Palmer Lake. This portion was recently constructed and curves along the west side of the lake to NW 28th Street. To create a significant landmark, a gateway to the lake, and to improve traffic circulation, a roundabout is recommended to replace the current signalized intersection at 37th Avenue and 25th Street. Shown in Figure 54 is a two-lane roundabout providing through movement for vehicles and pedestrian crossings at all intersection legs. The roundabout shown here has an outer diameter of approximately 130 feet and would not require any additional right-of-way except for a small area at the southwest corner from property currently owned by FDOT. At the roundabout's center a large-scale artwork is shown. As current engineering standards do not permit bike lanes to continue through a

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View north toward roundabout at NW 37th Avenue and 25th Street. Palmer Lake is visible at the top of the image.

View to the west toward the Palmer Lake Environmental Center and beyond, NW 37th Avenue.

roundabout, transition areas from bike lanes to the sidewalk would need to be provided. Located at the northwest quadrant of the roundabout is a landscaped plaza is leading to either the lake dock or walkway as described above.

North of NW 25th Street, 37th Avenue currently has two through travel lanes, curbs and gutters, and a wide sidewalk along the east side painted with a stripe and signs designating a bike lane. It abruptly ends at NW 28th Street, requiring a sharp turn to continue to or from South River Drive. NW 37th Avenue should be reconfigured to provide direct access to South River drive. The segment of NW 28th Street east of 37th Avenue should be reconfigured as an extension of 37th Avenue leading to a new intersection at South River Drive. On-road bike lanes, on-street parking at least along the east side, and consistently planted street trees should be provided along 37th Avenue. The on-street parking would serve users of the park as recommended above.

NW 25th Street

Extending west from South River Drive, NW 25th Street is a primary east-west link from the Riverside Area to the MIC and Le Jeune Road. A portion of the Miami River Greenway is designated along this street between South River Drive and NW 37th Avenue. As part of the Greenway, this street should be improved with on-street parking, bike lanes, landscaping, sidewalks, benches, and directional signage.

Environmental center

Also desired by participants in the charrette process was an environmental center adjacent to the Palmer Lake. Shown in Figures 51 and 55, this building could provide working space for public agencies that regulate or manage varying aspects of the Miami River and its environment such as the Florida Department of Environmental Protection, United States Coast Guard, Miami-Dade County Department of Environmental Resources Management, Miami River Commission, and others. Public meeting space and a visitor's center should also be provided.

Historic marker

During World War I, the Palmer Lake area was used by the U.S. Marines as an airfield and training for its air corps. Before the war, a landing strip and flight school had been established by the aviator and developer Glenn Curtiss. A marker describing the historic significance of this area should be placed within the new park adjacent to Palmer Lake as recommended above. This could be a post-type marker found in many locations in the county or may be a more substantial structure or monument. In either case, the unique activities that occurred in the area should be commemorated.

Core East Area

The Core East Area is located between the MIC Core and Riverside Areas and should serve to transition between the two. Bounded by NW 25th Street to the north, NW South River Drive to the east, NW 35th Avenue to the west and the properties adjacent to the south side of NW 33rd Avenue, this area is currently occupied by a variety of commercial and light industrial uses. Existing buildings are typically one story, and surrounded by surface parking lots. Two large properties west of 24th Street Road were occupied by rental car operations that have since relocated to the Rental Car Center within the MIC.

As most of this area is located in close proximity of the MIC, mixed-use and higher intensity development should occur. Similar to the MIC Core, future development should provide a pedestrian-oriented environment with wide sidewalks, landscaping, and buildings that define public space and the street edge. These design standards should be applied to all development in this area, whether commercial, industrial, residential, or mixed-use. Design standards such as these permit uses to be in close proximity that if otherwise regulated by conventional zoning, would be considered incompatible.

Alamo property

The property located between NW 33rd Avenue, 22nd and 23rd Street Roads, and 24th Street is the former location of Alamo Rent-a-Car. This approximately 7-acre property is shown at the upper center of Figure 58. Illustrated is a redevelopment concept consist-

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Existing view toward NW South River Drive along NW 33rd Avenue.

View Key

View to the northwest over NW North River Drive. The Tamiami Canal is at the far left and the Miami River at the far right; Palmer Lake can be seen at the upper right.

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Above left, future development in the Core East area. Palmer Lake is in the foreground, NW South River Drive is at the far left. The hotel currently under construction south of Palmer Lake can be seen at the lower right.

Above, view southwest along NW 34th Avenue.

ing of retail, office, and residential uses. Four mid-rise residential buildings are shown located above two 4-story podiums containing the commercial uses and parking facilities. Between the two podium buildings is a large street-level landscaped open space.

National property

The property formerly occupied by National Car Rental, located north of the Tamiami Canal, east of NW 33rd Avenue, and south of 23rd Street Road is shown developed with office and industrial uses. An extension of NW 22nd Street Road bisects the property and connects to 23rd Street Road. Along 33rd Avenue a mid-rise office building and parking garage are located. Along the Tamiami Canal are dock-height warehouses suitable for cargo shipping and other light industrial uses. This concept is shown at the lower left of Figure 58.

In the remainder of this area, mainly north of NW 23rd Street Road, future development should provide additional light industrial and office space supporting the marine uses along the Tamiami Canal and Miami River.

View west overlooking future development of the Alamo property toward the intersection of NW 22nd Street and 22nd Street Road.

Riverside Area

Located between the Miami River and NW South River Drive and also along the Tamiami Canal, the Riverside Area is occupied by a variety of uses that rely on direct access to the water. Cargo shipping, yacht manufacturing and repair, salvage operations, and other uses are all located in this area. All the uses currently permitted in this area should continue to be allowed and expanded. Other uses permitted in Urban Centers and compatible with the uses provided in the Port of Miami River Element of the CDMP but not permitted by existing zoning districts in the area should be allowed as well. These may include retail, restaurant, office, residential and live-work/work-live uses.

NW South River Drive

Designated as part of the Miami River Greenway, NW South River Drive should be reconstructed to provide sidewalks, landscape strips, curbs and gutters, bike lanes, and two through travel lanes. Currently this roadway is in an essentially rural condition. The roadside is an irregular mix of patches of asphalt, dirt, gravel, and weeds. Parking occurs haphazardly in the right of way, sometimes blocking driveways and obstructing visibility. The provision of designated on-street parking lanes would improve both the appearance and operation of this road. Reconstruction incorporating all these features is shown in Figure 64 on the facing page. The bridge carrying South River Drive over the Palmer Lake channel should be reconstructed as well. The current bridge is too narrow to permit the continuation of side-

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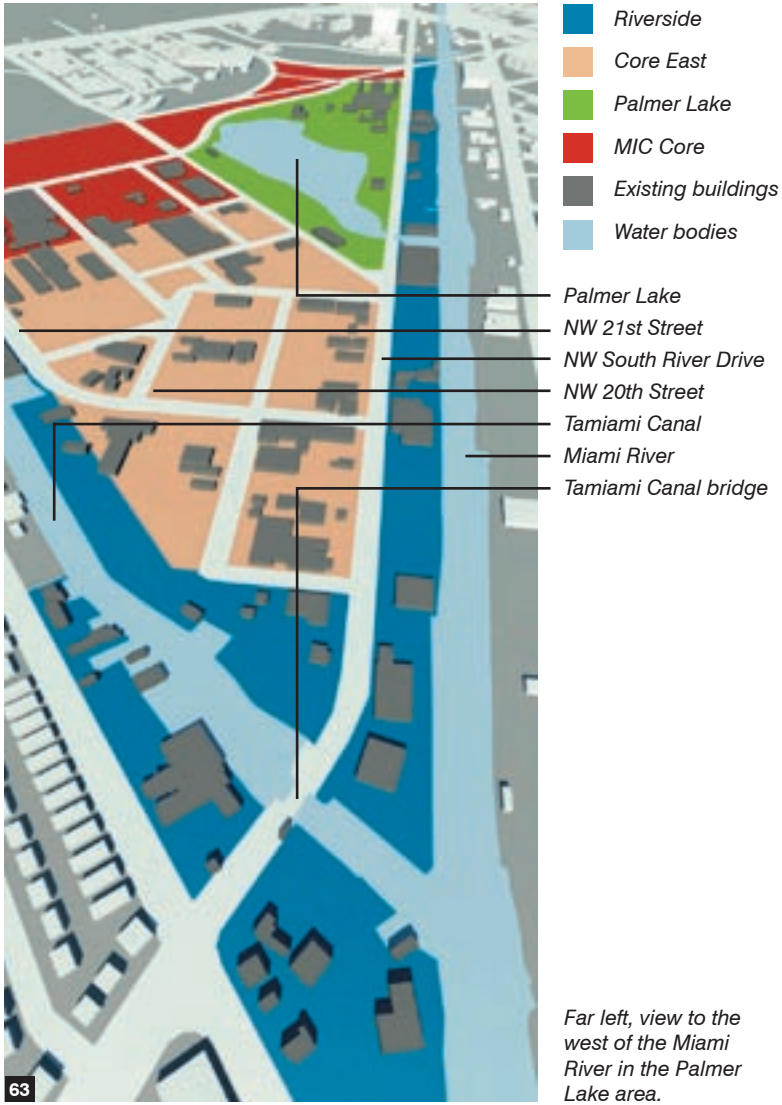

63

Far left, view to the west of the Miami River in the Palmer Lake area.

64

Left, NW South River Drive is transformed with the addition of parallel parking, curbs, consistently planted street trees, and bike lanes.

Inset, existing view along NW South River Drive.

65

66

Concept for development on the Miami-Dade Transit property

walks and bike lanes as recommended. The replacement of the existing structurally deficient Tamiami Canal swing bridge is a programmed improvement in the Long Range Transportation Plan. In its place, a four-lane bascule bridge is scheduled to be constructed between 2015 and 2020.

Miami-Dade Transit property

As part of the construction of the MIC-Earlington Heights extension of Metrorail, Miami-Dade Transit (MDT) acquired several properties on the Miami River east of the SFRC. Together these properties total approximately 3 acres. Only a small portion of this property is needed for the guideway columns that carry the Metrorail over the Miami River. The remaining property is available for development of public facilities or business uses through a joint development agreement.

Some of the suggestions made through the charrette planning process for the use of this property were: a water taxi terminal, police station, a cargo shipping facility, and public waterfront access and park area. Shown in Figures 66-68 is the development of this property accommodating several of these suggestions. The building shown could provide space for any or all of those uses. Along the waterside, the western half would permit a public riverwalk; the eastern half would be reserved for docking of marine vessels which require a secure area. The portion of the property adjacent to the Metrorail should be reserved for the northern extension of NW 37th Avenue across the Miami River, described below.

NW 37th Avenue extension and Miami River bridge

As noted earlier, Palmer Lake is isolated by surrounding waterways and has limited roadway connections beyond the study area. Current roadway access is limited to NW 37th Avenue from the south, South River Drive from the east, and 21st Street, 25th Street and South River Drive from the west. Access to the north and west is further limited by the grade crossings of the SFRC on NW 25th Street and South River Drive. Access between the north and south sides of the river is particularly impacted, requiring a convoluted route east to NW 27th Avenue or west to NW 36th Street.

To provide improved access to the Palmer Lake area and to better link the marine uses

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Plan view of the extension of NW 37th Avenue to NW South River Drive, development of the Miami-Dade Transit property and new bridge crossing the Miami River.

View to the south showing Miami-Dade Transit property, new bridge crossing the Miami River, Metrorail guideway, and NW 37th Avenue extension.

north and south of the Miami River, NW 37th Avenue should be extended from 28th Street to North River Drive across the Miami River. This street should be realigned from its current end at 28th Street across the MDT property at the southwest corner of South River Drive and 28th Street. From a new intersection at South River Drive, 37th Avenue should continue across the MDT property and over a new bridge spanning the Miami River. Whether this bridge should be operable or fixed depends largely on the results of the Miami River-Miami Intermodal Center Capacity Improvements (MR-MICCI) project currently underway. This project, sponsored by the South Florida Regional Transportation Authority, will analyze alternatives for improvement of the SFRC across the Miami River.

If the eventual railway improvements result in a fixed railroad bridge replacing the current river crossing, then a new fixed roadway bridge could be constructed with little additional impact on river navigation. If an operable railroad bridge remains in place, then a drawbridge or similar structure should be provided to maintain river navigation. In either case, the direct access from the Palmer Lake area northward will provide a significant transportation benefit, particularly to the industrial uses that will be better linked to the large industrial area in east Hialeah.

Other area improvements

Additional improvements recommended in the area include the dredging of the Tamiami Canal to remove accumulated sediment and the provision of multi-modal freight services between Miami International Airport, Port of Miami, Port of Miami River, and freight railroads.

Streets and Public Spaces

Until the 1960s, most land subdivision took the form of gridded streets and blocks. Palmer Lake, like much of eastern Miami-Dade County was developed in this manner. As a result of its subdivision in the 1920s into the Grapeland Heights and Streamland Gardens plats, the study area today has an excellent network of streets and blocks. The extension of NW 37th Avenue from 25th Street 28th Street in 2007 further enhanced circulation in the area.

While the street network may be excellent, nearly all streets in the study area are in an essentially rural condition. With the exception of NW 37th Avenue, streets lack sidewalks and curbs, leaving the roadway edge undefined and swale areas often in poor condition. Many businesses in the area rely on parking in the right-of-way for employees and visitors, but as this parking occurs in unpaved swales, the result is often a roadside filled with dirt, weeds, and after a rainstorm, standing water and puddles of mud. The lack of sidewalks, crosswalks, and other pedestrian facilities also discourages walking and transit usage.

Specific recommendations for improvement to streets and rights-of-ways are discussed in the above sections of this plan report. This section addresses those recommendations that apply to the entire study area. As an example, NW 37th Avenue is shown in Figure 69, illustrating wide sidewalks, on-street parking, bike lanes, street trees and landscaped medians. These elements, which are necessary to transform the study area into an urban district suitable for high-quality private development, are further

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View south along NW 37th Avenue. Bike and on-street parking lanes are recommended in both directions along this segment of 37th Avenue. The MIC joint development area is to the right.

Existing and recommended pedestrian network.

Existing sidewalk

Sidewalk recommended

Lake boardwalk

Recommended network of bike lanes.

Miami River Greenway

Bike lane recommended

described below.

Pedestrian network

To complete the pedestrian network, sidewalks should be constructed along all streets in the Palmer Lake study area. Approximately 7.3 miles of new sidewalks are required to satisfy this recommendation. When redevelopment within the study area occurs, required right-of-way improvements should include for the provision of sidewalks. As discussed in other sections of this plan, sidewalks nearest to the MIC Central Station should be at least 15 feet in width as well as along other streets where pedestrian activity is expected. Along streets where available right-of-way is limited and are designated for bike lanes, such as NW 25th Street and NW South River Drive, the sidewalk width should not be less than 6 feet. Sidewalks along NW 37th Avenue should be provided as shown in Figure 39 on page 24.

Bicycle network

As part of the *Miami River Greenway Action Plan*, NW South River Drive, NW 25th Street, and NW 37th Avenue have been designated as part of the Miami River Greenway. The Greenway, extending from Biscayne Bay to the Palmer Lake area, generally follows adjacent roadways along the river and is planned for on-street parking, bike lanes, landscaping, sidewalks, benches, and directional signage. The Greenway within the study area is shown in Figure 71.

In addition to the bike lanes along the designated Greenway, bike lanes should also be pro-

vided along NW South River Drive between NW 25 and 28th Streets, connecting the lanes recommended along NW 37th Avenue. Bike lanes as recommended in the study area would total approximately 4.2 miles.

Street furniture

Benches, bus shelters, street and sidewalk lighting, trash receptacles, and other objects are essential parts of the streetscape in a pedestrian-oriented district. In addition to providing comfort and amenity to pedestrians, a consistent program of street furniture can strengthen the identity of the study area.

Complimentary pedestrian lighting fixtures, benches, and trash receptacles such as those shown in Figure 73 should be selected and placed in appropriate locations throughout the study area. Shown in figures 74 and 75 are bus shelters and freestanding advertising panels and cylinders. Bus shelters are essential to provide sun and rain protection for transit passengers. The advertising panels shown in Figure 75 incorporate public information displays such as maps, area directional information, and electronic message displays. The installation and maintenance of shelters and panels such as these are supported by the advertising carried within and should be placed along streets with transit service and/or frequent pedestrian activity.

Street lighting

The roadway lighting fixture shown in Figure 72 has been installed along NW 37th Avenue and NW 21st and 25th Streets as part of MIC roadway improvements constructed by FDOT. This distinctive, contemporary fixture should continue to be installed along streets throughout Palmer Lake. On streets designated as part

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Far left, the "OTS" roadway lighting fixture, manufactured by Kim Lighting, already installed on roadways leading to the MIC.

Left, benches, trash receptacles, and pedestrian-scaled lighting.

74

75

Far left, bus shelters incorporating transit information and advertising panels.

Left, pedestrian information displays with integrated advertising.

View south along roadway between the MIC joint development area (left) and the MIC Central Station (out of view to the right).

of the Miami River Greenway, lighting should be similar to those used on other segments of the greenway. Implementing these enhanced lighting fixtures as recommended may require changes to the existing Le Jeune Terminals Special Taxing District. This district, which includes nearly all of the Palmer Lake study area, assesses property owners for the ongoing operation and maintenance of the existing street lighting.

On-street parking

One feature common to most pedestrian and transit-oriented districts is the provision of on-street parking. Typically taking the form of a lane permitting parking of vehicles parallel to the curb, on-street parking serves many purposes. Most obviously, it provides an easily accessible, highly visible parking area for motorists. In addition, on-street parking serves as an extremely effective traffic calming feature, supports street-level retail without dedicated parking facilities, and serves as a physical buffer separating pedestrians from vehicles in regular traffic lanes.

On-street parking lanes should be provided throughout the Palmer Lake area. Where right-of-way is limited, parking should be provided on at least one side of the street. To provide for the use of electric vehicles, charging stations should be located adjacent to parking lanes.

Utility services

The manner of installation and placement of utility services has a significant impact on the appearance and usability of the public right-of-way and surrounding property. Electric, communication, water, and sewer facilities should all be located underground or away from pri-

mary street frontages and pedestrian areas.

Existing electric and communication lines in the study area are typically located above ground and mounted on wood poles. The multiple electric, telephone, cable television, and other communication lines are unsightly and the poles are often leaning at various angles. These installations contribute to the haphazard and undeveloped visual character of the area. As new development occurs, these aboveground utility lines should be relocated underground, particularly along streets most used by pedestrians. Similarly, transformer vaults and other electrical and communications equipment should be located away from pedestrian areas and primary building entrances.

Above ground water and sewer infrastructure, such as backflow preventers and lift stations should also be located away from pedestrian areas and primary building entrances. Backflow installations are required to comply with Chapter 32, Section 32-157 of the Code of Miami-Dade County, which requires they be located in a recessed, covered space within the building envelope or shielded from view behind a barrier wall.

Entrance features

In addition to a coordinated program of street furniture, providing entrance features at the perimeter of the study area can help establish an improved identity for Palmer Lake. Shown in figures 76-79 are various structures that serve as identity markers and can be placed at major points of access. Using the manatee as a symbol of the Palmer Lake area is one concept shown in Figure 76. Figure 75 illustrates a distinctive structure for the bridge tender at a reconstructed Tamiami Canal bridge.

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Far left, concept for the bridge tender's house at the Tamiami Canal.

Left, concept for an entrance feature.

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79

Left and far left, entrance feature concepts.

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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 Center' on its adopted Land Use Plan map. Outside these districts of intense development, zoning standards which produce conventional development patterns apply. As an urban center, 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 to the side of buildings should be implemented. 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 area identified by the boundaries, including the future redevelopment of existing commercial and industrial properties. Alternately, an overlay district could be developed. An overlay is adopted as a special district for lots within a defined 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, zoning incentives should be provided, such as bonuses for mixed-use buildings are that provide for 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. Compact developments created by these ordinances are efficient and sustainable methods of building communities. Review guidelines help mitigate the intensity of development and can be incorporated within the form-based or overlay ordinances.

Guidelines used for site plan review include landscape buffers, building height transitions and setback areas if needed. Whatever standards are utilized, the result should be buildings that are compatible with existing and future development in the area and that create attractive pedestrian-friendly and active public spaces.

A new zoning district, changes to existing districts, or rezoning of property must all be consistent with the county's Comprehensive Development Master Plan (CDMP). In the case of Palmer Lake, a majority of the study area lies within the radius of a Metropolitan Urban Center as designated by the CDMP LUP map. Permitted uses and development intensities in urban centers are provided in Appendix C. Outside the designated urban center area the underlying LUP designation would apply. Residential development permitted by zoning will be required to comply with public school concurrency requirements; determination of school concurrency is made at final plat, site plan approval, or building permitting.

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 ongoing redevelopment efforts.

Private development

Private development is the key to the successful realization of this plan. While there has been and will continue to be significant public investments in and around the study area, these efforts will be incomplete without a corresponding level of private investment. With the incentives provided by through zoning and other policy mechanisms, the Palmer Lake area should be an extremely favorable environment for future high-quality private development.

Community Redevelopment Area

A Community Redevelopment Area (CRA) can be established in an area that meets the

criteria in Chapter 163.340 of the Florida Statutes. Some of these criteria are: a substantial number of deteriorated or deteriorating structures; a defective or inadequate street layout, parking facilities, roadways, bridges or public transportation facilities; faulty lot layout in relation to size, adequacy, accessibility, or usefulness; and inadequate or outdated building density patterns among other deficiencies.

The establishment of a CRA requires the issuance of a finding of necessity by the local government which is adopted by resolution and supported by data and analysis which finds the area meets the criteria described above. Upon the finding of necessity it must be determined if there is a need for a CRA to carry out the desired redevelopment. If a community redevelopment agency is warranted, the local government would then, by ordinance, appoint a board of commissioners to the newly created CRA.

Once a board has been established, it must prepare a redevelopment plan which addresses the needs and redevelopment goals for the area. The board must then approve the plan and present it to the local planning agency and commission for final approval. Following the approval of the plan a Redevelopment Trust Fund is established to finance the CRA.

The mechanism used to fund the CRA is Tax Increment Financing (TIF). TIF is a public financing tool used to encourage private development in the redevelopment area. TIF funds are generated from the excess in property values that are capped at the assessed value in the year a CRA is created, the base year. Certain tax revenues in excess of the base year value are deposited into the CRA Trust Fund and can only be spent in the redevelopment area.

In the Palmer Lake area, a CRA could fund the implementation of recommended right-of-way improvements, coordinate private development activities, and manage common area improvements such as the recommended elevated walkway system.

Enterprise Zone

The Palmer Lake study area is located within a state-designated Enterprise Zone. One of the major incentives for businesses locating or expanding within this zone are ad-valorem tax exemptions of 50 percent for up to five years. Commercial or industrial developments that receive a tax exemption are also eligible for refunds of road, police, and fire services impact fees.

Special Taxing District

A Special Taxing District, consistent with Chapter 18 of the Code of Miami-Dade County, is another 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. Implementation of a taxing district requires a petition by the mayor or of 50 percent of the affected resident property owners and an ordinance adopted by the Board of County Commissioners.

An existing district, the Le Jeune Terminals Special Taxing District was established in 1993 and covers nearly all the study area. Since there are few or no resident property owners in the Palmer Lake area the county manager* petitioned the board for the establishment of this district. This district assesses property owners for the ongoing operation and maintenance of district street lighting. The amount assessed is based on the length of each property's frontage.

Recommendations Summary

The table on the following pages summarizes the recommendations of the Palmer Lake 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 these recommendations.

* *At that time the position of county mayor did not exist*

Implementation

Each recommendation in the following table is grouped with other similar recommendations.

Recommendation (Section Reference)	Participating Agencies	Potential Funding Sources	Time Period for Completion
Implementation			
Establishment of a Community Redevelopment Area to assist in the implementation of plan recommendations	MB	TIF	Short
Zoning code amendments maintaining existing existing uses and implementing plan recommendations regarding building standards and right of way improvements	SPEE	SPEE	Short
Modification of the existing Le Jeune Terminals Special Taxing District to implement new street light fixtures to match those installed adjacent to the MIC and/or those of the Miami River Greenway	PWD	STD	Short
New zoning district applied to the entire study area permitting maximum flexibility of use	SPEE	SPEE	Short
Infrastructure			
Construction of sidewalks throughout the study area	PWD	CRA, GOB	Medium
Parking, bike lanes, landscaping, expanded sidewalk area along NW 37th Avenue	PWD, FDOT	CRA, FDOT	Medium
Reconstruction of NW S. River Dr. with bike lanes, parking, sidewalks, landscaping	PWD	CRA, CTS	Medium
Entrance features	CRA	CRA	Short
Extension of NW 37th Avenue to South River Drive	PWD, MDT	CRA, CTS	Medium
Street furniture	CRA	CRA	Short
Minimum 15 foot sidewalk width	SPEE, PWD	PUB, PVT	Medium
Electric vehicle charging stations adjacent to on-street parking lanes	SPEE, PWD	PUB, PVT	Medium
On-street parking throughout the study area	SPEE, PWD	PUB, PVT	Medium
Dredging of the Tamiami Canal	SFWMD	SFWMD	Medium
On-street parking, on-road bike lanes along NW 37th Avenue	PWD	PUB, PVT	Short
Transportation			
Elevated walkway network extending from the Central Station to properties throughout the MIC Core Area	PWD, FDOT	CRA, PVT	Medium
Roundabout at NW 37th Avenue and 25th Street intersection	PWD, FDOT	CRA, FDOT	Medium
Extension of NW 37th Avenue to North River Drive via new Miami River bridge	PWD, FDOT	CRA, FDOT	Long
Bike lanes along the designated Miami River Greenway	PWD	CRA, CTS	Medium
Bike lanes along South River Drive between NW 25th and 28th Streets	PWD	CRA, CTS	Medium
On-road bike lanes along 37th Avenue north of 25th Street	PWD	CRA, CTS	Medium
Provide multi-modal freight services between Miami International Airport, Port of Miami, Port of Miami River, and freight railroads	PVT	PVT	Long
Truck parking area	MDX, FDOT	MDX	Medium

continued ▶

Recommendation (Section Reference)	Participating Agencies	Potential Funding Sources	Time Period for Completion
Future Development Opportunities			
Development standards permitting mixed-uses and pedestrian-oriented buildings	SPEE	SPEE	Short
Buildings in the MIC joint development area oriented to both the MIC and NW 37th Avenue	-	PVT	-
Future development of MIC surface parking areas	FDOT	PVT	Short
Redevelopment of Bertram property	-	PVT	-
Redevelopment of Hertz and Gumberg properties	-	PVT	-
Joint development of MDT property	MDT	PVT	Short
Redevelopment of Alamo property	-	PVT	-
Redevelopment of National property	-	PVT	-
Permitting of uses allowed in Urban Centers	SPEE	SPEE	Short
Additional light industrial and office space north of NW 23rd Street Road	-	PVT	-
Open Space			
Transfer of FDOT property to the Miami-Dade Park and Recreation Department	FDOT, PR	FDOT	Short
Miami River Greenway along NW South River Drive between NW 20th and 25th Streets	PWD	CRA, CTS	Medium
Miami River Greenway along NW 25th Street between NW South River Drive and NW 37th Avenue	PWD	CRA, CTS	Medium
Open space in the MIC joint development area along NW 37th Avenue	FDOT	FDOT	-
Fence removal, construction of lake walkway	FDOT, PR	PUB, PVT	Short, Medium
Environmental Center	PR	PUB, PVT	Medium
Dock structure on lake surface	PR	PUB, PVT	Medium

Agencies and Funding Sources

CRA	Community Redevelopment Area
CTS	Charter Transportation Surtax
FDOT	Florida Department of Transportation
GOB	General Obligation Bond Program
MDT	Miami-Dade Transit
MDX	Miami-Dade Expressway Authority
MB	Management and Budget
PR	Parks, Recreation and Open Spaces Department
PUB	Public funding to be determined
PVT	Private development
PWD	Public Works and Waste Management Department
SFWMD	South Florida Water Management District
SPEE	Sustainability, Planning and Economic Enhancement Department
STD	Special Taxing District
TIF	Tax Increment Financing

Time Period for Completion

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

Appendices

Palmer Lake Market Area . . . . . Appendix A
Zoning Districts and Standards . . . . . Appendix B
Urban Centers. . . . . Appendix C
Water and Sewer Infrastructure . . . . . Appendix D
GreenPrint Consistency . . . . . Appendix E
Prior Studies . . . . . Appendix F
Public Meetings . . . . . Appendix G
Resolutions . . . . . Appendix H

Appendix A

Palmer Lake Market Area

Palmer Lake is situated adjacent to Miami International Airport and the Port of the Miami River, two important economic generators for Miami-Dade County. These economic drivers are a function of external demand, a major force for growth in the County. This is seen in passenger count figures for the airport, cruise passengers departing from the Port of Miami, as well as cargo volumes at both facilities.

Miami International Airport (MIA) had a total of 33 million passengers pass through its gates in 2008, and the Port of Miami had almost 2.1 million departing cruise passengers in 2008. MIA ranked second in the nation in international passengers. In regard to cargo volumes MIA ranked third in total cargo in 2008 among U.S. airports and 11th worldwide. As an international hub, MIA ranked first in the U.S. and 10th worldwide in international freight.

At the Port of Miami, cargo volume amounted to about 5,146,000 metric tons in 2008. This placed it 12th within the nation. Although relatively small in comparative terms, the Port of Miami River's terminals handle more than $4 billion in cargo a year, making it Florida's fifth largest seaport. Expansion of international trade and tourism and allied business activity will likely continue to be a major factor in the growth in employment well into the future.

Employment growth is a key barometer of demand for commercial, industrial land, and retail space. Countywide employment was 1,184,000 in 2000 and by 2005 had grown by 12.6 percent. This figure is projected to increase by 32 percent through 2030. While the pace of new job growth has slowed slightly, Miami-Dade's economy continues to expand at a healthy pace.

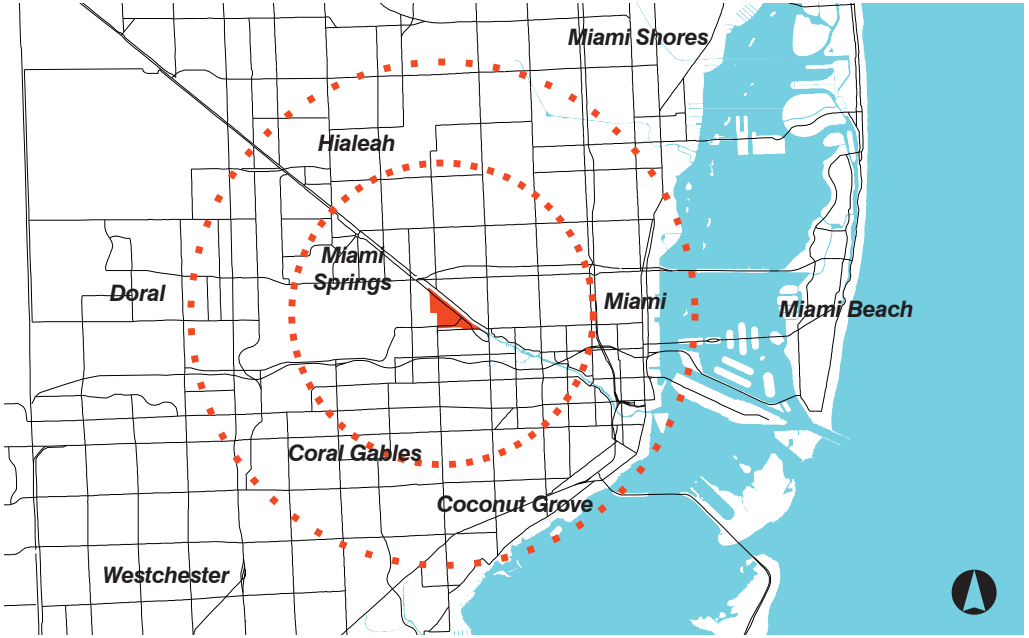
Putting the economic activity into a countywide context about one-sixth of the total employment for Miami-Dade is located within one mile of MIA. Employment in this vicinity in 2005 totaled about 213,000. This represents an 8.4 percent increase from the 2000 figure. In both years, about 25,000 jobs were in the industrial sector, the remainder in commercial and service sector activity. Employment in Palmer Lake itself was just under 8,000 in 2005, a slight decrease from the figure in 2000. Over eighty percent of the jobs were in the commercial and service sectors with approximately 1,000 jobs in the industrial sector.

The employment and land use pattern of Palmer Lake have historically reflected its location with marine industrial activity and car rental agencies serving the Airport as the dominant types of employment. Of the 220 acres that comprise Palmer Lake, 53 acres are in industrial use, 51 acres are used for commercial activity, while there are seven acres of office space. As to the future of the area, one that will see more land become available in Palmer Lake as the car rental agencies are consolidated at the Miami Intermodal Center, the critical point is that the area will remain one that serves the commercial and service needs related to the Airport and the marine industrial needs of the Port of Miami River.

Appendix A

Specifically, the findings of a recent market analysis prepared for the Miami Intermodal Center market area prepared by Economics Research Associates indicate that as much as 300,000 square feet of office space is warranted based on the expected employment growth in the Airport sub-market. In addition, they indicate sufficient market support for a 350 room hotel and 75,000 square foot trade mart facility.

The table below provides an overview of the market area demographics for a 3-mile and 5-mile radius around the Palmer Lake area. As the map on this page illustrates, the 5-mile radius encompasses nearly all of central Miami-Dade, including Downtown Miami, Coconut Grove, Coral Gables, Hialeah, and Doral.



Study Area
3-Mile Radius
5-Mile Radius
Major roadway

Characteristic	3 Mile Radius	5 Mile Radius
Population	265,594	603,373
Households	92,159	206,505
Average household income	$71,320	$72,839
Households with income more than $50,000	23,487	57,059
Households with income more than $75,000	11,835	28,920
Households with income more than $100,000	6,873	16,432
Total Number of Businesses, 2010	13,272	36,017
Total Employment, 2005	208,055	610,052

Data from 2005-2009 American Community Survey 5-year estimates, InfoUSA Business Survey 2010, Bureau of Labor Statistics, ES-202 Program, 2005

Appendix B

Zoning Districts and Standards

A summary of the zoning districts existing in the study area and their permitted uses and standards are provided here. Specific uses permitted in IU zones are listed on the following page.

The full text of the zoning code is available at *www.municode.com*

Land Use Category	Zoning District	Permitted Residential Density	Typical Permitted Uses
Industrial	IU-1 Industrial Light Manufacturing	None*	Auto related uses, light manufacturing, schools, hotels, office buildings, marine-related uses, restaurants, adult entertainment
	IU-2 Industrial Heavy Manufacturing	None*	All IU-1 uses, cement manufacturing, petroleum products storage†
	IU-3 Industrial Unlimited Manufacturing	None*	All IU-2 uses, oil refinery, chemical products processing and manufacturing

Standard	Zoning District		
	IU-1	**IU-2**	**IU-3**
Minimum Lot Area (sq. ft)	5,000‡ 7,500**	5,000‡ 7,500**	5,000‡ 7,500**
Maximum Lot Coverage	Not limited		
Maximum Height	Not greater than the width of the widest adjoining street		
Front Setback (Feet)††	20	20	20
Rear Setback (Feet)††	0	0	0
Interior Side Setback (Feet)††	0	0	0
Side Street Setback (Feet)††	15	15	15
Maximum Floor Area Ratio	Not limited	Not limited	Not limited
Minimum Open Space‡‡	10% of lot area	10% of lot area	10% of lot area

* Except for watchman's or caretakers quarters in connection with an existing industrial use

† Excluding adult entertainment and educational facilities

‡ Lots in subdivisions recorded before August 2, 1938

** Lots in subdivisions recorded after August 2, 1938

†† Typical requirement. For detailed provisions refer to Sec. 33-15 of the zoning code

‡‡ Typical requirement. For detailed provisions refer to Sec. 33-261 of the zoning code

Appendix B

Uses Permitted in IU-1

Adult entertainment*
Aircraft: hangars, repair, assembly, manufacturing
Animal hospitals
Appliances repair, reconditioning
Auditoriums
Auto and truck rental and distribution
Auto painting, top and body work
Auto repair*
Auto sales, new and used*
Bakeries, wholesale
Banks
Blacksmith
Boat slips for the purpose of repair
Boats and yachts: repair, overhaul, manufacturing
Bottling plants
Brewery
Cabinet shops
Canning factories
Carpet cleaning
Caterers
Chicken hatchery
Club, private
College/university, commuter
Concrete manufacture within enclosed building
Contractors office and yard
Dog kennel*
Dredging, machinery storage and repair
Dry cleaning/dyeing plants
Electric substation
Engine sales and service: gas, steam, oil
Fertilizer storage*
Food products processing
Fruit packing and processing
Furniture manufacturing and refinishing
Garage, vehicle and heavy equipment storage
Gas stations, automobile self-service*
Glass installation
Grinding shops*
Hotels and motels in combination with other permitted IU uses (certain building standards more liberal than a freestanding hotel)
Hotels and motels, freestanding (as permitted in RU-4A)
Ice manufacturing
Insecticide processing*
Laboratories, materials testing
Laundries, power and steam
Leather goods manufacturing, except tanning
Livery stables*
Locksmiths
Lumber yards*
Machine shops
Marine warehouses
Matalizing
Mattress manufacturing
Milk and ice distribution
Millwork shop*
Motion picture studio
Novelty works
Office buildings
Ornamental metal workshops*
Outdoor dining (ancillary use to permitted food service uses)
Oxygen storage, filling
Parking lots
Pharmaceutical storage*
Plant nurseries in utility easements
Police and fire stations
Post offices
Printing shops
Radio and television transmitting and studios
Religious facilities*
Restaurants
Sales room/show room, wholesale *[Retail sales permitted limited to 50 percent of floor area; additional retail uses permitted, sales area limited to 15 percent of floor area]*
Schools, day nursery/kindergarten* *[Not permitted in the Palmer Lake area due to its location within the CA-A Sub-zone of the Miami International Airport Zoning overlay]*
Schools, technical/trade, physical training (gymnastics, karate)
Ship chandlers
Shipyards, dry docks
Sign painting shops
Steel fabrication
Storage warehouse, food
Taxidermy*
Telecommunication hubs*
Telephone exchanges
Telephone service yards
Terminals, passenger and freight
Textile weaving mills*
Upholstery shops
Utility work centers
Vending machine sales service
Veterinarians
Vulcanizing*
Warehouse, cold storage
Warehouse, membership retail*
Warehouses, storage
Watchman's quarters
Welding shops*
Welding supplies
Wood and coal yards

Uses Permitted in IU-2

Every use permitted in IU-1 District, except adult entertainment uses as defined in Section 33-259.1, and private schools and nonpublic educational facilities as defined in Section 33-151.11 are prohibited in the IU-2 District
Asphalt drum mixing plants
Cement and clay products, such as concrete blocks, pipe, etc.
Construction debris materials recovery transfer facility*
Dynamite storage
Petroleum products storage tank(s)*
Railroad shops
Rock and sand yards
Sawmills
Soap manufacturing, vegetable byproducts, only

Uses Permitted in IU-3

Every use permitted in the IU-1 and IU-2 Districts, except adult entertainment uses as defined in Section 33-259.1, and private schools and nonpublic educational facilities as defined in Section 33-151.11 are prohibited in the IU-3 District.
Residential uses as a watchman's or caretaker's quarters used in connection with an existing industrial use located on the premises concerned but for no other

* Subject to additional conditions regarding building placement, enclosure, and/or adjacent uses

residential use.
Acetylene, generation and storage*
Acids and derivatives*
Alcohol, industrial*
Aluminum, powder and paint manufacture*
Ammonia*
Animal reduction plants*
Asphalt or asphalt products*
Atomic reactor*
Blast furnace*
Bleaching products*
Blooming mill*
Boiler manufacture (other than welded)*
Brass and bronze foundries*
Calcium carbide*
Casein*
Caustic soda*
Celluloid*
Cellulose products*
Cement, lime, gypsum or plaster of Paris*
Charcoal, lampblack or fuel briquettes*
Charcoal pulverizing*
Chlorine*
Cider and vinegar*
Cleaning and polishing preparation: dressings and blackings*
Coal tar product*
Coke oven products (including fuel gas) and coke oven product storage*
Cotton wadding*
Cottonseed oil, refining*
Creosote*
Distillation, manufacture or refining of coal, tar, asphalt, wood, bones*
Distillery (alcoholic), breweries and alcoholic spirits*
Dyestuff*
Dynamite storage*
Excelsior*
Explosives*
Fat rendering*
Fertilizer, organic or inorganic, manufacture*
Film, photographic*
Fireworks*
Fish cannery or curing*
Fish oils, meal and by-products*
Flour, feed and grain milling*
Forge plant, pneumatic drop and forging hammering*
Foundries*
Gelatin products*
Glue, gelatin (animal) or glue and size (vegetable)*
Graphite*
Guncotton (explosive)*
Hair, felt or feathers, washing, curing and dyeing*
Hair, hides and raw fur, curing, tanning, dressing, dyeing and storage*
Hydrogen and oxygen manufacturing*
Insecticides, fungicides, disinfectants, or related industrial and household products (depending on materials and quantities used)*
Ink manufacture from primary raw materials (including colors and pigments)*
Jute, hemp and sisal products*
Lampblack, carbonblack and boneblack*
Lead oxide*
Linoleum and other similar hard surface floor coverings (other than wood)*
Locomotive and railroad car building and repair*
Match manufacture and storage*
Metal and metal ores, reduction, refining, smelting and alloying*
Molasses*
Nitrate (manufactured and natural) of an explosive nature; and storage*
Nitroleng of cotton or other materials*
Nylon*
Oil cloth, oil treated products and artificial leather*
Oil refinery*
Oil wells*
Oils, shortening and fats (edible)*
Ore pumps and elevators*
Paint manufacture, depending upon materials and quantities used*
Paper and paperboard (from paper machine only)*
Paper and pulp mills*
Petroleum, gasoline and lubricating oil—refining and wholesale storage*
Phenol*
Pickles, vegetable relish and sauces, sauerkraut*
Plastic material and synthetic resins*
Potash*
Poultry slaughtering and packing (wholesale)*
Pyroxylin*
Radioactive waste handling*
Rayon and rayon yarns*
Refractories (coal fired)*
Refuse disposal*
Rendering and storage of dead animals, offal, garbage and waste products*
Rubber—natural or synthetic, including tires, tubes, or similar products, gutta percha, chickle and valata processing*
Sawmill*
Scrap metal reduction*
Shoddy*
Slaughterhouse*
Smelting*
Soaps (other than from vegetable by-products) or detergents, including fat rendering*
Solvent extraction*
Starch manufacture*
Steel works and rolling (ferrous)*
Stockyards*
Storage batteries, wet cell*
Sugar refining*
Testing—jet engines and rockets*
Textiles bleaching*
Turpentine and resin*
Wallboard and plaster, building insulation*
Wire ropes and cable*
Wood preserving treatment*
Wool pulling or scouring*
Yeast

* Subject to additional conditions regarding building placement, enclosure, and/or adjacent uses

Appendix C

Urban Centers

The section of the adopted Land Use Element of the Comprehensive Development Master Plan regarding Urban Centers is provided here. The full text of all elements in the master plan is available at *www.miamidade.gov/spee*

Diversified urban centers are encouraged to become hubs for future urban development intensification in Miami-Dade County, around which a more compact and efficient urban structure will evolve. These Urban Centers are intended to be moderate- to high-intensity design-unified areas which will contain a concentration of different urban functions integrated both horizontally and vertically. Three scales of centers are planned: Regional, the largest, notably the downtown Miami central business district; Metropolitan Centers such as the evolving Dadeland area; and Community Centers which will serve localized areas. Such centers shall be characterized by physical cohesiveness, direct accessibility by mass transit service, and high quality urban design. Regional and Metropolitan Centers, as described below, should also have convenient, preferably direct, connections to a nearby expressway or major roadways to ensure a high level of countywide accessibility.

The locations of urban centers and the mix and configuration of land uses within them are designed to encourage convenient alternatives to travel by automobile, to provide more efficient land use than recent suburban development forms, and to create identifiable "town centers" for Miami-Dade's diverse communities. These centers shall be designed to create an identity and a distinctive sense of place through unity of design and distinctively urban architectural character of new developments within them.

The core of the centers should contain business, employment, civic, and/or high-or moderate-density residential uses, with a variety of moderate-density housing types within walking distance from the centers. Both large and small businesses are encouraged in these centers, but the Community Centers shall contain primarily moderate and smaller sized businesses which serve, and draw from, the nearby community. Design of developments and roadways within the centers will emphasize pedestrian activity, safety and comfort, as well as vehicular movement. Transit and pedestrian mobility will be increased and areawide traffic will be reduced in several ways: proximity of housing and retail uses will allow residents to walk or bike for some daily trips; provision of both jobs, personal services and retailing within walking distance of transit will encourage transit use for commuting; and conveniently located retail areas will accommodate necessary shopping during the morning or evening commute or lunch hour.

Urban Centers are identified on the Land Use Plan (LUP) map by circular symbols noting the three scales of planned centers. The Plan map indicates both emerging and proposed centers. The designation of an area as an urban center indicates that governmental agencies encourage and support such development. The County will give special emphasis to providing a high level of public mass transit service to all planned urban centers. Given the high degree of accessibility as well as other urban services, the provisions of this section encourage the in-

tensification of development at these centers over time. In addition to the Urban Center locations depicted on the LUP map, all future rapid transit station sites and their surroundings shall be, at a minimum, be developed in accordance with the Community Center policies established below. Following are policies for Development of Urban Centers designated on the LUP map. Where the provisions of this section authorize land uses or development intensities or densities different or greater than the underlying land use designation on the LUP map, the more liberal provisions of this section shall govern. All development and redevelopment in Urban Centers shall conform with the guidelines provided below.

Uses and Activities

Regional and Metropolitan Centers shall accommodate a concentration and variety of uses and activities which will attract large numbers of both residents and visitors while Community-scale Urban Centers will be planned and designed to serve a more localized community. Uses in Urban Centers may include retail trade, business, professional and financial services, restaurants, hotels, institutional, recreational, cultural and entertainment uses, moderate to high density residential uses, and well planned public spaces. Incorporation of residential uses is encouraged, and may be approved, in all centers, except where incompatible with airport or heavy industrial activities. Residential uses may be required in areas of the County and along rapid transit lines where there exists much more commercial development than residential development, and creation of employment opportunities will be emphasized in areas of the County and along rapid transit lines where there is much more residential development than employment opportunity. Emphasis in design and development of all centers and all of their individual components shall be to create active pedestrian environments through high-quality design of public spaces as well as private buildings; human scale appointments, activities and amenities at street level; and connectivity of places through creation of a system of pedestrian linkages. Existing public water bodies shall also be incorporated by design into the public spaces within the center.

Radius

The area developed as an urban center shall extend to a one-mile radius around the core or central transit station of a Regional Urban Center designated on the LUP map. Designated Metropolitan Urban Centers shall extend not less than one-quarter mile walking distance from the core of the center or central transit stop(s) and may extend up to one-half mile from such core or transit stops along major roads and pedestrian linkages. Community Centers shall have a radius of 700 to 1,800 feet but may be extended to a radius of one-half mile where recommended in a professional area plan for the center, consistent with the guidelines herein, which plan is approved by the Board of County Commissioners after an advertised public hearing. Urban Center development shall not extend beyond the UDB.

Streets and Public Spaces

Urban Centers shall be developed in an urban form with a street system having open, accessible and continuous qualities of the surrounding grid system, with variation, to create community focal points and termination of vistas. The street system should have frequent connections with surrounding streets and create blocks sized and shaped to facilitate incremental building over time, buildings fronting on streets and pedestrian pathways, and squares, parks and plazas defined by the buildings around them. The street system shall be planned and designed to create public space that knits the site into the surrounding urban fabric, connecting streets and creating rational, efficient pedestrian linkages. Streets shall be designed for pedestrian mobility, interest, safety and comfort as well as vehicular mobility. The size of blocks and network of streets and pedestrian accessways shall be designed so that walking routes through the center and between destinations in the center are direct, and distances are short. Emphasis shall be placed on sidewalks, with width and street-edge landscaping increased where necessary to accommodate pedestrian volumes or to enhance safety or comfort of pedestrians on sidewalks along any high-speed roadways. Crosswalks will be provided, and all multilane roadways shall be fitted with protected pedestrian refuges in the center median at all

significant pedestrian crossings. In addition, streets shall be provided with desirable street furniture including benches, light fixtures and bus shelters. Open spaces such as public squares and greens shall be established in urban centers to provide visual orientation and a focus of social activity. They should be located next to public streets, residential areas, and commercial uses, and should be established in these places during development and redevelopment of streets and large parcels, particularly parcels 10 acres or larger. The percentage of site area for public open spaces, including squares, greens and pedestrian promenades, shall be a minimum of 15 percent of gross development area. This public area provided outdoor, at grade will be counted toward satisfaction of requirements for other common open space. Some or all of this required open space may be provided off-site but elsewhere within the subject urban center to the extent that it would better serve the quality and functionality of the center.

Parking

Shared parking is encouraged. Reductions from standard parking requirements shall be authorized where there is a complementary mix of uses on proximate development sites, and near transit stations. Parking areas should occur predominately in mid-block, block rear and on-street locations, and not between the street and main building entrances. Parking structures should incorporate other uses at street level such as shops, galleries, offices and public uses.

Buildings

Buildings and their landscapes shall be built to the sidewalk edge in a manner that frames the adjacent street to create a public space in the street corridor that is comfortable and interesting, as well as safe for pedestrians. Architectural elements at street level shall have a human scale, abundant windows and doors, and design variations at short intervals to create interest for the passing pedestrian. Continuous blank walls at street level are prohibited. In areas of significant pedestrian activity, weather protection should be provided by awnings, canopies, arcades and colonnades. Density and Intensity. The range of average floor area ratios (FARs) and the maximum allowed residential densities of development within the Regional, Metropolitan and Community Urban Centers are shown in the table below.

Urban Center	Average Floor Area Ratios (FAR)	Max. Densities Dwellings per Gross Acre
Regional	greater than 4.0 in the core not less than 2.0 in the edge	500
Metropolitan	greater than 3.0 in the core not less than 0.75 in the edge	250
Community	greater than 1.5 in the core not less than 0.5 in the edge	125

In addition, the densities and intensities of developments located within designated Community Urban Centers and around rail rapid transit stations should not be lower than those provided in Policy LU-7F. Height of buildings at the edge of Metropolitan Urban Centers adjoining stable residential neighborhoods should taper to a height no more than 2 stories higher than the adjacent residences, and one story higher at the edge of Community Urban Centers. However, where the adjacent area is undergoing transition, heights at the edge of the Center may be based on adopted comprehensive plans and zoning of the surrounding area. Densities of residential uses shall be authorized as necessary for residential or mixed-use developments in Urban Centers to conform to these intensity and height policies.

As noted previously in this section, urban centers are encouraged to intensify incrementally over time. Accordingly, in planned future rapid transit corridors, these intensities may be implemented in phases as necessary to conform with provisions of the Transportation Element, and the concurrency management program in the Capital Improvement Element, while ensuring achievement of the other land use and design requirements of this section and Policy LU-7F.

Appendix D

Water and Sewer Infrastructure

Existing water and sewer lines in the study area are shown in the diagrams at the right.

The Miami-Dade Water and Sewer Department should be contacted for detailed information on available water and sewer capacity and connection requirements.

Study area boundary
Water distribution lines
Properties

Study area boundary
Sewer lines (Gravity and force mains)
Properties

Data provided by Miami-Dade County Enterprise Services Technology Department, August 2011

Appendix E

GreenPrint Consistency

In December 2010, Miami-Dade County released its sustainability plan *GreenPrint: Our Design for a Sustainable Future.* GreenPrint serves as a roadmap to achieve several ambitious goals including the reduction of greenhouse gas emissions within the county by 80 percent from 2008 levels. GreenPrint contains 137 separate initiatives grouped by strategies in seven goal areas. In addition to furthering the goals, objectives, and policies of the CDMP, the Palmer Lake Charrette Area Plan is supportive of GreenPrint goals and strategies. The plan's recommendations that specifically address the initiatives in GreenPrint's 'Responsible Land Use & Smart Transportation' goal area are shown in the table to the right.

GreenPrint Initiative (Number)	Summary of Area Plan Recommendations
Increase transit-oriented development (TOD) (56)	Transit-oriented development is recommended to occur throughout the MIC Core and Core East Areas
Develop Corridor Master Plans modeled after the community based area planning process and designed to address the Federal Livability Principles* (57)	This plan is a community based area planning process; its recommendations are consistent with the Livability Principles*
Continue to promote infill development by exploring incentives and addressing costs of infrastructure (63)	Infill development is encouraged throughout this plan; costs of infrastructure are addressed in the Implementation section
Provide for neighborhoods where residents can walk or bicycle to carry on their daily needs (67)	Residential development recommended in this plan would be accessible by an extensive sidewalk and bicycle network
Establish meaningful open space and recreation areas through cooperative land use and joint-development programs (70)	This plan identifies numerous locations for open space and recreation areas
Develop regulations that promote connectivity, pedestrian movement, and lower vehicular speeds (71)	Roadway standards developed from the recommendations in this plan would promote connectivity, pedestrian movement, and lower vehicular speeds
Implement Complete Streets initiative (73)	Streets that accommodate pedestrians and bicyclists as well as vehicles are recommended throughout this plan
Conduct non-motorized planning studies for corridors and urban centers (75)	Non-motorized transportation is addressed in this plan
Increase the number of safe walking and bicycling facilities as components of road improvement projects (76)	This plan recommends for the implementation of specific pedestrian and bicycle facilities

* U.S. Departments of Housing and Urban Development, Transportation, and Environmental Protection Agency (HUD-DOT-EPA) Partnership for Sustainable Communities Livability Principles

Appendix F

Prior Studies

The prior studies reviewed during the Area Planning process are listed to the right.

Study	Prepared by	For
An Economic Analysis of the Miami River Marine Industry, 2008.	Florida Atlantic University, Center for Urban & Environmental Solutions	Miami River Commission
Miami Intermodal Center Market, 2008	Economics Research Associates	Florida Department of Transportation-District 6
Miami River Commission Annual Reports - 2006, 2007, 2008.	Miami River Commission	Miami River Commission
Miami River Corridor Multi-Modal Transportation Plan, 2007.	Kimley-Horn and Associates, Inc.	Miami-Dade Metropolitan Planning Organization and Miami River Commission
Recent Growth, Current Activity and Economic Impacts of Mega Yachts in South Florida 1997-2007, 2007.	Thomas J. Murray & Associates, Inc.	Marine Industries Association of South Florida, Florida Yacht Brokers Association, The Broward Alliance
The Economic Development Impacts of Merrill Stevens Comprehensive Revitalization of the Miami River through Modernization and Expansion of its Dry Dock Repair Facilities, 2006	J. Antonio Villamil, Charles K. Yaros	Merrill Stevens Dry Dock Co.
Biscayne Bay Economic Study, 2005.	Hazen and Sawyer, in association with Planning and Economics Group	South Florida Water Management District
Economic impact of the Recreational Marine Industry, Broward, Miami-Dade and Palm Beach counties, 2005.	Thomas J. Murray & Associates, Inc.	Marine Industries Associations of South Florida, The Broward Alliance
Comparing Cost of Options for Reconstructing the 12th and 27th Avenue Bridges Over the Miami River, 2003.	Everglades Economics	Miami River Commission
Miami River Corridor Urban Infill Plan, 2002.	Kimley-Horn and Associates, Inc.	Miami River Commission
Miami River Greenway Action Plan, 2001.	The Trust for Public Land, Greenways Inc.	Miami River Commission, City of Miami, Miami-Dade County
Miami River Economic Study, 2001.	J. Kenneth Lipner	Miami River Commission
A Planning Study of the Miami River, 1962	Metropolitan Dade County Planning Department	Board of County Commissioners

Appendix G

Public Meetings

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

Date	Meeting
November 10, 2009	Steering Committee Meeting* *Project kick-off meeting*
January, 25 , 2010	Steering Committee Meeting* *Presentation of waterfront planning worldwide*
February 22, 2010	Steering Committee Meeting* *Review property ownership data*
April 14, 2010	Steering Committee Meeting* *Presentation of airport zoning, results of prior charrette planning*
May 18, 2010	Steering Committee Meeting* *Miami Intermodal Center presentation*
July 13, 2010	Steering Committee Meeting* *AIA Catalyst project review, preparation for charrette workshop*
October 16, 2010	Charrette Workshop†
October 25, 2010	Work in progress presentation*
March 28, 2011	Steering Committee Meeting* *Presentation of draft Area Plan*
May 25, 2011	Steering Committee Meeting* *Presentation of potential funding methods for implementation, review of revisions to draft plan report*
September 19, 2011	Planning Advisory Board‡
October 17, 2011	Planning Advisory Board‡
November 2, 2011	Steering Committee Meeting*
January 18, 2012	Steering Committee Meeting*
February 22, 2012	Planning Advisory Board‡

* Meeting held at Orlando Urra Allapattah Neighborhood Center
† Meeting held at Melreese Golf Course
‡ Meeting held at Stephen P. Clark Center, Commission Chambers

Appendix H

Resolutions

Board of County Commissioners Resolution no. R-728-09 adopted June 2, 2009

Approved _____ Mayor
Veto _____
Override _____

Agenda Item No. 11(A)(1)
6-2-09

RESOLUTION NO. R-728-09

RESOLUTION REQUESTING THE COUNTY MAYOR OR DESIGNEE TO ORGANIZE A CHARRETTE AND FACILITATE THE PREPARATION OF A CHARRETTE REPORT FOR THE PALMER LAKE AREA

WHEREAS, elected officials, area residents, and business owners desire to work together to build consensus on the future of the Palmer Lake area; and

WHEREAS, the Palmer Lake area is located in Commission District 5 and is generally bounded by the Miami River to the north and east, N.W. 37th Avenue to the west, and the Tamiami Canal to the south; and

WHEREAS, the boundaries of the study area may be refined through the charrette process; and

WHEREAS, the Palmer Lake area's proximity to Miami International Airport, the Miami Intermodal Center, and the Miami River, as well as the area's current land use pattern, provide a unique set of opportunities warranting a comprehensive planning effort; and

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

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

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Resolution No. R-728-09
Agenda Item No. 11(A)(1)
Page No. 2

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF MIAMI-DADE COUNTY, FLORIDA, that this Board hereby requests the County Mayor or designee to organize a charrette for the Palmer Lake area and facilitate the preparation of a charrette report.

The Prime Sponsor of the foregoing resolution is Commissioner Bruno A. Barreiro. It was offered by Commissioner **Jose "Pepe" Diaz**, who moved its adoption. The motion was seconded by Commissioner **Rebeca Sosa** and upon being put to a vote, the vote was as follows:

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

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

The Chairperson thereupon declared the resolution duly passed and adopted this 2nd day of June, 2009. This resolution shall become effective ten (10) days after the date of its adoption unless vetoed by the Mayor, and if vetoed, shall become effective only upon an override by this Board.

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

HARVEY RUVIN, CLERK

By: **DIANE COLLINS**
Deputy Clerk

Approved by County Attorney as to form and legal sufficiency.

Dennis A. Kerbel

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Acknowledgements

Thanks to all who participated in the Palmer Lake Charrette and Steering Committee meetings:

Alina Mencio
Alina Ponce
Arturo De La Vega
Ashley Chase
Barbara Rodriguez
Barbara Bernardini
Betty Gutierrez
Bill Ogden
Bill Rodriguez
Bradley Siddall
Brett Bibeau
Brook Dannemiller
Bruno Elias Ramos
Carlos Saenz
Carlos Batista
Christian Larach
Christine Hopps
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David Snow
David Picciolo
Debi Sokolow Keene
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Dick Bunnell
Eric Thorne
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Ernest Martin
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Hans Kux
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Ismael Perera
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James Murley
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Jerry Yoham
John Morrison
John O'Brien
Jordan Monocandilos
Jorge Luis Del Rosal
Jose Bared
Jose Ramos
Juan Gelpi
Justin Schultz
Kelly Cooper
Lisa Spadafina
Lynda Westin
Margret Morales
Maria de Leon Fleites
Maria Gelpi
Maria Nunez
Marino Llamas
Marshall Bellin
Mayra Diaz
Melissa Tapanes Llahues
Mike Hatami
Molly Messer
Natasha Alfonso
Nick Serianni
Nicolas Monocandilos
Parks Masterson
Ramon Collado
Renee Bergeron
Robert Vinas
Roberto Nunez
Rogelio Madan
Ron Shuffield
Stephanie Diaz
Tom Byrne
Victor Bared
Vilma Licea Camejo
Wendy Sager-Pomerantz
William Tate
William Hamlin
Wilson Fernandez
Yeline Valdes

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Miami-Dade Permitting, Environment and Regulatory Affairs Department

Miami-Dade Expressway Authority

Miami-Dade Fire Rescue

Miami-Dade Internal Services Department

Miami-Dade Metropolitan Planning Organization

Miami-Dade Parks, Recreation and Open Spaces Department

Miami-Dade Police Department

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Special thanks:

Marc C. LaFerrier, Director, Department of Planning and Zoning
Maria Chalgub
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