



## MEMORANDUM

Agenda Item 15(B)3

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TO: Honorable Chairwoman Rebeca Sosa, and  
Members, Board of County Commissioners

DATE: May 7, 2013

FROM: Honorable Harvey Ruvin, Clerk  
Circuit and County Courts

Christopher Agrippa, Division Chief  
Clerk of the Board Division

SUBJECT: Resolution R-13-0119 of the  
Miami City Commission, with  
attachment(s) urging the  
Miami-Dade County  
Department of Public Works  
and Waste Management to  
accept and implement the  
"Traditional Neighborhood  
Design" criteria of the Florida  
Greenbook as attached;  
directing the City Clerk to  
transmit a copy of this  
Resolution to the officials  
stated herein

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Attached for your information is a copy of Resolution No. R-13-0119 of the Miami City Commission, with attachment(s) urging the Miami-Dade County Department of Public Works and Waste Management to accept and implement the "Traditional Neighborhood Design" criteria of the Florida Greenbook as attached; directing the City Clerk to transmit a copy of this Resolution to the officials stated herein.

CA/fcd  
Attachment



# City of Miami

## Legislation

### Resolution: R-13-0119

City Hall  
3500 Pan American  
Drive  
Miami, FL 33133  
www.miamigov.com

File Number: 13-00249

Final Action Date: 3/28/2013

A RESOLUTION OF THE MIAMI CITY COMMISSION, WITH ATTACHMENT(S), URGING THE MIAMI-DADE COUNTY DEPARTMENT OF PUBLIC WORKS AND WASTE MANAGEMENT TO ACCEPT AND IMPLEMENT THE "TRADITIONAL NEIGHBORHOOD DESIGN" CRITERIA OF THE FLORIDA GREENBOOK AS ATTACHED; DIRECTING THE CITY CLERK TO TRANSMIT A COPY OF THIS RESOLUTION TO THE OFFICIALS STATED HEREIN.

WHEREAS, the Florida Department of Transportation's Greenbook provides the minimum guidelines for the design of streets and related infrastructure such as curbs and sidewalks; and

WHEREAS, Miami-Dade County's Public Works and Waste Management Department follows the guidelines as promulgated in the Greenbook when designing and approving roads and related infrastructure; and

WHEREAS, the Greenbook, in Chapter 19, describes the design standards for "Traditional Neighborhood Design" ("TND"); and

WHEREAS, according to Chapter 19 of the Greenbook, traditionally designed neighborhoods are those that "has a compact, pedestrian-oriented scale....," "low speed, low volume, interconnected streets....," "uses on-street parking adjacent to the sidewalk to calm traffic....," and "maintaining an average net density of at least eight dwelling units per acre...."; and

WHEREAS, the City of Miami ("City") has many neighborhoods that fit the TND criteria; and

WHEREAS, the Miami City Commission wishes to urge the Miami-Dade County Department of Public Works and Waste Management to accept and implement said criteria when designing roadways and other right of way improvements in applicable sections of the City;

NOW, THEREFORE, BE IT RESOLVED BY THE COMMISSION OF THE CITY OF MIAMI, FLORIDA:

Section 1. The recitals and findings contained in the Preamble of this Resolution are adopted by reference and incorporated as fully set forth in this Section.

Section 2. The Miami City Commission urges the Miami-Dade County Department of Public Works and Waste Management to accept and implement the TND criteria of the Florida Greenbook as attached.

Section 3. The City Clerk is directed to transmit this Resolution to the Board of County Commissioners and to the Mayor of Miami-Dade County.

Section 4. This Resolution shall become effective immediately upon its adoption and signature of

the Mayor.{1}

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**Footnotes:**

{1} If the Mayor does not sign this Resolution, it shall become effective at the end of ten calendar days from the date it was passed and adopted. If the Mayor vetoes this Resolution, it shall become effective immediately upon override of the veto by the City Commission.

## B APPLICATION

A project or community plan may be considered a TND when at least the first seven of the following principles are included:

1. Has a compact, pedestrian-oriented scale that can be traversed in a five to ten-minute walk from center to edge.
2. Is designed with low speed, low volume, interconnected streets with short block lengths, 150 to 500 feet, and cul-de-sacs only where no alternatives exist. Cul-de-sacs, if necessary, should have walkway and bicycle connections to other sidewalks and streets to provide connectivity within and to adjacent neighborhoods.
3. Orients buildings at the back of sidewalk, or close to the street with off-street parking located to the side or back of buildings, as not to interfere with pedestrian activity.
4. Has building designs that emphasize higher intensities, narrow street frontages, connectivity of sidewalks and paths, and transit stops to promote pedestrian activity and accessibility.
5. Incorporates a continuous bike and pedestrian network with wider sidewalks in commercial, civic, and core areas, but at a minimum has sidewalks at least five feet wide on both sides of the street. Accommodates pedestrians with short street crossings, which may include mid-block crossings, bulb-outs, raised crosswalks, specialty pavers, or pavement markings.
6. Uses on-street parking adjacent to the sidewalk to calm traffic, and offers diverse parking options, but planned so that it does not obstruct access to transit stops.
7. Varies residential densities, lot sizes, and housing types, while maintaining an average net density of at least eight dwelling units per acre, and higher density in the center.
8. Integrates at least ten percent of the developed area for nonresidential and civic uses, as well as open spaces.
9. Has only the minimum right of way necessary for the street, median, planting strips, sidewalks, utilities, and maintenance that are appropriate to the adjacent land uses and building types.
10. Locates arterial highways, major collector roads, and other high-volume corridors at the edge of the TND and not through the TND.

The design criteria in this chapter shall only be applicable within the area defined as TND.