OFFICIAL FILE COPY
CLERK OF THE BOARD
OF COUNTY COMMISSIONERS
MIAMI-DADE COUNTY, FLORIDA

Memorandum

MIAMI-DADE COUNTY

Agenda Item No. 5(E)

Date: (Public Hearing 12-16-14)
October 21, 2014

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

From: Carlos A. Gimenez
Mayor

Subject: Proposed Zoning Ordinance Amending the Downtown Kendall Urban Center Zoning District

Ordinance No. 14-134

Attached please find, the material related to a private zoning application filed in accordance with Section 33-284.89.3 of the County Code (Amendments to Urban Center District Land Use Plan Category or Other Regulating Plan). The material consists of a proposed ordinance containing the applicant's proposed revisions to the Downtown Kendall Urban Center District regulating plans and related text as well as the Department of Regulatory and Economic Resources' staff report. This item is quasi-judicial.

Jack Osterholt
Deputy Mayor

Memorandum

MIAMI-DADE COUNTY

Date: December 16, 2014

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

From: Carlos A. Gimenez
Mayor

Subject: Ordinance relating to the Downtown Kendall Urban Center

---

The proposed ordinance amends Section 33-284.60 through 33-284.63 of the Code relating to zoning district regulations for Downtown Kendall Urban Center to re-designate subject property from center to core sub-district, create new core sub-district street types and associated development parameters, and re-designate street abutting subject property.

Implementation of this ordinance will not have a fiscal impact to the County.

Jack Osterholt
Deputy Mayor

Fis01115

MEMORANDUM
(Revised)

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

DATE: December 16, 2014

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

SUBJECT: Agenda Item No. 5(E)

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 Mayor'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(E)
12-16-14

ORDINANCE NO. 14-134

ORDINANCE PERTAINING TO ZONING; AMENDING DOWNTOWN KENDALL URBAN CENTER ZONING DISTRICT ("DKUCD") REGULATIONS TO REDESIGNATE SUBJECT PROPERTY FROM CENTER TO CORE SUB-DISTRICT, CREATE NEW CORE SUB-DISTRICT STREET TYPES "E" AND "F" AND ASSOCIATED DEVELOPMENT PARAMETERS, AND REDESIGNATE STREET ABUTTING SUBJECT PROPERTY FROM "A" TO "F"; AMENDING SECTIONS 33-284.60 THROUGH 33-284.63, CODE OF MIAMI-DADE COUNTY, FLORIDA, PROVIDING SEVERABILITY, INCLUSION IN THE CODE, AND AN EFFECTIVE DATE

BE IT ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF MIAMI-DADE COUNTY, FLORIDA:

Section 1. Section 33-284.60 of the Code of Miami-Dade County, Florida is hereby amended as follows:[1]

Sec. 33-284.60. Organization of this article.

* * *

(B) The controlling factors are the three (3) Regulating Plans which establish four Sub-Districts, [[~~five (5)~~]] >>six (6)<< street frontage types and a number of designated open spaces that interact. Each different interaction is illustrated as part of this Article.

* * *

(2) The Street Frontage Plan establishes a hierarchy of street types in existing and future locations which

[1] Words stricken through and/or [[double bracketed]] shall be deleted. Words underscored and/or >>double arrowed<< constitute the amendment proposed. Remaining provisions are now in effect and remain unchanged.

shall be provided and shown in all future development. The [[~~five (5)~~]] >>six (6)<< street types are lettered "A" through [[~~"E"~~]] >>"F"<<. An "A" street is the most important street to accommodate pedestrian activity.

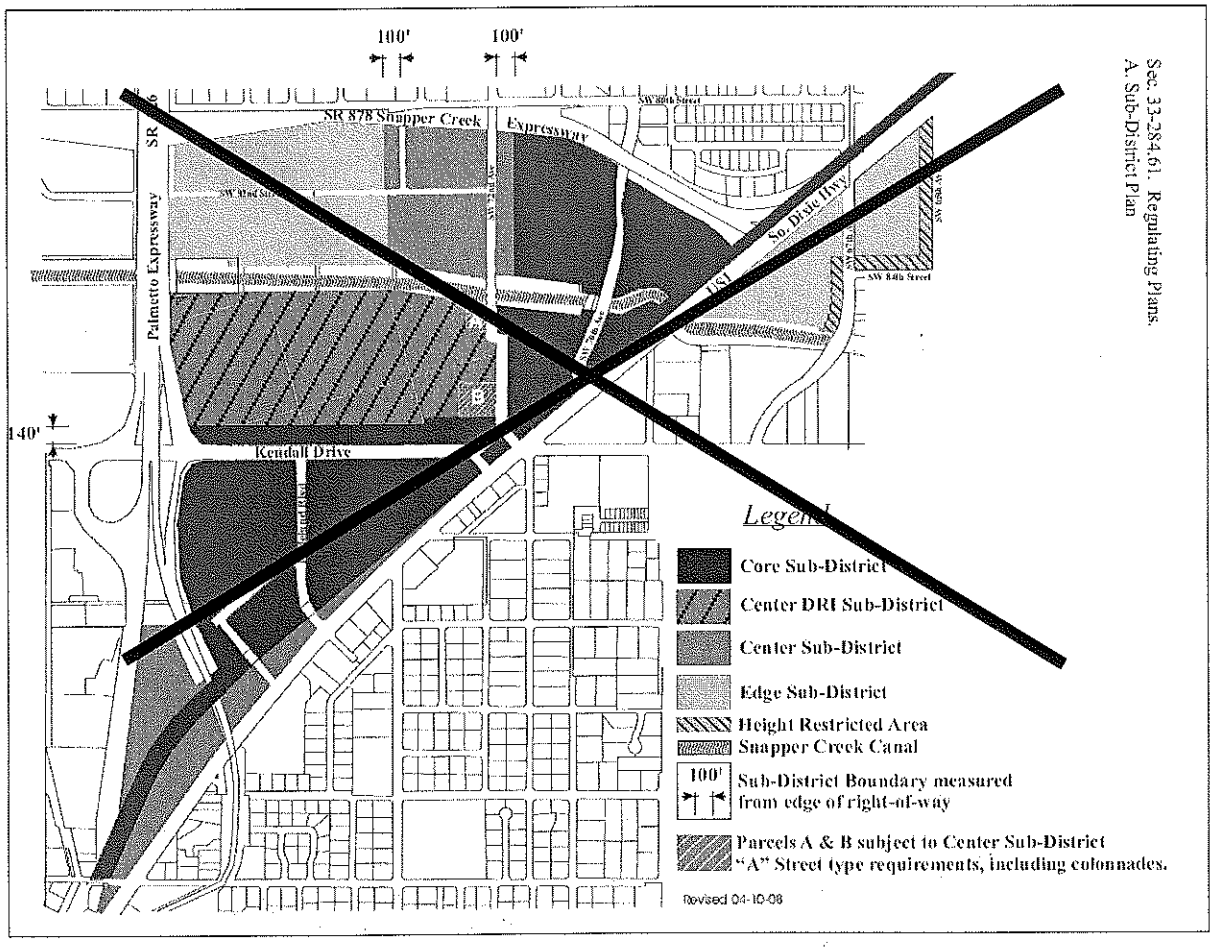
* * *

Section 2. Section 33-284.61 of the Code of Miami-Dade County, Florida is hereby amended as follows:

Sec. 33-284.61. Regulating plans.

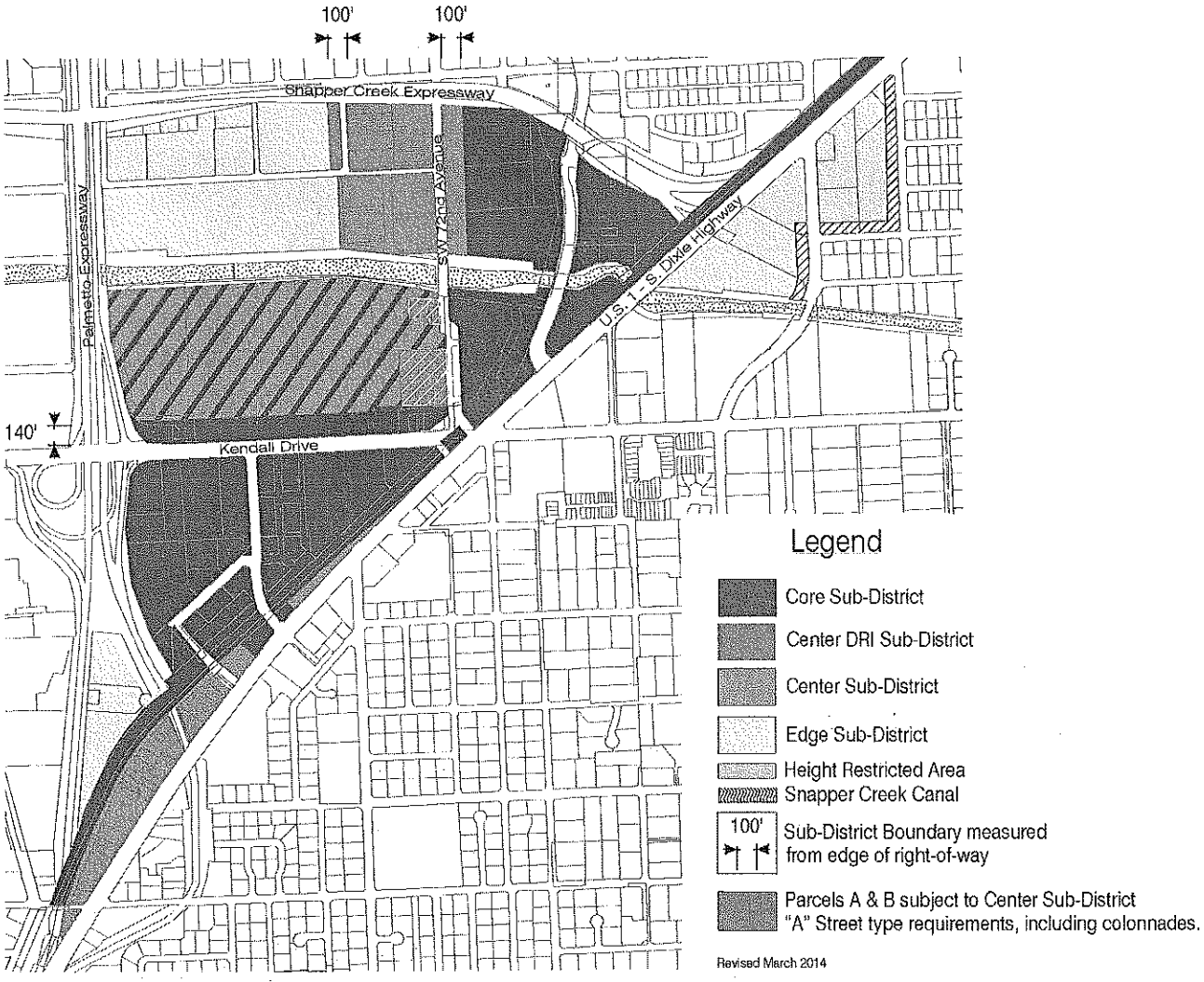
(A) Sub-District Plan

[[



]]

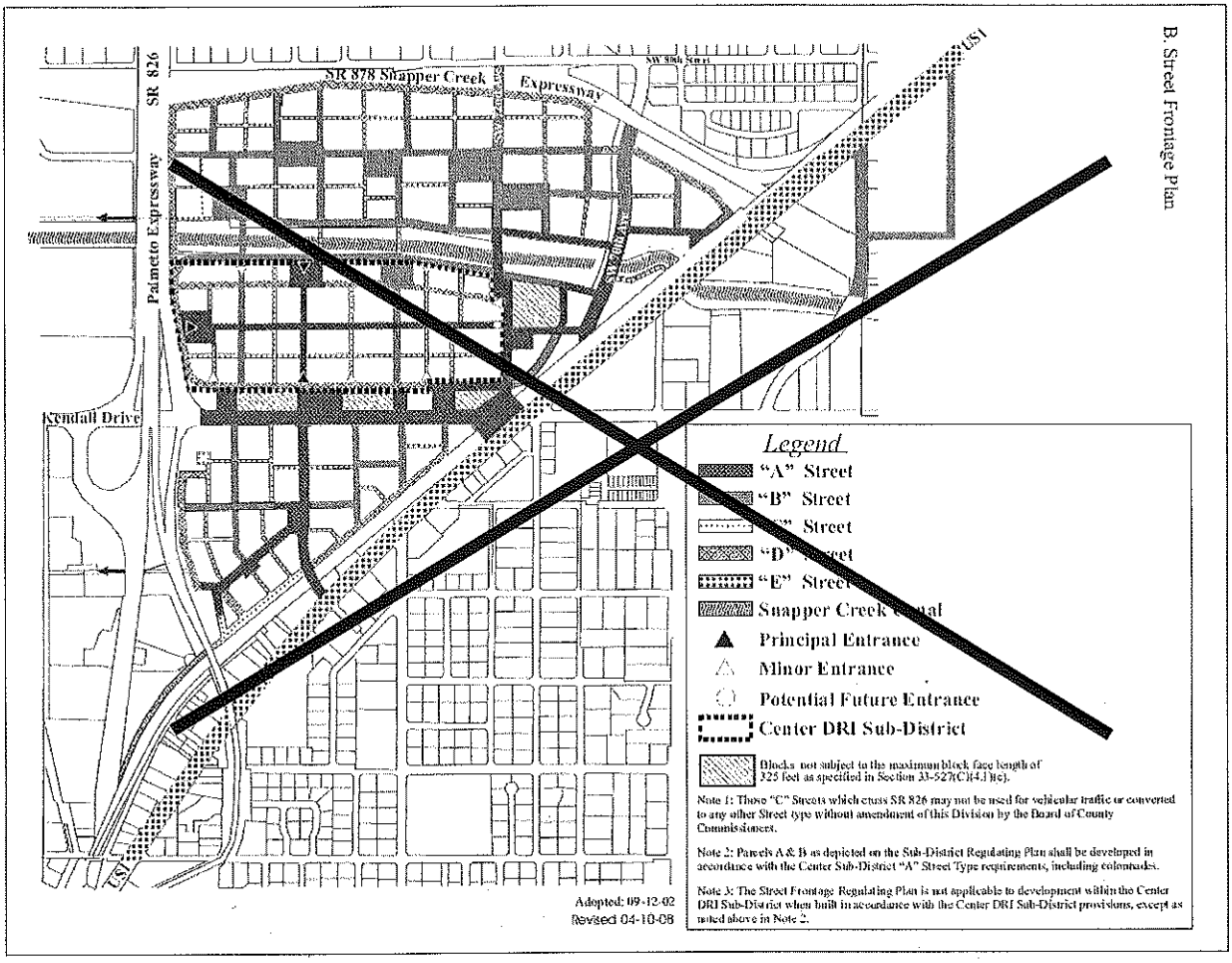
>>


100'
100'
Snapper Creek Expressway
Palmetto Expressway
SW 72nd Avenue
U.S. 1 - S. Dixie Highway
140'
Kendall Drive
Legend
Core Sub-District
Center DRI Sub-District
Center Sub-District
Edge Sub-District
Height Restricted Area
Snapper Creek Canal
100'
Sub-District Boundary measured from edge of right-of-way
Parcels A & B subject to Center Sub-District "A" Street type requirements, including colonnades.
Revised March 2014

<<

(B) Street Frontage Plan

[[



]]

>>

<<

* * *

Section 3. Section 33-284.62 of the Code of Miami-Dade County, Florida is hereby amended as follows:

Sec. 33-284.62. Development Parameters.

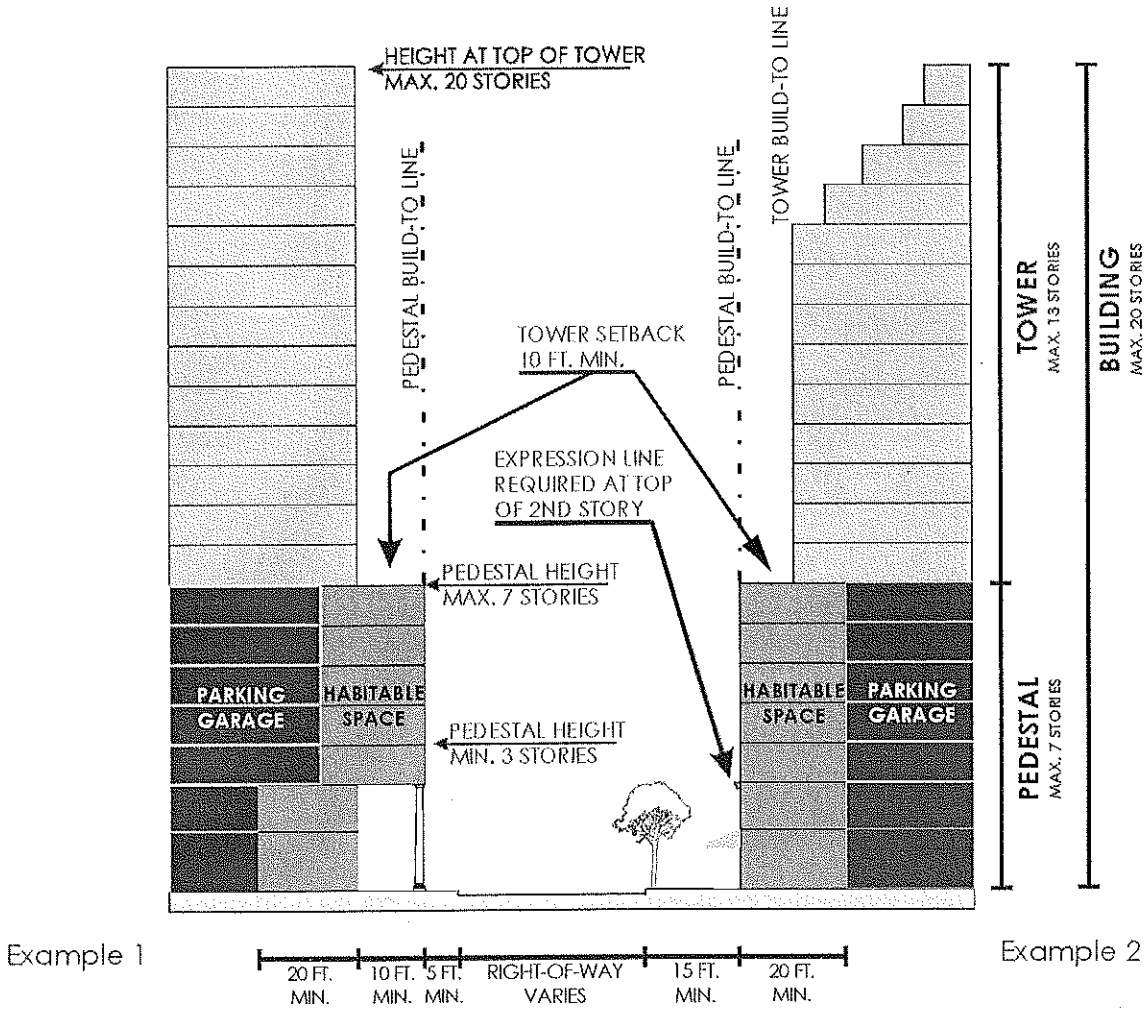
(A) Placement Diagrams. The following diagrams in this section identify design parameters specifically for the [[~~thirteen (13)~~]] >>fourteen (14)<< Sub-district and frontage type situations:

* * *

Core Sub-District – "D" Street

* * *

>>Core Sub-District – "E" and "F" Streets



Building Height	Pedestal – At street front, three (3) stories minimum /seven (7) stories maximum. Tower – Thirteen (13) stories maximum.
Building Placement	Street - Fifteen (15) feet minimum from right-of way for pedestal; except that when a colonnade is provided, a five (5) foot minimum setback from the right-of-way for pedestal shall be permitted. Twenty-five (25) feet minimum setback from the right-of-way for tower when the build-to line is fifteen (15) feet, or fifteen (15) foot minimum setback from the right-of-way for tower when the build-to line is five (5) feet. Overhead Cover – A maximum of fifty (50) percent of "F" streets may be covered above the first floor with structures connecting buildings, including roofs, upper story terraces, pedestrian bridges, habitable space, garages and automobile bridges between garages. Interior Side / Rear – Zero (0) foot minimum setback for pedestal and tower. Frontage Length - For "E" Streets, a minimum fifty (50) percent of the lot's street frontage. For "F" streets, a minimum thirty (30) percent of the lot's street frontage. Free standing colonnades shall not count towards frontage length.
Streetwalls	Vehicular Entries – Allowed. Each entry may be up to thirty-three (33) feet wide, with a minimum interval of seventy (70) feet between each vehicular entry for "F" streets and up to sixty-six (66) feet wide with a minimum interval of seventy (70) feet between each vehicular entry along "E"

streets.

Habitable Space – Twenty (20) foot minimum depth for the full height and length of the pedestal.

Colonnade – When provided, the colonnade shall be two (2) stories high for full required frontage at build-to line. The colonnade shall have a minimum clear width of ten (10) feet, including columns.

Expression Lines - Required at the top of the second story.

Parameters	The setback shall be hard-surfaced and finished to match the adjoining sidewalk and, when provided, the colonnade. Street trees shall be planted in minimum twenty-five (25) square foot planters adjoining the right-of-way. Street trees are not required when a colonnade is provided.
Off-Street Parking	Colonnade Level- When provided, twenty (20) foot minimum setback from interior wall of colonnade. All Building Levels – Twenty (20) foot minimum setback from pedestal's build-to line. Surface parking – Twenty (20) foot minimum setback from right- of-way. A ten (10) foot minimum landscape buffer zone shall be incorporated between the setback area and the parking lot, to be built with streetwalls and landscaping, including trees and shrubs.<<

Center Sub-District—"A" Street

* * *

(B) General Requirements. All new development and redevelopment shall comply with the following parameters irrespective of Sub-District and frontage categories:

(1) Permitted Uses.

(a) Permitted uses in Core and Center Sub-districts shall be as follows: All business and civic uses permitted in the BU-1, BU-1A, BU-2 Districts, and the following:

* * *

iv. Drive-in services shall be concealed from "A", "B" [[~~and~~]] >>,<< "C" >>, "E" and "F"<< streets by buildings or garden walls.

* * *

(2) Lots and Buildings.

* * *

(e) All buildings shall have their main pedestrian entrance opening to an "A", "B", "C", [[~~or~~]] "E">>, or "F"<< street, courtyard garden or square. There shall be pedestrian entrances at maximum intervals of seventy-five (75) feet along "A," and "B" Streets. When ground level uses have entries from both streets and other public open space, the primary entrance will be from the street. Doors facing streets shall remain operational during business hours.

* * *

(i) Where an "A">>,<< "B">>,<< [[~~or~~]] "D" >>, or "F"<< street intersects with another street, the corner of the building may need to be chamfered (angled) or rounded to satisfy view triangle and minimum sidewalk width requirements, and to make room for traffic signal poles (see diagram 1). The angled wall of the building shall count toward

frontage requirements for both streets that it fronts. In situations where the view triangle causes the front façade to "bend" at a shallow angle from the street, the angled or rounded wall may set back farther from the street intersections for esthetic and structural reasons. However, the setback shall not be farther than twenty (20) feet measured from the intersection of the two (2) property lines perpendicularly to the front plane of the angled wall. For curved walls this will be measured to the midpoint of the curve. The depth of the colonnade underneath the angled wall of the building shall also be a minimum of fifteen (15) feet.

* * *

(6) Parking.

(a) Parking shall be provided as per Section 33-124 of this Code, except as follows:

* * *

>>(6) <u>In all sub-districts, the minimum required parking may be reduced up to fifty (50) percent for parcels located within five-hundred (500) feet of a rapid-rail transit station, up to thirty (30) percent for parcels located within one-quarter (1/4) mile from a rapid rail transit station, and ten (10) percent for parcels located within one-half (1/2) mile of a rapid rail transit station.</u><<

* * *

(d) Parking garages on parcels of record as of the date of approval of this Article facing "A" >>,"E", and "F"<< streets that have a lot depth at any one (1) point of less than one hundred fifty (150) feet are required to provide habitable space only at the colonnade >>or ground<< levels. However, architectural expression shall remain required as per this article.

(e) Drop off drives and porte-cocheres fronting onto "A"[[~~or~~]] >>,<< "B" >>, "E", and "F"<< street frontages may only occur behind habitable space, in courtyard gardens, on "C" and "D" streets, and alleys.

(f) Loading and service entries shall be allowed only on "D" streets, alleys and within parking lots and structures. For those properties with frontages only on "A", "B" [[~~and~~]] >>,<<"C" >>,"E", and "F"<< streets loading and [[~~servicing~~]] >>service entries<< shall be allowed on the street frontage.

* * *

(h) Vehicular entries to garages shall be allowed only from rights-of-way, paseos and alleys. Vehicular entries on "A", "B", "C", and [[~~"E"~~]] >>"F"<< frontages shall have a maximum width of thirty-three (33) feet with a minimum separation of seventy (70) feet between entries. >>Vehicular entries on "E" streets shall have a maximum width of sixty-six (66) feet with a minimum interval of seventy (70) feet between each vehicular entry.<< On "D" streets they shall not be limited.

* * *

Section 4. Section 33-284.63 of the Code of Miami-Dade County, Florida is hereby amended as follows:

Sec. 33-284.63. Additional parameters.

The following are required irrespective of frontage and Sub-District categories:

(A) Landscape. With the exception of Sections 18A-7, 18A-8, 18A-9, 18A-11, 18A-12 and 18A-13, the provisions of Chapter 18A of the Code of Miami- Dade County, Florida, shall not apply, except as provided for below. Trees and landscape shall be required for streets, medians, squares, plazas, and private property in accordance with the following:

(1) Street Trees: Street trees shall be placed along "B", "C" [[~~and~~]] >>,<< "E" >>, and "F"<< Streets at a maximum average spacing of twenty (20) feet on center. Street trees shall have a minimum caliper of six (6) inches and shall have a minimum clear trunk of eight (8) feet at time of planting. Palms shall not be used as street trees. Street trees are not required when colonnades are provided along the street.

* * *

Section 5. If any section, subsection, sentence, clause or provision of this ordinance is held invalid, the remainder of this ordinance shall not be affected by such invalidity.

Section 6. It is the intention of the Board of County Commissioners, and is hereby ordained that the provisions of this ordinance shall become and made a part of the Code of Miami-Dade County, Florida. The section of this ordinance may be renumbered or relettered to accomplish such intention, and the word "ordinance" may be changed to "section", "article" or other appropriate word.

Section 7. This ordinance shall become effective ten (10) days after the date of enactment unless vetoed by the Mayor, and if vetoed, shall become effective only upon an override by this Board.

PASSED AND ADOPTED: December 16, 2014

Approved by County Attorney as
to form and legal sufficiency:

Prepared by:

Dennis A. Kerbel

Miami-Dade County Department of Regulatory and Economic Resources
Staff Report to the Board of County Commissioners

PH: 14-038 **Date: October 21, 2014**

Recommendation Summary for Downtown Kendall Urban Center District (DKUCD)	
Commission District	7
Applicant	9180 LLC and 9200 LLC
Summary of Requests	This application is to amend the regulating plans of the DKUCD to increase the subject parcels' development intensity.
Location	9180 and 9200 S. Dixie Highway, Miami-Dade County, Florida
Property Size	1 Acre
Existing Zoning	Downtown Kendall Urban Center District
Existing Land Use	Center Sub-district "E" Street
2020 - 2030 CDMP Land Use Designation	Metropolitan Urban Center
Comprehensive Plan Consistency	Consistent with interpretative text, goals, objectives and policies of the CDMP
Applicable Zoning Code Section(s)	Section 33-284.89.3 Amendments to Urban Center District Land Use Plan Category or Other Regulating Plan
Recommendation	**Approval**

REQUESTS:

1. MODIFICATION of the land use regulating plan of the Downtown Kendall Urban Center District to change the designation of the subject parcels from Center Sub-district to Core Sub-district.

2. MODIFICATION of the street frontage plan of the Downtown Kendall Urban Center District to create two new street types referred to as Core Sub-district "F" Street and Core Sub-district "E" Street, and to re-designate the streets abutting the subject parcels from Center Sub-district "A" Street to Core Sub-district "F" Street and from Center Sub-district "E" Street to Core Sub-district "E" Street.

PROPERTY HISTORY & DESCRIPTION:

The subject parcels are within the boundaries of the Downtown Kendall Urban Center District. They are located on the northeast and northwest corners of Dadeland Boulevard and US1. On January 1, 2000, the Board of County Commissioners (BCC) adopted Ordinance No. 99-166 establishing the DKUCD. From its adoption to 2013, the District's ordinance has been modified to provide flexibility of development consistent with the Comprehensive Development Plan's Urban Center policies. The requests to modify the sub-district maps would allow buildings on the subject property with additional floors and closer to property lines than currently permitted. The requests generate changes to the ordinance that include new design parameters applicable to development on the subject properties. At the time of the adoption of the DKUC District, no formal process existed for property owners to amend the Downtown Kendall Urban Center sub-districts and street frontage plans. On December 3, 2013, the BCC adopted Ordinance No. 13-119, establishing a formal process to change land use categories or regulating plans in urban center or urban area districts.

RECOMMENDATION:

The applicant, 9180 LLC and 9200 LLC, is proposing amendments to the Downtown Kendall Urban Center (DKUC) zoning district by changing the sub-district plan designation from Center to Core and the street frontage plan from Center Sub-district "A" Street to the new Core Sub-district street type of "F" and from Center Sub-district "E" Street to Core Sub-district "E" Street as it pertains to the subject parcels. The change to the sub-district plan from Center to Core

would allow buildings to reach 20 stories where only 8 stories are currently permitted in the Center Sub-district for the subject parcels located on the west side of US1. In the DKUCD, Core buildings up to 25 stories are already allowed on properties north of the Metrorail line and south of Kendall Drive. Text changes to the ordinance are also requested to address the change of intensity and street requirements for the subject parcels.

The properties, including the subject parcels, currently designated Center Sub-district "E" Street and which lie between US1 and the Metrorail line are narrow, of reduced area, and bisected by a number of local streets which provide access from US1 to Kendall Drive. As now adopted, the DKUCD regulations require the pedestal portion of 8-story buildings to setback 40' from the front property line and 20' from the rear property line. A 60' setback is required for the tower portion of the 8-story building from the front property line and 30' from the rear property line. When applying the current setback regulations, redevelopment options on the subject parcels, as well as all properties located on the west side of US1, are limited by the width of the parcels. Amending the street frontage plan from its current Center Sub-district "A" designation to the proposed Core Sub-district "F" designation and from Center Sub-district "E" designation to the proposed Core Sub-district "E" designation would allow developments to be built closer to the street and property lines than currently permitted. In this regard, the subject property would be developed similar to Core Sub-district properties north of the Metrorail line and south of Kendall Drive, which require buildings to address the street in a manner that is pleasant and friendly to pedestrians. The current Center "E" Street regulations requiring buildings to setback away from the street discourage the formation of pedestrian friendly streets in this portion of the DKUCD.

The Miami-Dade County adopted 2020-2030 Comprehensive Development Master Plan (CDMP) urban center policies provides that design of developments and roadways within the centers emphasize pedestrian activity, safety and comfort, as well as pedestrian movement. Emphasis in design and development of centers and all of their individual components shall be to create active pedestrian environments through high quality design of public spaces (streets) 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. The street system shall be designed for pedestrian mobility, interest, safety and comfort as well as vehicular mobility. The proposed change to the regulating plans and standards as it applies to the subject properties from Center Sub-district "E" Street to the proposed Core Sub-district "F" Street and Core Sub-district "E" Street would be **compatible** with the street network requirements for properties located in the Core Sub-district on the north side of the Metrorail line and more in keeping with urban center text policies of intensification of properties near transit stations. As proposed, the new proposed street standards are **consistent** with the CDMP urban center text policies addressing urban center intensification and pedestrian scale environments.

Further, RER staff completed two shadow simulation analyses for the subject property showing 20-story buildings and the shadows they would cast on properties within close proximity. The first study shows shadows casted between March 21 at 12 Noon and December 21 at 12 Noon and the second study indicates shadows casted between March 21 at 5 PM and December 21 at 5 PM. The first study referred to as the 12 Noon study, which places the sun at its highest position above the District, shows shadows casted off the subject property to the north (March 21 and September 21), west/northwest (June 21), and north/northeast (December 21). The longest shadow casted by the Noon study occurs on December 21, directed northeast of the subject property; however, all of the shadows casted in the Noon study impact developments to the north of the subject property located within the Core Sub-district area of the DKUCD. The second study shows 20-story buildings on the subject property at 5 PM between March 21 and

December 21. In the afternoon and early evening when the sun is lower in the horizon and located directly west in Spring and Summer and southwest in Fall and Winter, the shadows casted fall as follows: on March 21 and September 21 at 5PM, the shadows are casted to the east; on June 21 the shadow is casted to the southeast; and on December 21 the shadow is casted to the east/ northeast. The shadows casted at 5 PM are long but mostly impact the US1 Corridor and those commercial properties which adjoin it. Residential properties east of US1 were not impacted in any of the shadow simulations.

Staff notes the subject properties adjoin the Dadeland South Metrorail Station. The CDMP urban center policies provide for properties adjoining or in close proximity to transit stations and with direct accessibility, to have development with higher intensities and densities than properties located further away from such facilities. The CDMP indicates that the core of the urban centers should contain business, employment, civic, high or moderate density residential uses within walking distance from the transit station. In staff's opinion, increased intensity of development in and around stations promotes the County's transit ridership, permits a more efficient use of land by vertically mixing uses in one building, and encourages a variety of transportation modes. Further, the additional height and intensification that would be permitted by the amendments will contribute to a reduction of noise generated by the Metrorail trains as they pass through the area and stop at the two stations near the subject property. The increased intensity on the subject properties would also be compatible with existing and emerging development in the Core Sub-district area on the north side of the Metrorail guideway which now permits 25 story buildings. The amendments to this ordinance would permit 20 story buildings on the subject properties, which is **compatible** with properties in close proximity to transit and, as such, **consistent** with the intensification policies provided by the CDMP urban center text. Staff notes that there are parcels other than the subject properties located on the west side of US1, between the Palmetto and North Kendall Drive currently designated "Center Sub-district E Street", that should be considered for intensification and higher residential density due to their close proximity to the Metrorail Station. Accordingly, staff recommends approval of the modification to the sub-districts plan of the DKUCD and building standard provisions.

Eric Silva, AICP, Development Coordinator
Development Services Division
Miami-Dade County
Department of Regulatory and Economic Resources

ZONING RECOMMENDATION ADDENDUM

9180 LLC AND 9200 LLC
Z14-038

COMPREHENSIVE DEVELOPMENT MASTER PLAN (CDMP) OBJECTIVES, POLICIES AND INTERPRETATIVE TEXT

Urban Centers (Pg. I-46-48)	*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 area wide 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 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 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 intensification of development at these centers over time. In addition to the Urban Center locations depicted on the Land Use Plan Map, all future rapid transit station sites and their surroundings shall, 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 Land Use Plan (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 to 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*

ZONING RECOMMENDATION ADDENDUM

9180 LLC AND 9200 LLC
Z14-038

	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. ***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 access ways 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 multi-lane 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.* ***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.*

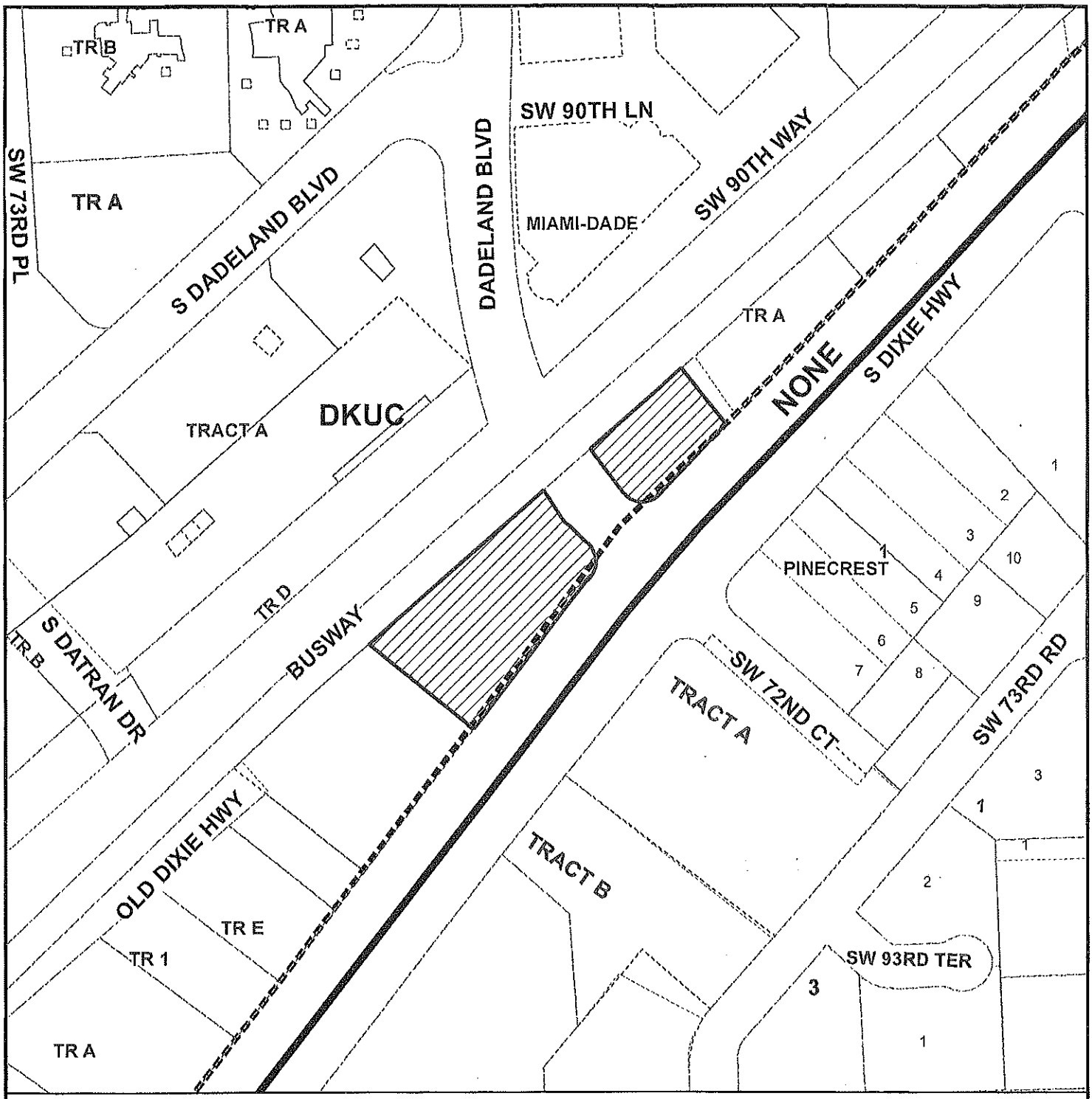
PERTINENT ZONING REQUIREMENTS/STANDARDS

Section 33-310 Notice and hearing prerequisite to action by the Community Zoning Appeals Boards or Board of County Commissioners.	*Applications filed hereunder shall be promptly transmitted to the appropriate board, together with the written recommendation of the Director. Where applicable the Developmental Impact Committee shall issue its recommendation, which shall include a statement of the Director as to the application's relationship to the Comprehensive Development Master Plan. All such recommendations shall state all facts relevant to the application, including an accurate depiction of known living, working, traffic and transportation conditions in the vicinity of the property that is the subject of the application, and also a description of all projected effects of the proposed zoning action on those conditions. Before reaching a conclusion, each recommendation shall list all known factors both in favor of and against each application. All such recommendations shall be signed and considered final no earlier than thirty (30) days prior to the public hearing to give the public an opportunity to provide information to the staff prior to the recommendations becoming final. This shall not preclude earlier, preliminary recommendations. All documents of*

ZONING RECOMMENDATION ADDENDUM

9180 LLC AND 9200 LLC
Z14-038

	the County departments evaluating the application, which documents pertain to the application, are open for public inspection to applicants or other interested persons.
Section 33-284.89.3 Amendments to Urban Center District Land Use Plan Category or Other Regulating Plan	*Notwithstanding any other provision of this code, for properties that have a zoning classification of urban center district, the following procedures shall govern (i) any amendment to an urban center district land use plan to change the land use category to which a specific property is designated; or (ii) any amendment to other urban center regulating plan as applicable to the particular property:*



MIAMI-DADE COUNTY

HEARING MAP

Process Number

Z2014000038

Section: 02 Township: 55 Range: 40
Applicant: 9180 LLC AND 9200 LLC
Zoning Board: C12
Commission District: 7
Drafter ID: JEFFER GURDIAN
Scale: NTS

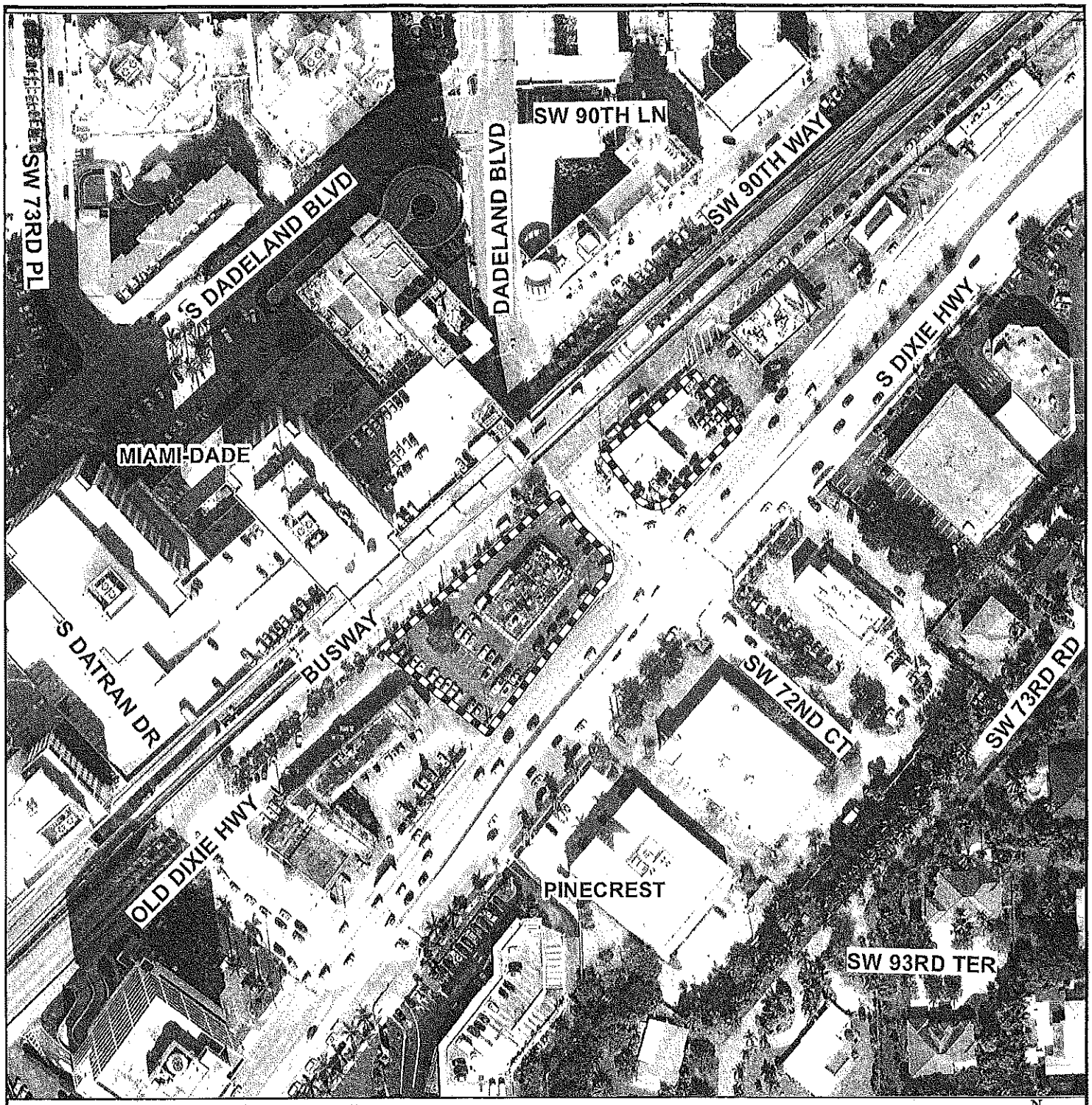
Legend

Subject Property Case

MIAMI-DADE COUNTY

SKETCH CREATED ON: Wednesday, April 30, 2014

REVISION	DATE	BY



MIAMI-DADE COUNTY

AERIAL YEAR 2013

Process Number

Z2014000038

N W E S

Section: 02 Township: 55 Range: 40
Applicant: 9180 LLC AND 9200 LLC
Zoning Board: C12
Commission District: 7
Drafter ID: JEFFER GURDIAN
Scale: NTS

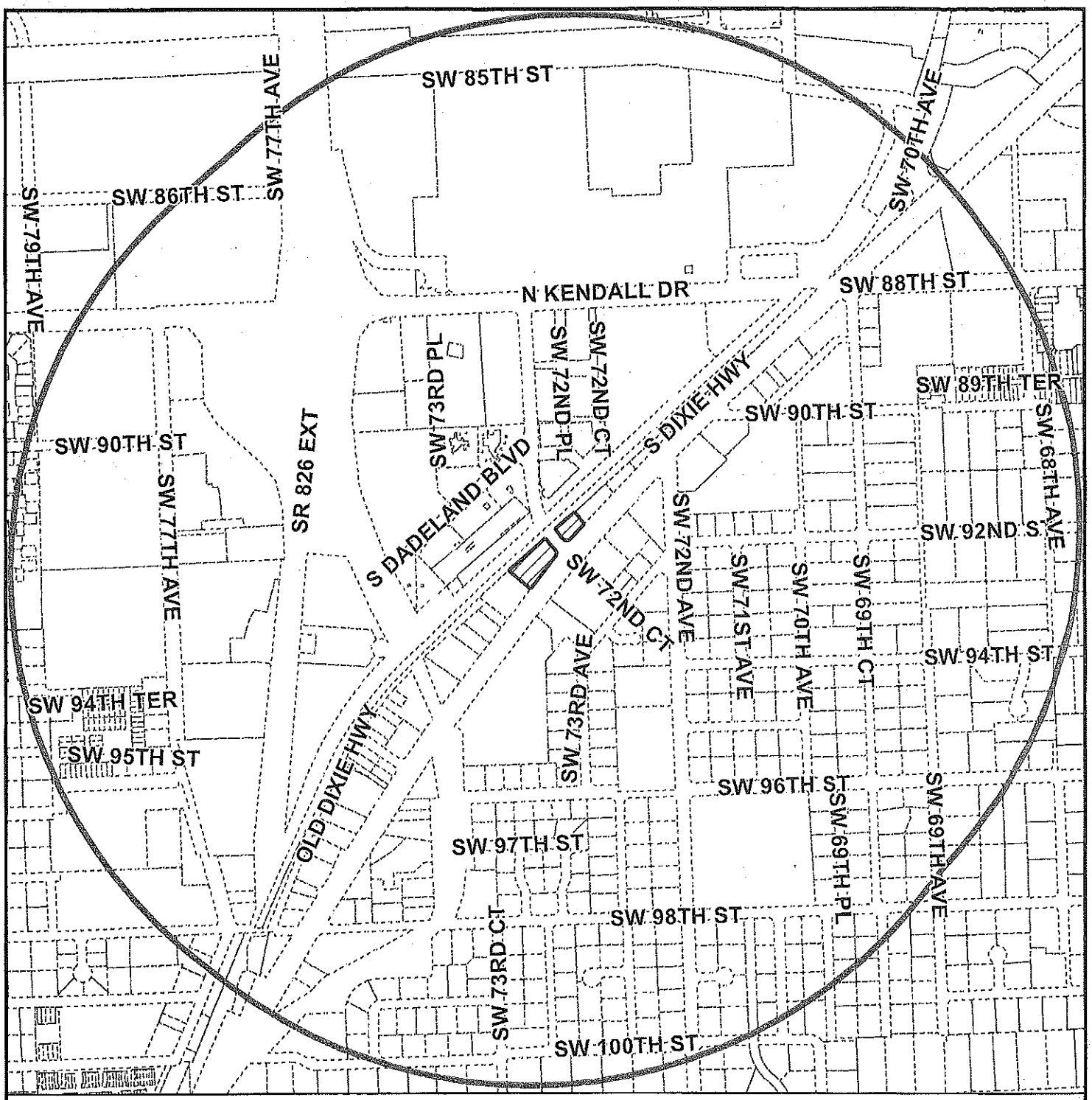
Legend

Subject Property

MIAMI-DADE COUNTY

SKETCH CREATED ON: Wednesday, April 30, 2014

REVISION	DATE	BY



MIAMI-DADE COUNTY

RADIUS MAP

Process Number

Z2014000038

RADIUS: 2640

Section: 02 Township: 55 Range: 40
Applicant: 9180 LLC AND 9200 LLC
Zoning Board: C12
Commission District: 7
Drafter ID: JEFFER GURDIAN
Scale: NTS

N W E S

Legend

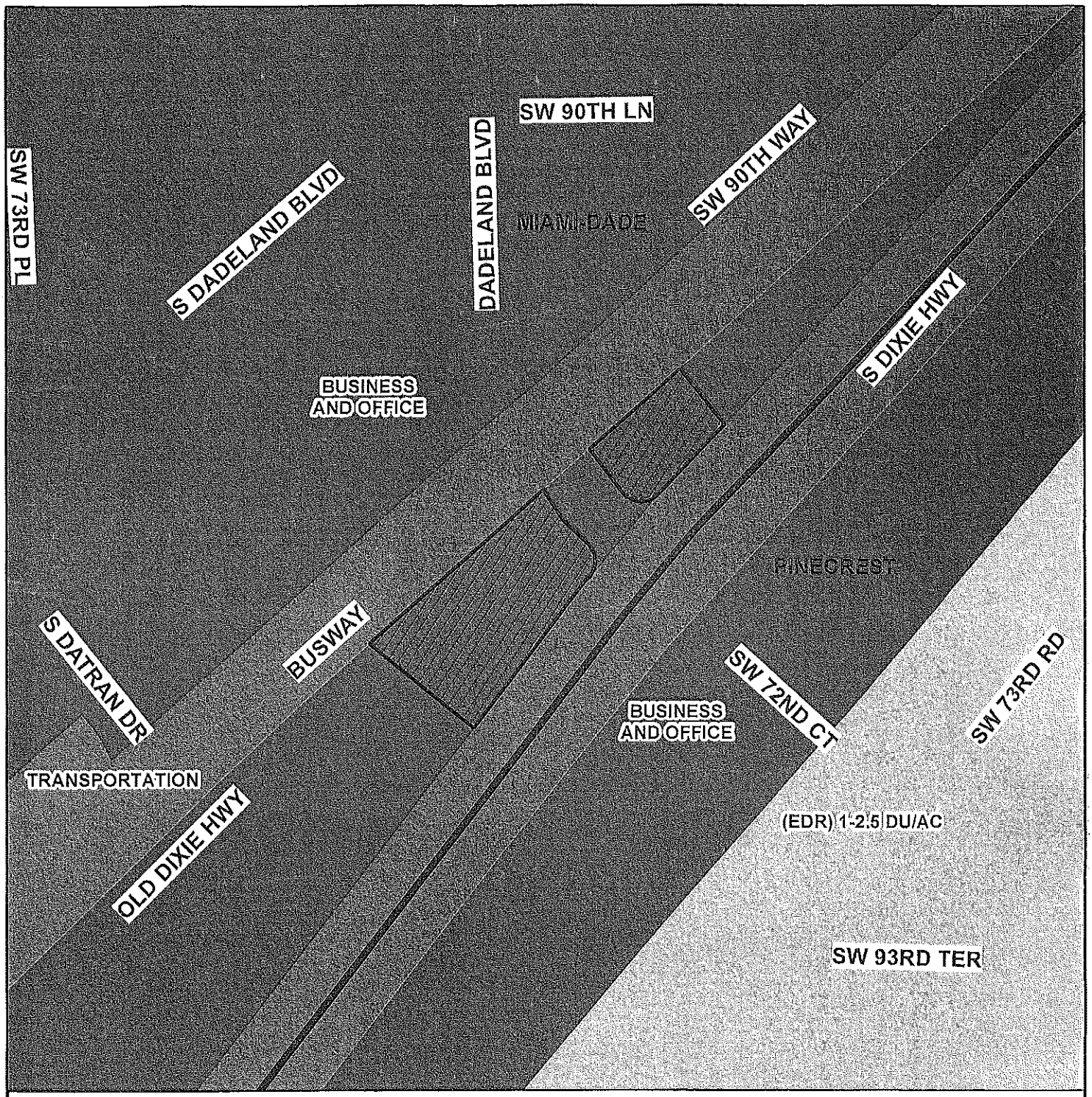
Subject Property

Buffer

MIAMI-DADE COUNTY

SKETCH CREATED ON: Wednesday, April 30, 2014

REVISION	DATE	BY



MIAMI-DADE COUNTY

CDMP MAP

Process Number

Z2014000038

Section: 02 Township: 55 Range: 40
Applicant: 9180 LLC AND 9200 LLC
Zoning Board: C12
Commission District: 7
Drafter ID: JEFFER GURDIAN
Scale: NTS

N W E S

Legend

Subject Property Case

Zoning

MIAMI-DADE COUNTY

SKETCH CREATED ON: Wednesday, April 30, 2014

REVISION	DATE	BY