

Memorandum



Date: May 26, 2016

To: William W. Riley, Chair
and Members, Planning Advisory Board

From: Mark R. Woerner, AICP, Assistant Director for Planning
Department of Regulatory and Economic Resources

Subject: Planning Advisory Board Regular Meeting and Public Hearing Addressing the
Beacon Lakes DRI Application to Amend the Comprehensive Development
Master Plan (CDMP)

A handwritten signature in blue ink, appearing to be "p. R. Woerner", written over the "From:" field of the memorandum.

The Planning Advisory Board (PAB) is scheduled to conduct its regular meeting on **Monday, June 6, 2016, beginning at 2:00 PM in the Commission Chamber** to address the Miami Shores Village Annexation and the "West Kendall Corridor Planning Report. Immediately following the regular meeting, the PAB, Acting as the Local Planning Agency (LPA), is scheduled to conduct a public hearing to address the AMB Codina Beacon Lakes, LLC, Application to amend the CDMP.

The purposes of the regular meeting and CDMP public hearing are for the PAB to receive public comments on the annexation request, the Corridor Planning Report, and the CDMP Amendment Application; and for the PAB to formulate its recommendations to the Miami-Dade Board of County Commissioners (Board).

A draft agenda is attached, which presents the recommended order for the regular meeting and CDMP public hearing. In addition, the remaining items in the agenda packages for the regular meeting and CDMP public hearing are enclosed and are as listed below:

Regular Meeting

- A Draft Resolution with which to adopt the Miami Shores Village annexation request;
- A Draft Resolution with which to adopt the PAB's recommendation on the referenced West Kendall Corridor Planning Report;
- The Miami Shores Village Annexation Request; and
- The "*West Kendall Corridor Planning Report*" report.

CDMP Meeting

- A Draft Resolution with which to adopt the PAB's recommendation on the referenced AMB Codina, LLC, CDMP Amendment Application; and
- The "*AMB Codina Beacon Lakes, LLC Application to Amend the Miami-Dade County Comprehensive Development Master Plan*" report, dated May 2016.

Please bring with you to the public hearing your agenda packages, including the Miami Shores Village Annexation Request, the "*West Kendall Corridor Planning Report*" and the "Initial Recommendations *AMB Codina Beacon Lakes, LLC Application*" report, for your reference. If you have any questions regarding this transmittal, please contact Garrett A. Rowe, Section Supervisor, in the Department's Metropolitan Planning Section at 305-375-2835.

MRW:GAR/rov



Planning Advisory Board

Monday, June 6, 2016

**Stephen P. Clark Center
111 NW 1st Street
Miami, Florida 33128
Commission Chambers**

AGENDA

Regular Meeting

2:00 PM

- 1. Call to Order and Roll Call**
- 2. Elections**
- 3. Miami Shores Village Annexation**
 - Staff Report Presentation**
 - Applicant's Presentation**
- 4. Public Comments**
- 5. Adoption of PAB Recommendation by Resolution**
- 6. West Kendall Corridor Area Plan Report**
 - Staff Report Presentation**
- 7. Public Comments**
- 8. Adoption of PAB Recommendation by Resolution**
- 9. Adjournment**

CDMP Meeting

After Regular Meeting

- 1. Call to Order and Roll Call**
- 2. AMB Codina, Beacon Lakes, LLC DRI Application**
 - Staff Report Presentation**
 - Applicant's Presentation**
- 3. Public Comments**
- 4. Adoption of PAB Recommendation by Resolution**
- 5. New Business**
- 6. Adjournment**



Planning Advisory Board

PUBLIC HEARING PROCEDURES

Persons wishing to speak, including applicants and their representatives, must sign in before entering the public hearing. Staff will be available to assist with this process.

For the application, the Department of Regulatory and Economic Resources (Department) will summarize the application, the Department's recommendation and the recommendation of the affected Community Council. The applicant or representative will be heard next, followed by other speakers who will be called in order of sign-in.

At the conclusion of the public hearing, the Planning Advisory Board, acting as the Local Planning Agency, will adopt by resolution its recommendation to the Board.

NOTICE OF COUNTY COMMISSION HEARING ON THE CDMP APPLICATIONS

The next public hearing to address the Beacon Lakes DRI Application is currently scheduled to be conducted by the Board of County Commissioners on **Monday, June 20, 2016, beginning at 9:30 AM** in the Commission Chamber.

RESOLUTION OF THE MIAMI-DADE COUNTY
PLANNING ADVISORY BOARD ACTING AS THE
LOCAL PLANNING AGENCY ISSUING
RECOMMENDATIONS TO THE BOARD OF COUNTY
COMMISSIONERS REGARDING THE PROPOSED
ANNEXATION TO MIAMI SHORES VILLAGE

WHEREAS, Miami Shores Village has petitioned for the annexation of the area generally described below:

Boundaries: On the north by NE 108th Street, on the east by Biscayne Boulevard, on the south by NE 105th Street and on the west by NE 12th Avenue.

WHEREAS, Miami-Dade Board of County Commissioners (Board) referred the application to the Planning Advisory Board (PAB); and

WHEREAS, on June 6, 2016, the PAB conducted a duly noticed public hearing, concerning this annexation by Miami Shores Village;

NOW, THEREFORE, BE IT RESOLVED BY THE MIAMI-DADE COUNTY PLANNING ADVISORY BOARD

This Agency hereby recommends the Board of County Commissioners _____ the proposed annexation by Miami Shores Village.

The forgoing resolution was offered by Board Member _____, who moved its adoption and was seconded by Board Member _____, and upon being put to a vote the vote was as follows:

The Chair thereupon declared the Resolution duly passed and adopted this 6th day of June 2016.

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

Jack Osterholt, Director/Deputy Mayor
Department of Regulatory and Economic
Resources

RESOLUTION OF THE MIAMI-DADE COUNTY
PLANNING ADVISORY BOARD ACTING AS THE LOCAL
PLANNING AGENCY ISSUING RECOMMENDATIONS TO
THE BOARD OF COUNTY COMMISSIONERS
REGARDING THE ADOPTION OF THE WEST KENDALL
CORRIDOR CHARRETTE AREA PLAN REPORT

WHEREAS, Section 2-108 of the Code of Miami-Dade County, Florida, provides that the Planning Advisory Board (PAB) shall review the work of the planning director and to consider such matters as may be referred to it by the director or Miami-Dade Board County Commissioners (Board); and

WHEREAS, on May 7, 2013 the Board passed Resolution No. R-377-13 sponsored by Commissioner Juan C. Zapata, directing the Mayor or his designee to organize a charrette for the West Kendall Corridor area and facilitate the preparation of a charrette planning report for the area along Kendall Drive between Southwest 137th and 177 Avenues; and

WHEREAS, the Regulatory and Economic Resources Department held the West Kendall Corridor Charrette and planning workshop on March 1, 2014; and

WHEREAS, the West Kendall Corridor Charrette Area Plan Report has been subjected to considerable public input including six public meetings in the West Kendall community; and

WHEREAS, at their meeting of June 6, 2016, the Planning Advisory Board held a public hearing on the West Kendall Corridor Area Plan Report;

NOW THEREFORE BE IT RESOLVED BY THE MIAMI-DADE COUNTY PLANNING ADVISORY BOARD, that it recommends adoption of the West Kendall Corridor Area Plan Report and endorses the implementation of the recommendations embodied in the Report, and encourages the Board of County

Commissioners to adopt and implement the West Kendall Corridor Area Plan Report and accompanying recommendations, as recommended by the Regulatory and Economic Resources Department.

The forgoing resolution was offered by Board Member _____, who moved its adoption and was seconded by Board Member _____, and upon being put to a vote the vote was as follows:

Carla Ascencio-Savola
Jose Bared
Reginald Clyne
Peter DiPace
Horacio C. Huembes
Javier Muñoz

Robert Ruano
Georgina Santiago
Tom Sherouse
Alexander Soto
Richard Tapia
Jesus Vazquez

Raymond Marin, Vice Chair
William A. Riley, Chair

The Chair thereupon declared the resolution duly passed and adopted this 6th day of June, 2016.

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

Jack Osterholt, Director/Deputy Mayor
Executive Secretary

Memorandum



Date: June 6, 2016

To: Chairperson and Members
Planning Advisory Board

From: Jorge M. Fernandez, Jr.
Program Coordinator, Office of Management and Budget

Subject: Staff Report for Proposed Boundary Change to Miami Shores Village

Background

On May 1, 2015, Miami Shores Village (Village) submitted a boundary change application to the Miami-Dade County Clerk of the Board. The Miami-Dade Board of County Commissioners (Board) referred the application to the Planning Advisory Board (PAB) at the May 19, 2015 Board meeting. As required by the Code, the Office of Management and Budget (OMB) has reviewed and processed the application for PAB consideration.

The proposed annexation is approximately 12.9 acres or 0.02 square miles of the Unincorporated Municipal Service Area (UMSA).

The proposed annexation area is bounded on the north by NE 108th Street, on the east by Biscayne Boulevard, on the south by NE 105th Street, and on the west by NE 12th Avenue, depicted in Attachment A.

The Annexation Area is within County Commission District 3, represented by Commissioner Audrey Edmonson.

Pursuant to Section 20-6 of the Code of Miami-Dade County (Code), OMB submits this report for your review and recommendation.

Summary of Issues for Consideration

1. The State of Florida will be responsible for the maintenance of State roads while Miami-Dade County will be responsible for County roads. The remaining municipal streets will become Village roads via an interlocal agreement transferring responsibility.
 - Biscayne Boulevard (State road)
 - NE 108th Street (County road)
2. The area should remain within the Miami-Dade Fire Rescue (MDFR) District in perpetuity.
3. The Village does not indicate or explain what it considers the appropriate land use designation and should demonstrate how the contemplated amendments to its comprehensive plan, land use map and zoning code would be consistent with the County's CDMP.

Annexation Guidelines:

The following analysis addresses the factors required for consideration by the Planning Advisory Board pursuant to Chapter 20-6 of the Code.

1. Does the annexation divide a historically recognized community?

The proposed annexation area is not within and does not divide a Census Designated Place (CDP).

2. If approved, will the annexation result in an area that is compatible with existing planned land uses and zoning of the municipality to which the area is proposed to be annexed?

The proposed annexation area is currently comprised of one vacant lot and some commercial uses including Chase bank, K-Mart, a car wash, a tire shop, window tinting shops and a grocery store. The properties within the proposed annexation area are zoned BU-1A (Limited Business District) and are designated "Business and Office" on the County's LUP map.

The proposed annexation area is abutted to the south and west by lands developed with a hotel/motel use zoned A-2 (Multifamily and Hotel) and single family residences zoned R-15, respectively, that are within the Village limits. The areas north and east of the proposed annexation area are in UMSA. The A-2 zoned properties to the south are designated as "Restricted Commercial" and the R-15 zoned properties west of the proposed annexation area are designated as "Single-Family Residential" on the Future Land Use Map of the Village's Comprehensive Plan.

The proposed annexation area is compatible with the existing and planned land uses and zoning of the Village. However, the Village has not provided details on the contemplated amendments to its Comprehensive Plan, Land Use Map and Zoning Code. Therefore, should the annexation be approved, it is not clear if the Village's contemplated amendments would seek to preserve or maintain compatibility between the proposed annexation area, the abutting lands currently within the Village and adjacent lands that would remain in UMSA.

3. Preserve, if currently qualified, eligibility for any benefits derived from inclusion in federal or state enterprise zones, or targeted area assistance provided by federal, state, and local government agencies?

The annexation will not impact the federal/state entitlement funding administered by the Miami-Dade Community Action and Human Services Department.

4. Will the annexation impact public safety response times?

Fire and Rescue:

The proposed annexation will not impact MDRF service delivery and/or response time. Currently, the area is served as part of the UMSA. If the annexation is approved, fire protection and emergency medical services will continue to be provided by Miami-Dade County and will continue to be served by the same stations and resources within the Fire District in an efficient and effective manner.

Police:

In the event the annexation application is approved, the total service area within UMSA will be reduced. Conversely, departmental resources may need to be reallocated from

the annexed area to the remaining portions of UMSA. As a result of this reallocation, response times within UMSA would be reduced accordingly. However, due to continual incorporation and annexation endeavors, the full impact upon UMSA is yet to be determined.

5. Will the annexation introduce barriers to municipal traffic circulation due to existing security taxing districts, walled communities, and/or private roads?

The proposed annexation area has no related traffic impacts to the County. However, NE 108th Street provides important accesses to the subject area and should be kept by the County with accessibility for current traffic movements. Additionally, Biscayne Boulevard/SR 5 is a state road and may require input from the Florida Department of Transportation (FDOT).

6. Will the annexation area be served by the same public service franchises, such as cable and communications services, as the existing municipality, or with full access to all available municipal programming through its franchise provider(s)?

The proposed annexation will continue to be served by the same cable television and telecommunication operators as before. Pursuant to State law effective July 1, 2007, Miami-Dade County no longer has the ability to license new cable television companies and enforcement activities will be limited to rights-of-way issues only. Therefore, the proposed annexation will not have an impact on our ability to enforce rights-of-way issues as per the Code. A list of new cable franchise certificates that may affect the County's rights-of-way can be found at the following site: <http://sunbiz.org/scripts/cable.exe>.

Telecommunications Service Providers are required to register with the County only if they have facilities located within UMSA. The purpose of the registration process is to determine users of the County's rights-of-way. Therefore, companies that have facilities within the proposed annexation area will no longer be required to register with the County. Municipalities are responsible for managing their public thoroughfares.

Municipal programming is accomplished through separate agreements between municipalities and the cable operators providing services within their respective municipality. The cable operator's obligation to broadcast municipal meetings is outlined in these agreements. Technically, cable operators have the ability to add municipal programming to the proposed annexed areas if required.

7. If the area has been identified by the Federal Government as a flood zone or by emergency planners as an evacuation zone, has the existing municipality indicated its preparedness to address any extraordinary needs that may arise?

The proposed annexation area is located within the federally designated, 100-year floodplain. This area will flood under sustained rains and property owners within it are required to obtain flood insurance.

The proposed annexation area is located within the County's designated Hurricane Evacuation Zone "C", therefore the area needs to be evacuated when hurricane warnings are issued.

8. Will the annexation area be connected to municipal government offices and commercial centers by public transportation?

The annexation area is located between two major public transportation transfer points, the Downtown Bus Terminal to the south and the Aventura Mall to the north. Metrobus Routes 3 and 93 (Biscayne Max) provide daily service connecting passengers to municipal and county offices, commercial centers, local banks, libraries, and museums.

The Department of Transportation and Public Works (DTPW) is pursuing implementation of the Biscayne Enhanced Bus Service along the Biscayne Corridor. DTPW requests notification from the Village, should any future applications to redevelop the bus top in front of the property located at 1700 Biscayne Boulevard (Folio #30-2232-011-0410) be submitted.

9. To the degree possible, would the proposed annexation area be contained in one or more school district boundaries governing admission to elementary, middle and high school as the adjoining municipality?

The proposed annexation area is within the same public school district boundaries as the adjoining unincorporated area and the Village. The public schools serving the proposed annexation area are: Miami Shores Elementary, David Lawrence Jr. K-8 Center, Horace Mann Middle, North Miami Middle, Miami Edison Senior High and Alonzo and Tracy Mourning Senior High Biscayne Bay Campus.

The following analysis addresses the factors required for consideration by the Board and the PAB pursuant to Chapter 20-7 of the Code.

1. The suitability of the proposed annexation boundaries, in conjunction with the existing municipality, to provide for a municipal community that is both cohesive and inclusive.

- a. Does the area divide a Census Designated Place, (an officially or historically recognized traditional community)?

The proposed annexation area does not divide a Census Designated Place.

- b. Have any adjacent unincorporated areas with a majority of ethnic minority or lower income residents petitioned to be in the annexation area?

No adjacent unincorporated areas having a majority of ethnic minority or lower income residents have petitioned to be included the annexation area.

- c. Is the area or does it create an unincorporated enclave area (surrounded on 80 percent or more of its boundary by municipalities) that cannot be efficiently or effectively served by the County?

The proposed annexation area is not an enclave nor does it create an unincorporated enclave.

- d. Are the boundaries logical, consisting of natural, built, or existing features or City limits?

The boundaries of the proposed annexation area are generally logical and follow Village limits or rights-of-way. The proposed annexation area is generally bounded by NE 108th Street to the north, NE 12th Avenue to the west, NE 105th Street to the south and Biscayne Boulevard to the east.

- 2. The existing and projected property tax cost for the municipal-level service to the average homeowners in the area currently as unincorporated and as included as part of the annexing municipality.

The taxable value within the annexation area is \$12,739,290. At the current Village millage rate (8.4289 mills), the ad valorem revenues attributable to the annexation area would be \$102,009. At the current UMMA millage rate (1.9283 mills), the ad valorem revenues attributable to the annexation area would be \$23,337 as noted in the table below. The expected tax increase to the entire annexation area would be an additional 6.5006 mills and \$78,672. There are 4 folios in annexation Area, and the average property owner would pay an additional \$19,668 if this annexation is approved.

Existing and Projected Property Tax Cost		
Miami Shores Village		
FY 2015-16		
	Millage Rate	Millage x Taxable Value
Miami Shores Village		
Municipal Millage	8.429	\$102,009
Unincorporated Area		
UMMA Millage	1.9283	\$23,337
Increase	6.5006	\$78,672

- 3. Relationship of the proposed annexation area to the Urban Development Boundary (UDB) of the County's Comprehensive Development Master Plan (CDMP).

The proposed annexation area is located inside the 2020 UDB of the Adopted 2020 and 2030 LUP map of the County's CDMP.

- 4. What is the impact of the proposal on the revenue base of the unincorporated area and on the ability of the County to efficiently and effectively provide services to the adjacent remaining unincorporated areas?

The total taxable value of the annexation area is \$12,739,290. The area generates an estimated \$27,060 in revenue. The County spends an estimated \$135,297 per year providing services to the area. Therefore, the net revenue gain to the UMMA budget is an estimated \$108,238 (Attachment B).

Pursuant to Section 20-8.1 and 20-8.2 of the County Code, the County retains all franchise fees and utility tax revenues of the area upon annexation. For the proposed annexation, franchise fees are estimated at \$2,652 and utility taxes are estimated at \$9,256 will be retained by the County.

5. What is the fiscal impact of the proposed annexation on the remaining unincorporated areas of Miami-Dade County? Specifically, does the per capita taxable value of the area fall within the range of \$20,000 to \$48,000?

There are no residents in the annexation area. Therefore, this metric is not applicable.

6. Is the annexation consistent with the Land Use Plan of the County's CDMP?

The CDMP Adopted 2020-2030 LUP map designates the properties within the proposed annexation area as "Business and Office". The "Business and Office" land use category allows the full range of sales and service activities, which include "retail, wholesale, personal and professional services, call centers, commercial and professional offices, hotels, motels, hospitals, medical buildings, nursing homes, entertainment and cultural facilities. The category also allows residential uses, and the mixing of residential use with commercial, office and hotels provided that the scale and intensity, including height and floor area ratio of the residential or mixed use development is not out of character with that of adjacent or adjoining development and zoning, and it does not detrimentally impact but provides a sensitive well designed transition to any adjacent or adjoining residentially developed or designated areas of different development intensity".

The Village states on page 14 of its annexation application that all businesses, in the proposed annexation area are currently permitted uses within the zoning code of the Village with the exception of an existing car wash business. However, the Village states that the car wash business would be permitted to continue its operations and that "appropriate future land use and zoning amendments would be required subsequent to approval of the annexation application", and (on page 15 under 'Local Planning Services') that "...the appropriate land use designation will be adopted in accordance with Florida Statutes". The need for amendments to the Village's Comprehensive Plan, Land Use Map and Zoning Code is stated on page 17 of the Annexation report.

The Village does not explain how the car wash would be allowed to continue operations nor does it indicate or explain what it considers to be an appropriate land use designation. Therefore, the Village should demonstrate how the car wash would be allowed to continue to operate and how the contemplated amendments to its Comprehensive Plan, Land Use Map and Zoning Code would be consistent with the County's Comprehensive Development Master Plan.

Departmental Analysis

Police

MDPD currently provides police services to the proposed annexation areas. However, if annexed, the Village has a full service law enforcement agency that will be providing police protection to the proposed area. The Village currently has thirty-seven (37) sworn full-time officers and four (4) sworn reserve officers that serve the Village a minimum of twenty-four hours a month. The current 2015-16 Village budget is \$6,664,712.

According to the application, no additional officers will be needed to service the annexed area.

The following MDPD tables represent all calls for uniform and non-uniform police calls within the proposed annexation area the for calendar year 2015.

Calls For Service – Miami Shores Village Annexation Area

Year	Criteria	All Calls
2015	Total Calls	439

Part I and Part II Crimes – Miami Shores Village Annexation Area

Year	Part I Crimes	Part II Crimes	Total
2015	51	4	55

Definition of Part I Crimes: Uniform Crime Report (UCR) Part I Offenses are those crimes reported to MDPD in the following classifications; murder and non-negligent manslaughter, robbery, aggravated assault, forcible rape, motor vehicle theft, larceny, burglary. The UCR is a standard method of reporting crime, administered by the Federal Bureau of Investigation (FBI) through the UCR Program. The classification for the offense is based on a police investigation, as opposed to determinations made by a court, medical examiner, jury, or other judicial body.

Definition of Part II Crimes: All crimes not covered under Part I Crimes.

Fire and Rescue

The proposed annexation will not impact MDFR service delivery and/or response time. Currently, the area is served as part of UMSA. If the annexation is approved, fire protection and emergency medical services will continue to be provided by MDFR and will continue to be served by the same stations and resources within the Fire District in an efficient and effective manner.

The MDFR has no objection to the proposed annexation and conditions that the Village, through an Interlocal Agreement with the County, shall agree that the proposed annexation will remain within the Miami-Dade Fire Rescue District in perpetuity.

The proposed annexation will not impact public safety response times; however, response time may be impacted if the land use designation is amended to allow a more intense land use designation.

Existing Stations:

The annexation area is presently served by Station 30 located at 9500 NW 2 Avenue in the Village. Station 30 is equipped with a rescue and an engine which serves the annexation area 24 hours a day, seven days a week. The station is located approximately one (1) mile from the annexation area. Additional emergency service to the annexation area can be provided by Station 20 located at 13000 NE 16 Avenue. Station 20 is equipped with a rescue, engine and Battalion Chief. Station 20 is located approximately one and a half (1 1/2) miles from the annexation area.

Planned Stations:

In an effort to minimize impact to existing service and maintain adequate travel time to incidents, MDFR owns a parcel of land at 1275 NW 79 Street that will serve to construct Station 67. The construction of the fire station is undetermined at this time.

Service Delivery – Last Three Calendar Years Annexation Area:

	2012	2013	2014
Life Threatening Emergencies			
Number of Alarms	187	171	169
Average Response Time	7:32	7:01	7:21
Structure Fires			
Number of Alarms	6	4	9
Average Response Time	4:54	5:42	5:38

Based on data retrieved during the last three calendar years, travel time to the vicinity of the proposed annexation area complies with national industry performance objectives. The objectives require the assembly of 15-17 firefighters on-scene within 8-minutes at 90% of all incidents.

Water and Sewer

The proposed Village annexation is within the City of North Miami's Water and sewer service area. The water for the annexation area is within the area supplied by the Miami-Dade Water and Sewer Department (WASD). The City of North Miami purchases approximately 35% of its total Water needs from WASD.

Request for future water supply availability within the annexation area shall be determined at the time the proposed development occurs based on the capacity of the County's water supply system at the time of the proposed development. At this time, there are no WASD General Obligation Bond projects under construction. There are no WASD facilities of countywide significance in the annexation area. The annexation will have no impact on WASD's ability to provide services to the remaining areas in the vicinity.

Department of Solid Waste Management (DSWM)

The annexation request is not expected to have any impacts on the ability of the DSWM to provide services to the remaining unincorporated area in the vicinity. The Village maintains an interlocal agreement for the disposal of waste.

DSWM has no objections to the proposed application with the exception of delegation of waste collection authority as outlined in section below, "Waste Collection, Disposal and Recycling."

Waste Collection, Disposal and Recycling

Per County Code Sections 20-8.4, Retention of garbage and refuse collection and disposal; and 15-13, County collection of solid waste, the DSWM is permitted to delegate the authority to collect residential waste to the governing body of the municipality in those geographic areas comprising the Waste Collection Service Area (WCSA) as of February 1996. As such, if the City desires to collect waste from residential units in the newly annexed area, the City may request an interlocal agreement with Miami-Dade County for delegation of solid waste collection authority. A separate delegation agreement is required for each annexation request. Any municipality that requests delegation of waste collection authority in a proposed annexation area must have an existing 20-year waste disposal agreement with the County. The City has an existing waste disposal agreement with the County which extends to the year 2035.

A letter relating to the potential impact of municipal annexations on the Solid Waste System (System), issued by the Department's Bond Engineer on February 12, 2014, states that delegation of any part of the County's WCSA to an annexing municipality would result in a loss of System revenue required to support future bonding capacity and provide for adequate debt service coverage. Having reviewed the annexation application based on the guidance provided in the Bond Engineer's letter, at this time, the department plans to retain residential waste collection authority in the proposed annexation area.

The Village currently provides waste hauling services that are capable of servicing the annexation area. The proposed annexation area does not have any active residential accounts for garbage and recycling collection, as the area is entirely composed of commercial properties. If the proposed annexation is approved, businesses will continue to be serviced by the Village.

Collections

According to the application, the Village will provide services for Garbage and Refuse Collection Disposal. The Village currently offers bulk trash pick-up every two to three weeks depending on the season, and disposes of waste in Miami-Dade County facilities. In the event land or property within the proposed annexation area is developed for residential units, the DSWM will provide collection and disposal services to those units as described above in section 2, "Waste Collection Disposal and Recycling."

Disposal

The Village currently has a long-term disposal agreement with the DTPW for use of the WCSA through October 1, 2035. According to the agreement, the Village shall deliver any and all municipal solid waste (MSW) it collects for disposal, or cause delivery of the MSW which is collected for it by third parties for disposal; excluding source separated recyclable materials, to a County Solid Waste Management System facility at a prevailing disposal fee rate.

Effect on Ability to Provide Services to UMSA

The annexation request is not expected to have any impacts on the ability of DSWM to provide services to the remaining unincorporated area in the vicinity. The City maintains an interlocal agreement for the disposal of waste.

Department of Transportation & Public Works (DTPW)

The proposed annexation bears no impacts of particular significance to the County and there are no impacts to the maintenance service level. NE 108th Street is County maintained and will

remain so, while Biscayne Blvd will continue to be maintained by the FDOT. NE 105th Street is currently, and will continue to be maintained by the Village.

Street Maintenance

The timetable for supplying services for street construction and maintenance will be immediate as the Village maintains all local streets within its jurisdiction.

The County will continue to maintain services to roads over which it currently presides.

NE 108th Street will continue to be a County road. Therefore, there are no miles to report for this annexation application.

Department of Regulatory and Economic Resources (RER)

A description of the services provided by Division of Environmental Resources Management (DERM), information relating to Chapter 24 of the Code of Miami-Dade County, Florida (the Code) and assessment of environmental issues with the proposed annexation are included below. Services provided by this department in the proposed annexation area include but are not limited to:

Review and approval or disapproval of development orders

This includes the following:

- Municipal Building Permits
- Municipal Zoning Actions
- Platting Actions (Land Subdivision)
- Municipal Occupational Licenses/Municipal Certificates of Use

RER reviews applications for consistency with the requirements of the Code. The review includes but is not limited to the following:

- Protection of public potable water supply wellfields
- Potable water supply
- Liquid waste disposal
- Stormwater management and disposal
- Tree resources preservation and protection
- Wetland preservation and protection
- Coastal resources preservation and protection
- Air quality requirements
- Flood protection

Operating Permits

Section 24-18 of the Code authorizes DERM to require and issue permits for any facility that could be a source of pollution. This includes a wide variety of nonresidential activities or facilities.

Pollution Prevention and Educational Programs

The Office of Environmental Education and Communication (EECO) is responsible for promoting and coordinating pollution prevention programs, waste minimization programs, urban

CO₂ reduction and environmental education in general. The office can be reached at 305-372-6784 for additional information regarding these services.

Enforcement Activities

These include regular inspections of permitted facilities, potential source of pollution, responses to complaints and general enforcement operations.

DERM's regulatory activities are enforceable under Code in both incorporated and unincorporated areas, RER currently provides the above services to the subject area. Accordingly, annexation of the parcels in question will not affect the ability to provide adequate levels of service to the areas being annexed or to the areas adjacent to the parcels being annexed.

Water Supply and Distribution

The proposed annexation area is located within the MDWASD service area; however this area is serviced by City of North Miami utility.

The proposed annexation is located within the North Miami Water and Sewer Department franchised area. Several distribution lines run along the north, west and south boundaries of the annexation area. These lines are owned and operated by the North Miami Water and Sewer Department.

The source of the water for this area is the Hialeah/Preston Water Treatment Plant, which is owned and operated by WASD. At this time the plant has sufficient capacity to provide the current water demand. The plant is presently producing water that meets Federal, State, and County drinking water standards.

Facilities for the Collection and Treatment of Sewage

The proposed annexation area is located within the WASD franchised service area; however this area is serviced by City of North Miami utility.

The existing K-Mart and Carwash located in the annexation area are connected to a private pump station (PSO 125) which directs the flow to the City of North Miami force main 06-FM-I, then to North Miami pump station 06-I, then to MDWASD pump station 30-347 and finally to the North District Wastewater Treatment Plant.

The following Nominal Average Pump Operating Time (NAPOT) information for the abovementioned pump stations is based on the potential development and current conditions of the sanitary pump station. Please note at the time of final development orders, sewer capacity certification will be required.

PSO 125 is currently under Initial Moratorium (IM). Force main 06-FM-I and pump station 06-I are currently under Incomplete Status. WASD pump station and the North District Wastewater Treatment Plant are currently working under OK status, within the mandated criteria set forth in the new Consent Decree (case 1:12-cv-24400-FAM), effective December 6, 2013.

A DERM Sewer Extension Permit 2014-SEW-EXT-076 was issued on August 7, 2014 and is valid for 5 years, for the connection of a future food store to the public sewer system. The proposed sewer system will direct the flow to WASD pump station 30-0347.

Stormwater Utility (SWU) Program and Fees

Improved properties in the proposed annexation area are currently paying stormwater utility fees to the County. This fee is used to administer stormwater management programs throughout the UMSA. These properties and their associated Utility accounts, currently under the County, would immediately become part of the Village service area when the annexation is formally approved. Therefore, all fees collected in the annexed area after approval of the annexation, will become the Village's fees.

If stormwater utility accounts in the annexed area are billed through WASD, it will be the responsibility of the Village to communicate with WASD to create a stormwater billing Agreement.

At the time of annexation, three conditions will be required as part of this annexation: 1) The Village must execute or modify (if applicable) a stormwater billing agreement with WASD to continue billing; 2) The Village must execute a cost-share Interlocal Agreement with the County for canal and/or drainage system maintenance activities, if applicable; and 3) The Village must pay its pro-rata share of the debt service on the County's Stormwater Utility Revenue Refunding Bonds, Series 2013, for the incorporated area. Payment to the County for the Municipality debt service on these bonds and secondary canal maintenance will initiate immediately upon incorporation.

(1) WASD Billing Agreement

An Agreement between WASD and the Village, to provide for debt service payments due the County from Stormwater utility fees collected from the annexed area residents and business' SWU debt service.

(2) Canal Maintenance Interlocal Agreement

No canals are impacted by the proposed annexation area, so a canal maintenance agreement is not required.

(3) Stormwater Utility Revenue Bonds

A Stormwater Utility Revenue Bonds Interlocal Agreement is necessary. Actual bond payments will be determined at the time of incorporation and billed independently (annually, or as a one-time payment) via an Interlocal Agreement with the County. Currently, UMSA's total ERU is approximately 649,440 (including the proposed annexation area), while the proposed annexation area has approximately 320 Equivalent Residential Unit (ERU). Based on this, and an approximate County Annual Debt Service payment of \$7,235,000.00, the debt service payment of the proposed annexation area to the County would be approximately \$3,600.00 annually, until FY 2029.

Stormwater Infrastructure (and Road Transfer)

There is one important drainage system along NE 108th Street, which connects to the drainage system of sub-basin Bayridge, with a total area of 104 acres. This service area is also connected to the Biscayne Shores Pump Station.

Pollution Control

There is one record of a current contaminated site within the proposed annexation area: Northside Tire Service (DERM file UT-87). This is a Petroleum contaminated site. Currently in a state administered cleanup program.

There are no records of current contamination assessment/remediation or historical records of contamination assessment/remediation issues regarding non-permitted sites within the proposed annexation areas.

Natural Resources

The area proposed for annexation does not contain wetlands as defined by Chapter 24-5 of the Code, or wetlands capable of sustaining halophytic vegetation (coastal wetlands). However, there may be tree resources within the annexation area. Section 24-49 of Chapter 24, the Code provides for the preservation and protection of tree resources. A Miami-Dade County Tree Removal/ Relocation Permit is required prior to the removal and/or relocation of any tree that is subject to the Tree Preservation and Protection provisions of Chapter 24.

Pursuant to Objective Con-8I of the CDMP and Section 24-49.9 of the Code, should there be prohibited species as listed in Chapter 24-49.9 of the County Code present on the subject property, they shall be removed prior to development or redevelopment and developed property shall be maintained to prevent the growth or accumulation of prohibited species as a condition of plat approval.

Storm water Management

For all new developments within the new limits of the Village, storm water drainage systems may be required to reduce potential flooding and to improve the water quality of the storm water runoff. DERM may require a Surface Water Management Permit if the size of the development is greater than 2 acres of impervious surface.

A Class VI may be required for the installation of a new drainage system within any contaminated sites. The entire annexation area is located within the Flood Zone AE, elevation 8.0, which is a flood plain as per Federal Emergency Management Agency's definition of the 100 year flood event. County Flood Criteria is at elevation +5.00 feet National Geodetic Vertical Datum. Any development in the annexation area will have to comply with the requirements of Chapter 11C, of the Code and the current Florida Building Code for flood protection.

Air Quality

Future land use and zoning amendments requesting to change current Land Use Designations may require a traffic study to determine level of impact on local traffic conditions like intersections and parking areas. According to the Florida Department of Environmental Protection (FDEP) all Level of Service (LOS) "E" or "F" intersections impacted by 5% or more projected traffic and all surface parking areas of 1,500 vehicle trips per hour, or parking garages of 750 vehicle trips per hour, are required to be considered for air quality modeling. If modeling is deemed necessary, an air quality methodology meeting is to be held with DERM and the FDEP to determine which intersections and parking facilities need to be modeled, as well as the analysis parameters.

Any improvements that will effectively reduce congestion and travel time will facilitate a reduction in vehicular emissions and positively impact local air quality. Consequently, DERM requests to review any studies conducted on how the proposed changes could impact local roads, wetlands, historic sites, etc.

The Transportation Element of the CDMP states that Miami-Dade County shall:

- a. Promote mass transit alternatives to the personal automobile, such as rapid transit, fixed route bus and paratransit¹ services. (TE-1A.)
- b. Seek to ensure that updated plans provide high quality intermodal connections at optimal transfer points. (TE-1C.)
- c. Pursue and support transportation programs that will help to maintain or provide necessary improvement in air quality and which help conserve energy. (TC-6E.)

Additionally, demolition, removal and/or renovation of any existing structure(s) and/or underground utilities, resulting from the implementation of any of the proposed changes, will require asbestos survey(s) from a Florida-licensed asbestos consultant, prior to any such construction activities. If the results from the asbestos survey(s) indicate the presence of regulated asbestos containing materials in amounts exceeding those prescribed by applicable federal, state or local environmental regulatory criteria, then those materials must be removed/abated by a Florida-licensed asbestos abatement contractor, pursuant to all applicable federal, state and local regulatory requirements. To those effects, a NOTICE OF ASBESTOS RENOVATION or DEMOLITION form, along with the asbestos survey, must be filed with the Air Quality Management Division of DERM for both the abatement/renovation work and the demolition activity, at least ten (10) working days prior to starting of any and all field work. Existing standard operating procedures, as well as applicable federal, state and local regulatory criteria, must be followed and implemented to minimize any potential release of adverse emissions, especially during project construction activities.

The DERM Office of Air Quality Management Division can be reached at (305) 372-6764 .

Parks, Recreation and Open Spaces

There are no County parks within the proposed annexation area. The annexation has no impact on the Parks, Recreation and Open Spaces Department.

Demographic Profile of the Areas

As shown on Table 1, the estimated 2010 Census population of the proposed annexation areas is 0 persons, while the Miami Shores Village's population is 10,493 persons.

Table 1

**Miami Shores Village Proposed Annexation Area
Demographic and Economic Characteristics**

Miami Shores Village Area and Miami-Dade County

	Study Area Estimates	Miami Shores	Miami- Dade
<u>Population Characteristics, 2010</u>	0	10,493	2,496,435
Percent White, Not Hispanic	0.0	42.1%	15.4%
Percent Black, Not Hispanic	0.0	22.4%	17.1%
Percent Other, Not Hispanic	0.0	4.8%	2.5%
Percent Hispanic Origin	0.0	30.6%	65.0%
<u>Income *</u>			
Median Household Income	\$0	\$81,696	\$43,100
Per-capita Income	\$0	\$36,800	\$23,174
<u>Housing</u>			
Total Housing Units	0	3,935	989,435

Source: U.S. Census Bureau, Census 2010 Summary File 1; U.S. Census Bureau, 2009-2013 American Community Survey, 5-Year Estimates; and Miami-Dade County, Department of Regulatory and Economic Resources, Planning Research and Economic Analysis, June 2015.

* Estimates for median household income and per-capita income are based on the U.S. Census Block Groups that the proposed annexation area is contained within using the U.S. Census American Community Survey, 5-Year Estimates.

Table 2 shows the 2015 land use profile for the proposed annexation area, for the Village and the County. Of the approximate 12.9 acres within the proposed annexation area, roughly 91.5 percent of the land is in commercial and office and transient residential use, and 8.5 percent is undeveloped.

Table 2 also shows that approximately 91.5 percent of the proposed annexation area is in commercial and office and transient residential use, while 2.4 percent of the land within the Village is in that use. In addition, approximately 8.5 percent of the land within the proposed annexation area is undeveloped, while 0.2 percent of the Village's land is undeveloped.

Table 2

Miami Shores Village Proposed Annexation Area
West of Biscayne Boulevard and North of N. E. 105th Street
2015 Existing Land Use

Land Use	Annexation Area (Acres)	Annexation Area (Percent of Total)	Miami Shores Village (Acres)	Miami Shores Village (Percent of Total)	Miami-Dade County (Acres)	Miami-Dade County (Percent of Total)
Residential	0.0	0.0	835.0	37.6	112,126.4	8.9
Commercial, Office, and Transient Residential *	11.8	91.5	53.2	2.4	14,713.8	1.2
Industrial	0.0	0.0	0.2	0.0	18,800.8	1.5
Institutional	0.0	0.0	153.9	6.9	14,846.0	1.2
Parks/Recreation	0.0	0.0	146.1	6.6	833,733.6	65.8
Transportation, Communication, and Utilities	0.0	0.0	1,018.5	45.8	87,176.4	6.9
Agriculture	0.0	0.0	0.0	0.0	62,903.9	5.0
Undeveloped	1.1	8.5	3.7	0.2	84,473.5	6.7
Inland Waters	0.0	0.0	12.6	0.6	37,534.3	3.0
Total:	12.9	100.0	2,223.3	100.0	1,266,308.8	100.0

* Transient Residential includes Hotels and Motels

Source: Miami-Dade County Department of Regulatory and Economic Resources (RER), Planning Research Section - February 2015

Attachments:

- A. Map of proposed annexation
 - B. Estimated Impact on UMSA Budget Statement
 - C. Miami Shores Village Annexation Application
- C: Jennifer Moon, Director, Office of Management and Budget

M I A M I - D A D E C O U N T Y
Miami Shores Annexation



Legend

-  Commission District Boundary
-  Miami Shores Annexation
-  MIAMI SHORES
-  Street

0 0.01 0.02 Miles



This map was prepared by the Miami Dade County Information Technology Department, Geographic Information Systems (GIS) Division, for the Office of Management and Budget, January, 2015.

This map and associated information is to be used only for public business as may be authorized by law and no reproduction for commercial use or sale is permitted. No expressed or implied warranties including but not limited to the implied warranties of merchantability or fitness for a particular purpose is made. User is warned the materials contained herein are provided "as is".

ATTACHMENT B

Based on FY 2015-16 Budget	Annexation Assumptions	
Property Tax Revenue	Allocation based on tax roll & millage	\$23,337
Franchise Fees	N/A	
Sales Tax	Allocation based on \$73.47 per person	\$0
Utility Taxes	N/A	
Communications Tax	Allocated based on tax roll/population	\$3,692
Alcoholic Beverage License	Allocation based on \$0.23 per person	\$0
Occupational License	Allocation based on \$1.45 per person	\$0
Interest	Allocation based on .079% of total revenue	\$31
Sheriff and Police Fees	Allocation based on population	\$0
Miscellaneous Revenues	Allocation based on \$0.88 per person	\$0
Revenue to UMSA		\$27,060
Cost of Providing UMSA Services		
Police Department		\$116,656
UMSA Police Budget (without specialized)		
Parks, Recreation and Open Spaces Dept.	Based on cost of parks	\$0
Right-of-Way Maintenance		
Centerline Miles	Centerline miles times cost per lane mile	\$0
Policy Formulation		
Commission, Mayor, County Attorney	Direct Cost multiplied by 3.52%	\$4,106
Internal Support		
Information Technology, Internal Services, Human Resources Communications, Audit and Management, Management and Budget	Direct Cost multiplied by 9.36%	\$10,919
Planning and Non-Departmental		
Regulatory and Economic Resources, Rec. and Culture, Economic Development, Neighborhood Infrastructure	Direct Cost multiplied by 3.1%	\$3,616
QNIP Debt Service Payment	Utility Taxes as a % of debt service 13.7%	
Cost of Providing UMSA Services		\$ 135,297
Net to UMSA		(\$108,238)
<p>1. Does not include gas tax funded projects 2. Does not include canal maintenance revenues or expenses 3. Does not include proprietary activities: Building, Zoning, Solid Waste 4. Does not include Fire and Library Districts 5. Revenues are based on allocations not actuals</p> <p>Disclaimer: These calculations do not represent a projected or suggested municipal budget. They indicate only the fiscal impact of this area's incorporation on the remaining UMSA.</p>		
2015 Taxable Property Rolls		\$12,739,290
2015 Area Population		0
2015 UMSA Population		1,139,366
2015-16 UMSA Millage		1.9283
Patrollable Sq. Miles - UMSA		207.90
Total Calls For Service - UMSA CY 2015		625,766
Part 1 Crimes - UMSA 2015		43,454
Part 2 Crimes - UMSA 2015		17,279
Patrollable Sq. Miles - Study Area		0.02
Total Calls for Service - Study Area		439
Part 1 Crimes - Study Area		51
Part 2 Crimes - Study Area		4
Cost per Centerline Mile		\$2,069
Number of Centerline Miles		0
Per Capita Taxable Value		



MEMORANDUM

Agenda Item No. 15(B)3

TO: Honorable Chairman Jean Monestime, and
Members, Board of County Commissioners

DATE: May 19, 2015

FROM: Harvey Ruvlin, Clerk
Circuit and County Court

SUBJECT: Proposed Boundary Change to the
Commercial area west of Biscayne
Boulevard from 105th Street north to
108th Street by Miami Shores Village

Christopher Agrippa, Director
Clerk of the Board Division

Pursuant to the provisions of Chapter 20-5 of the Code of Miami-Dade County, the Clerk of the Board Division has received a petition from Miami Shores Village requesting a boundary change to the commercial area west of Biscayne Boulevard from 105th Street north to 108th Street in Miami Shores Village. (See legal description in the attached application).

Following consideration by the County Commission, the Code provides that this request be forwarded to the Planning Advisory Board for review, study and recommendation.

CA/dmcb
Attachment



**MIAMI SHORES VILLAGE
ANNEXATION REQUEST**

for the

**Commercial Area West of
Biscayne Boulevard
From 105th Street to 108th Street**

**Submitted to:
Clerk of the
Miami-Dade County Commission
May 1, 2015**

A. An accurate legal description of the land area involved in the proposed boundary change can be found on the following pages.

A - 1

LEGAL DESCRIPTION: "ANNEXATION PARCEL"

EXHIBIT "A"

THIS IS NOT A SURVEY

LEGAL DESCRIPTION:

COMMENCE AT THE CENTERLINE INTERSECTION OF NORTHEAST 108TH STREET AND NORTHEAST 12TH AVENUE (NORTH) AS SHOWN ON THE PLAT OF "REVISED AMENDED AND CORRECTED PLAT OF BISCAYNE SHORES UNIT NO. 2", SECTION 32, TOWNSHIP 52 SOUTH, RANGE 42 EAST, ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 40 AT PAGE 81 OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA; THENCE CONTINUE ON AN ASSUMED BEARING OF DUE SOUTH ALONG THE CENTERLINE OF THE SAID NORTHEAST 12TH AVENUE FOR A DISTANCE 40.00 FEET TO THE SOUTH RIGHT OF WAY LINE OF THE SAID NORTHEAST 108TH STREET AND THE POINT OF BEGINNING OF THE "ANNEXATION PARCEL"; THENCE RUN SOUTH 89°54'00" EAST ALONG THE SOUTH RIGHT OF WAY LINE OF NORTHEAST 108TH STREET FOR A DISTANCE OF 964.52 FEET THE POINT OF CURVATURE OF A CIRCULAR CURVE TO THE RIGHT, CONCAVE TO THE NORTHEAST HAVING FOR ITS ELEMENTS A CENTRAL ANGLE OF 128°47'58", A RADIUS OF 25.00 FEET AND AN ARC LENGTH OF 56.20 FEET, TO A POINT OF TANGENCY WITH THE WEST RIGHT OF WAY LINE OF BISCAYNE BOULEVARD; THENCE CONTINUE SOUTH 38°53'58" WEST ALONG THE SAID WEST RIGHT OF WAY LINE OF BISCAYNE BOULEVARD FOR A DISTANCE OF 1019.21 FEET TO THE SOUTHEAST PROPERTY CORNER OF TRACT 1, OF THE PLAT OF EL-KEUL PARK, ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 39 AT PAGE 64 OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA; THENCE RUN NORTH 89°56'15" WEST ALONG THE SOUTH PROPERTY LINE OF THE SAID TRACT 1 AND ITS EXTENSION FOR A DISTANCE OF 343.90 FEET TO THE INTERSECTION WITH THE EAST PROPERTY LINE OF BLOCK 2, PLAT OF MIAMI SHORES ESTATES, ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 47 AT PAGE 58 OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA, AND ALSO KNOWN AS THE EAST BOUNDARY LINE OF THE "VILLAGE OF MIAMI SHORES"; THENCE RUN DUE NORTH ALONG THE EAST LINE OF THE SAID BLOCK 2 FOR A DISTANCE OF 835.18 FEET TO THE POINT OF BEGINNING. CONTAINING 567,477.33 SQUARE FEET OR 13.03 ACRES OF LAND, MORE OR LESS.

SURVEYOR'S NOTE:

THIS IS A LEGAL DESCRIPTION OF THE EXTERIOR BOUNDARY ONLY OF A PROPOSED ANNEXATION AREA PREPARED FOR THE VILLAGE OF MIAMI SHORES. THERE ARE THREE RECORD PLATS RECORDED IN THIS ANNEXATION AREA WITH INTERIOR STREET RIGHT OF WAYS THAT HAVE BEEN CLOSED BY MIAMI-DADE COUNTY, RESOLUTIONS. A TITLE SEARCH HAS NOT BEEN PROVIDED AT THIS TIME.

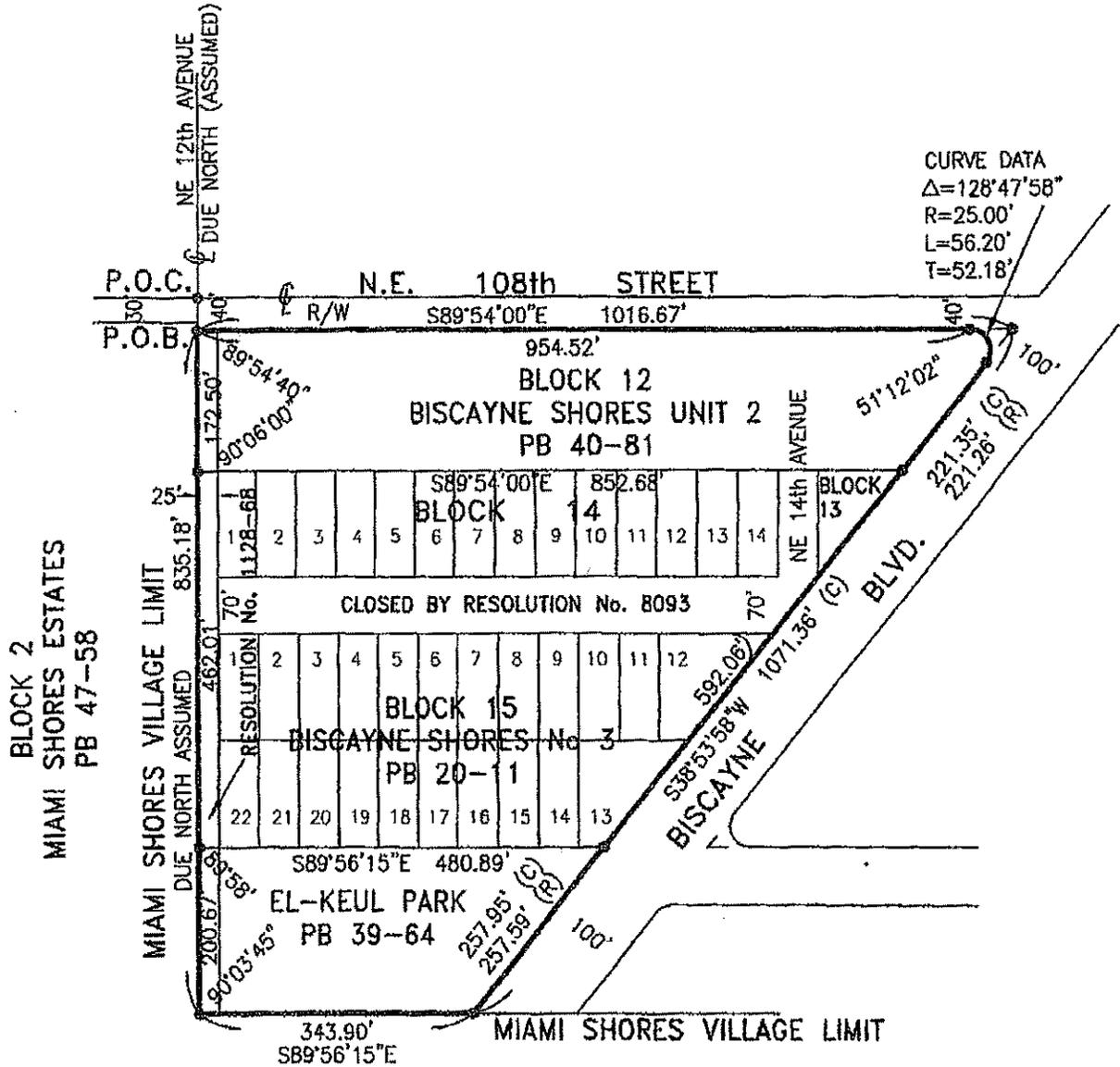
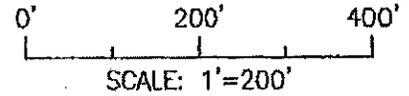
A.R. TOUSSAINT & ASSOCIATES, INC.
LAND SURVEYORS

FLORIDA CERTIFICATE OF AUTHORIZATION LB-273
620 N.E. 126th STREET NORTH MIAMI, FLORIDA 33161

BY:  PRES.
ALBERT R. TOUSSAINT
REGISTERED ENGINEER NO. 8939
REGISTERED SURVEYOR AND MAPPER NO. 907
STATE OF FLORIDA

LEGAL DESCRIPTION: "ANNEXATION PARCEL"

EXHIBIT "A"
THIS IS NOT A SURVEY



A.R. TOUSSAINT & ASSOCIATES, INC.
LAND SURVEYORS
FLORIDA CERTIFICATE OF AUTHORIZATION LB-273
620 N.E. 126th STREET NORTH MIAMI, FLORIDA 33161

BY: *Albert R. Toussaint* PRES.
ALBERT R. TOUSSAINT
REGISTERED ENGINEER NO. 8939
REGISTERED SURVEYOR AND MAPPER NO. 907
STATE OF FLORIDA

SECTION 32-53-42

B. A map or survey sketch accurately showing the location of the area proposed for annexation, the existing boundaries of Miami Shores Village and the relationship of the proposed annexation area to Miami Shores Village may be found on the following pages.

B - 1



BOUNDARIES

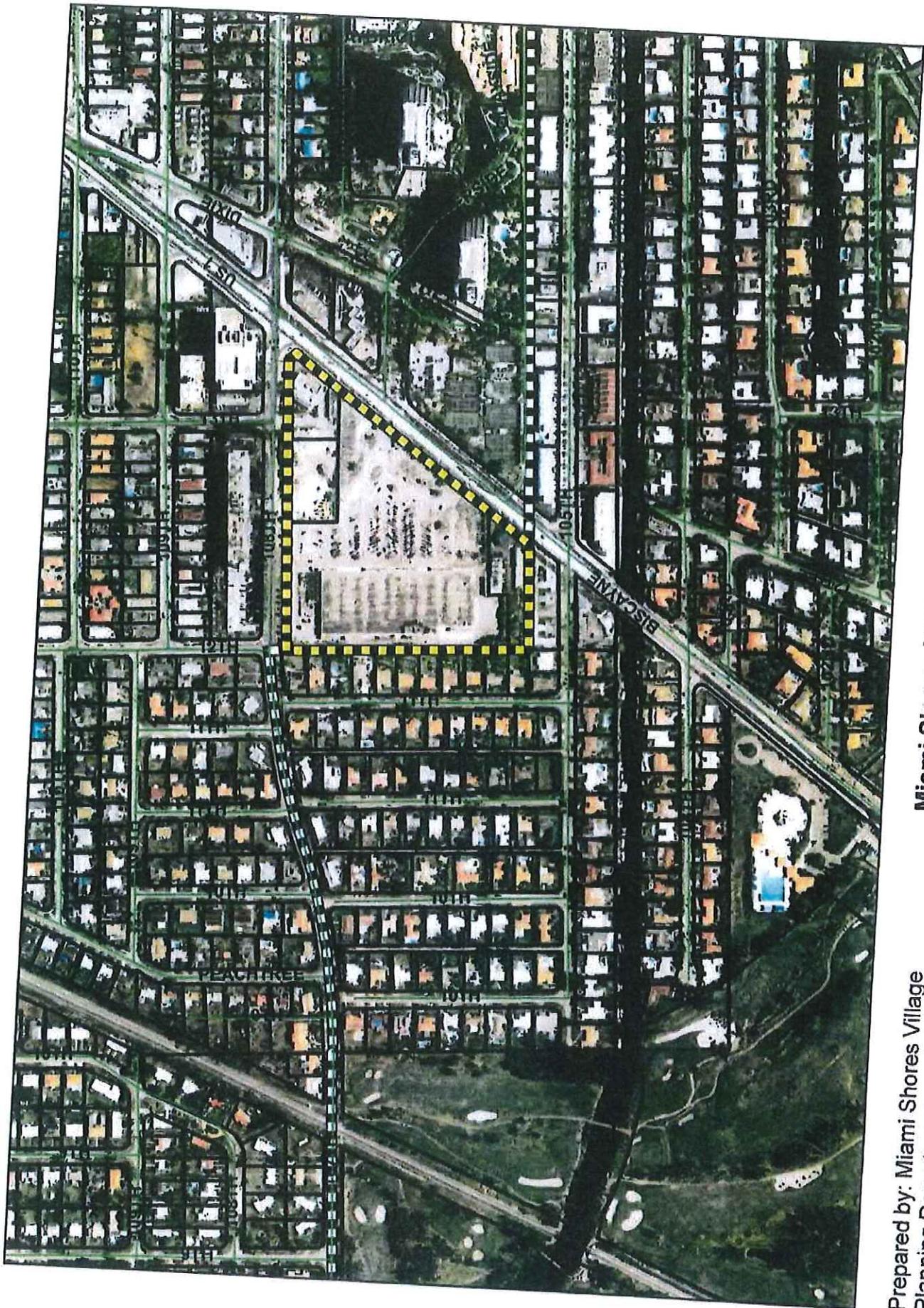


Potential Annexation Area



Existing Village Boundary

Prepared by: Miami Shores Village
Planning Department
May 20, 2013

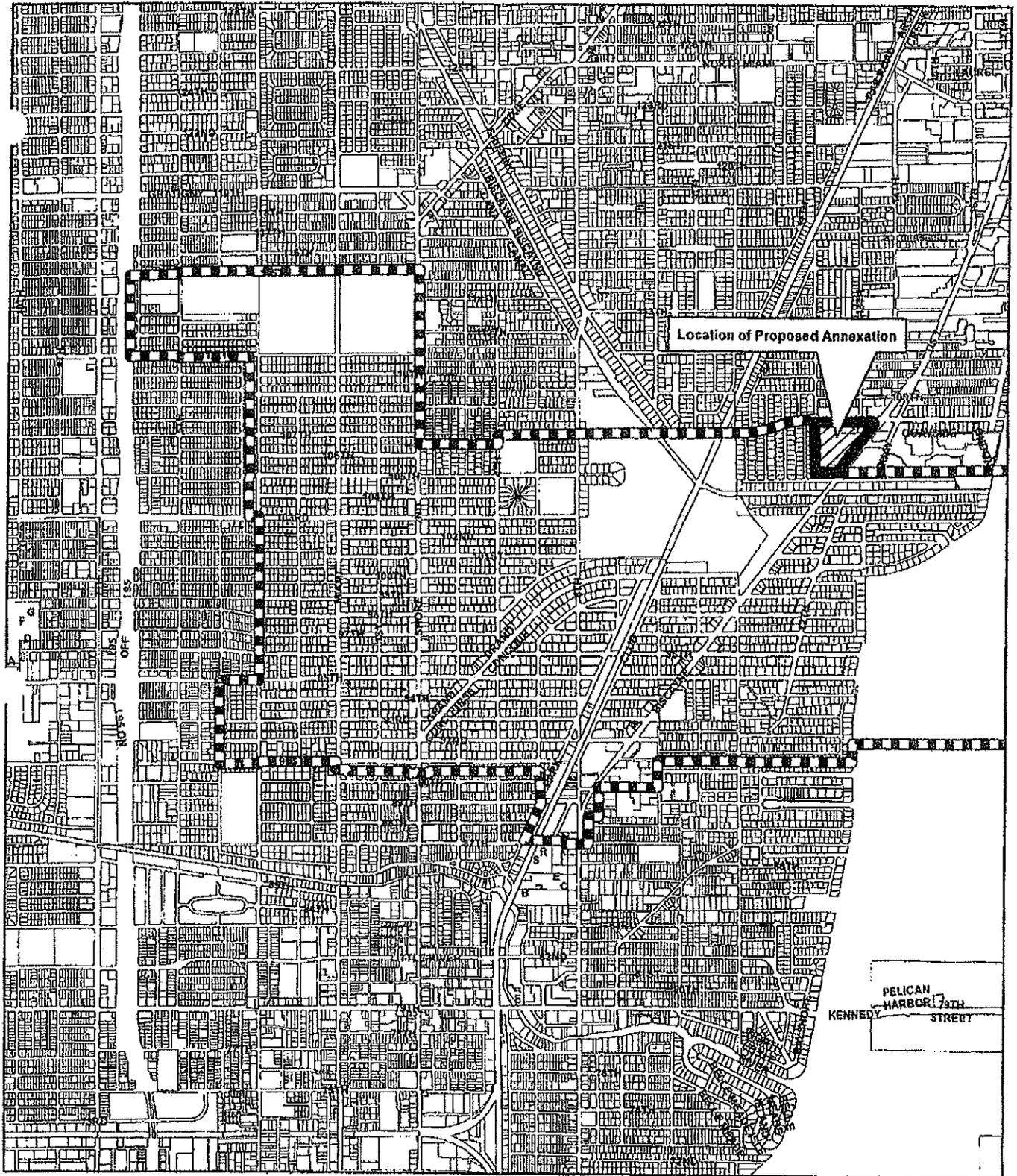


BOUNDARIES



Miami Shores Village Proposed Annexation

Prepared by: Miami Shores Village
Planning Department
February 5, 2015



Prepared by: Miami Shores Village
 Planning Department
 February 5, 2015

Miami Shores Village
 Proposed Annexation Area
 Location Map

BOUNDARIES

-  Potential Annexation Area
-  Existing Village Boundary

C. The proposed annexation area is entirely comprised of commercial property. (See Page G-1) There are no residential properties and therefore, no qualified electors are affected by the annexation application.

C-1

D. A brief statement outlining the reasons for the proposed boundary change.

Following are reasons for annexing this area into Miami Shores Village.

- This annexation is in compliance with the requirements set forth in Section 20-3 of the Miami-Dade County Code. The proposed annexation will be an extension of the Village's existing boundary, and includes all properties that are considered to be part of the proposed annexation area. The proposed annexation will not create an enclave area.
- The area to be annexed will receive improved law enforcement. While Miami Shores Village police currently provide backup response to the area proposed to be annexed, annexation will ensure that police response by the Village will be provided on par with other parts of the Village. The Village's average police response time is less than 3 minutes for emergency calls.
- The property owners in the area to be annexed will receive more responsiveness from the Village than from Miami-Dade County government. In addition to the Administrative offices, the Code Enforcement, Planning and Building departments are all located at Village Hall and are fully staffed. The Miami Shores Village Hall is less than 2 miles from the area to be annexed, offering greatly improved convenience, and access is greatly eased by virtue of the Village's small size and community-based government.
- There is a strong commercial relationship between the residents of the Village and the establishments located on the area to be annexed. Many of the people who shop in the area to be annexed are residents of Miami Shores.

E. The proposed annexation does not create an enclave as defined in Section 20-7 (A)(1)(c) of the Miami-Dade County Code.

E - 1

F. The following pages contain additional information included in the proposed boundary change application, as required by Section 20-3 (F) of the Miami-Dade County Code.

1. Land use plan and zoning.
2. List of services to be provided.
3. Timetable for providing the services listed above.
4. Financing of the services listed above.
5. The tax load on the area to be annexed.
6. Identification of any areas designated as terminals in the County's Adopted Land Use Plan Map.

F (1) Land Use Plan and Zoning – Miami-Dade County’s designated land use for this area is BU-1A, Limited Business District. The proposed annexation area includes commercial businesses including a bank (Chase Bank), a national retail store (K-Mart), locally owned businesses including a car wash, tire shop and window tinting establishments, and a grocery store which is currently under construction. With the exception of the car wash, all businesses located in the proposed annexation area are permitted uses within the zoning code of Miami Shores Village. However, the car wash would be permitted to continue operations. Appropriate future land use and zoning amendments would be required subsequent to approval of the annexation application.

F (2) List of Services to be Provided by Miami Shores Village – This section describes the type and amount of services that Miami Shores Village will provide to the proposed annexation area.

MUNICIPAL SERVICES

The following municipal services would be provided to commercial property owners if annexed by Miami Shores Village:

• **Police:**

Miami Shores provides a police response time of approximately 2 minutes for a panic alert, which is comparable to a burglary or robbery in progress. The proposed commercial area, which is currently served by the Miami-Dade Police Department, has a typical response of 20 minutes to 4 hours. This is because the Village has 15 police officers per square mile versus 7 for the north-eastern Unincorporated area.

• **Code Compliance:**

The Village's immediate response to a complaint about a property with blight characteristics provides much greater protection to property owner's values. Problems are corrected promptly as opposed to the more lax code enforcement inspections and follow-up in the Unincorporated areas.

• **Trash Pick-Up and Other Public Works Services:**

Miami Shores offers improved commercial garbage collection service which can be customized to fit the needs of each individual property. In addition, the Village provides curb-street sweeping, tree trimming, tree planting and sidewalk repairs.

• **Building Department Services:**

The Miami Shores Village Department will provide permitting and inspection services to the proposed annexation area allowing for a more timely and convenient permitting process.

• **Local Planning Services:**

Miami Shores Village will provide planning services to the area. This area will be incorporated into the Village's Comprehensive Plan and the appropriate land use designation will be adopted in accordance with Florida Statutes.

• **General Government:**

Miami Shores Village was incorporated in 1932. The Village government is vested in an elected council of five, elected at large, who are residents of the Village. The Council is responsible for appointing a mayor, adopts the Village's annual budget, sets policies and appoints the Village Manager, Village Attorney and Village Clerk. The Village Manager is responsible for administration of the day-to-day operations of the Village.

F (3) Timetable for supplying municipal services to the proposed annexation area:

- **Police:**

Miami Shores Village will provide police services immediately after the annexation is approved by the Board of County Commissioners.

- **Code Compliance:**

Miami Shores Village will provide code enforcement/compliance services immediately after the annexation is approved by the Board of County Commissioners.

- **Trash Pick-Up and Other Public Works Services:**

The Village will request that the County allow the Village to provide sanitation services to the proposed annexation area. Other Public Works services will begin immediately upon approval by the Board of County Commissioners.

- **Building Department Services:**

Services provided by the Miami Shores Village Building Department are anticipated to begin immediately following the annexation approval by the Board of County Commissioners.

- **Local Planning Services:**

Miami Shores Village will provide planning services immediately after the annexation is approved by the Board of County Commissioners.

- **General Government:**

Miami Shores Village government will be responsible for the affairs of the area to be annexed immediately after the annexation is approved by the board of County Commissioners.

F (4) Financing of the services to be provided to the proposed annexation area.

• **Police:**

Based on a review of the current use and calls for service as reported by the Miami-Dade Police Department, the Village's Police Department can absorb the area without the need to increase departmental personnel. The increase in physical territory may generate a minimal increase in vehicle operation costs such as fuel, vehicle maintenance, etc., however no significant financial impact is anticipated.

• **Code Compliance:**

Annexation of the proposed area will have minimal impact on the Code Enforcement Departmental budget and no additional costs are anticipated.

• **Trash Pick-Up and Other Public Works Services:**

Should the Village be permitted to assume responsibility for sanitation services in the proposed annexation area, each property will be evaluated for the appropriate garbage service level and dumpsters purchased. These purchases will be funded through the Village's Sanitation Enterprise Fund. Miami Shores will provide right-of-way maintenance within the annexation area. This service will require the Village to hire one Parks Department worker at an annual cost of approximately \$30,000 including salary and benefits. The Village will fund this expense through its General Fund.

• **Building Department Services:**

Services provided by the Miami Shores Building Department to the proposed annexation area are not anticipated to generate additional costs to the Department.

• **Local Planning Services:**

Approval of the proposed annexation will require amendments to the Comprehensive Plan and the Zoning Code as well as the Land Use Map. These amendments are estimated to amount to a one-time cost of approximately \$8,500, which will be funded through the General Fund.

• **General Government:**

Miami Shores Village does not expect any material increase in general government costs as a result of the proposed annexation.

Table 1 shows the Service Cost Analysis for the proposed annexation area.

TABLE 1

SERVICE COST ANALYSIS

Department	Annual Cost	One Time Cost
Code Compliance	- 0 -	- 0 -
Police Department	- 0 -	- 0 -
Building Department	- 0 -	- 0 -
Zoning Department	- 0 -	\$ 8,500
Public Works Department		
Parks Department	\$ 30,000	- 0 -
Waste Department	\$ 3,112	\$ 1,400
Administration	- 0 -	\$20,000
TOTAL	\$ 33,112	\$29,900

F (5) Tax load on the proposed annexation area.

There are four properties in the proposed annexation area. Currently, the proposed annexation area has an assessed value of \$10,797,687 for the four properties. The total County ad-valorem tax millage rate is 18.6540. If the proposed annexation is approved, the Village will receive an additional \$112,062 in revenues from property taxes, sanitation fees, Local Business Tax Receipts and Stormwater Utility fees.

Table 2 provides information regarding the revenue sources.

After annexation, the property owners will not be required to pay the County's general millage of 2.2123 or the 0.2840 millage assessment for County Library services. The property owners will be subject to Miami Shores Village millage of 8.6392, including debt service millage. The total tax millage after annexation will be 25.0809.

Table 3 provides a comparison of Miami-Dade County's and Miami Shores Village's total millage and taxes that will be generated from each of the property owners using current millage information. If current tax levies are applied to the proposed annexation area, the Village will receive an additional \$88,619 in property tax revenues. An analysis of the tax implications are shown in Table 3A.

TABLE 2

Municipal Revenues Resulting from Annexation

	Additional Revenue	Basis For Projection
Ad Valorem Tax Revenues	\$ 88,619	A
Garbage Fees	\$ 9,943	B
Local Business Tax Receipts	\$ 4,500	C
Stormwater Utility Fees	<u>\$ 9,000</u>	D
	\$112,062	

A: Based on an Assessed Taxable Value of \$10,797,687 at 8.6392 mils. Revenue is calculated at 95%.

B: Based on current service and Miami Shores Village commercial garbage service rates.

C: Based on Village LBTR's tax fees.

D: Based on \$45 per 2,466 square feet annually.

TABLE 3

Folio	Property Address	Taxable Value	Dade County		Miami Shores	
			Total Millage	Tax Revenue	Total Millage	Tax Revenue
30-2232-011-0410	10700 Biscayne Blvd	\$ 7,344,000	18.6540	\$ 136,995	25.0809	\$ 184,194
30-2232-011-0420	10760 Biscayne Blvd	\$ 1,384,240	18.6540	\$ 25,822	25.0809	\$ 34,718
30-2232-011-0430	1290 NE 108 St	\$ 639,111	18.6540	\$ 11,922	25.0809	\$ 16,029
30-2232-013-0010	10550 Biscayne Blvd	\$ 1,430,336	18.6540	\$ 26,681	25.0809	\$ 35,874
		\$ 10,797,687		\$ 201,420		\$ 270,816

Folio	Property Address	Taxable Value	Millage	Tax Revenue	Millage	Tax Revenue	Difference
30-2232-011-0410	10700 Biscayne Blvd	\$ 7,344,000	2.2123	\$ 16,247	8.6392	\$ 63,446	\$ 47,199
30-2232-011-0420	10760 Biscayne Blvd	\$ 1,384,240	2.2123	\$ 3,062	8.6392	\$ 11,959	\$ 8,896
30-2232-011-0430	1290 NE 108 St	\$ 639,111	2.2123	\$ 1,414	8.6392	\$ 5,521	\$ 4,108
30-2232-013-0010	10550 Biscayne Blvd	\$ 1,430,336	2.2123	\$ 3,164	8.6392	\$ 12,357	\$ 9,193
		\$ 10,797,687		\$ 23,888		\$ 93,283	\$ 69,396
					@.95	\$ 88,619	

Folio	Property Address	Property		Stormwater Fees	
		Square Footage	95% Impervious	1 ERU=2,466	@\$45 per ERU
30-2232-011-0410	10700 Biscayne Blvd	426,177	404,868	164.2	\$ 7,425
30-2232-011-0420	10760 Biscayne Blvd	38,295	36,380	14.8	\$ 675
30-2232-011-0430	1290 NE 108 St	51,750	-	-	\$ -
30-2232-013-0010	10550 Biscayne Blvd	51,478	48,904	19.8	\$ 900
					\$ 9,000

Table 3A

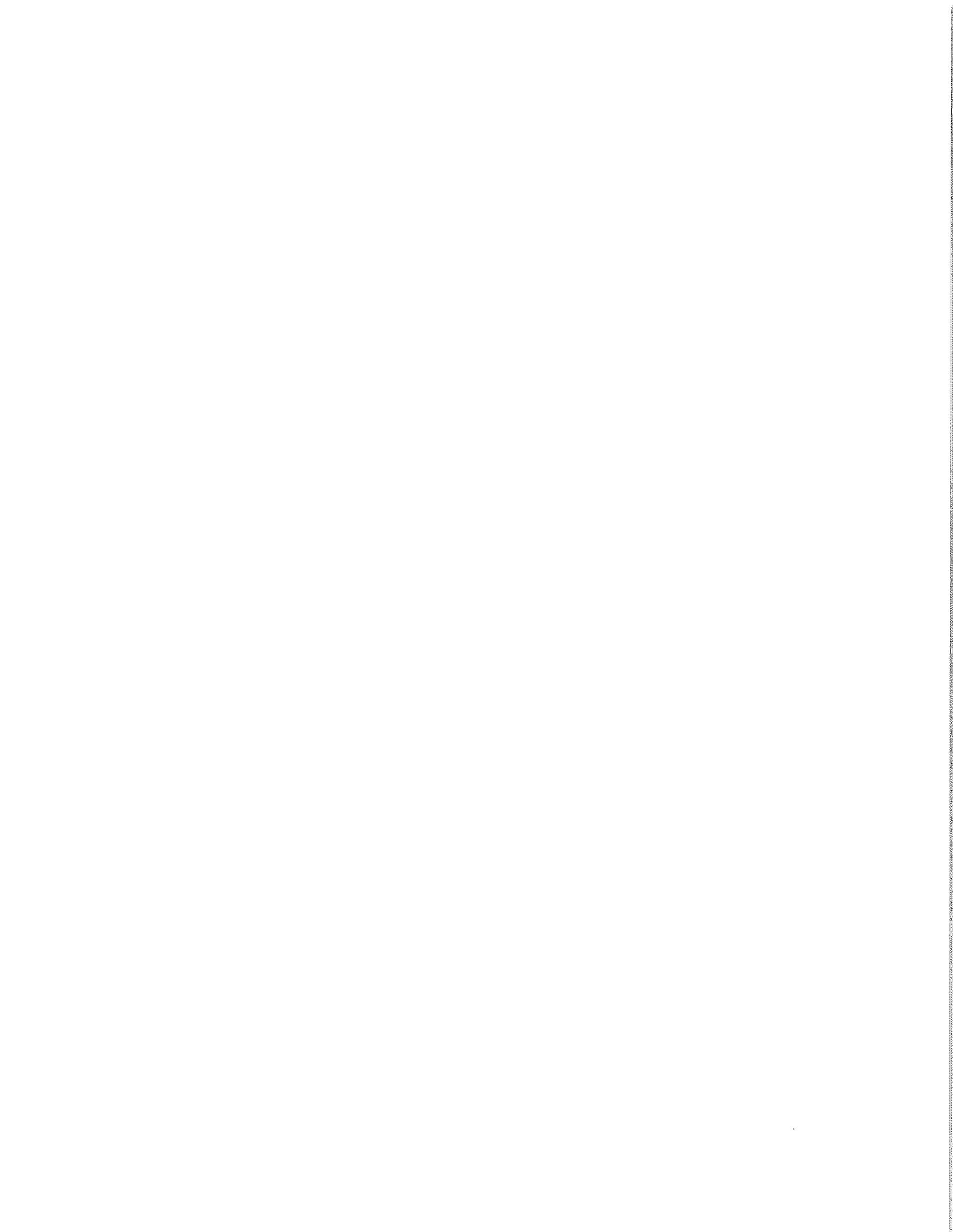
TAX RATE IMPLICATIONS

The following information compares the property taxes of a property in Miami Shores Village as opposed to the Miami-Dade Unincorporated area:

Property Address	Taxable Value	Miami-Dade		Miami Shores Village	
		Total Millage	Tax Revenue	Total Millage	Tax Revenue
10700 Biscayne Boulevard	\$ 7,344,000	18.6540	\$ 136,995	25.0809	\$ 184,194
10760 Biscayne Boulevard	\$ 1,384,240	18.6540	\$ 25,822	25.0809	\$ 34,718
1290 N.E. 108 th Street	\$ 639,111	18.6540	\$ 11,922	25.0809	\$ 16,029
10550 Biscayne Boulevard	<u>\$ 1,430,336</u>	18.6540	<u>\$ 26,681</u>	25.0809	<u>\$ 35,874</u>
	\$10,797,687		\$ 201,420		\$ 270,816

Based on the Fiscal Year 2014-2015 Unincorporated County millage rate of 2.2123 and the Miami Shores millage rate of 8.00 (plus debt service millage of .6392), the owner of a property with an assessed value of \$500,000 would pay an additional 6.4269 mills, or an additional \$3,213 per year in property taxes.

F (6) The proposed annexation area is not designated as a "terminal" in the County's Adopted Land Use Plan Map.



(G) Certificate of the Director of the Department of Planning and Zoning certifying that in the Director's sole determination an area proposed for annexation or separation having two hundred and fifty (250) or fewer registered electors is more than fifty (50) percent developed residential.

Please see attached Memorandum dated April 21, 2015.

G - 1

Memorandum



Date: April 21, 2015

To: Christopher Agrippa, Director
Clerk of the Board

From: Nathan Kogon, Assistant Director
Regulatory and Economic Resources

Subject: Certification of the Miami Shores Village Proposed Annexation

This memorandum serves to certify that, in accordance with Sec. 20-9 (a) of the Code of Miami-Dade County, I have determined that:

- o The proposed annexation area, described below, is less than 50 percent developed residential. According to the 2015 land use records, as shown in the attached table and figure, there are zero acres of land in residential use (zero percent) within the proposed annexation area. The land area of the proposed annexation is approximately 12.9 acres.
- o The proposed annexation area, which is shown in the attached figure, is generally bounded by NE 108th Street to the north, NE 12th Avenue to the west, NE 105th Street to the south and Biscayne Boulevard to the east.

Attachments

cc: Jorge Fernandez, Office of Strategic Business Management
Craig Coller, County Attorney's Office
Barbara A. Estep, Miami Shores Village Clerk

**Miami Shores Village Proposed Annexation Area
West of Biscayne Boulevard and North of N. E. 105th Street
2015 Existing Land Use**

Land Use	Annexation Area (Acres)	Annexation Area (Percent of Total)	Miami Shores Village (Acres)	Miami Shores Village (Percent of Total)	Miami-Dade County (Acres)	Miami-Dade County (Percent of Total)
Residential	0.0	0.0	835.0	37.6	112,126.4	8.9
Commercial, Office, and Transient Residential *	11.8	91.5	53.2	2.4	14,713.8	1.2
Industrial	0.0	0.0	0.2	0.0	18,800.8	1.5
Institutional	0.0	0.0	153.9	6.9	14,846.0	1.2
Parks/Recreation	0.0	0.0	146.1	6.6	833,733.6	65.8
Transportation, Communication, and Utilities	0.0	0.0	1,018.5	45.8	87,176.4	6.9
Agriculture	0.0	0.0	0.0	0.0	62,903.9	5.0
Undeveloped	1.1	8.5	3.7	0.2	84,473.5	6.7
Inland Waters	0.0	0.0	12.6	0.6	37,534.3	3.0
Total:	12.9	100.0	2,223.3	100.0	1,266,308.8	100.0

* Transient Residential includes Hotels and Motels

Source: Miami-Dade County Department of Regulatory and Economic Resources (RER), Planning Research Section - February 2015

(H) A petition filed with the Clerk of the County Commission indicating the consent of twenty-five (25) percent plus one (1) of the electors in the area proposed for annexation provided however, no petition shall be required where the property proposed for annexation is vacant or where there are two hundred fifty (250) or less resident electors.

A consent petition is not required for the proposed annexation area as there are 0 resident electors.

H - 1

West Kendall Corridor

Planning Report



*Miami-Dade County
Regulatory and Economic Resources
Department
Development Services Division
May 2016*





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Regulatory and Economic Resources
Department*

West Kendall Corridor Planning Report

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 West Kendall Corridor Planning 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 West Kendall Corridor 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.

This Report prepared by:

Miami-Dade County
Regulatory and Economic Resources
Department
Development Services Division

May 2016

West Kendall Corridor Planning Report

Contents

Introduction	1
Planning Process	3
Study Area	5
Citizens' Plans	15
Planning Recommendations	21
<i>Kendale Lakes Plaza Area</i>	21
<i>Streets</i>	25
<i>Kendall Town Center Area</i>	27
<i>Signage</i>	34
<i>Urban Expansion Area</i>	36
<i>Transit Service and Facilities</i>	39
Implementation	43
Appendices	46
Acknowledgements	57

Introduction

This Area Planning report contains an analysis of the existing and planned conditions for the West Kendall Corridor. For the purpose of this study, this area extends one-half mile north and south of Kendall Drive from Southwest 137th Avenue to Krome Avenue in Commission District 11. The first section of this report provides an overview of the historical development of West Kendall and its current conditions regarding land uses, demographics, and infrastructure. Planning and development concepts based on the issues identified by residents and property owners who participated in public meetings that occurred in 2013 and 2014 are presented in the second section. The report concludes with recommendations for implementation of the planning concepts illustrated.

This study area is particularly interesting since it was among the first areas to experience large-scale development following the implementation of the county's initial comprehensive plan in 1965; its physical form exhibits many of the planning goals and policies established at that time which were intended to result in a largely uniform low-density suburban pattern of development.

That the current residents of the West Kendall area desire improvements to their community does not mean that planning has not been successful but instead demonstrate that the tasks of planning and managing development are a continual process. The concepts and recommendations in this report are intended to contribute to this process by providing a guide to the ongoing efforts by residents, property owners, and the county in making future improvements to the West Kendall Corridor.



A trail in the Hammocks, south of Kendall Drive

1

Planning Process

This document was prepared consistent with the requirements of Sections 2-116.2 through 2-116.11 of the code of Miami-Dade County which establishes procedures for the development of Area Planning reports. This section of the code provides specific requirements for the initiation, scope, preparation, acceptance, and implementation of area plans.

Since the late 1990s, the charrette workshop format has been the county's preferred method to encourage public participation and formulate recommendations for area plans. The term 'charrette' is derived from the French term for 'little cart' and 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 contemporary charrette process is intended to foster a similar burst of creative ideas involving the public and is a valuable tool for identifying issues to be addressed in an area plan.

This planning process began in 2013 with a resolution* by the Board of County Commissioners directing planning staff to conduct a study for the West Kendall Corridor. The purpose of the study as established by this resolution is to provide residents and property owners an opportunity to contribute to a vision for the growth and improvement of the area and to develop recommendations to influence the form and character of future development. A series of public meetings were held at the West Kendall Regional Library to present background information on the study area and to

identify issues of concern. Extensive effort was made so that the West Kendall community was aware of the planning process. All meetings were advertised in the Miami Herald, mailings were sent to property owners in the study area, and a website was established to provide information on meetings and distribute documents relevant to the planning process.

The public charrette workshop event took place on Saturday, March 1, 2014 at Felix Varela Senior High School. After a brief overview of the study area, workshop participants gathered into groups, each provided with an aerial photo of the study area overlaid with trace paper. With the assistance of planning staff, each group discussed community issues and drew their 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 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 16-19. It is important to note that the recommendations presented in this area plan are only possible with the consensus provided by the participants of the charrette workshop.

In the following week, planning staff remained in the study area, working at the office of District 11 Commissioner Juan C. Zapata where the public was invited to visit with and observe staff at work on planning concepts for the West Kendall Corridor. Many community members visited during the week and provided valuable



* Resolution No. 377-13



comments and suggestions. A presentation of these initial planning concepts were shown at a public meeting on June 11, 2014 at the West Kendall Regional Library.

This document, which incorporates the recommendations developed through the area planning process, has been presented to the general public for review. The Planning Advisory Board (PAB) will provide additional review and any additional recommendations made by the PAB will be presented with this plan report to the Board of County Commissioners for its acceptance. A listing of public meetings held during the planning and acceptance process are listed in Appendix D on page 53.

This page and facing page, participants during the March 1, 2014 Planning Workshop

West Kendall Corridor Study Area

The extents of the study area are approximately one-half mile north and south along Kendall Drive from Southwest 137th Avenue to Krome Avenue. This area is within Commission District 11 and is entirely unincorporated. The existing character of this area is that of a maturing, primarily residential suburban community. Prior to the 1960s, the study area was entirely occupied by agricultural uses. Residential and commercial development began in the late 1960s with Kendale Lakes, located in the square mile between Southwest 137th and 147th Avenues, from Kendall to Sunset Drives. Development continued into the 1970s and 1980s with the Hammocks, Kendale Lakes West, King's Meadow, and Lago Mar developments along both sides of Kendall Drive. These large-scale developments are typically divided into tracts of various residential types, including detached single-family houses, cluster housing, townhouses, and garden and mid-rise condominium apartments. Commercial development in the area occurs most often in strip shopping centers located at the intersections of the section-line arterial roadways.

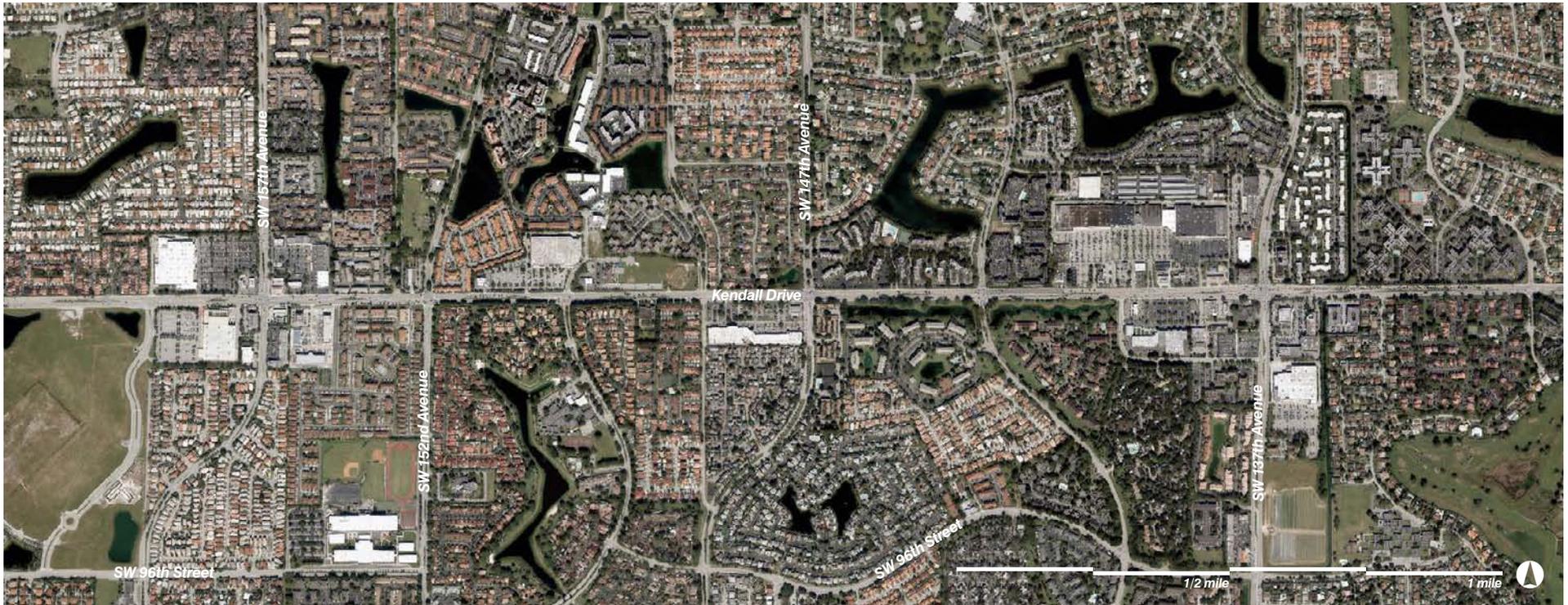
These residential development tracts are organized around internal lakes and curving collector roadways connecting to the section-line arterial roadway grid. Each tract is commonly accessed through one or two points on the collector street and often enclosed by walls. While this type of development is effective in shielding individual residential areas from through traffic, it often results in a convoluted pattern of circulation for both automobiles and pedestrians. This is very different from the typical



2014 Aerial view of the study area

residential subdivisions that had been developed in Miami-Dade through the early 1960s and were characterized by a regular grid pattern and less diversity in residential building types. This change was a result of both the trends in suburban development at the time and the implementation of new local and state development regulations. 1950s-era large-scale subdivisions of relatively few unit types like the Westwind Lakes and Cutler Ridge devel-

opments were typically laid out by surveyors to maximize the number of standard-sized lots. By the mid- and late-1960s, larger developments began to be designed by planners and landscape architects to emphasize picturesque views along curving streets and across lakes, extensive landscape buffers and various residential building types. Early examples of this type of development in the county are the Crossings in Kendall and Miami Lakes north



of Hialeah. The county's first master plan was adopted by the Board of County Commissioners (BCC) in 1965 and was called the General Land Use Master Plan (GLUMP). The GLUMP explicitly promoted the development of these types of 'master planned' communities in the county and designated the West Kendall area for low-density suburban development extending to Krome Avenue. In 1975, a new plan was adopted by the BCC called the Compre-

hensive Development Master Plan (CDMP). The CDMP would designate much more area for continued agricultural uses and allow higher-density development in the West Kendall area. Amendments to the CDMP in 1983 established the Urban Development Boundary (UDB) and Urban Expansion Area (UEA). The UDB delineates the limits of where urban development is permitted to occur; in the study area, the boundary has gradually shifted

westward from 147th Avenue in the 1980s to its current location at 172nd and 167th Avenues through the approval of periodic amendments to the CDMP. In both the study area and the West Kendall area generally, there is currently very little vacant or readily-developable land within the UDB.

The UEA in West Kendall encompasses the area between the UDB and Krome Avenue

West Kendall Corridor Study Area



Far left, Hammocks Boulevard at Kendall Drive; left, lake west of SW 147th Avenue

from Southwest 42nd Street to theoretical Southwest 112th Street and is occupied mainly by undeveloped land and agriculture uses. The comprehensive plan states that “the Urban Expansion Area is the area where current projections indicate that further urban development beyond the 2020 UDB is likely to be warranted some time between the year 2020 and 2030.” In 2013, new CDMP policies were adopted regarding expansion of the UDB which include requiring any new development to provide a mix of uses and a minimum residential density of 10 units per acre. If urban development is warranted in the UEA in the future, these policies should result in an improved balance between residential and workplace uses than currently exists in West Kendall.

In the early 1990s, in an effort to address the apparent shortcomings of the typical tract-

type development described above, the county adopted into its zoning code the Traditional Neighborhood Development (TND) district. The purpose of the TND district is to allow new communities of at least 40 acres to have a mix of commercial uses, civic and open spaces, and a variety of residential unit and building types organized by a pedestrian-oriented street network. The first implementation of TND in the county is located in the study area south of Kendall Drive between Southwest 167th and 172nd Avenues. It was approved in 2001 as ‘Kendall Commons’ and did not begin construction until 2010 under the name ‘Kendall Square.’ Although still being built, the character of Kendall Square is now noticeably different from the surrounding developments: houses, townhouses, and apartments are all built close to streets that have wide sidewalks and on-street parallel parking; landscaped me-

dians and plazas serve as neighborhood focal points, and the interconnected street network encourages pedestrian activity. Another feature of the TND district is the use of alleys for automobile access to rear-facing residential garages which further enhances the appearance of streets.

Unfortunately, the TND district has been limited in its use, with Mandarin Lakes west of the Turnpike at Southwest 272nd Street as the only other area in the county being developed with this zoning. This is likely due to both the acceptance by homebuyers of the typical single-family house on a 5,000 square-foot lot in a subdivision with little or no community amenities and the inherent efficiencies of that type of development. The 5,000 square-foot lot and the zoning that permits it is a very efficient way to develop within the Low-Density



11

Top, View northeast at Kendall Drive and SW 167th Avenue; left, Kendall Square TND, view north along SW 171st Avenue



12

Residential land use designation of the CDMP which is the most common land use designation in the urbanized portions of the county. With the continued strength of the residential market for this type of the development, the required mix of uses and additional infrastructure requirements of the TND district are not necessary to attract buyers and therefore there seems to be little incentive for developers to offer a TND product.

The situation today

A comment that was repeatedly expressed by the public during the planning process was that “the West Kendall area was not planned.” In reality, the opposite is true: West Kendall was planned to be exactly what it is today, however the development that resulted from 1960s and 1970s era-planning is poorly suited to the lifestyles and desires of West Kendall’s current residents. This is clearly illustrated by the ‘Citizens Plans’ shown on the following pages where many of the needs identified were never envisioned by the GLUMP or CDMP at the time of the majority of West Kendall’s development.

The challenge for now and the future is how to adapt the existing development pattern to one that serves these changing circumstances. The character of existing development in West Kendall makes this particularly difficult, due mainly to the fragmented nature of the various development tracts as described above. Unlike older areas of the county that have experienced significant transformation over time, West Kendall lacks a regular grid and lot pattern, making incremental redevelopment impractical. The widespread use of development covenants and condominium associations further restrict the ability of changes in land uses

West Kendall Corridor Study Area

to occur.

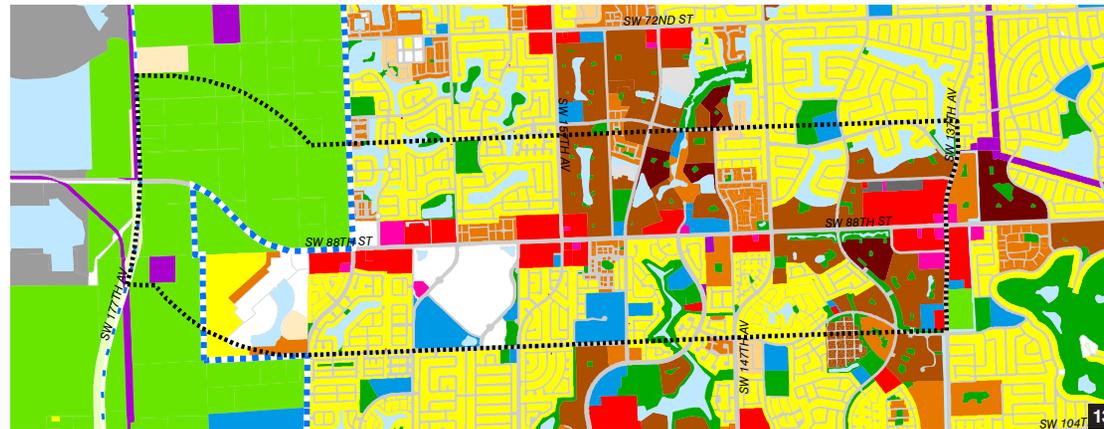
With these constraints, this area plan focuses mainly on the areas most able or likely to change in the future. These areas include commercial centers along Kendall and vacant land both within the existing urbanized areas and in the Urban Expansion Area. These areas are discussed in more detail in the Planning Recommendations section of this report.

Existing land use

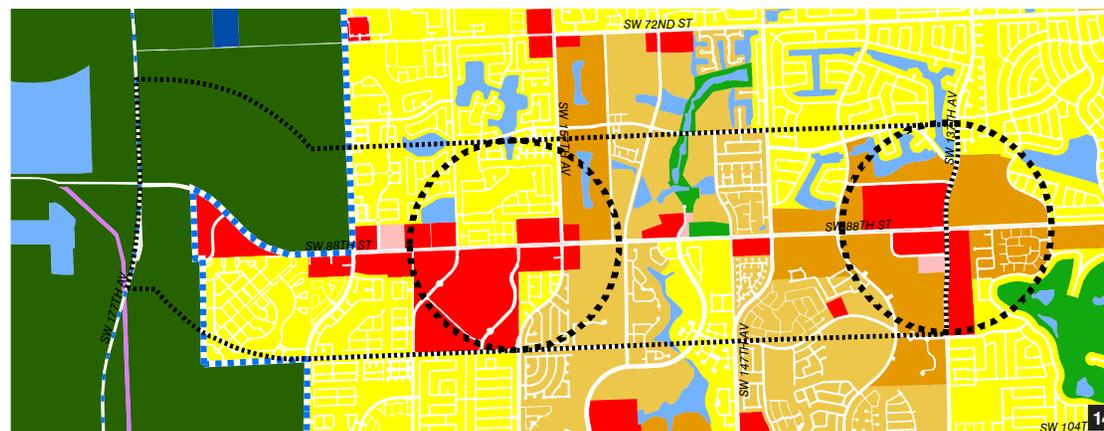
The Planning Research section of the Regulatory and Economic Resources Department has an ongoing program of identifying existing land uses throughout the county. A map of the land uses identified in the study area is shown in Figure 13 on page 9. Of the generalized categories shown in the map, single-family uses are the most prevalent, occupying 27.4 percent of the study area. Areas for streets and lakes take up 16.7 and 6.9 percent of the study area, respectively. 7.6 percent of the study area is identified as privately owned vacant land, most of which is located at the Kendall Town Center property adjacent to the West Kendall Baptist Hospital. Outside the Urban Development Boundary the study area is almost entirely occupied by agricultural uses.

Comprehensive plan

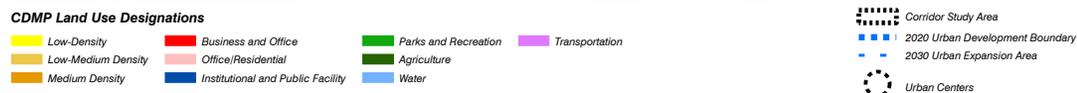
Miami-Dade County is required by state statute to maintain a comprehensive plan to manage growth and development consistent with state and regional comprehensive plans. The county's Comprehensive Development Master Plan (CDMP) includes a Land Use Plan map that designates where development of various uses and intensities is permitted. The future land use designations in the study area are illustrated in Figure 14 on page 9.



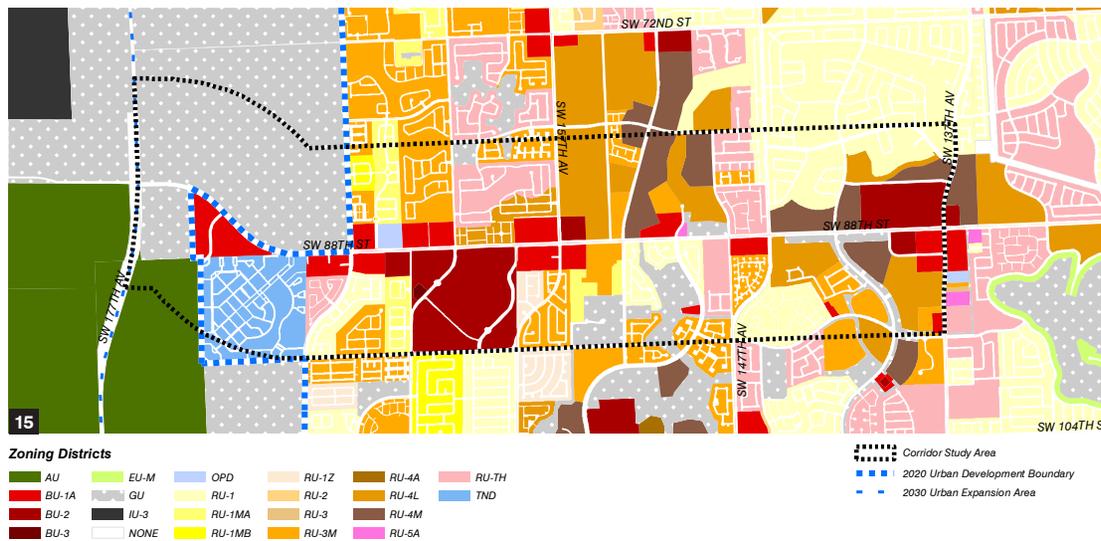
Map, Existing Land Use



Map, CDMP Land Use Designations



Map, existing zoning districts



The Land Use Plan (LUP) map designates 35.3 percent of the study area for low-density residential uses. Low-medium and Medium-density residential uses are designated for 24.4 and 13.7 percent of the study area, respectively. 20 percent of the study area is designated for Business and Office uses, which allows shopping centers, office buildings, and the like.

There are designated Community Urban Centers at Kendall Drive and Southwest 137th and 158th Avenues. Shown on the LUP map as circles of varying sizes, urban centers are areas identified by the CDMP as areas desirable for moderate to high density development with vertically and horizontally integrated uses. The center marked by the circle at Southwest 137th Avenue has been shown the LUP map since 1975. The center marked by the circle at Southwest 158th Avenue was added to the LUP

map in 2007 as a result of a recommendation made in the 2003 CDMP Evaluation and Appraisal Report.

The 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. 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 Community Centers, average floor area ratios (FAR) should range from greater than 0.5 at the edge of an urban center to greater than 1.5 in the core; for residential

development, the maximum dwelling units per acre permitted is 125. 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 B.

As discussed above, the Urban Development Boundary is illustrated on the LUP map and establishes the limits of the urbanized area. In the study area, the UDB currently runs along Southwest 167th Avenue to Kendall Drive, then west to theoretical Southwest 172nd Avenue, then south to Southwest 96th Street, then east to Southwest 167th Avenue. The area outside the UDB is mainly designated for agriculture uses. The area between the UDB and Krome Avenue is within the Urban Expansion Area and planned for future urban development by the year 2030 if the need is warranted.

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. Within the Urban Development Boundary, the RU-3M and RU-1 districts are most prevalent, occupying 17.5 and 12.9 percent of the study area respectively. The RU-3M district permits apartment buildings, townhouses, and single-family houses, while RU-1 permits only detached single-family houses. 20.9 percent of the study area is zoned BU-1A, BU-2, or BU-3, all of which permit shopping centers, office buildings, restaurants, and the like. The TND district occupies 7.5 percent of the study area, and permits a mixed-use traditional neighborhood with apartments, retail and office uses, single-family houses, and civic spaces such as schools,

West Kendall Corridor Study Area



Far left, SW 142nd Avenue; left, view northwest at Kendall Drive and SW 157th Avenue

parcs and religious facilities. Land outside the Urban Development Boundary is zoned either AU or GU, both of which permit agriculture uses or very low-density single-family residential uses.

Roadways

The West Kendall area is entirely reliant on the section-line arterial grid of surface streets for both private and transit vehicles. The half-section street network, unlike in the eastern third of the county, is discontinuous and often serves mainly as collectors for local traffic. No exclusive rights-of-way are utilized for transit service. Within the study area, the primary roadways are Kendall Drive, and Southwest 137th, 147th, 157th, 167th, and Krome Avenues. Kendall Drive is a state roadway im-

proved east of Southwest 162nd Avenue with six travel lanes, a median, and sidewalks; to the west there are four lanes and a median but no sidewalks. Kendall Drive is to be improved with six lanes, a median, and sidewalks to 172nd Avenue as part of the 'Kendall Commons' development discussed above. Krome Avenue is also a state roadway that is to be improved with four lanes from Tamiami Trail to Southwest 136th Street by 2018.

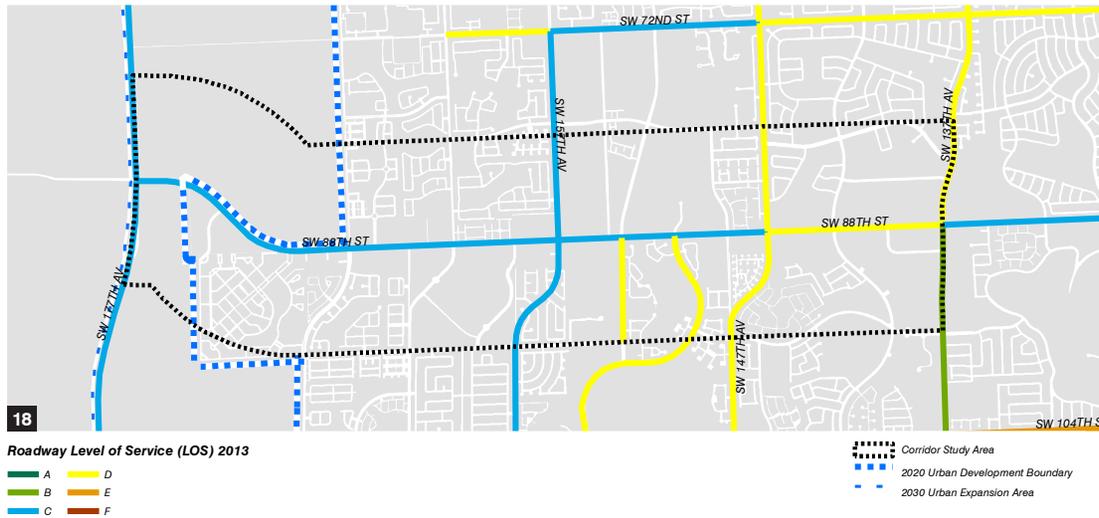
The Level of Service (LOS) is an indication of traffic congestion for individual roadway segments based on physical traffic counts and trips reserved for future development compared with the designed capacity of the roadway. The LOS is expressed by a scale of 'A' through 'F', where an 'A' would indicate an un-

congested roadway and an 'F' would indicate a roadway that carries more traffic than its capacity, resulting in severe congestion. The state and county conduct annual traffic counts to determine the LOS for arterial and collector roadways. The map in figure 18 on page 12 illustrates the LOS in 2013 for major streets in the study area. New development that generates trips on roadways with an LOS of 'F' will be denied zoning or building permit approval due to the lack of roadway capacity for additional traffic.

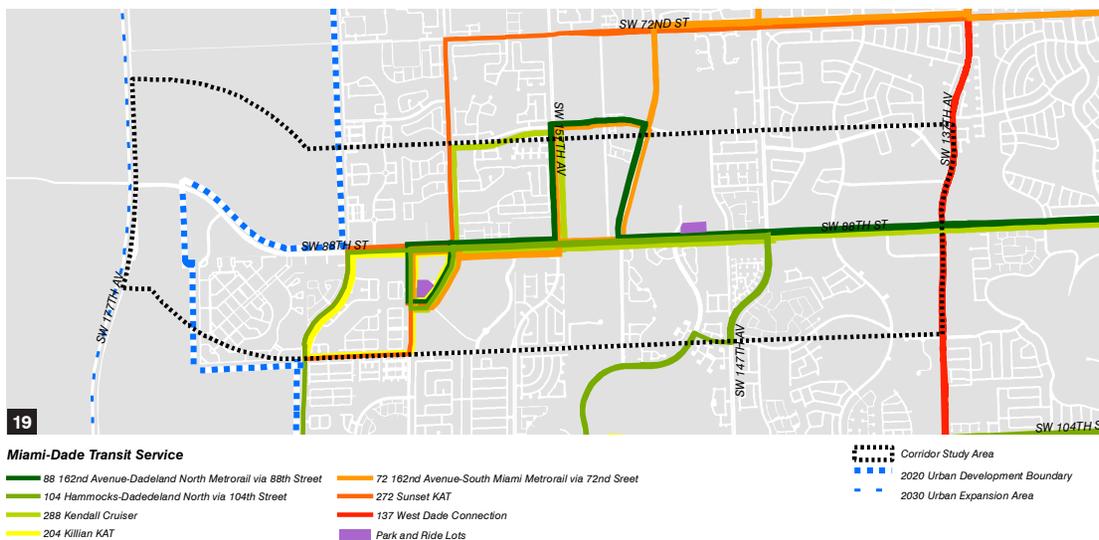
Transit service

Public transit service operated by Miami-Dade Transit is provided in the study area by bus routes 72, 88, 104, 137, 204, 272, and 288. The 204, 242, and 288 are limited-stop express

Map, 2013 Roadway Level of Service



Map, Transit Services



routes. All these except the 137 are east-west routes that connect to Metrorail. There is a 40 space park-and-ride lot and bus terminal located on 162nd Avenue adjacent to West Kendall Baptist Hospital. A leased 109 space park-and-ride lot is located at the Miami Baptist Church property on the north side of Kendall Drive at 150th Avenue. In November 2013, the 88 and 104 routes began operating with improved service in the study area.

In the FY2015-2024 Transit Development Plan (TDP) for Miami-Dade Transit, there are two programmed transit improvements that will occur in the study area. In 2023 the 288 'Enhanced' bus service is to begin operating. Also in 2023, the current route 288 will be improved with enhanced stations, queue jump and by-pass lanes, transit signal priority, and real-time bus arrival information with electronic signs within bus stations. The other improvement is a 140-space dedicated park-and-ride facility on the north side of Kendall Drive at Southwest 150th Avenue which is scheduled to be completed by 2016. This facility will provide bus bays and shelters so that transit patrons will not have to cross Kendall Drive to board eastbound buses.

Transportation planning

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). These plans prioritize transportation projects over their time horizons through a category system.

The MPO has commissioned many studies over the years that analyze the potential ad-

West Kendall Corridor Study Area

ditional transportation infrastructure for the Kendall area. Some of these include the *Kendall Mobility Enhancement Study*, prepared by Gannett Fleming in 2002; the *Kendall Link* study, prepared by Edwards and Kelcey in 2007; and the *CSX Corridor Evaluation Study*, prepared by Parsons in 2009. Due to the lack of available right-of-way and capital and operations funding, all of the proposed alternatives have remained only as concepts.

The Miami-Dade Expressway Authority has recently begun a study for the extension of State Road 836 to the west and south from its current terminus at Northwest 137th Avenue and 12th Street toward the West Kendall area. This study is expected to be completed by 2018.

Demographics

According to data from the U.S. Census Bureau, the study area had a population in 2010 of 38,509 and 11,747 housing units. As shown in the table on this page, the study area population is much more Hispanic and slightly younger than the county as a whole. The study area has higher level of educational attainment than the county overall with a lower rate of persons without a high school diploma or equivalent and a higher rate of persons with some college, Associate, or Bachelor degrees. The study area also has a higher rate of owner-occupied housing than the county as a whole.

Public facilities

The study area is well served by parks, schools, libraries and other public facilities. Within and immediately surrounding the area are 12 public parks, among the larger of them are Lago Mar, Kendall Green, Kendale Lakes, and Hammocks Community parks. Parks in the

Population	Kendall Corridor Study Area		Countywide	
Total population	32,509		2,496,435	
Not Hispanic or Latino	5,809	17.9%	872,576	35.0%
White alone	3,678	11.3%	383,551	15.4%
Black or African American alone	1,066	3.3%	425,650	17.1%
Other alone	1,065	3.3%	63,375	2.5%
Hispanic or Latino (of any race)	26,700	82.1%	1,623,859	65.0%

Population Age	Kendall Corridor Study Area		Countywide	
Under 20 years	8,340	25.7%	616,245	24.7%
20 to 44 years	12,278	37.8%	889,687	35.6%
45 to 64 years	8,351	25.7%	638,490	25.6%
65 years and over	3,540	10.9%	352,013	14.1%

Educational Attainment	Kendall Corridor Study Area		Countywide	
Less than High School diploma	2,984	13.8%	4,880	22.5%
High School graduate, some college	10,728	49.5%	9,327	43.0%
Associate or Bachelor degree	6,068	28.0%	5,423	25.0%
Graduate or Professional Degree	1,911	8.8%	161,602	9.6%

Housing Tenure	Kendall Corridor Study Area		Countywide	
Total Occupied Housing Units	10,798		827,556	
Owner occupied	6,749	62.5%	476,614	57.6%
Renter occupied	4,049	37.5%	350,942	42.4%

Housing Occupancy	Kendall Corridor Study Area		Countywide	
Total Housing Units	11,747		980,580	
Occupied housing units	10,798	91.9%	827,556	84.4%
Vacant housing units	949	8.1%	153,024	15.6%

Zero-vehicle Households	Kendall Corridor Study Area		Countywide	
Owner occupied	161	2.4%	22,694	4.8%
Renter occupied	348	8.6%	68,855	19.6%

Source: U.S. Census Bureau, Census 2010 and the American Community Survey 2011 5-Year Estimates. Prepared by Miami-Dade County, Regulatory and Economic Resources, Planning Research Section, November 2013.

Map, Existing Parks, Schools, Bike lanes



20

Parks, Schools, Bike Lanes
 Existing Miami-Dade Parks
 Public Schools
 Existing Bike Lanes

Corridor Study Area
 2020 Urban Development Boundary
 2030 Urban Expansion Area

Kendall Green Park north of Kendall Drive between SW 147th and 152nd Avenues



21

area provide amenities such as tennis courts, baseball fields, jogging and walking trails, shelters and picnic areas. Many of the parks are located adjacent to schools, allowing students to share facilities. The West Kendall District park at Southwest 157th Avenue between Southwest 112th and 120th Avenues will be a significant amenity to the area once it is completed. This 160-acre park will provide sports fields and other facilities in addition to the dog park that has already been constructed.

There are many public schools located in and around the study area. Elementary schools include Kendale Lakes, Dante B. Fascell, Oliver Hoover, Christina M. Eve, Claude Pepper, and Calusa. The middle and high schools in the area are Hammocks Middle and Felix Varela Senior High. There are two libraries serving the area, West End Regional Library, located in the Hammocks Plaza shopping center, and the Kendale Lakes branch library, located at Kendall Drive and Southwest 152nd Avenue.

Except for Kendall Drive west of Southwest 162nd Avenue, public streets in the area are provided with sidewalks. Private drives within individual developments typically do not have sidewalks. Bicycle lanes in the area are located along Southwest 142nd Avenue north of Kendall Drive, along Southwest 84th Street between Southwest 137th and 142nd Avenues, along Southwest 158th and 162nd Avenues between Kendall Drive and Southwest 96th Street, and along Southwest 96th Street from Southwest 152nd to 162nd Avenues, and the 'Main Street' adjoining West Kendall Baptist Hospital.

Citizens' Plans

The drawings on the following pages, the 'Citizens' Plans,' were created on March 1, 2014 during the public design workshop by groups of six to ten residents, property owners, and others interested in the West Kendall area. The bulleted items next to each of the plans are from the concepts illustrated on the plan drawings and the presentations made by participants in each group.

One purpose of these plans are to identify areas of consensus among participants in the planning process. In the West Kendall Corridor, the primary areas of consensus include: providing additional employment opportunities; mixed use development at the Kendall Town Center and other nodes along Kendall Drive; providing improved pedestrian and bicycle facilities, including wider sidewalks, bike lanes, and shade trees; development of a large park in the Urban Expansion Area (UEA); limiting additional single-family development in the UEA; providing enhanced public transit service, including circulator/trolley service and dedicated bus lanes along Kendall Drive; and areas for farmers' markets and other community events.

In the following section, these specific concerns within the study area are analyzed and specific recommendations with design solutions provided for their improvement.

Group 1



- Provide wide sidewalks with shade trees
- Need Bike lanes with buffers from cars
- Bike lanes should be connected to parks
- More ornamental street lights
- Entrance markers on Kendall at 137th and Krome Avenues
- Upscale retail and mixed uses at the Kendall Town Center with parks and civic buildings
- UEA should be a buffer to Krome Avenue with a farmer's market and horse stables
- Express buses and park and ride for 836 extension are needed
- Need lighting and additional activities in parks
- Need additional spaces at park and ride facilities
- Need additional employment opportunities

Group 2



- Need shade trees and gathering places
- Need mixed uses at the Town center/Heart of the community
- Provide a native animal park north of Kendall
- Need a farmer's market and trolley service
- Have an organic institute-place to teach how to grow food
- More office and work places
- Provide places for arts and culture; large park in the UEA
- Kendale Lakes Mall is old and uninviting; add more retail along Kendall for visibility; build parking garages; add more destination shopping, better tenants; add mixed uses including residential
- Make streets safer, increase pedestrian crossing time and have crosswalks on each corner

Citizens' Plans

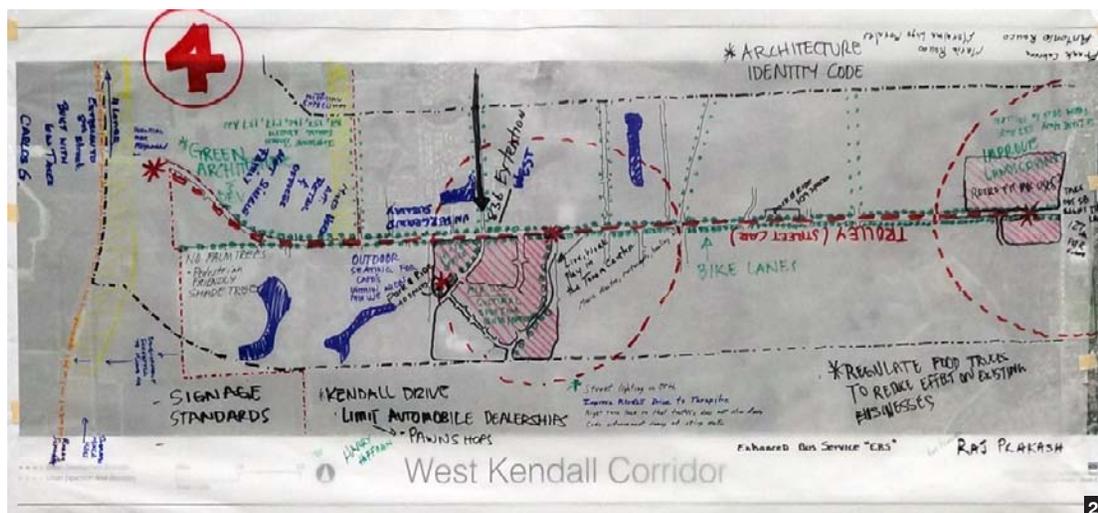
Group 3

- Land in the Expansion Area should be used for mixed uses, open space, bike lanes and Vertical farming equal to the amount of land being developed
- A Town Center should be developed
- West Kendall should become a city to provide for enhanced services
- Business/industrial park with 10,000 jobs; various densities, mixed uses
- Increased density needed to provide for desired amenities
- 836 Expressway extension needed
- Provide passenger service on the CSX railroad
- Locate a farmers' market in the UEA



Group 4

- Improve Kendall Drive with shade trees
- Improve 137th Avenue to 6 lanes from Kendall to Miller
- Limit types of businesses such as car dealers and pawn shops
- Widen Krome Avenue for improved access to the north
- Implement signage and architecture standards
- Need to regulate food trucks
- Need green architecture and development
- Provide Trolley Service
- Live/work development in Town Center
- Extend 836 Expressway to Kendall
- Develop mixed uses, apartments, retail and office in the UEA, not single-family
- Pedestrian-friendly shade trees along streets
- Live-work uses in the Kendall Town Center



Group 5



26

- Need an upscale hotel
- Large park and gardens in the UEA with mixed uses along Kendall
- Kendall Town Center should have shopping, entertainment/movie theater, offices, performing arts/museum, government center/courthouse
- Dedicated bus lanes/Metrorail to FIU
- Need more traffic calming/traffic circles
- Need a local trolley service
- Need shaded sidewalks
- Need more Bicycle paths
- The UEA should be developed with an open street grid, mixed uses, and civic uses

Group 6



27

- Need more parks
- Provide more shopping areas
- Need bicycle trails
- Build a city hall
- Need a hotel
- Provide a farmers' market

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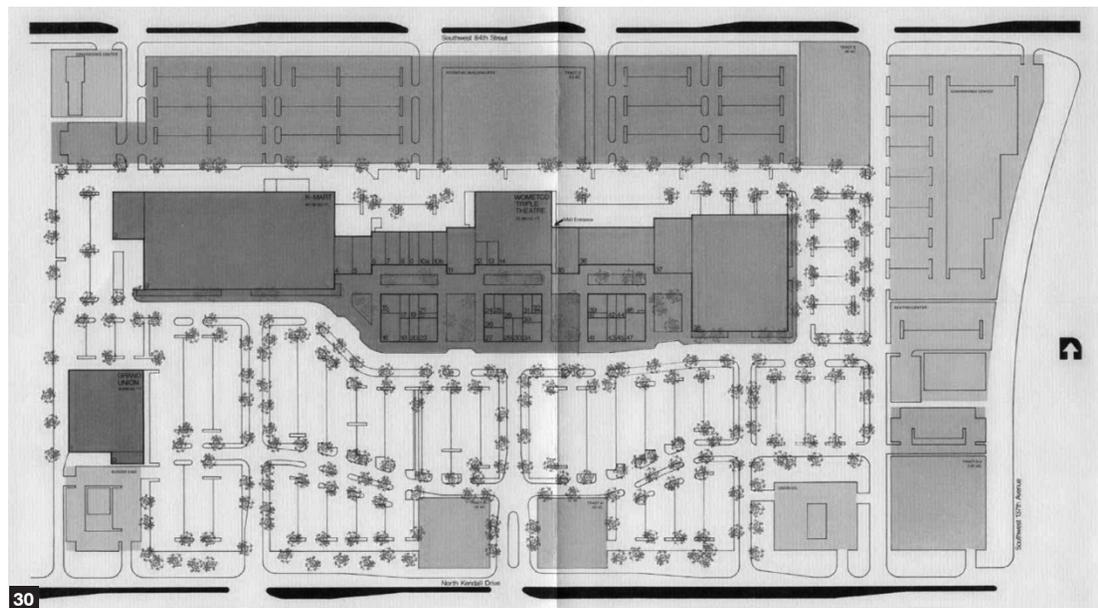
Planning Recommendations

The planning recommendations in this section are intended to illustrate potential future development and public facilities in the West Kendall Corridor. These recommendations are derived mainly from the public input received during the planning process as well as county policies for development already in place. Some of these may require changes in policy or regulation, zoning or master plan changes, or public hearings; suggested policy changes are noted along with each recommendation. Recommendations for development or redevelopment on private property are not intended to limit future building activity to what is shown here, but to illustrate the implementation of existing or proposed planning policies and the needs identified through the planning process. Potential means for the realization of these recommendations are further discussed in the Implementation section of this report. A summary of recommendations for the areas of interest are listed in the shaded box following each heading.

Kendale Lakes Plaza Area

- *Redevelopment of older shopping centers in this area should occur consistent with the CDMP standards for Urban Centers*

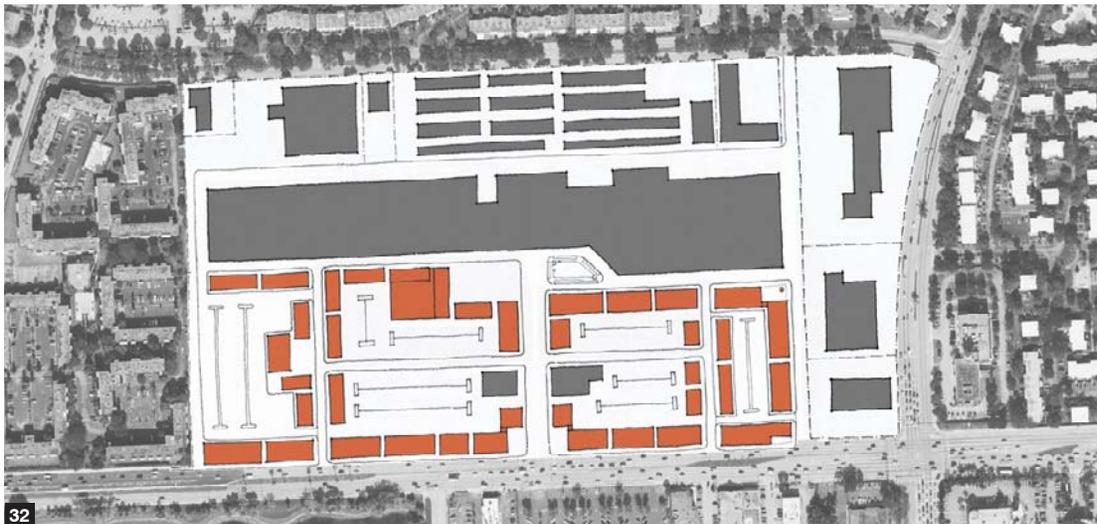
The 40-acre shopping center at the northwest corner of Kendall Drive and Southwest 137th Avenue was the first major shopping area built in the West Kendall area. This center occupies the majority of the commercial portion of the large Kendale Lakes development that began construction in the late 1960s. Built in



Top, Kendale Lakes Mall, 1980 photo; left 1978 site plan



31



32

Top, Kendale Lakes Plaza, 2014 aerial photo; right, parking lot infill concept

the late 1970s, it was initially known as Kendale Lakes Mall and anchored by a K-Mart, a three-screen Wometco theater, and a Grand Union supermarket. In front of the main retail building were three smaller retail buildings which together created an outdoor pedestrian mall. Freestanding concrete canopies linked the buildings together and provided weather protection to shoppers. In the 1990s, following changes in retail tenants and competition from newer shopping centers in the area, the buildings that formed the ‘mall’ were demolished, the center was renamed and became a more typical strip center. Only the buildings now occupied by K-Mart, Marshalls, and FedEx Office remain from the original mall. Over time, additional retail buildings have been built in the center’s parking lot as well as along Southwest 137th Court. North of the main retail strip building and south of Southwest 84th Street are two self-storage facilities.

This center and the surrounding shopping areas across Kendall Drive and Southwest 137th Avenues are within a designated Community Urban Center. The county’s Comprehensive Development Master Plan (CDMP) has specific standards for uses, intensity, and physical character of Urban Centers. At the time the Kendale Lakes Mall was built, these Urban Centers were called ‘Activity Centers’ and had only general guidelines for their development with the expectation that these areas would become the location of suburban-style shopping centers or malls. In 1996 the CDMP was amended to rename the Activity Centers to Ur-

Planning Recommendations

ban Centers and to provide specific standards for uses, buildings, streets and public spaces, and parking within these centers. These standards describe the development of places with a distinctly urban and pedestrian-oriented character where a street and block network is lined with buildings of a scale and architecture that recalls many of the older neighborhoods in the county. Many of these designated Urban Centers are located adjacent to Metro-rail, Busway, and Tri-Rail stations to encourage development in areas with a high level of transit service. In the case of the centers in West Kendall, intensified development in these areas can serve as an impetus for additional transit infrastructure and services.

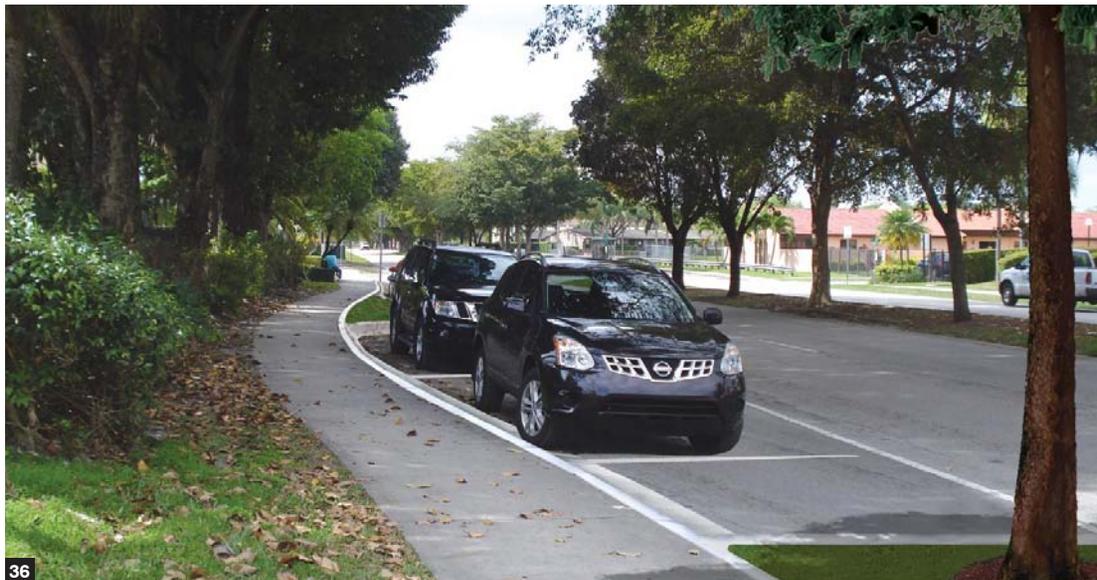
The illustrations in figures 32 through 34 show the phased redevelopment of the Kendale Lakes Plaza in a manner consistent with the CDMP standards for Urban Centers. In figure 32, the parking areas between Kendall Drive and the existing retail buildings are shown in-filled with new commercial and mixed-use buildings and where parking aisles become streets that form a pedestrian-oriented block network. Within the interior of these blocks surface parking areas may become parking garages as additional development occurs. Over time, as retail tenants change, the existing shopping center buildings can be redeveloped to extend this block network toward Southwest 84th Street to create a connection to the residential areas to the north. The existing one-story self-storage complexes along Southwest 84th Street could be replaced by multi-story storage buildings and mixed-use or residential buildings that would be more compatible with existing residential development to the north and west. This development concept accom-



Top and left, Kendale Lakes Mall redevelopment concepts



35



36

Top, SW 152nd Avenue existing condition; right, photo illustration with on-street parking and additional landscaping

modates 968,000 square feet of office space, 620,000 square feet of retail space, 680 residential multi-family units, and 3 acres of open space. The Higate Square and Kendall Square shopping centers on the south side of Kendall Drive could be redeveloped in a similar manner as what is shown for Kendale Lakes Plaza.

The current zoning standards for these shopping centers do not presently implement the CDMP Urban Centers standards for development. For example, mixed business and residential uses are not permitted; there are no standards for how buildings relate to streets except through the use of minimum setback requirements; and the maximum land area that may be occupied by buildings is limited to 40 percent of the lot, essentially mandating large surface parking areas. A development designed to implement Urban Center standards would therefore need to be approved with variances to the current zoning standards through a public hearing. This also implies that a property owner or developer is willing to request variances and a hearing process where the outcome is uncertain.

To more effectively implement the CDMP, the current Business, or 'BU,' zoning district standards should be amended to incorporate the Urban Center development standards, or alternatively, a new zoning district be created to achieve the same and be applied to this area. In the interim, when new zoning approvals are sought for new development or substantial alterations of existing structures, their design should incorporate the Urban Center development standards to the maximum extent practicable. The result should be that, over time, an urban development pattern can be realized.

Planning Recommendations

Streets

- Provide bicycle lanes, wider sidewalks, or additional landscaping along Kendall Drive
- Provide on-street parking along Southwest 152th Avenue north of Kendall Drive
- Provide on-street parking along Southwest 149th Avenue south of Kendall Drive
- Provide bicycle lanes, wider sidewalks, and additional landscaping on four-lane streets with excess capacity

Because of the tract-type development pattern in the study area, most public streets are either section-line or half-section line roadways; there are relatively few public local streets. Kendall Drive, Krome Avenue, and Southwest 137th Avenue south of Kendall Drive are state roads maintained by the Florida Department of Transportation, all other public streets are maintained by the county. Aside from Kendall Drive, which was improved with four lanes in the 1960s, other streets were improved or constructed as adjoining development occurred. Kendall Drive, Hammocks Boulevard, and Southwest 157th and 167th Avenues have 110-foot wide right-of-ways; other section line or half-section line roadways have right-of-ways between 70 and 100 feet. Public local streets typically have a right-of-way of 50 feet.

Kendall Drive east of Southwest 162nd Avenue has six travel lanes, sidewalks, curbs, and a median landscaped with grass and a variety of palms. Although it has an exceptionally wide right-of-way for a six-lane roadway, this additional area seems to have been given mainly to wide travel lanes; for comparison, Bird Road between the Palmetto Expressway and Southwest 117th Avenue is a six-lane roadway with a



Top, SW 149th Avenue existing condition; left, photo illustration with on-street parking and additional landscaping



Top, SW 162nd Avenue existing condition; right, photo illustration with landscaped median and bicycle lanes

similar design as Kendall Drive but is located within a 100 foot right-of-way. This additional ten feet of right-of-way should be further studied to determine how it could be used for bicycle lanes, wider sidewalks, or additional landscaping.

In certain areas, the use of the right-of way for parking has become problematic because the streets were not designed to accommodate parked vehicles. Along Southwest 149th Avenue, adjacent to the Kendall 147 Plaza shopping center, cars and delivery trucks park in the swale areas between the street and sidewalks; the grass that was once planted there is now dirt and rocks. The installation of numerous 'No Parking' signs in this area has been mostly ineffective at deterring this practice. Since the demand exists for on-street parking, a more effective strategy would be to provide a right-of-way improved with dedicated parking areas. The images on page 25 show how on-street parking and additional landscaping would improve the function and appearance of this street. A similar condition exists along the east side of Southwest 152nd Avenue south of Southwest 80th Street; the swale area in many parts is now dirt and rocks due to its use as a parking lane. Constructing curbs and parking lanes along with planting additional landscaping would result in the improved appearance and function of this street. In the future, streets should be constructed with on-street parking in areas having commercial and multi-family uses, as these are where parking in the right-of-way tends to occur.

Streets such as Southwest 96th Street and Southwest 162nd Avenue are half-section roads with four lanes that lack any landscap-

Planning Recommendations

ing within the right-of-way. This is because the median area is used for left turn lanes or is merely striped asphalt. Due to the discontinuous street grid in West Kendall, many of these half-section roadways carry relatively little traffic in relation to their capacity; these streets should be further analyzed for a 'road diet.' This term is typically used when a four-lane roadway without left-turn lanes is redesigned with two through travel lanes and left-turn lanes at intersections. In the case of 96th Street or 162nd Avenue, the removal of two travel lanes would provide space for additional landscaping, bicycle lanes, or wider sidewalks. A similar treatment was implemented for Southwest 208th Street between Southwest 87th and 92nd Avenues, which was constructed in 2004 with four lanes, a striped median, and turn lanes. In 2010 two travel lanes were removed and bicycle lanes, a parking lane, and a raised landscaped median were added. The images on page 26 illustrate how Southwest 162nd Avenue could appear if raised medians, bicycle lanes and landscape strips adjacent to the sidewalks were constructed and shade trees were planted. Traffic studies should be conducted to determine whether a 'road diet' would be appropriate for these and similar streets in the study area.

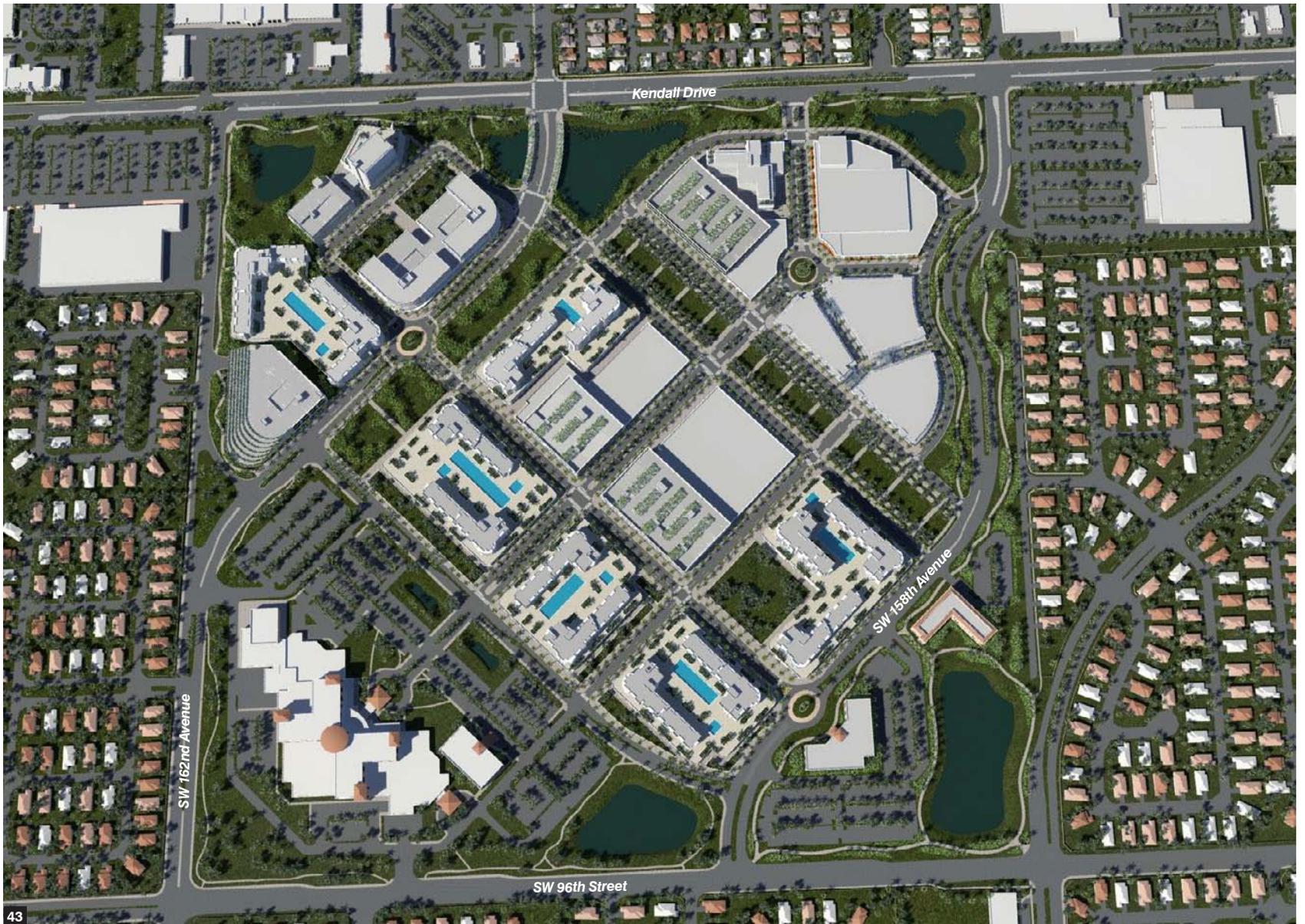
Kendall Town Center Area

- *Future development approvals or amendments to the Kendall Town Center DRI should be consistent with the CDMP standards for Urban Centers*

The quarter-square mile between Kendall Drive and Southwest 96th Street from Southwest 157th to 162nd Avenues was platted in 1926 as the 'Greater Miami Heights' subdivi-



Top, Aerial view to the north of the Kendall Town Center site with West Kendall Baptist Hospital under construction; left, SW 162nd Avenue and Kendall Drive, existing view to the south



Kendall Town Center development concept, Kendall Drive is at the top

Planning Recommendations

sion. This subdivision was laid out with 25-foot wide building lots in the typical Miami street grid with blocks 660 feet long. A broad boulevard ran north to south dividing the subdivision in half. This area remained undeveloped and was planted with row crops until the mid-2000s. In 2001 this area was redesignated from 'Low-Density Residential' to the 'Business and Office' future land use category as part of a CDMP Development of Regional Impact (DRI) application. The development plan approved at a subsequent zoning hearing was that of an open-air regional mall with five department store anchors, a movie theater, assisted living facility, medical offices, hotel, transit terminal, and a 50,000 square-foot community center. This was never built and in 2004 a new development plan was approved that included a hospital and an open-air shopping center with one department store anchor. The other uses remained but were modified in their placement. Consistent with the DRI phasing requirements, the roadway improvements for Southwest 159th and 162nd Avenues and the transit terminal were built along with the West Kendall Baptist Hospital as the first phase of development. Recently, the assisted living facility has been constructed and occupies a four-story building on the east side of Southwest 158th Avenue.

The four remaining undeveloped tracts are each owned by different entities; Baptist Hospital owns the tract to the east of the existing hospital buildings, Centre At Kendall Town Center and Sunflower Hospitality own the tracts west of Southwest 162nd Avenue, and West Kendall Holdings, a subsidiary of the Howard Hughes Corporation, owns the largest remaining tract that was to be the site of



Top, Kendall Town Center development concept view to the southwest, Kendall Drive is in the foreground; left, Kendall Town Center development concept, view along Kendall Drive to the west



46



47

Top and right, Kendall Town Center development concept

the retail center. The Centre At Kendall Town Center and Sunflower Hospitality tracts have had several subsequent development applications to modify the design of additional retail buildings and the hotel. The last approved plan for the West Kendall Holdings tract has several retail buildings organized mainly along a meandering shopping street in the manner of a 'lifestyle center.' Similar lifestyle centers are the Kendall Village Center at Kendall Drive and Southwest 122nd Avenue and on a larger scale, the Shops at Pembroke Gardens in Pembroke Pines and Coconut Point north of Naples. The remainder of this tract would be occupied by surface parking lots and access drives.

In the 2003 CDMP Evaluation and Appraisal Report (EAR) this area was recommended to be designated a Community Urban Center, however the circle that would identify this center would not appear on the Future Land Use Plan (LUP) map until its 2007 version. The development plans that have been approved since 2001 are not designed in a manner consistent with Urban Center development standards. In particular, the existing hospital buildings are completely surrounded by surface parking lots and have little relation to existing or proposed development and are contrary to the Urban Center requirements that buildings should be built close to the street edge and parking areas be located in the center of blocks to the rear of buildings. The other approved but unbuilt developments exhibit many of the same issues. In the most recent approved plan for the retail center, the two streets that most retail uses are oriented toward could be seen as satisfying some of the Urban Center standards, but in function are merely substituting for the in-

Planning Recommendations

terior walkways in a traditional enclosed mall. The primary use along the remaining streets, including Kendall Drive and Southwest 158th and 162nd Avenues, are surface parking lots as would be typical for a suburban mall or strip center. As part of the original CDMP application a covenant was recorded which includes guidelines that require “a high quality, unified development design.” The contents of these guidelines are exceedingly general and would not preclude even the most typical type of strip shopping center from being developed.

One of the most strongly expressed needs identified through the planning process was that of a ‘town center’ for West Kendall. Not surprisingly, the Kendall Town Center property was seen as an ideal location for such a center. Although the approved retail center is called a ‘town center,’ the desire of the community is for something more than simply a shopping center. Some of the uses desired for this area are retail, offices, residential, restaurants, movie theaters, and open spaces. Many of these are already part of the approved development plan for this property, however its design as an inward-facing ‘lifestyle center’ lacks the elements of a town center as envisioned by the residents of West Kendall. Many of these elements, such as mixed uses, pedestrian-oriented streets, and open spaces are specifically addressed in the standards for Urban Centers, as described above. To demonstrate how the development of the Kendall Town Center property can be more consistent with the community’s desires as well as the county’s planning policies, an alternative development concept is illustrated on pages 28 through 32.

This overall concept is shown in the aerial



Kendall Town Center development concept view to the south from above Kendall Drive

view on page 28. Retail and entertainment uses are located along Kendall Drive and on both sides of a linear open space that extends diagonally between Southwest 158th and 162nd Avenues. Mixed-use residential, retail and office buildings are located to the south and adjacent to the hospital. A street grid is used to organize the various buildings and helps contrib-

ute to a walkable block system. Buildings that fill each block and provide visual interest to pedestrians along the sidewalk edge are a key element for walkability, as are wide sidewalks and shade. Visual interest is a difficult element to quantify but is necessary to encourage and sustain pedestrian activity. Walking becomes unpleasant when the pedestrian environment

Kendall Town Center development concept, view to the southwest above Southwest 162nd Avenue; the existing lake at the southeast corner of Kendall Drive and 162nd Avenue is in the foreground



consists mainly of sidewalks unbuffered from vehicle traffic and adjacent to parking lots or leftover landscape areas. The CDMP standards for Urban Centers specifically address visual interest for pedestrians and states that buildings “at street level shall have a human scale, abundant windows and doors, and design variations at short intervals to create in-

terest for the passing pedestrian.” This would be difficult to achieve except in limited areas if the property was primarily occupied by surface parking. In this concept, parking occurs instead mainly on-street and in two large garages located on either side of the linear open space. This permits a much higher utilization of the property as well as allowing large open

spaces at ground level that can function as an amenity for the community.

Also shown are improvements to the pedestrian areas along Kendall Drive and Southwest 162nd Avenue. Along Kendall Drive, wider sidewalks are separated from traffic lanes by a landscaped buffer as illustrated in the image on page 29. A similar configuration exists at the Coulter office park in the Hammocks, where a meandering sidewalk within an easement is separated from Hammocks Boulevard and Southwest 147th Avenue by a wide landscaped area. This was something desired by the community that is also required by the development standards in the CDMP: “Along arterials, major and high-speed roadways, pedestrian circulation should be accommodated by sheltering sidewalks from passing traffic by providing landscaping and trees at the street edge.” At the entrance to the property at Kendall Drive and Southwest 162nd Avenue, the existing narrow sidewalks crossing the bridge are depicted in the image on page 30 buffered from traffic with landscape planters and shaded with a vine-covered pergola structure. This would result in a much more attractive gateway for both drivers and pedestrians. In the event that additional park-and-ride spaces become necessary, the transit terminal on the west side of Southwest 162nd Avenue is shown improved with a 700-space parking garage.

This overall development concept provides 1,088,000 sq. ft. of commercial area, including retail, office, and entertainment space, 1,700 multi-family residential units, and 24 acres of open space. This amount of residential development is equivalent to 20 units per acre, similar to many of the nearby multi-fam-

Planning Recommendations

ily buildings and is far below the maximum of 125 units per acre that is permitted for residential uses in Community Urban Centers.

Precedents for the type of development concept depicted here exist locally as well as throughout the world. The 'Midtown' development at Miami Avenue and Northeast 2nd Avenue has successfully integrated several typical big-box retailers with smaller shops and mid-rise and high-rise residential uses along streets with wide sidewalks and extensive landscaping. The street-side landscaping, sidewalks and street furnishings in Midtown are of a high quality and contribute to the character of the development. At Umhlanga Ridge near Durban, South Africa, a pedestrian-oriented block system with mid-rise commercial, residential and mixed-use buildings surround a traditional enclosed shopping mall. This 375-acre development also successfully integrates light industrial uses and several automobile dealerships in an attractive, pedestrian-friendly manner. These and many other successful examples demonstrate that there are development models which better comply with the policies and standards of the CDMP and could be implemented in the county rather than the typical strip shopping center or garden apartments that seem to be the only development alternatives now being built outside the urban core.

Since this area was rezoned prior to the appearance of the Urban Center designation on the LUP map and because the CDMP states that existing zoning is consistent with Future Land Use Plan map, the LUP map can essentially be disregarded when development approvals consistent with current zoning are



Top and left: Midtown Miami



Top and right: Umhlanga Ridge

requested. This leads to the apparent situation where the Urban Center designation is not directly relevant to planning and development. Although the county currently has 12 zoning districts that implement Urban Center standards there are nine remaining in the unincorporated area where these districts have yet to be implemented. As the process to develop and implement an Urban Center district is time-consuming, additional provisions should be included in the CDMP to address development that occurs in areas where an Urban Center district is not yet in effect. This would be consistent with CDMP policy LU-9F, which states that “Miami-Dade County shall formulate and adopt zoning or other regulations to implement the policies for development and design of Metropolitan and Community Urban Centers established in the CDMP through individual ordinances for each urban center.” As is recommended for the Kendale Lakes Plaza, discussed above, when new zoning approvals are sought in this area for new development or substantial alterations of existing structures, their design should incorporate the Urban Center development standards to the maximum extent practicable.

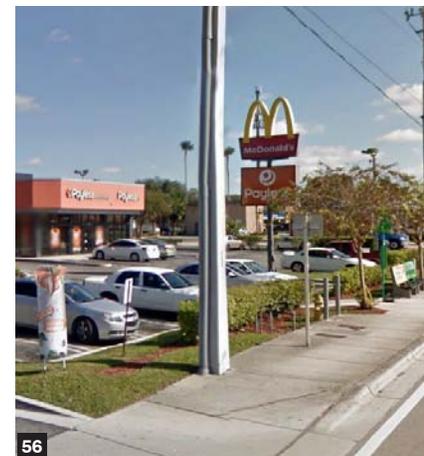
Signage

- *Zoning requirements for more consistent and attractive business signage should be adopted*

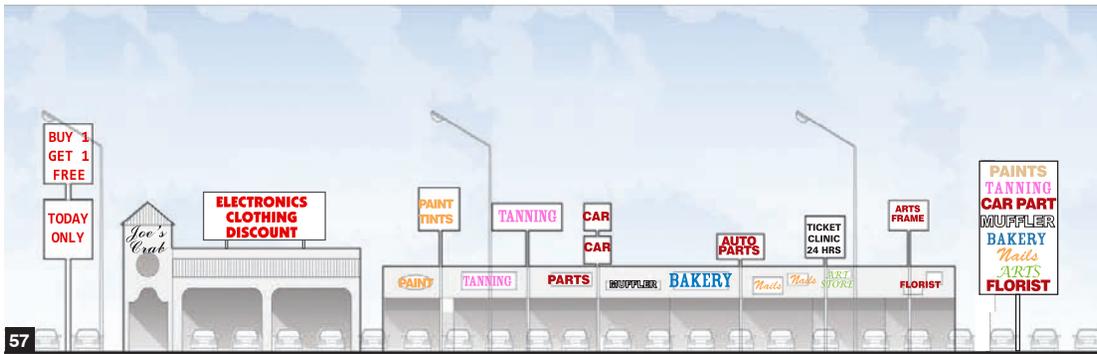
The appearance and quality of commercial signage in the study area was identified as an issue during the planning process. Permitted signage follows the standards established in the county’s zoning regulations. For commercial uses there are typically two types of signs: attached and detached. Attached signs

are those on a building and detached are those standing free on a property. Attached signs are limited in size by a percentage of wall area; detached signs are limited in size and number by the length and number of street frontages. The color, scale, placement, and visual quality of signs are not regulated. For shopping centers without strict leasing standards that regulate signage this can result in an unattractive jumble of signs with varying colors, placement, and illumination.

In the West Kendall area, one of the most unfortunate examples of this is the shopping center on the south side of Kendall Drive between Southwest 117th Avenue and the Turnpike. The use of various sign types and illumination methods and their haphazard arrangement across the building façade result in an unattractive and cluttered appearance. Detached signs for shopping centers that identify multiple tenants can also exhibit the same issues; in many cases, smaller tenants are listed within a grid that may have had a uniform type and color when the sign was initially installed. As tenants change and signage is replaced, often the original consistency is lost resulting in more visual clutter. With additional unpermitted temporary signs, such as banners, portable signs, and flags, many commercial areas exhibit a visual cacophony that can detract from the apparent quality of a community. This effect is compounded in suburban areas where the primary spatial experience is of open space and greenery so signage tends to be an intrusive element in the landscape; in urban areas where buildings are larger and built closer to streets, extensive signage in a variety of colors, types and sizes is often unobjectionable and seen simply as a natural element of the urban



Top, signage at Kendale lakes plaza; far left and left, signage along Kendall Drive



Top and middle, illustration of signage alternatives; right and far right, signage in Coral Springs

streetscape.

In suburban areas such as West Kendall, since the existing signage regulations do not address these issues, additional zoning requirements could be implemented to do so. Many other municipalities have more extensive signage standards that are intended to control or improve the visual quality of signs. For example, the city of Coral Springs in Broward County has extensive requirements for the consistency of wall and detached signs in shopping areas. Coral Springs requires uniformity of color, illumination and placement for sign on shopping center buildings; detached signs are limited in height and permit only six individual tenants to be shown. The before-and-after illustrations on page 36 demonstrate the effect that more extensive signage standards would have on a typical shopping center. In contrast, for areas developed as Urban Centers, larger and more varied signs could be appropriate and more restrictive sign standards may not be necessary.

Urban Expansion Area

- Standards should be implemented that require a development pattern that includes: mixed uses; a street grid; right-of-ways with adequate space for bicycle and parking lanes, landscaping in medians and at the street side, and wide sidewalks; interconnected lakes and canals surrounded by continuous open spaces that provide walking and bicycle paths and recreation areas

Since the Urban Development Boundary (UDB) was established in 1983, it has successfully controlled the extent of urban development in the county and preserved land

Planning Recommendations

for agriculture, aquifer recharge, wetlands, and conservation. The CDMP has extensive policies regarding where the UDB should and should not be expanded and what circumstances warrant an expansion. The depletion of vacant, developable land in the urbanized portion of the county is one of the primary causes that would justify an expansion. Since land is a finite resource and suitable agriculture and conservation areas are limited, efficiently utilizing land already inside the UDB is the first option to accommodate future development. One of the purposes of the CDMP-designated Urban Centers is to require development in these areas to have a minimum density and intensity that is much higher than what is common throughout the county to more efficiently use already-urbanized land.

From a countywide perspective, CDMP policies regarding the expansion of the UDB have been effective in directing new urban development to areas adjacent to existing developed areas and away from environmentally sensitive land. However, most development that has occurred in areas where the UDB was expanded has simply been a continuation of low-density residential or business uses. Until recently, the CDMP did not provide specific guidance on how newly urbanized land should be used; in 2013, new CDMP policies were adopted regarding land proposed to be brought within the UDB that include requiring any new development to provide a mix of uses, a minimum residential density of 10 units per acre, demonstrate that new development will not impede redevelopment and infill efforts in the already-urbanized area, and that the new development will have a positive fiscal impact on the county.



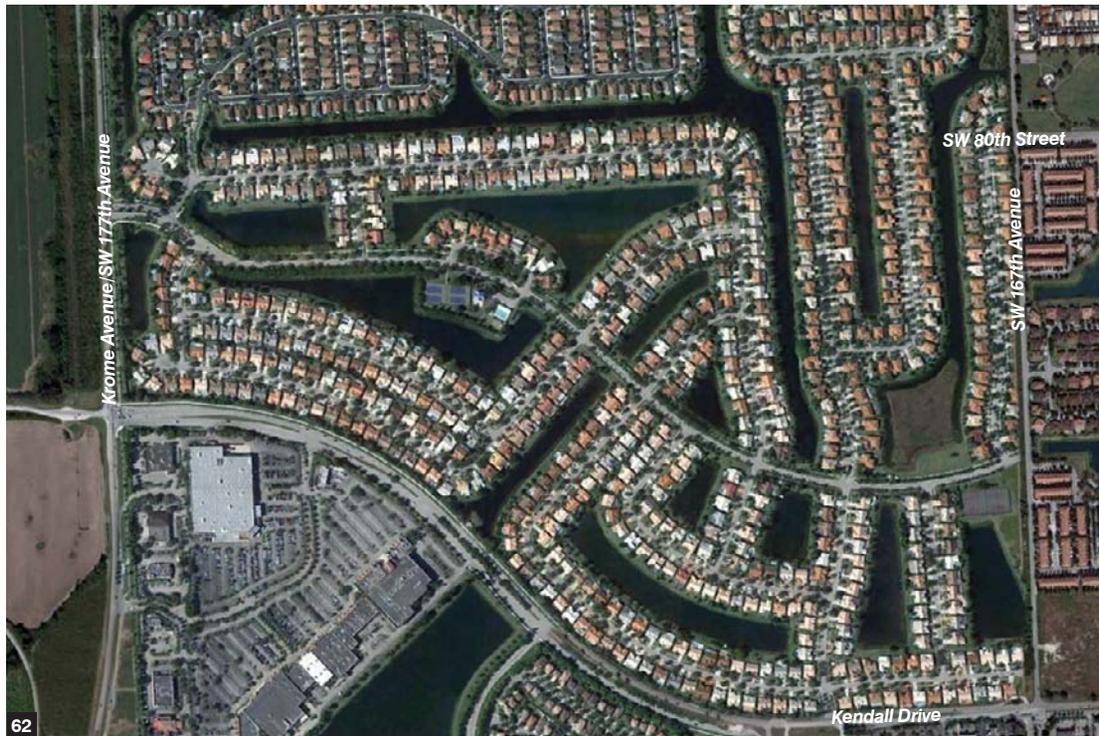
Urban Expansion Area north of Kendall Drive west of Southwest 167th Avenue, existing condition

If the UDB is to be expanded, the CDMP has designated certain areas where such expansion should first be directed toward. These are identified on the LUP map as Urban Expansion Areas (UEA). In West Kendall, the area from Bird Road to Southwest 136th Street between Southwest 167th and Krome Avenues is located within the UEA and is partly within the extent of the study area. If the UDB is to be expanded in this area, the participants of this planning process strongly desired that such an expansion should not occur to allow for mainly detached single family-type development. Since the CDMP has already designated land

in this area as within the UEA, mixed uses, a variety of housing types, and places of employment beyond retail and restaurant uses were identified as the types of development that should occur there. Parks, open spaces, bicycle paths, and places for community events such as farmers' markets in a pedestrian-friendly environment were also desired.

In the 1995 CDMP Evaluation and Appraisal Report section titled "Efficiency and Functionality of Development Patterns," the low intensity of suburban development in the county is analyzed as it relates to the develop-

Urban Expansion Area north of Kendall Drive and between Southwest 167th and Krome Avenues; photo-simulation of a typical suburban development pattern



ment capacity of land within the UDB; along with increasing the density and intensity of new development, several other strategies were discussed to improve the form and character of new development. The standards for activity centers (subsequently renamed ‘Urban Centers’) were identified as being useful to encourage mixed uses and high-quality urban design but that further implementation though zoning would be necessary for these standards to be effective. Outside of urban centers, it was observed the design of many recently built developments were poor and that additional design guidelines would be neces-

sary for these areas as well. Twenty years later, the situation is little changed. The TND district has not been widely adopted; typical RU-1MA and RU-TH districts are widespread and individual developments are often unattractive and divided by walls or gates. Commercial development continues to be isolated from surrounding residential areas and even adjacent business uses, exacerbating traffic congestion by generating multiple local vehicle trips.

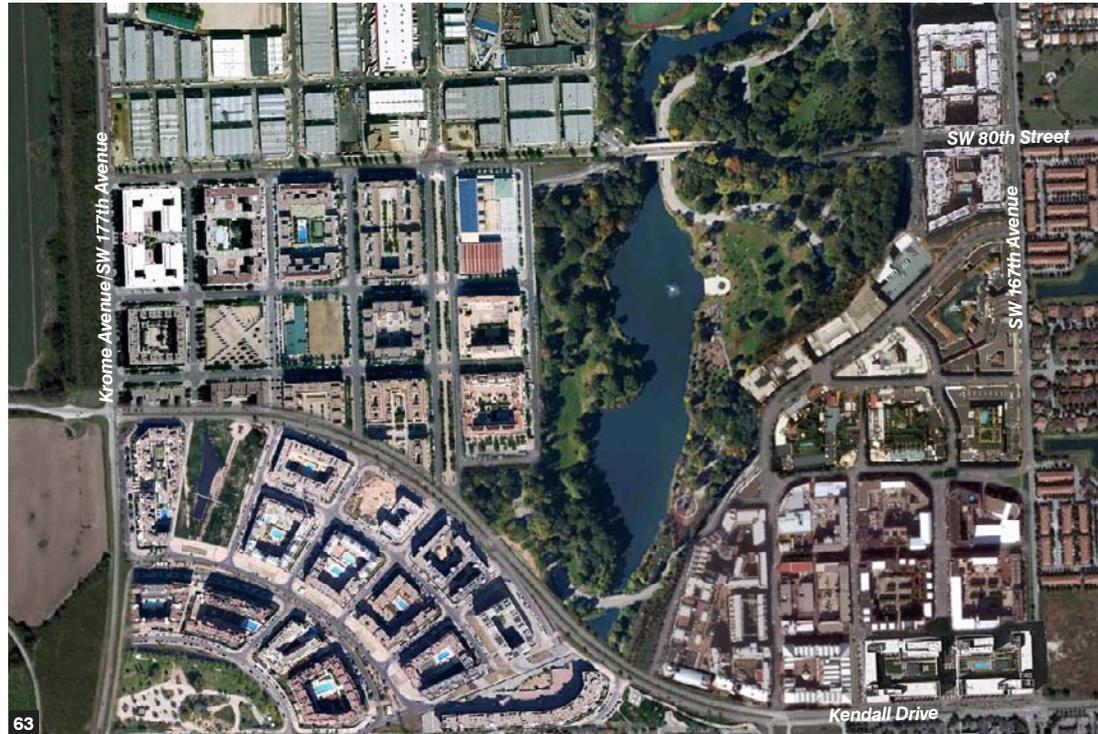
On this page and the next page are photo-simulations of how the area around Krome Avenue and Kendall Drive in the UEA could

be developed. These illustrations do not imply a recommendation to expand the UDB; but instead show the implications of specific development patterns that could occur if the land supply within the UDB is depleted and urban expansion is warranted. On page 38, the development illustrated follows the typical pattern of recent suburban development and exhibits many of the negative elements mentioned above. Business, office, and residential uses are segregated by curving arterial and collector streets; shopping centers and business uses are oriented toward the intersections of major streets and office uses are separated from retail shops and restaurants by berms and surface parking areas. Surface parking is the most prominent landscape feature outside of single-family areas which makes walking unpleasant and undesirable for any trip beyond that of walking from a car to a building. The street network requires nearly all vehicle trips to travel onto arterial streets resulting in traffic congestion even at the low development density and intensity illustrated. In residential areas, lakes make each block extraordinarily long, further discouraging walking and complicating automobile circulation. These lakes typically do not have any frontage along open spaces or streets and are instead surrounded by residential lots, preventing any enjoyment of the water by the surrounding community or those residents whose houses do not adjoin a lake.

In contrast, the image on page 39 illustrates this same area developed in a manner that reflects concepts shown in the Citizens’ Plans. A consistent street grid is used where multi-story buildings define the perimeter of each block; combined with wide sidewalks and active

ground-story uses such as retail stores, restaurants, or offices, this type of development encourages pedestrian activity and results in an attractive streetscape. The use of a street grid reduces traffic congestion on the arterial streets by providing multiple routes for any origin and destination. Open spaces, rather than occurring mainly in the form of unusable landscape buffers, are consolidated into large park and plaza spaces containing lakes, sports fields, and walking and bicycle trails.

The concepts below should be implemented if the UDB is expanded to allow development to occur in the UEA. To create a more coherent development pattern and a walkable environment, a consistent street grid should be required and the use of arbitrarily curving streets and tract type developments avoided. Wider right-of-ways should be required to provide adequate space for bicycle and parking lanes, landscaping in medians and at the street side, and wide sidewalks. Buildings should be located at the perimeter of blocks in a manner that frames the street and creates a human-scaled space. Open spaces located along streets should take the form of usable plazas and greens; residual landscape areas and water retention features should be placed at the center of blocks. Lakes and canals should be interconnected and surrounded by continuous open spaces that provide walking and bicycle paths and recreation areas. Development in this area should also comply with the minimum standards for non-residential uses, public facilities, residential density and non-residential intensities provided in CDMF policy LU-8H. Future zoning that is applied to this area should also implement these minimum standards.



Urban Expansion Area north of Kendall Drive and between Southwest 167th and Krome Avenues; photo-simulation of an urban block-type development pattern

Transit Service and Facilities

- *Dedicated lanes for Bus Rapid Transit should be implemented along Kendall Drive*
- *Local trolley/circulator service should be implemented in the West Kendall area*

The study area is currently served by several Miami-Dade Transit bus routes. Since at least the 1975 CDMF LUP map, the Kendall Drive corridor has been identified for future rapid transit service. Improved transit services was also desired by participants in this planning process; express bus services, dedicated transit

lanes, trolley service, elevated Metrorail, and an underground subway were all suggested as desirable. The Kendall Link MPO study, completed in 2007, analyzed several similar alternatives for the Kendall Drive corridor. The recommended alternative was Bus Rapid Transit (BRT) service with a single reversible dedicated transit lane.

One of the primary concerns that was raised during that study was how the dedicated transit surface lane would impact vehicle traffic on Kendall Drive and intersecting streets. The Kendall Link study noted that surface BRT

Left, SMART corridor map; Top right, Miami Baptist Church property with leased park-and-ride, 2014 aerial photography; Right, future parkand ride and transit terminal with additional development



lanes “are anticipated to result in adverse impacts to vehicular traffic due to the removal or reduction in width of travel lanes required to accommodate the BRT guideway.” At the same time, many left turn lanes along Kendall Drive would need to be reduced or eliminated to provide space for the BRT lanes and stations.

Since the Kendall Link study was completed, the introduction of the route 288 “Kendall Cruiser” has been the most significant change in transit service in the Kendall Area. The 288 is a limited-stop route that replaced the Kendall KAT route. Although Kendall Cruiser

route stops less than the Route 88 local service, it provides little travel-time benefit since it operates in mixed traffic and is therefore often ‘crawling along’ Kendall Drive during rush hours.

In 2015, the MPO requested the Florida Department of Transportation to begin a Project Development and Environmental (PD&E) study for BRT and LRT alternatives. A PD&E study is more specific than a study like the

‘Kendall Link’ and is necessary before detailed design and construction work can begin. The PD&E study is scheduled to begin in June 2016. The Kendall Corridor is a key part of the Strategic Miami Area Rapid Transit (SMART) plan. The SMART concept plan was adopted by the MPO in April 2016 and adjusts the funding priorities for six transit corridors to “Priority I” (the highest level) in the Long Range Transportation Plan (LRTP).

Planning Recommendations

Prior to this, these corridors were in various lower funding categories, including “Priority IV,” the unfunded category.

As described in the scope of the Kendall PD&E study, its seven goals are to: relieve congestion and increase capacity in the Kendall Corridor; increase transit speed and reliability; provide a premium transit service linking the corridor to Metrorail and other major destinations; provide connections with other transit services; promote a multimodal corridor that is more pedestrian and bicycle-friendly; provide congestion management strategies; and identify policies and actions to establish transit supportive land uses near transit stations and stops. The initial alternatives to be analyzed in the study are dedicated BRT lanes either along the sides of Kendall drive or located in the center median area. Additional alternatives may be analyzed as the study progresses.

Dedicated-lane BRT similar to this has been implemented in New York City, Los Angeles, and other cities in the United States. As an example, the Fordham Road ‘Select Bus Service’ in New York City is a BRT service that operates in the outside lanes of Fordham Road, a major east-west corridor in the Bronx. To distinguish the bus lanes from general-use lanes, the road surface is painted a contrasting color and overhead signs are typically located every

block. Automated fare collection devices are located at every BRT stop so that passengers can enter the bus without delay and through any bus door.

In the year after this service was introduced, ridership on this route increased 11 percent and travel time decreased 10 percent. The current limited-stop ‘Kendall Cruiser’ service enjoys none of these advantages and provides little benefit over the route 88 local service. Implementing one or more of these BRT elements along Kendall Drive would likely decrease bus travel time and result in increased transit ridership.

In the near-term, Miami-Dade Transit is in the process of acquiring and improving the park-and-ride facility Hammocks Boulevard and Kendall Drive. A significant improvement to the existing facility is the proposed construction of a bus loop with passenger waiting areas; since both east and westbound buses would enter the bus loop, eastbound passengers will no longer have to cross Kendall Drive to board. Shown in figure 69 on page 40 is an illustration of the future transit facility along with additional potential development of the Miami Baptist Church property. In the short term, bus pull-out bays should be provided at bus stops whenever new development occurs along Kendall Drive to improve traffic flow.

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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. The table on page 47 summarizes the recommendations for the various planning areas analyzed and identifies a specific implementation action for each.

Planning

The county's planning efforts as established through the Comprehensive Development Master Plan (CDMP) have been largely effective in ensuring an adequate distribution of land uses and countywide service delivery. What has not been as successful is the implementation of the CDMP policies and the "Guidelines for Urban Form" through the use of zoning to result in attractive and functional residential and business areas. While at the level of a single subdivision, shopping center, or industrial park there may be many well-designed developments throughout the county, it is instead the manner in which each individual element fits into a logical overall pattern of development that is a better measure of whether planning has been successful. This is the realm where improvement is still needed.

As mentioned in the previous section, the 1995 CDMP Evaluation and Appraisal Report recognized that the quality of many developments in the county are poor and the planning and zoning standards in effect are inadequate

to ensure a satisfactory level of design. This is not a problem unique to Miami-Dade County; it is largely a by-product of the patterns of conventional suburban development common throughout the United States. It is interesting to note then, that the desires of the participants of this planning process, who are largely the residents of low-density conventional suburban developments would so strongly desire things like mixed-use areas, pedestrian-oriented shopping streets, and meaningful open spaces—all of which, regardless of the planning policies that may be implemented, the development industry seems unwilling or unable to provide in a suburban context such as West Kendall. The marketability and financing of development plays a role as well since commercial spaces and residential unit types that lack a perceived market are unlikely to be built.

Urban Centers

In any case, there are certain current CDMP policies that apply to the design of new development and are intended to address many of these shortcomings. However, their applicability is somewhat ambiguous and should be revised to be more effective. For areas within a designated Urban Center but do not have urban center zoning, as at the centers at 137th Avenue and Kendall Town Center, the applicability of the Urban Center standards for development that are mandatory (described using the word "shall") should be clarified. Currently, CDMP policy LU-9F directs the county to adopt zoning regulations for Urban Cen-

ters, but the specific implementation of these standards are otherwise undefined where such a zoning district has not yet been applied. In this instance, for development on a property within an Urban Center and zoned BU-2, the CDMP states: "All development and redevelopment in Urban Centers shall conform to the guidelines provided below. [Specific development standards follow]" The CDMP also states in a earlier paragraph that "All such lawful uses and zoning are deemed to be consistent with this Plan as provided in the section of this chapter titled 'Concepts and Limitations of the Land Use Plan Map.'" Taken together, there is an apparent conflict in the ability to determine the CDMP consistency of a development or redevelopment on a lot zoned BU-2 within an Urban Center. To resolve this, a new policy or descriptive text equivalent should be included in the CDMP to address development in areas where zoning has not yet implemented the mandatory development standards established by the CDMP. The same could also apply to other policies and standards not related to Urban Centers that have yet to be implemented through zoning.

Urban Expansion Area

A significant part of the study area is located within the Urban Expansion Area (UEA) and as such, the CDMP states that urban development is likely to be warranted there between the years 2020 and 2030. Should this area be included within the Urban Development Boundary and available for urban development, the CDMP generalized neighborhood

pattern guidelines would apply to the design of its physical form. Following these guidelines would not prevent the development of additional single-family subdivisions and strip shopping centers similar to what already exists throughout West Kendall.

CDMP Policy LU-8H requires a mix of uses and a minimum residential density higher than the typical single-family subdivision but the specific physical form that these uses take is left largely undefined. To achieve the development pattern recommended in this planning report, with mixed uses, workplaces, significant open spaces, a street grid, and civic uses, either new development standards that apply to the UEA should be adopted into the CDMP or any comprehensive plan amendment that would allow development in the UEA should include development standards in its approval. Alternatively, a portion of this area could be designated as an Urban Center so that the development standards already established for those areas would apply here as well; the minimum and maximum density and intensity requirements may need to be modified to be suitable for an Urban Center located at the urban fringe.

Land Use Plan Amendments

In the event that the Kendall Town Center DRI is developed at the low intensity of its previously approved plan, the Land Use Plan (LUP) map should be amended to relocate the Urban Center at Kendall Drive and Southwest 162nd Avenue to the vicinity of Krome Avenue

and Kendall Drive in the UEA; since the Kendall Town Center DRI development program is far below the minimum density and intensity requirements for an urban center, the planned level of residential and business uses could instead be accommodated in the UEA. This does not imply that the UDB should be expanded in the near future, but instead in the event it is expanded, this area would be required to be developed in a manner consistent with the recommendations of this planning report.

Zoning

Since 1999, the county has adopted standards requiring compact, mixed-use development for areas designated ‘Urban Center’ on the adopted LUP map. Outside these districts, zoning standards which produce conventional suburban development patterns apply. The implementation of zoning districts for the urban centers in the West Kendall Corridor can be a means to realize 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, squares and plazas, enhanced sidewalks, and parking behind or to the side of buildings. This type of zoning district, commonly known as a form-based code, may include regulating plans illustrating development intensities, permitted uses, maximum residential densities, maximum building heights, and new streets in combination with standards for parking, open space and other criteria shown with graphics and text.

To encourage development in the form envisioned by this planning report, 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 districts, additional bonuses can also be made available. Plan review standards that help mitigate the intensity of development can be incorporated within form-based or overlay districts. Typical criteria 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 CDMP. In the case of the West Kendall Corridor, the shopping areas at Kendall Drive and Southwest 137th Avenue and the Kendall Town Center area currently lie within the radius of Community Urban Centers as designated by the CDMP LUP map. Outside the designated urban center area, the underlying LUP designation would apply to future development. 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 ef-

Implementation

forts. Permitted uses, development intensities, and design standards for urban centers are provided in Appendix B.

Signage

Amendments to the current zoning standards for business signage can be adopted to address the design and quality issues identified in this planning report. Changes to zoning standards will not have an immediate effect except on signs permitted subsequent to the adoption of amended code requirements. As an alternative to the typical ‘grandfathering’ of signs permitted under previous zoning standards, a ‘grace period’ could be implemented where after a certain period of time all signs will have to conform to the current zoning requirements. For example, following the adoption of new signage standards in the city of Miami Gardens, all signs were required to conform to the current zoning requirements within five years.

Streets, Transit

The implementation street and transit improvements will require additional studies to determine the exact location, scope, and funding requirements for each specific facility. A systematic method to identify necessary pedestrian and bicycle quality-of-service improvements should be developed so that they may be included in the Long Range Transportation Plan (LRTP) or the Transportation Improvement Program (TIP). The specific recommendations in this planning report, including dedicated BRT lanes, should be further analyzed for their feasibility and included in the LRTP or TIP. Planning studies for larger-scale improvements that require significant design analysis can be funded through the Unified Planning Work Program (UPWP).

Planning Area	Recommendation	Implementation Action
Kendale Lakes Plaza Area	Redevelopment of older shopping centers should occur consistent with the CDMP standards for Urban Centers	<i>Planning:</i> Adopt new CDMP policy regarding development in Urban Centers <i>Zoning:</i> Amend BU zoning districts to require development consistent with Urban Centers
Streets	Provide bicycle lanes, wider sidewalks, or additional landscaping along Kendall Drive; Provide on-street parking along Southwest 152nd Avenue north of Kendall Drive; Provide on-street parking along Southwest 149th Avenue south of Kendall Drive; Provide bicycle lanes, wider sidewalks, and additional landscaping on four-lane streets with excess capacity	<i>Streets, Transit:</i> Identify funding for design and construction or additional studies necessary for inclusion in the TIP or LRTP
Kendall Town Center Area	Future development approvals or amendments to the Kendall Town Center DRI should be consistent with the CDMP standards for Urban Centers	<i>Planning:</i> Adopt new CDMP policy regarding development in Urban Centers <i>Zoning:</i> Amend BU zoning districts to require development consistent with Urban Centers
Signage	Zoning requirements for more consistent and attractive business signage should be adopted	<i>Zoning:</i> Amend existing zoning requirements with additional standards as recommended
Urban Expansion Area	Standards should be implemented that require a development pattern that includes: mixed uses; a consistent street grid; wider right-of-ways with adequate space for bicycle and parking lanes, landscaping in medians and at the street side, and wide sidewalks; lakes and canals that are interconnected and surrounded by continuous open spaces that provide walking and bicycle paths and recreation areas	<i>Planning:</i> Adopt new CDMP development standards for the Urban Expansion Area; alternatively, amend the LUP map to locate an Urban Center in the UEA <i>Zoning:</i> Adopt a new zoning district applicable to the UEA that implements the recommended development pattern
Transit Facilities	Dedicated lanes for Bus Rapid Transit should be implemented along Kendall Drive; Local trolley/circulator service should be implemented in the West Kendall area	<i>Streets, Transit:</i> Identify funding for design and construction or additional studies necessary for inclusion in the TIP or LRTP

Appendices

West Kendall Corridor Market Area	Appendix A
Urban Centers	Appendix B
GreenPrint Consistency	Appendix C
Public Meetings	Appendix D
Resolutions	Appendix E

Appendix A

West Kendall Corridor Market Area

The West Kendall Study Area is located on the western most part of urbanized Miami-Dade County. The four mile stretch of Kendall Drive abuts Miami-Dade County's Urban Development Boundary, thus, is fronted on its west end by agricultural land. To the north, east and south are the mainly residential communities of Kendall West, Kendall Lakes, The Hammocks and further removed The Crossings, Country Walk and Three Lakes.

Within a three mile radius of the Study Area there are no significant employment centers. Extending to a five mile radius, the one employment concentrations that shows up is on the eastern end of Kendall-Tamiami Airport with around 8,000 employees in a 1.8 square mile area.

Economic activity and employment in the area surrounding the West Kendall Study Area is almost exclusively geared towards serving the area's resident population and takes the form of retail and service occupations located on the main intersections throughout the area, and Education and Healthcare occupations in regional hospitals and schools. One recent addition to its economic base is the 2011 opening of the West Kendall Baptist Hospital, built right in the middle of the West Kendall Study Area.

This general section of the county can be characterized as a "commuter town" or "bedroom community"; within the 3-mile radius live more than 64 thousand workers, 94 percent of whom work outside the area, mostly at dis-

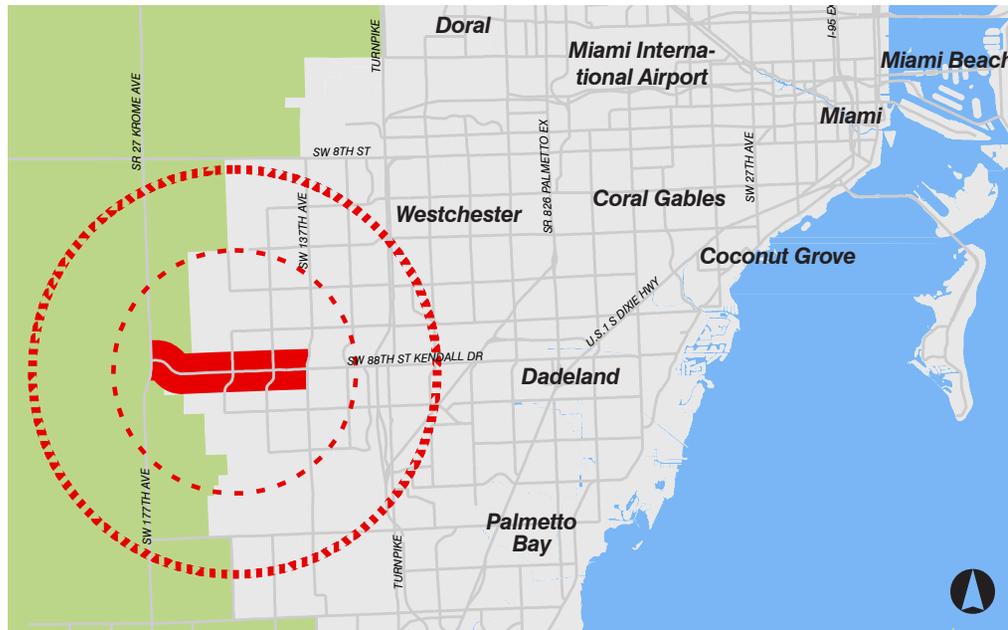
tances greater than 10 miles. The number of people working within the same area is less than a third of, and are employed in lower paying jobs than, those that live in the area and commute to work.

The residential component of the West Kendall Market Area is mainly comprised of a middle income/working class population living in single family homes and to a lesser degree townhouses. The average income in the area is similar to that of the county as a whole but results from a more homogeneous set of households.

The purchasing power of the residents of the market area is considerable. Within a 3 mile radius, the combined income of households is over 3 billion dollars annually. For the wider 5 mile radius area the figure surpasses 6.5 billion dollars or 12 percent of the county's total.

The location of the West Kendall Study Area as well as a 3 and 5 mile radius is depicted in the chart below, coupled with market characteristics in the table on the following page.

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



Characteristic	3 Mile Radius	5 Mile Radius
Population	144,319	300,953
Households	44,894	95,602
Average Household Income	\$65,036	\$70,777
Households with income more than \$50,000	23,792	54,798
Households with income more than \$75,000	14,644	34,799
Households with income more than \$100,000	8,397	21,340
Total Number of Businesses, 2014	2,738	8,580
Total Employment	21,128	65,598

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

Appendix B

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 plan are available at www.miamidade.gov/planning

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 multi-lane roadways shall be fitted with protected pedestrian refuges in the center median at all

Appendix B

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 C

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 West Kendall Corridor 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 in the Urban Centers along Kendall Drive
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 typically paid by the developer
Provide for neighborhoods where residents can walk or bicycle to carry on their daily needs (67)	Improved pedestrian and bicycle facilities are recommended throughout the study area
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 D

Public Meetings

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

Date	Meeting
October 08, 2013	1st West Kendall Corridor Meeting*
November 12, 2013	2nd West Kendall Corridor Meeting*
December 11, 2013	3rd West Kendall Corridor Meeting*
March 01, 2014	West Kendall Corridor Charrette†
June 11, 2014	5th West Kendall Corridor Meeting*
May 21, 2016	6th West Kendall Corridor Meeting*

* Meeting held at West Kendall/West End Regional Library

† Meeting held at Felix Varela Senior High School

Appendix E

Resolutions

Board of County Commissioners Resolution no. R-377-13 adopted May 7, 2013

Approved _____ Mayor Agenda Item No. 11(A)(17)
 Veto _____ 5-7-13
 Override _____

RESOLUTION NO. R-377-13

RESOLUTION DIRECTING THE COUNTY MAYOR OR DESIGNEE TO ORGANIZE A CHARRETTE AND FACILITATE THE PREPARATION OF A CORRIDOR STUDY AREA REPORT FOR THE WEST KENDALL STUDY AREA

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

WHEREAS, the West Kendall Corridor Study Area is located in Commission District 11 along Kendall Drive between SW 137th Avenue and SW 177 Avenue; and

WHEREAS, the Comprehensive Development Master Plan Adopted Land Use Plan designates two urban centers within the West Kendall Corridor Study Area; and

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

WHEREAS, the West Kendall area is a maturing suburban community adjoining the Urban Development Boundary; and

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

WHEREAS, a corridor study report will promulgate recommendations to influence the form and character of future development in this area, and may lead to further action, such as an amendment to the Comprehensive Development Master Plan or changes to zoning regulations for the area,

3

Agenda Item No. 11(A)(17)
 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 West Kendall Corridor Study Area and facilitate the preparation of a corridor study report. For the corridor study report, the Mayor or designee shall include, without limitation, a means of citizen participation in preparation of the corridor study report at a time reasonably convenient for residents, property owners, homeowners or civic associations, and other interested persons. The corridor study report shall be submitted for this Board's consideration within 180 days of the adoption of this resolution.

The Prime Sponsor of the foregoing resolution is Commissioner Juan C. Zapata. It was offered by Commissioner **Lynda Bell** who moved its adoption. The motion was seconded by Commissioner **Sally A. Heyman**, and upon being put to a vote the vote was as follows:

	Rebeca Sosa, Chairwoman	aye	
	Lynda Bell, Vice Chair	aye	
Bruno A. Barreiro	aye	Esteban L. Bovo, Jr.	aye
Jose "Pepe" Diaz	absent	Audrey M. Edmonson	aye
Sally A. Heyman	aye	Barbara J. Jordan	aye
Jean Monestime	absent	Dennis C. Moss	aye
Sen. Javier D. Souto	absent	Xavier L. Suarez	aye
Juan C. Zapata	absent		

4

Appendix D

Resolutions

Board of County Commissioners Resolution

Agenda Item No. 11(A)(17)
Page No. 3

The Chairperson thereupon declared the resolution duly passed and adopted this 7th day of May, 2013. 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: **Christopher Agrippa**
Deputy Clerk

Approved by County Attorney as
to form and legal sufficiency.

JM

John McInnis

5

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Acknowledgements

Thanks to all who participated in the West Kendall Corridor planning process:

David Aifaldary
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Dean Beal
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Linda Cornejo
Yolanda Daple
Shannen Davis
Ory Dawes

Alina Delgado
William Delgado
Mayra Diaz
Bernie Escobar
Tom Eskau
Kennedy Fernandez
Liz Fernandez
Albert Firebaugh
Greg Fitchett
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Andrew Frey
Bill Galga
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Esther Garvett
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Eric Guerra
Mark Heinicke
Gary Held
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Linda Hoffman
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Carmen Naumann
Marie Neumann
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S. Donna Palmer
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Alicia Pelletier
Lawrence Percival
Christian Perez
Libby Perez
Robert Perez
Margery Phipps
Enrique Pineiro
Francisco Pines
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Irma Yaffar
Rocio Yaffar
Barb Yager
Richard Yager

Participating Departments and Agencies

Miami-Dade Expressway Authority
Miami-Dade Parks, Recreation and Open Spaces Department
Miami-Dade Transit
Florida Department of Transportation

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Juan C. Zapata, Commissioner, District 11
District 11 Staff
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Maria Elena Cedeño, Senior Planner
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Pablo Andrade, Planning Technician
Barbara Menendez, Planning Technician
Maria Guerrero, Executive Secretary

Planning Division

Mark R. Woerner, Assistant Director

Planning Research Section

Manuel Armada, Chief

*Project Manager



Delivering Excellence Every Day

RESOLUTION OF THE MIAMI-DADE COUNTY PLANNING ADVISORY BOARD ACTING AS THE LOCAL PLANNING AGENCY ISSUING RECOMMENDATIONS TO THE BOARD OF COUNTY COMMISSIONERS REGARDING APPLICATION REQUESTING AMENDMENT TO THE COMPREHENSIVE DEVELOPMENT MASTER PLAN FILED FOR CONCURRENT PROCESSING WITH THE "BEACON LAKES" DEVELOPMENT OF REGIONAL IMPACT (DRI) NOTICE OF PROPOSED CHANGE (NOPC); TRANSMITTAL TO THE STATE LAND PLANNING AGENCY OF THIS APPLICATION TO AMEND THE COMPREHENSIVE DEVELOPMENT MASTER PLAN, AND ADOPTING RECOMMENDATIONS AS TO SUBSEQUENT ACTION

WHEREAS, pursuant to Chapter 163, Part II, Florida Statutes (F.S.), the Comprehensive Development Master Plan (CDMP) for Miami-Dade County was adopted by the Miami-Dade Board of County Commissioners (Board) in November 1988; and

WHEREAS, Section 2-116.1 of the Code of Miami-Dade County, Florida, provides procedures for amending the CDMP in accordance with the requirements of the foregoing State Statutes and Administrative Codes; and

WHEREAS, Chapter 380.06(6), F.S., provides a procedure for accepting and processing applications to amend a local comprehensive plan concurrently with applications requesting approval of changes to an existing Development of Regional Impact (DRI); and

WHEREAS, the AMB Codina Beacon Lakes, LLC, CDMP Amendment Application was filed for concurrent processing with a Notice of Proposed Change (NOPC); and

WHEREAS, the CDMP amendment application, and the initial recommendations of the Department of Regulatory and Economic Resources (Department) required by Section 2-116.1, Code of Miami-Dade County, are contained in a document titled "Initial Recommendations AMB Codina Beacon Lakes, LLC Application to Amend the Miami-Dade County Comprehensive Development Master Plan" dated May 2016; and

WHEREAS, the Country Club of Miami Community Council (5) acted in accord with County procedures and conducted a duly noticed public hearing on June 2, 2016, to receive public

comments on the AMB Codina Beacon Lakes, LLC, CDMP Amendment Application and on the initial recommendation of the Department, and to formulate its recommendation regarding transmittal of the application to the State Land Planning Agency (SLPA) and other state and regional agencies (the reviewing agencies) for review and comment, and regarding subsequent final action to be taken on the requested amendment; and

WHEREAS, the Planning Advisory Board (PAB), acting as the Local Planning Agency (LPA), conducted a duly noticed public hearing on June 6, 2016, to address the AMB Codina Beacon Lakes, LLC Amendment Application, the recommendations of the affected Community Council and the Department, to address transmittal by the Board of the application to the reviewing agencies for review and comment, and to address subsequent action on the application by the Board; and

WHEREAS, the Department may subsequently publish a final recommendation addressing the transmitted application; and

WHEREAS, final action by the Board may be to adopt, adopt with changes, or not adopt the Beacon Lakes DRI CDMP Amendment Application.

NOW, THEREFORE, BE IT RESOLVED BY THE MIAMI-DADE COUNTY PLANNING ADVISORY BOARD ACTING AS THE LOCAL PLANNING AGENCY:

This Agency hereby makes the following recommendation to the Board regarding transmittal of the application to the SLPA, and regarding subsequent action by the Board:

Application	Applicant/Representative Location (Size) Requested Standard Amendment to the CDMP	<ul style="list-style-type: none"> • Transmittal Recommendation • Recommendation as to Subsequent Action
AMB Codina Beacon Lakes, LLC	<p>AMB Codina Beacon Lakes, LLC /Tracy R. Slavens Esq. & Joseph G. Goldstein, Esq.</p> <p><u>Southwest Parcel</u>: NE corner of NW 137 Avenue and NW 12 Street within the existing DRI;</p> <p><u>East Parcel</u>: NW corner of the Homestead Extension of the Florida Turnpike and NW 12 Street, and located partially (18 acres) within the existing DRI.</p> <ol style="list-style-type: none"> 1. Re-designate ±48 gross acres on the Southwest Parcel on the CDMP Adopted 2020 and 2030 Land Use Plan (LUP) map: From: “Business and Office” To: “Restricted Industrial and Office”; 2. Re-designate ±63 gross acres on the East Parcel on the LUP map: From: “Restricted Industrial and Office” To: “Business and Office”; and 3. Release an existing CDMP Declaration of Restrictions recorded in Official Records Book 27747 at Page 3899 of the Public Records of Miami-Dade County, Florida. Add the new proffered Declaration of Restrictions in the Restrictions Table in Appendix A of the CDMP Land Use Element, if accepted by the Board of County Commissioners. 	

The motion to recommend _____ was moved by Board Member _____. Board Member _____ seconded the motion.
The motion _____ as follows:

Carla Ascencio-Savola
Jose Bared
Reginald Clyne
Peter DiPace
Horacio C. Huembes
Javier Muñoz

Robert Ruano
Georgina Santiago
Tom Sherouse
Alexander Soto
Richard Tapia
Jesus Vazquez

Raymond Marin, Vice Chair
William A. Riley, Chair

The above action was taken by the Planning Advisory Board, acting as the Local Planning Agency, at the conclusion of its public hearing on June 6, 2016, and is certified correct by Jack Osterholt, Executive Secretary to the Planning Advisory Board.

Jack Osterholt, Director/Deputy Mayor
Department of Regulatory and Economic
Resources