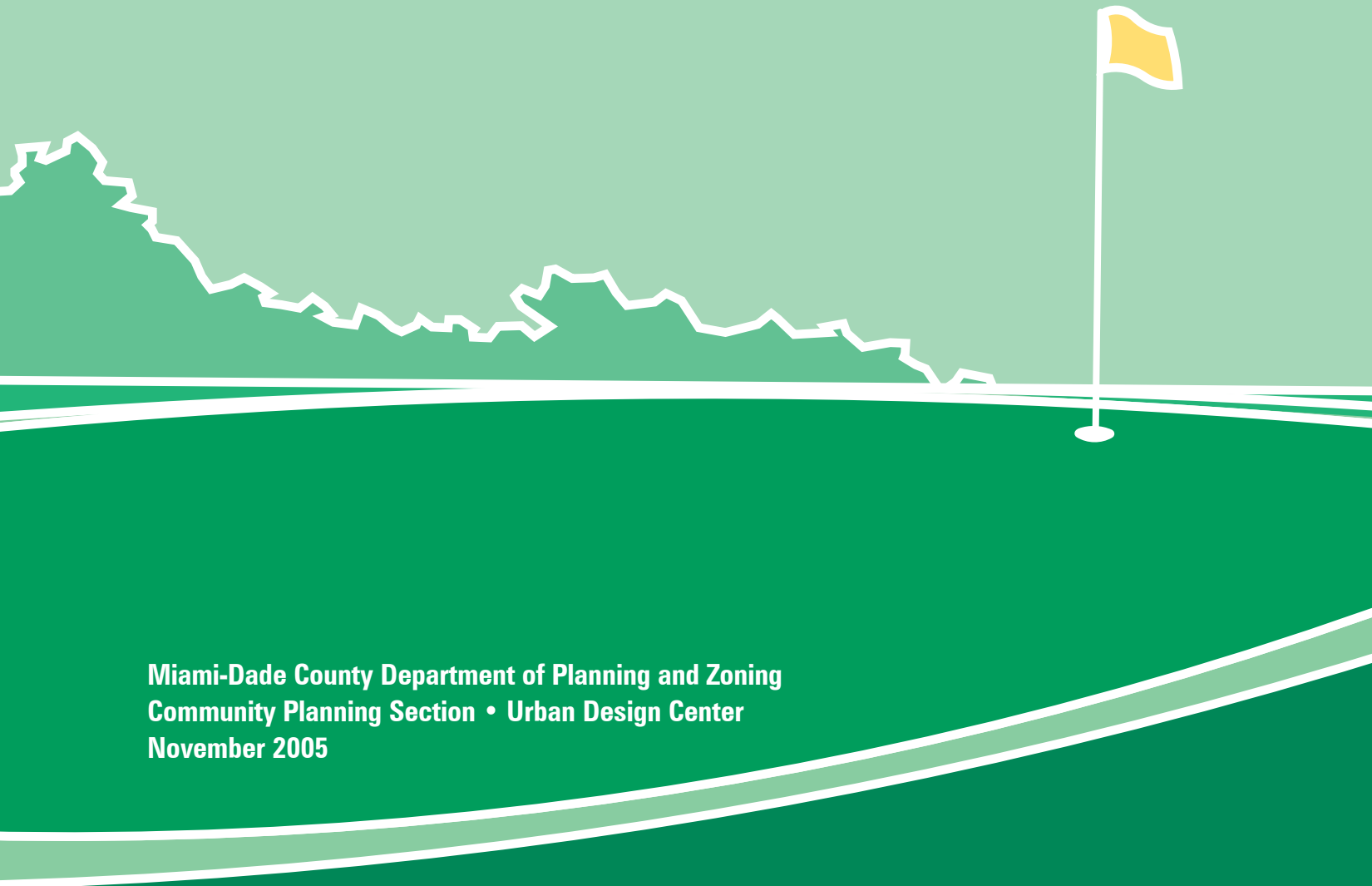


COUNTRY CLUB PALM SPRINGS NORTH

Charrette Area Plan Report



Miami-Dade County Department of Planning and Zoning
Community Planning Section • Urban Design Center
November 2005



ACKNOWLEDGEMENTS


Charrette Steering Committee

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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 Country Club/Palm Springs North Charrette Report ("the Report") shall be construed or applied to constitute a temporary or permanent taking of private property or the abrogation of vested rights as determined to exist by the Code of Miami-Dade County.
2. The recommendations of the Report shall not be construed to preempt considerations of fundamental fairness that may arise from their strict application. Accordingly, these recommendations shall not be deemed to require any particular action where they are incomplete or internally inconsistent, or that would constitute a taking of property without due process or fair compensation, or would deny equal protection of the laws.
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 Country Club/Palm Springs North 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.



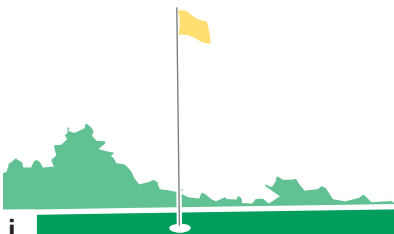
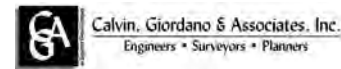
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This Report prepared by:
Miami-Dade County
Department of Planning and Zoning
Community Planning Section
Urban Design Center
November 2005

Developed with the assistance of:



COUNTRY CLUB/PALM SPRINGS NORTH

Charrette Area Plan Report

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CHARRETTE ILLUSTRATIVE PLAN

POINTS OF INTEREST

1) South Course 2) Tennis and softball at former driving range 3) Park drive 4) Park-and-ride 5) 'Water Gateway' 6) Roundabout at 169th Street and 77th Court 7) Roundabout at 178th Street and 68th Avenue 8) New street west of American Senior 9) American Senior High 10) 59th Avenue crossing over Golden Glades Canal 11) Car dealership redevelopment 12) Connection from the Moors 13) Town center/Waterway plaza 14) Wal-Mart Supercenter 15) Entrance green on 59th Avenue 16) Sedano's 17) Country Club of Miami 18) Planned pool and community center 19) Country Village Park 20) New street along Golden Glades Canal

CHARRETTE INTRODUCTION

What is a Charrette?

The term 'charrette' is derived from the French term for 'little cart.' This refers to a final intense work effort by 18th century architecture students to meet a project deadline and place their projects into this cart. The modern equivalent of the charrette is a similar creative burst of brainstorming ideas.

The charrette design workshop stimulates ideas and involves the public in the planning and design process. It is a valuable tool for setting the foundation for the development of a more detailed Area Plan. A charrette can be a tremendous resource to the community, as well as a lot of fun. It is a practical planning technique, which blends public participation, planning, and implementation tools. Residents, business people, and property owners are invited to join planners and designers in the process of laying out elements of an area's future. This process provides the advantage of giving immediate feedback to planners while giving mutual authorship to the plan by all parties. The planning process is an occasion for the community to work together in establishing a framework for the future.

The Charrette Process

The charrette process began with the creation of a Charrette Steering Committee. Made up of concerned citizens in the Country Club/Palm Springs North area, the Steering Committee assisted in determining the exact boundaries of the study area and provided outreach to the community. In the months leading up to the charrette week, the study area was surveyed by the design team and background information collected to assess current conditions and issues in the study area. Notifications were mailed to all property owners within the study area and posters were displayed in area businesses advertising the date and location of the design workshop.

The charrette week began on Saturday, August 20,

2005 with the public design workshop held at the American Senior High School. After a brief overview of the study area, charrette participants broke into groups, each with an aerial photo of the study area overlaid with trace paper. With the assistance of a member of the design team, each group discussed design issues and drew ideas onto the trace paper, which by the end of the afternoon, would become the 'Citizens' Plans.' After several hours of drawing and discussion, the plans were displayed together and a citizen representative from each group discussed the features of their plan. With these presentations, there were many common areas of consensus in issues and suggestions for improvement in the study area. The design team took note of the ideas common in each presentation and are outlined in the list of 'Citizens' Requests' shown on the opposite page. This Area Plan Report is only possible with the consensus provided by the participants of the charrette.

In the week following the design workshop, the design team remained in the area, working in the ballroom of the Country Club of Miami, where the public was invited to visit with and observe the design team at work. On the evening of Thursday, September 15, 2005, a presentation at the country club was given to show the work developed during the week and the next steps that would take place in the charrette process.

In the following months, additional meetings were held with the Steering Committee to finalize the recommendations of the charrette. This Area Plan Report and its recommendations will then be presented to the general public for additional comments. With the benefit of this additional input the Steering Committee prioritized the report's recommendations and will be presented to Community Council 5 and the Planning Advisory Board for review. Their recommendations will be considered when this Report is presented to the Board of County Commissioners.



1-6. Citizens participating during the charrette workshop

CITIZENS' REQUESTS

GROUP 1

- Provide a community center/activity center for children
- Provide additional roadway access/circulation
- Realign Metrobus Route 175 along 179th Street/73rd Avenue
- Provide pedestrian access to new middle school
- Build a park and ride under FPL lines at Miami Gardens
- Add active uses on south course driving range
- Build a community center at south course driving range
- Provide additional traffic signals on Miami Gardens
- Create additional access to the Moors
- Build additional lanes on the Palmetto Expressway
- Do not allow additional residential uses in the Wal-Mart area
- Add signal at 59th Avenue and Miami Gardens Drive
- Provide additional bike paths

GROUP 2

- Improve traffic from American Senior on 67th Avenue
- Add landscaping to block glare along Miami Gardens Drive
- Add traffic signal at 75th Place and Miami Gardens Drive
- Provide an access road to Publix from the Moors
- Create a mixed-use area around Wal-Mart
- Landscape and beautify 57th Ave canal
- Redevelop auto dealers along Palmetto Expressway
- Build a roundabout at 179th Street and 68th Ave

GROUP 3

- Add welcome signs on Miami Gardens at 77th and on 57th Avenues
- Add traffic signal on Miami Gardens at 73rd Avenue
- Resolve traffic issues at American Senior
- Add traffic signal on 75th Avenue at 173rd Street
- Reduce Flooding on 169th Street
- Provide a Headstart facility on 179th Street
- Provide a Health Center in Wal-Mart area
- Build a police station/civic center in Wal-Mart area
- Create a Main Street along 59th Avenue
- Provide a local circulator bus route along 173rd Street, 68th Avenue, Mediterranean Boulevard, 59th Avenue
- Add pedestrian lighting
- Improve transit service

GROUP 4

- Improve landscaping on Snake Creek Canal (outside study area)
- Add sidewalks on Oakmont Drive
- Build a dog walk on FPL easement
- Complete planned pool and community center on Miami Gardens Drive
- Provide a roundabout on 75th Place at Miami Gardens Drive
- Create an entry feature at Oakmont and Miami Gardens Drives



- Add lighting and trees to Country Club Clubhouse
- Stop construction of Middle School NN1
- Extend Metrorail to I-75 and Miami Gardens Drive
- Provide additional bus service
- Widen Miami Gardens Drive
- Provide walking trails and passive park on South Course
- Add permitting services to Team Metro office
- Make 59th Avenue main street and add signal at Miami Gardens Drive

GROUP 5

- Improve landscaping along canals
- Fix sidewalk sinkhole on Miami Gardens Drive
- Add streetlights where lacking
- Relieve congestion on 179th Street
- Reduce crime in the area
- Add traffic signal on 173rd Street at 68th Avenue
- Create fitness course and basketball court on South Course
- Landscape 59th Avenue



- 7. Citizens' Plan, Group 1
- 8. Citizens' Plan, Group 2
- 9. Citizens' Plan, Group 3
- 10. Citizens' Plan, Group 4
- 11. Citizens' Plan, Group 5

STUDY AREA EXISTING CONDITIONS

The Country Club/Palm Springs North study area is 2.37 square miles, defined by NW 57th Avenue on the east, The Palmetto Expressway on the south, Peters Pike Canal on the west and Miami Gardens Drive on the north. This area's development began in the early 1960s with single-family houses surrounding the original north course of the Country Club of Miami. In the early 1970s, condominiums and apartment buildings, three additional golf courses, an industrial park and regional mall were planned by the developer United Resources Inc. for five square miles surrounding the original golf course. Of this ambitious plan, only the south golf course and surrounding apartment buildings were realized by the 1980s.

In the mid- and late 1970s, American Senior High was built and construction began on connecting 67th Avenue to 183rd Street coinciding with the development of the Moors, the large gated residential area between 62nd and 67th Avenues. The area west of 57th Avenue remained largely vacant, as the planned industrial park never was extensively developed. From the 1990s to the present, the study area has continued to develop, primarily with townhouses and apartment buildings along 75th Place and the south golf course. Along 57th Avenue a number of big-box retailers have been built, most recently a Wal-Mart Supercenter and a Lowe's.

Population

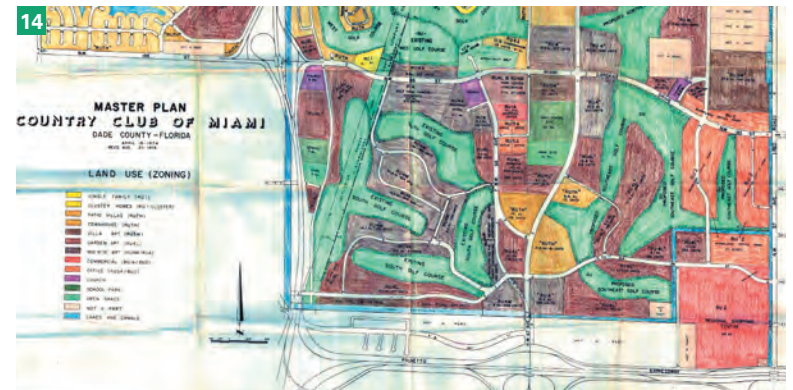
The population in the study area according to the 2000 Census was 19,812 persons, of which 61% were Hispanic, 19% Black, and 15% white non-Hispanic. The population per acre over the entire study area is 13 persons per acre, a relatively low density due to the numerous lakes, golf course, and large commercial parcels in the area.

Since the 2000 Census, there has been a great deal of new residential construction in the area, particularly along 75th Place and 174th Terrace. Through 2004, the latest year that data is available, there have been 2,419 new units constructed in the study area, which translates to 5,651 additional residents.



Traffic

Typical of most of Miami-Dade, concerns expressed by residents throughout the charrette process centered mainly on traffic and the poor appearance of streets and public rights-of-way in the area. Given that Miami-Dade has developed in a primarily suburban form which virtually requires car ownership for mobility, it is not surprising that traffic is a primary concern. Traffic congestion in the study area is compounded by the lack of street connectivity. There are no east-west streets that traverse the study area itself, only Miami Gardens Drive provides access between 57th Avenue to 75th Place. The original development plans for the Moors indicated NW 174th Street east of Mediterranean Boulevard connecting to the industrial and commercial area to the east. This connection was removed from the approved plan, requiring every trip to or from the Moors to travel on 67th Avenue. The Palmetto Expressway also limits connectivity, funneling traffic through congested interchanges at 57th and 67th Avenues. As most of the existing right-of-ways in the study area are fully utilized, additional roadway capacity is not possible except by creating connectivity across underutilized public and private land.

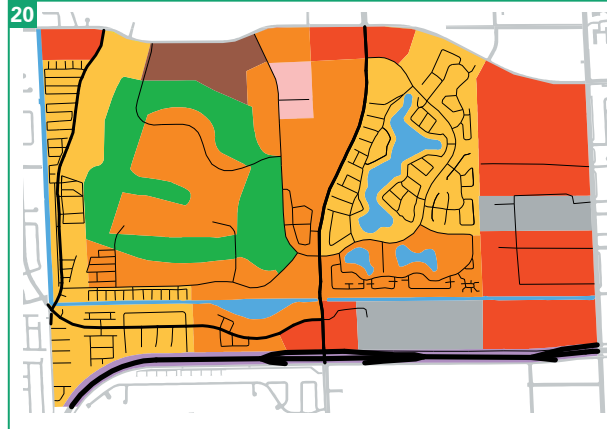


- 12. 2005 Aerial photography
- 13. Townhouses north of NW 173rd Drive
- 14. 1974 Country Club of Miami Master Plan
- 15. View north over NW 67th Avenue from Palmetto Expressway





16. NW 174th Terrace
 17. Crossing Miami Gardens Drive
 18. NW 169th Street
 19. South Course driving range



2005-2015 LAND USE PLAN DESIGNATIONS

LAND USE CATEGORY		ACRES	PERCENT
Business And Office		287.3	19.0%
Industrial And Office		85.7	5.7%
Low Density Residential 2.5-6 DU/Ac		0.1	0.0%
Low-Medium Density Residential 5-13 DU/Ac		391.1	25.8%
Medium Density Residential 13-25 DU/Ac		397.9	26.3%
Medium-High Density Residential 25-60 DU/Ac		42.3	2.8%
Office/Residential		17.4	1.1%
Parks And Recreation		163.4	10.8%
Transportation (ROW, Rail, Metrorail, Etc.)		60.4	4.0%
Water		69.2	4.6%
TOTAL		1514.7	
Expressways			
Major Road (3 or more lanes)			
Minor Road (2 Lanes)			



EXISTING LAND USE		ACRES	PERCENT
Single-Family		147.6	9.7%
Townhouses		51.6	3.4%
Low-Density Multi-Family		338.6	22.3%
Multi-Family, Migrant Camps		69.7	4.6%
Shopping Centers, Commercial, Stadiums, Tracks		179.8	11.8%
Office		19.9	1.3%
Institutional		52.8	3.5%
Industrial		42.0	2.8%
Communications, Utilities, Terminals, Plants		45.5	3.0%
Streets/Roads, Expressways, Ramps		218.9	14.4%
Expressway Right of Way Open Areas		21.7	1.4%
Parks (Including Preserves and Conservation)		152.1	10.0%
Vacant, Government Owned		0.0	0.0%
Vacant Unprotected		85.0	5.6%
Water		91.4	6.0%
TOTAL		1517.4	



ZONING		ACRES	PERCENT
AU, Agriculture		103.4	6.8%
BU-1A, Limited Business		84.1	5.5%
BU-2, Special Business		97.0	6.4%
BU-3, Liberal Business		4.8	0.3%
GU, Interim Use		95.7	6.3%
IU-C, Industrial Conditional		174.8	11.5%
NONE, No zoning assigned		80.0	5.3%
RU-1, Single Family Residential		73.2	4.8%
RU-1Z, Residential Zero Lot Line		39.3	2.6%
RU-3, Four Unit Apartment House		0.3	0.0%
RU-3M, Minimum Apartment		81.9	5.4%
RU-4, High Density Apartment House		32.7	2.2%
RU-4A, Hotel Apartment House		10.0	0.7%
RU-4L, Limited Apartment House		270.1	17.8%
RU-4M, Modified Apartment House		176.4	11.6%
RU-5A, Semi-Professional Office/Residential		3.7	0.2%
RU-TH, Townhouse		189.7	12.5%
TOTAL		1517.2	

Totals may not match due to rounding

SPECIFIC RECOMMENDATIONS

Corridor Improvements

67th Avenue NW 67th Avenue north of the Palmetto Expressway is a six-lane heavily-traveled arterial. According to traffic counts taken in April 2005, this street carried 39,000 trips on an average weekday in both directions. This segment of 67th Avenue carries longer-distance trips bound for the Palmetto as well as purely local trips due to the lack of alternative through streets in the area. As the 110-foot right-of-way is fully utilized, improvements to relieve congestion should focus on improvements to the operating efficiency of signalized intersections. The 67th Avenue and Palmetto Expressway interchange was named one of the 25 most congested intersections in Miami-Dade County as rated by studies conducted for the Miami-Dade Metropolitan Planning Organization and has been recommended to have additional turning lanes and exit ramp lanes constructed.

Other intersections along 67th Avenue within the study area that should have additional engineering analysis performed are the North and South Mediterranean Boulevard intersections and the 169th Street intersection.

Traffic congestion along 67th Avenue is impacted by American Senior High School in the mornings, mid-day, and early afternoons due to students and faculty traveling to and from school. Heavy pedestrian traffic occurs during these times as well. Short of removing access to American Senior from 67th Avenue, it may be impossible to eliminate congestion around the school at these peak times.

68th Avenue NW 68th Avenue is a collector street that carries about 13,000 trips on an average weekday. A main concern expressed by charrette participants was the tendency of buses to block traffic along this street. This is easily remedied by the addition of bus pull-out bays at the most heavily-used stops along this street. In addition, 68th Avenue's existing 70-foot right-of-way would allow the construction of a median providing an opportunity for additional landscaping. Were 68th Avenue lined with shade trees it could likely be the most pedestrian-friendly street within the study area.



Mediterranean Boulevard Intersection Improvements/American Senior Access Improvements

Roundabout at 68th Ave and 179th Street

68th Ave/173rd Drive Intersection Improvements

Mediterranean Boulevard Intersection Improvements

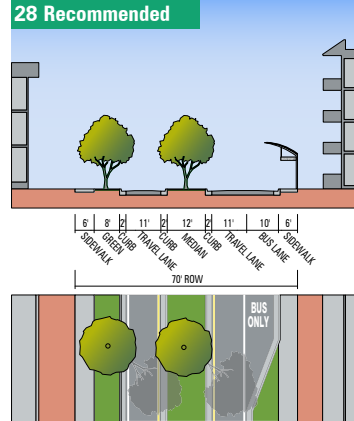
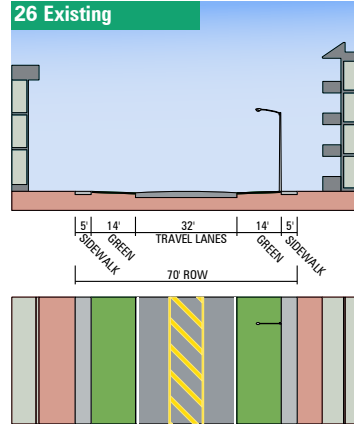
169th Street Intersection Improvements

67th Ave Palmetto Expressway Interchange Improvements

The large unused portion of the right-of-way to the north and south of the intersection of 68th Avenue and 173rd Drive is occupied only by weeds and gravel. These areas, approximately 13,000 square feet, should be landscaped with trees and ground cover in cooperation with adjoining properties, which could assist in maintaining this area.

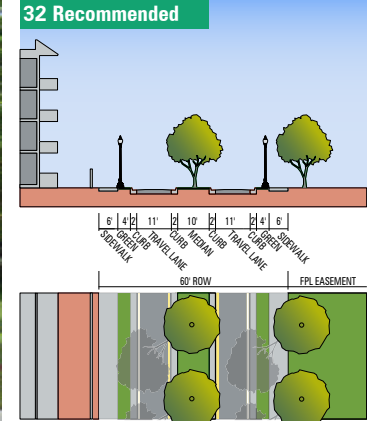
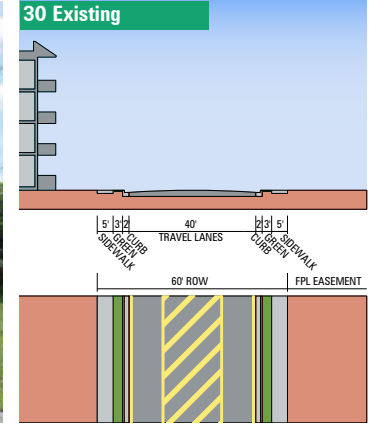
179th Street NW 179th Street connects 68th Avenue to Miami Gardens Drive along a broadly curving path. This street would also benefit from the addition of a landscaped median in place of the existing painted median. A roundabout is recommended at the intersection of 68th Avenue and 179th Street in place of the existing stop-controlled intersection.

NW 68th Avenue



25, 26. NW 68th Avenue existing condition
27, 28. NW 68th Avenue recommended improvements

NW 179th Street



29, 30. NW 179th Street existing condition
31, 32. NW 179th Street recommended improvements

SPECIFIC RECOMMENDATIONS

Corridor Improvements continued

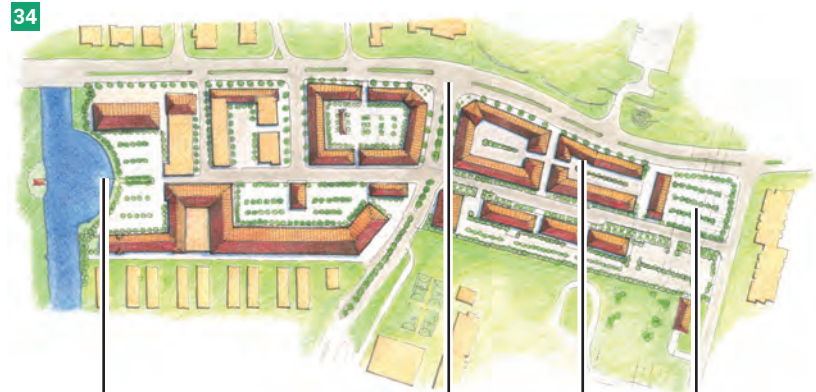
Miami Gardens Drive West of NW 59th Avenue, Miami Gardens Drive is a four-lane arterial that carries about 38,000 trips on an average weekday. There is the possibility of enhancing capacity through the expansion to six lanes within the existing 110-foot right-of-way, but any roadway expansion would cause the loss of the street-side landscaping within the right-of-way. Currently, the only improvement project in the study area programmed by the Florida Department of Transportation are enhancements to Miami Gardens Drive from NW 57th Avenue to I-75. This project is undergoing an alternatives study, to be completed by March 2006. The three alternatives being studied are: Transportation Systems Management; widening to 6 lanes between Bob-o-link Drive and 57th Avenue; and widening to 6 lanes between I-75 and 57th Avenue. The construction of the selected alternative is scheduled to be completed by 2010.

Charrette participants requested the installation of a traffic signal at NW 75th Place and Miami Gardens Drive. Visibility at this intersection was also a concern due to the curvature of Miami Gardens drive, particularly when making left turns to 75th Place from westbound Miami Gardens Drive. With the construction of middle school NN1 just south of Miami Gardens Drive on 75th Place, addressing the deficiencies of this intersection is critical.

Charrette participants also requested that a park-and-ride lot be built under the FPL power lines south of Miami Gardens Drive. This lot would serve two Metrobus routes that recently began service: Route 175, which provides express service to the Palmetto Metrorail Station and the 183rd Street MAX, which serves Miami Gardens Drive from NW 87th Avenue to Aventura Mall and continues to FIU Biscayne Bay Campus.

An entrance feature was requested at Peters Pike Canal and Miami Gardens Drive. Figure 37 illustrates the a pedestrian-friendly parapet along the canal bridge and a boat launch for small watercraft which would encourage the use of this scenic canal.

- 33. 2005 Aerial photography
- 34. Illustrative plan of recommended improvements
- 35. NW 75th Place existing condition
- 36. Photo simulation of NW 75th Place with recommended landscaping improvements
- 37. View of 'Water Gateway' at Peters Pike Canal and Miami Gardens Drive
- 38. Peters Pike Canal existing condition



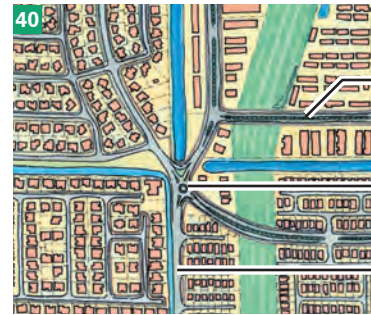
'Water Gateway' at Miami Gardens Drive
 NW 75th Place and Miami Gardens Drive Intersection Improvements
 Strip Commercial Redevelopment
 Transit Park-and-Ride Lot under FPL Power lines



Roundabout at 77th Court/169th Street The intersection of NW 169th Street and 77th Court is the main gateway to the Palm Springs North community, yet its current appearance provides no acknowledgement of this important place. Additionally, this intersection is awkwardly configured, with four streets approaching the intersection from different angles and curvatures.

An effective way of resolving the difficult geometry of this intersection as well as creating a gateway marker for the Palm Springs North area is to reconstruct this intersection as a roundabout. Such a roundabout would fit within the existing right-of-way even with the constraints of the surrounding canals. Dedicated right-turn lanes separate from the center circulating roadway may be provided and pedestrian crosswalks on the north and east legs of the roundabout can connect all existing sidewalks.

In the center island of the roundabout an appropriate monument should be placed, marking the entrance into the Palm Springs Area from the east. Illustrated in Figure 41 is a monument modeled after the Tower of the Winds in Athens, Greece.



NW 173rd Drive
 Roundabout at 77th Court and 169th Street
 NW 77th Court



- 39. 2005 Aerial photography
- 40. Illustrative plan of recommended improvements
- 41. View south towards roundabout from NW 75th Place
- 42. Plan detail of roundabout



SPECIFIC RECOMMENDATIONS

South Course Improvements

The South Course of the Country Club of Miami has, since the early 1990s, been in a state of disrepair due to the lack of a willing operator to manage and maintain the course. Miami-Dade County Department of Parks and Recreation, the owner of the course, is beginning a pilot project to convert a small portion of the course to passive open space with the further intention to redevelop the entire property in a similar fashion. Based on the suggestions made during the charrette process, this report recommends several specific improvements to the South Course as Parks and Recreation continues to redevelop this property. Cooperation should be sought from adjacent property owners and condominium associations to make the most of the investment being made in this important amenity.

Some of the improvements proposed by area residents during the charrette were:

- Provide lush tropical landscaping to be introduced on all the park parcels
- Create various themes to the park gazebo/shelter buildings from various countries
- Provide active uses such as basketball, baseball, tennis courts, and a multipurpose ball field on the former driving range
- Connect the entire course with walking trails, bike paths and pedestrian walkways
- Provide pedestrian scale lighting all along the trails inside the parks
- Provide barbecue grills, picnic shelters and restrooms along the trails and walkways
- Create a dog park within the FPL easement
- Provide a police substation and community center at the South Course Clubhouse with a library and computer stations
- Provide a corner store/kiosk building at the former driving range as a park amenity

Not all of these requests may be feasible due to funding or operation constraints, but all are certainly reasonable and could be accommodated within the large amount of land available.

Trails Even in the course's current state of disrepair, the trails formerly used for golf carts are used as walking and biking trails. These trails should be retained and expanded throughout the course property particularly to link the separate parcels. Many of the parcels are linked by easements that have been neglected or built over by adjacent properties. These should be restored as the course undergoes its conversion. Benches, lighting, and covered shelters should be provided periodically along the trails. In addition, signage with guide maps of the park property as well as directions to nearby businesses that provide food and refreshments should be located at various points along the trails.

Waterways The numerous ponds and lagoons throughout the course property are a major asset as few elements in a landscape are attractive as water. Bridges or other structures spanning one or more of the waterways are recommended to provide additional interest in the landscape.

Architectural Features Open-air pavilions and picnic shelters are opportunities to provide elements of architectural interest within the course property. These shelters should go beyond the steel pipe and metal sheeting structural minimalism typical of most park buildings and instead express an architectural language. Shown in Figure 48 is an example of a small domed park pavilion at the edge of a lagoon.

Access from Surrounding Properties Despite having the amenity of a golf course, most of the surrounding residential developments have walled themselves off from the views and greenery provided by the course property. As the course is redeveloped and its conditions improve, an effort should be made to reconfigure the transition from the course property to adjacent property. Figures 44 and 45 envision the replacement of an 8-foot wood fence that completely blocks visibility into the course with a low masonry wall topped by a metal picket fence. This alternative allows for both visibility and security.

Driving Range Due to the existing club house building and parking area, the former driving range was requested by many charrette participants to become



43. View across lagoon in redeveloped south course

44. South course existing condition

45. South course with recommended improvements

a community center for the surrounding area. This building should be programmed to compliment the existing clubhouse at the north course as well as the planned community center and pool on Miami Gardens Drive. The driving range was also the area where active uses on the course property were suggested. Tennis, basketball and soccer facilities could all be provided, while minimizing any adverse impact on surrounding residential buildings. The grove of palms located on the east side of the driving range should also be retained.



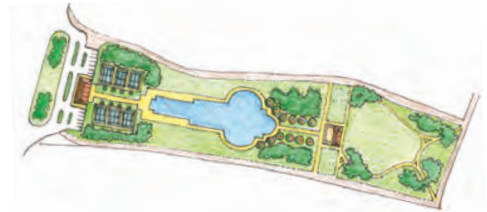
Proposed Park Drive
FPL Easement

46. South course detail
47a, 47b. Alternate options to the South Course
48. Section through lagoon with domed park pavilion at water edge
49. View to Palladian bridge from park pavilion

47a Former driving range alternative



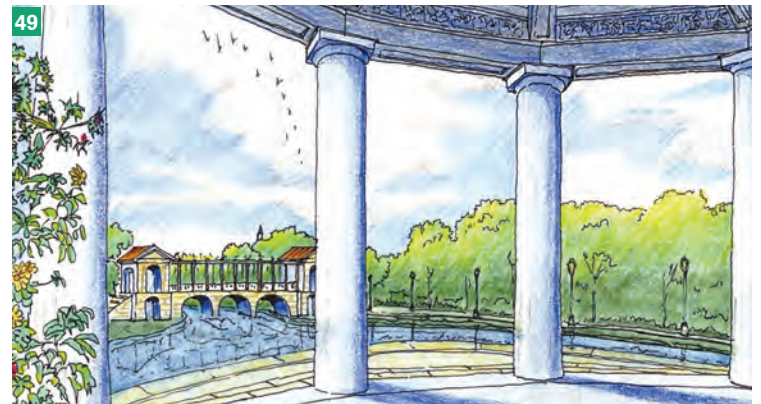
47b Parcel 1165 Alternative



48



49



SPECIFIC RECOMMENDATIONS

Town Center

Country Club/Palm Springs North residents participating in the charrette identified the area to the west of the Wal-Mart Supercenter on 57th Avenue as the desired site for a future town center. The site is suitable due to its proximity to 57th Avenue and Miami Gardens Drive and amount of vacant land for infill redevelopment. The entire area is recommended to build upon the existing street network to develop into a series of blocks and squares that establish this area as an urban neighborhood. This big-box retail destination can be transformed into a vibrant town center with a mixture of retail, office, residential, and entertainment areas all within walking distance. The town center is divided into three main areas, the Main Street area, the office/auto sales area, and the industrial area.

The town center is anchored on a waterway plaza, extending westward from the Red Road Canal. This plaza features a linear lagoon from 57th to 59th Avenues lined on each side with shaded walkways and seating areas. The streets that border the waterway are lined by shops on both sides creating a dignified center for public gatherings and social events.

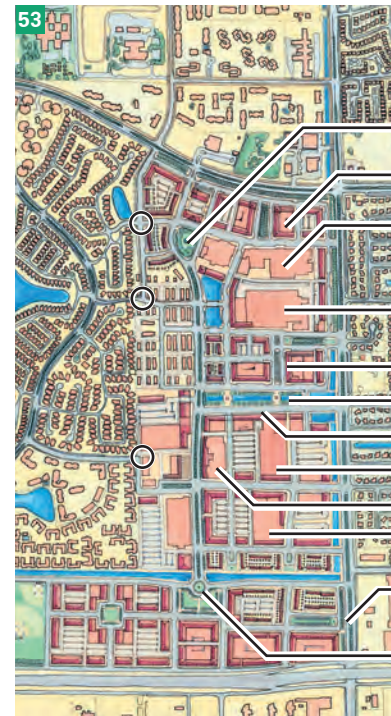
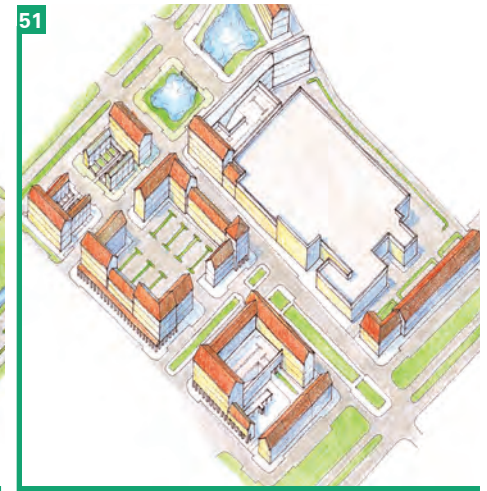
The office/auto sales area is located south of the Golden Glades Canal and north of the Palmetto Expressway. The plan recommends from this area a connection across the Golden Glades Canal to 59th Avenue. This new roadway link should help alleviate traffic congestion along 57th Avenue. The plan recommends the redevelopment of several automobile dealerships by consolidating the vast parking areas into a system of blocks with parking garages lined by office and residential space. This will allow for a higher use of the site as well as the integration of other non-automobile related uses.

The industrial area consists of several existing warehouse-type buildings along 59th Avenue and 171st Street. The plan recommends that this area be enhanced by establishing architectural guidelines to ensure compatibility with surrounding future uses. Buildings should front the street and provide habitable

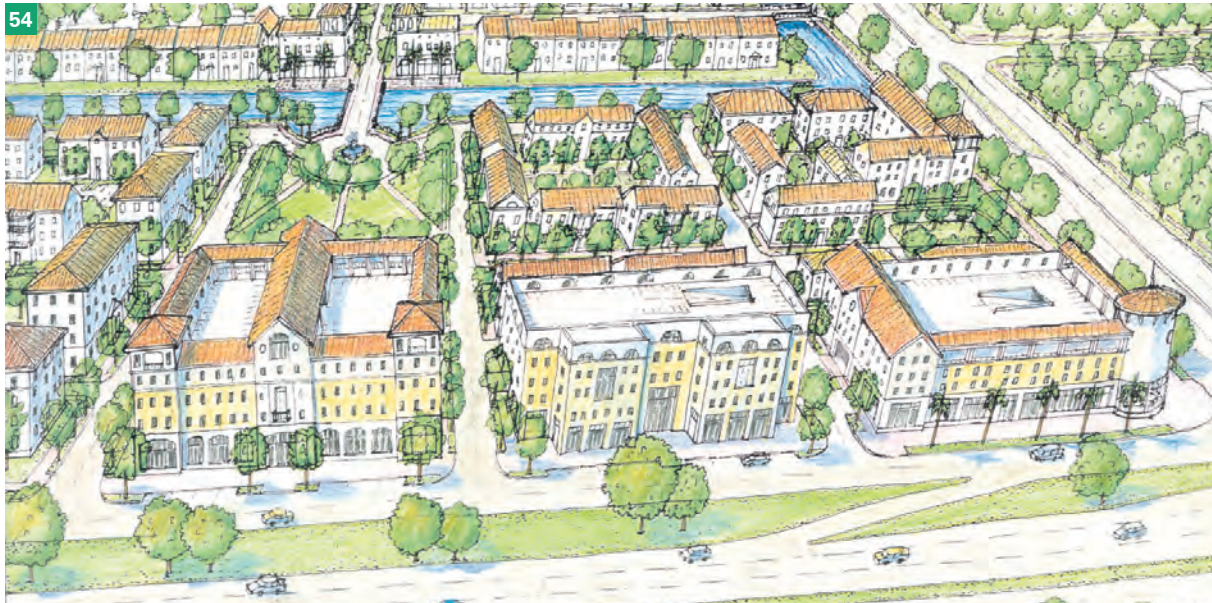
space along the street edge to ensure pedestrian activity, integration with surrounding fabric, and natural surveillance of public space by adjoining properties.

Planning and Zoning Staff should investigate what changes, if any, are required of its Comprehensive Plan or Land Development Regulations in order to encourage development as recommended here to occur.

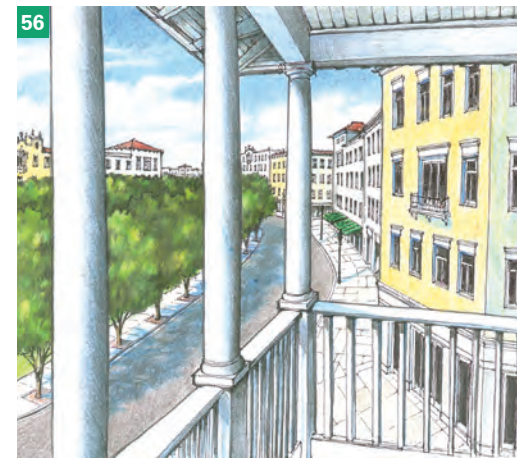
- 50. Wal-Mart Supercenter existing condition axonometric view
- 51. Wal-Mart Supercenter parking lot future infill axonometric view
- 52. 2005 Aerial photography
- 53. Charrette illustrative plan detail



- Entrance green
- Proposed infill residential development
- Existing Shopping Center
- Existing Wal-Mart Supercenter
- Proposed infill development with mixed-use
- Waterway Plaza/Town Square
- Main Street lined with mixed-use buildings
- Existing Lowe's
- Existing Cinema
- BJ's
- Industrial/Office/Business District
- Proposed roundabout
- Proposed connections to Town Center from the Moors



Town Center



- 54. View north from over the Palmetto Expressway
- 55. View west toward NW 59th Avenue
- 56. View south above NW 59th Avenue
- 57. View north along Red Road Canal
- 58. View northwest above NW 57th Avenue



SPECIFIC RECOMMENDATIONS

Connectivity Improvements

South Course Park Drive The plan recommends a park drive to meander along the western boundary of the course connecting the access drive from middle school NN1 to NW 74th Avenue. This would encourage use of the portion of the south course property west of the FPL easement and provide an alternate connection toward Miami Gardens Drive for the residential area around NW 174th Terrace. This street should be designed to remind one that they are traveling through a park and provide extensive landscaping, including shade trees lining the roadway.

Connection east from the Moors As mentioned earlier, NW 174th Street originally was planned to provide access into the Moors from the east. Allowing a third access into the Moors would allow residents access to the commercial area along 57th Avenue without the need to travel on congested 67th Avenue and Miami Gardens Drive. Such a connection would require a manned or automatic entry system which would be an expense to the Moors' condominium association but would provide a significant benefit to its residents as well as reduce traffic on the surrounding streets.

Golden Glades Canal Access Due to the lack of east-west connectivity, a new street along the Golden Glades Canal is recommended. This new street would serve as an alternative to the one-way frontage roads along the Palmetto Expressway. Due to the limited right-of-way, such a new street would require the cooperation of property owners on the south bank of the canal, in particular the New Testament Church and the Commerce Center industrial park. A landscaped pedestrian path is also recommended on the maintenance easement along the north bank of the canal.

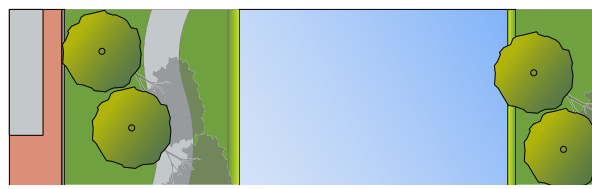
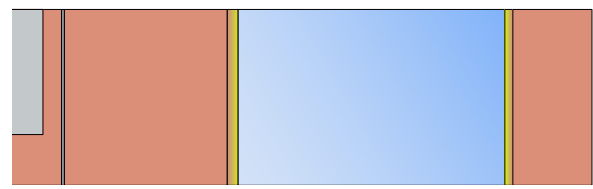
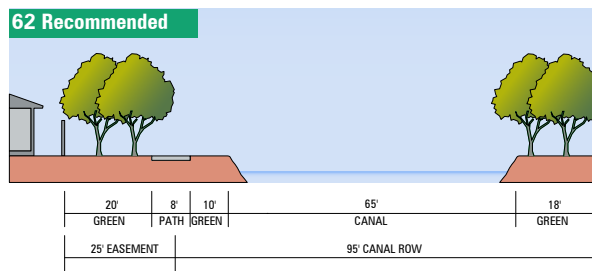
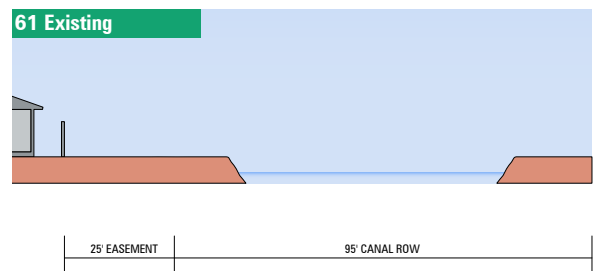
Palmetto Expressway Interchanges The 67th Avenue and 57th Avenue interchanges do not provide adequate capacity for the amount of traffic using the Palmetto Expressway both entering and exiting the Palmetto Expressway. Backups occur on the expressway exits from traffic turning north and south as well as making U-turns to access properties along the frontage roads in the opposite direction.



Access road to NW 73rd Avenue
Middle school NN1
Recommended Park Drive

59. 2005 Aerial photography
60. Illustrative plan detail
61. Golden Glades Canal existing section
62. Golden Glades Canal section with recommended improvements

Golden Glades Canal



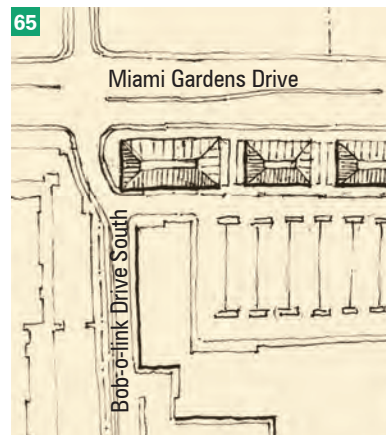
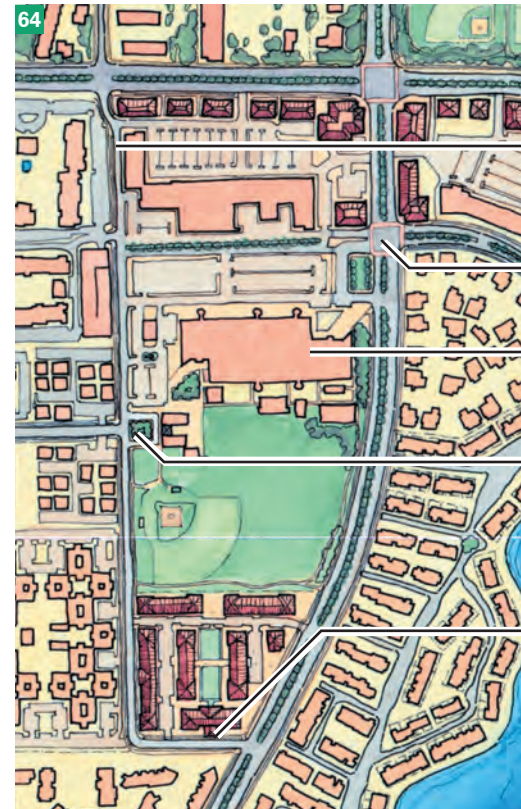
American Senior High and Extension of Bob-o-link Drive Access to American Senior High is difficult, in part due to the configuration of the Mediterranean Boulevard intersection just to the north of the school's east entrance. This intersection does not provide a through westbound movement into the school's parking lot, thereby making a left turn necessary and use of the southern entrance. This can cause a backup during both the beginning and ending of the school day. School traffic traveling north on 67th Avenue only has one entrance at a signalized intersection just south of Mediterranean Boulevard. This intersection also experiences congestion at peak hours.

Recommendations to improve access to American Senior include opening the intersection with the Mediterranean Boulevard allowing for a through movement into the school's parking lot. The east entrance is also recommended to provide full access with both an entrance and exit to the parking lot.

Lastly, a connection northward from the north side of the school is recommended by continuing Bob-o-link Drive south across Miami Gardens Drive to the American Senior campus, providing another entrance to the school's parking lot. This connection should continue south along the edge of the athletic field and provide an access point at 67th Avenue. The use of these connections may prove useful in alleviating some of the congestion that occurs at the school during the AM and PM peak hours.



63. 2005 Aerial photography
 64. Illustrative plan detail
 65. Detail of Bob-o-link Drive extension
 66. North Mediterranean Boulevard and 67th Avenue intersection detail



SPECIFIC RECOMMENDATIONS

Connectivity Improvements continued

Palmetto Frontage Road The westbound frontage road along the Palmetto Expressway is both unattractive and congested, particularly at the exit ramps from the Palmetto at 57th and 67th Avenues. This road should be improved with street lighting, street trees, and sidewalk on the north side of the road as shown in Figure 70. The enhancement of this roadway as recommended here would compliment the redevelopment of the automobile dealerships discussed above as well as provide a greatly improved 'face' to the Country Club area as seen by the thousands of daily travelers on the Palmetto Expressway.

Palmetto Frontage Road Extension An unused 50-foot right-of-way exists on the north side of the Palmetto Expressway that would allow the continuation of the Palmetto frontage road west to NW 77th Court. The presence of the frontage road and access points from NW 168th Street, west of NW 67th Avenue, will serve to decrease the number of cars that use the 67th Avenue interchange. These access points will serve a similar purpose for exiting vehicles, which may use them instead of the NW 67th Avenue intersection.

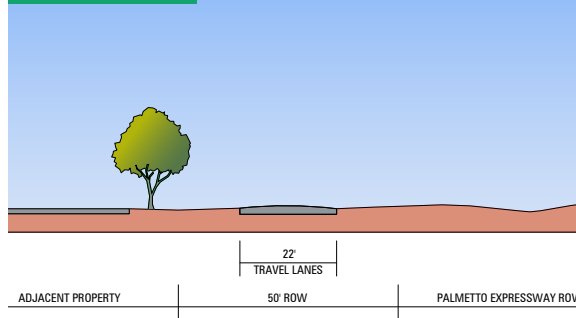
Palmetto Frontage Road



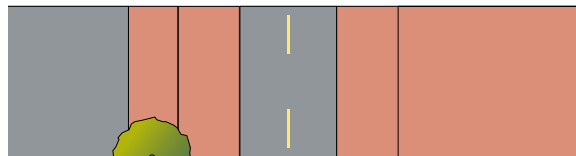
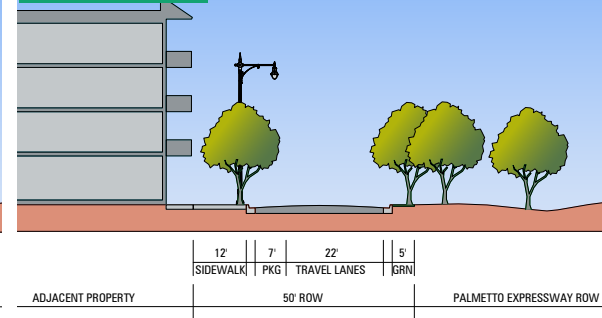
- 66. 2005 Aerial photography
- 67. Illustrative plan detail
- 68. View northwest from the Palmetto Expressway
- 69. Palmetto Frontage Road existing section
- 70. Palmetto Frontage Road section with recommended improvements



69 Existing



70 Recommended

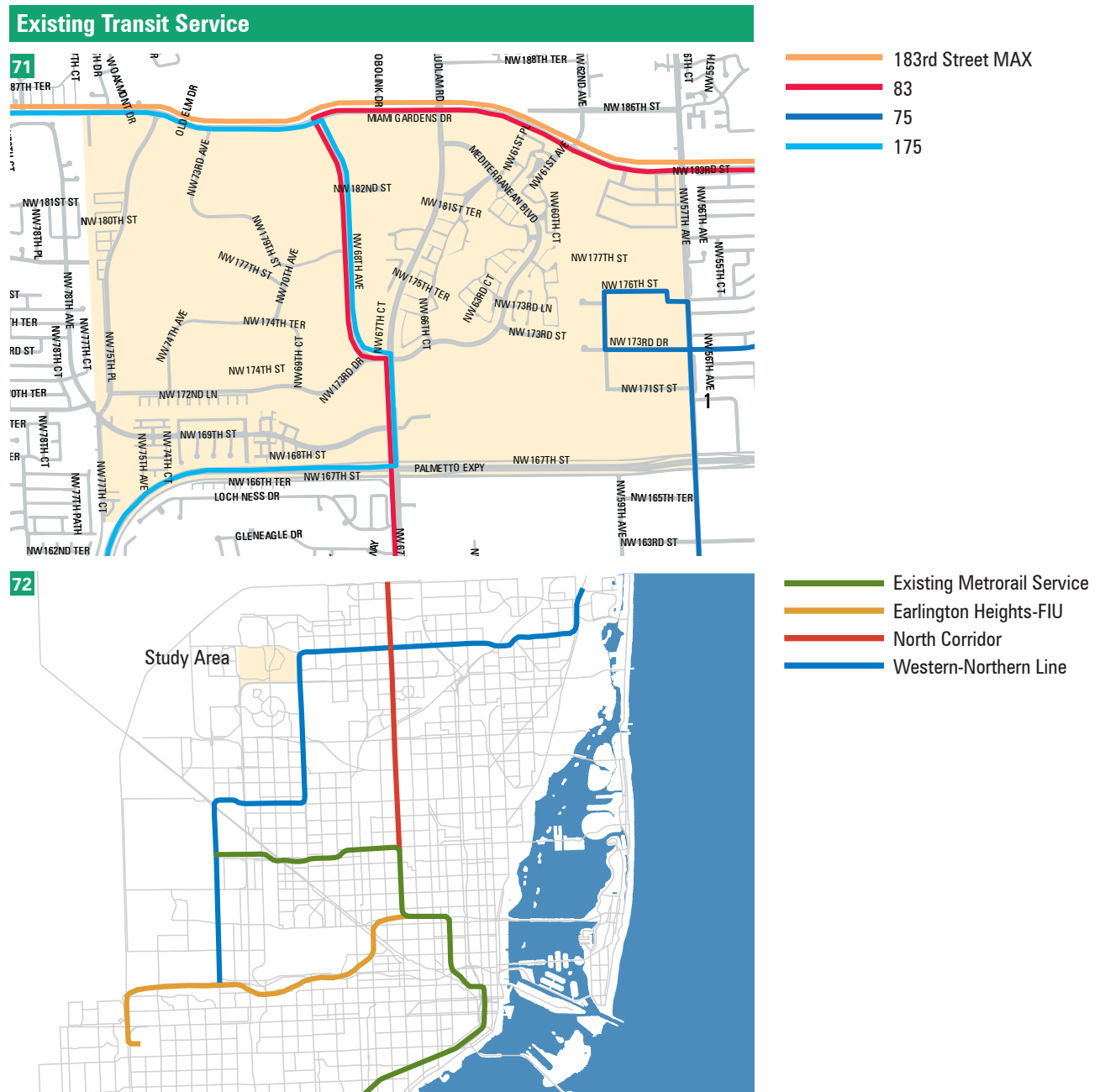


Transit Improvements

As a result of the recent addition of two new routes, the study area is well served by bus transit service. In addition to routes 83 and 75, the 183rd Street MAX provides limited stop service along Miami Gardens Drive to Aventura Mall every 30 minutes weekdays. Route 175 provides express service south to the Palmetto Metrorail station on the Palmetto Expressway and north to Pembroke Lakes Mall via I-75. Route 75 has recently been modified to serve the Wal-Mart Supercenter, but this primarily benefits transit users east and south of the study area.

Bus Service During the charrette, many participants requested a circulator bus route to connect the residential areas around the south course, the Miami Lakes Town Center, the commercial area along 57th and 59th Avenues, as well as the park-and-ride recommended to be located on Miami Gardens Drive. Miami-Dade Transit should further analyze ridership patterns in the area to determine the most effective routing and include this service in the Transit Development Program.

Metrorail Service In addition to requests for improved bus service, a desire for Metrorail service through the study area was also expressed. Illustrated in Figure 72 is a concept for a new Western-Northern Metrorail line that would operate from the proposed 87th Avenue station on the East-West Line to the Aventura area. This line would serve employment centers in the Airport West/Doral area, the densely populated areas of Hialeah that are poorly served by the existing Metrorail alignment, Miami Lakes, the Country Club area via 57th Avenue, heavily traveled Miami Gardens Drive, connect to the proposed North Corridor Metrorail Extension at 27th Avenue, and serve the Biscayne Boulevard corridor in Aventura. Such a line would take many years to realize but the benefits to these areas not currently or planned to be served by Metrorail would be significant. The feasibility of providing Metrorail service through these areas should be further studied.



IMPLEMENTATION

A plan of this type, which necessarily involves both public and private property owners, as well as numerous public agencies at different levels of government will be challenging to implement. The start of the implementation process is to prioritize the recommendations and have the Charrette Plan Report accepted by the Board of County Commissioners.

Ongoing Implementation

A significant implementation program is the Building Better Communities Bond Program approved by the voters in November 2004. The program, starting in 2005/2006, commences with an initial \$250 million project list, of a total \$2.9 billion bond program, that includes infrastructure and quality of life improvements. For the charrette area, several drainage improvement projects are included and are scheduled to begin in the next few years. Although not within the charrette study area, the bond program includes constructing pedestrian and vehicular improvements to the Park and Recreation tract (Ferri property) on the north side of Miami Gardens Drive at Old Elm Drive. Enhancements to the former driving range however are not currently included in the bond program. Enhancements to the driving range that are recommended in this report could be requested as a capital improvement project reviewed, planned and implemented by the Park and Recreation Department.

The Transportation Improvement Program (TIP) by the Metropolitan Planning Organization (MPO) specifies specific projects, time tables as well as funding for proposed transportation improvement projects programmed to be implemented County wide forecast for a five year period. The program currently proposes several resurfacing projects and intersection signalization within the Country Club/ Palm Springs North charrette area. Transportation planning studies, such as congestion management, transit improvements, and roundabouts may be requested for inclusion in the Unified Planning Work

Program (UPWP) to the MPO.

The above three implementation programs, Building Better Communities Bond Program, Park and Recreation proposed capital improvement projects and the Transportation Improvement Program (TIP) are but a few of the programs available for implementation. Other programs such as special taxing districts that typically include landscaping and street lighting, programmed corridor improvements through the Public Works Department and redevelopment by private developers are additional programs that could be considered as an implementation resource.

Implementation, by its very nature, much like this written document and its recommendations necessitates the continued involvement of citizens and property owners in the charrette area as well as public agencies. It reflects the community concerns and the realization of its opportunities and goals as well as contributes to the health, safety and welfare of the area. For that reason, it is imperative the community remain involved to ensure identity, quality and success for the Country Club/ Palm Springs North area.

Prioritization

Opposite is a table summarizing the recommendations of this Charrette Area Plan Report. Some of these recommendations may be implemented in a short time frame by the County or property owner while others may require joint development between agencies and property owners. Some recommendations are dependent on other recommendations being implemented. For each recommendation, participating agencies as well as possible funding sources are identified.

Over the long term, the Charrette Plan will be seen as successful only if there is a concerted effort and coordination on the part of the community and government agencies to see its recommendations through to implementation.

PRIORITIZATION OF RECOMMENDATIONS

Recommendation	Participating Agencies	Dependent on other Recommendations?	Potential Funding Sources	Time Element	Priority Ranking (determined by Steering Committee)
South Course Improvements					40
General Improvements/Amenities					47
1. Provide lush tropical landscaping to be introduced on all the park parcels (p.9)	P&R		P&R	Short	
2. Create various themes to the park gazebo/shelter buildings from various countries (p.9)	P&R		P&R	Medium	
3. Provide active uses such as basketball, baseball, tennis courts, and a multipurpose ball field on the former driving range (p.9)	P&R		P&R	Short	
4. Connect the entire course with walking trails, bike paths and pedestrian walkways (p.9)	P&R		P&R	Short	
5. Provide pedestrian scale lighting all along the trails inside the parks (p.9)	P&R		P&R	Short	
6. Provide barbeque grills, picnic shelters and restrooms along the trails and walkways (p.9)	P&R		P&R	Short	
7. Create a dog park within the FPL easement (p.9)	P&R		P&R	Medium	
8. Provide a police substation and community center at the South Course Clubhouse with a library and computer stations (p.9)	MDPD, MDPLS		QNIP	Long	
9. Provide a corner store/kiosk building at the former driving range as a park amenity (p.9)	DP&Z		Private	Medium	
Waterways					18
1. Bridges or other structures spanning one or more of the waterways (p.9)	P&R		P&R	Long	
Trails					12
1. Retained and expanded throughout the course property to link separate parcels (p.9)	P&R		QNIP	Medium	
2. Restore easements that link parcels (p.9)	PW, P&R		P&R	Short	
3. Benches, lighting and covered shelters should be provided along the trails (p.9)	P&R		P&R	Short	
4. Provide signage with guide maps of the park property as well as directions to nearby businesses that provide food and refreshments at various points along the trails (p.9)	P&R		P&R	Short	
Driving Range					15
1. Provide a community center for surrounding area (p.9)	P&R		DF	Medium	
2. Active uses to include tennis, basketball and soccer facilities (p.9)	P&R		P&R	Short	
Architectural Features					8
1. Open-air pavilions and picnic shelters (p.9)	P&R		P&R	Short	
Access from Surrounding Properties					8
1. Reconfigure the transition from the course property to adjacent property (p.9)	P&R		P&R	Medium	
2. Replace 8-foot wood fence with a low masonry wall topped by a metal picket fence (p.9)	P&R		QNIP	Short	
Connectivity Improvements					14
South Course Park Drive					57
1. Drive to meander along the western boundary of the course connecting the access drive from middle school NN1 to NW 74th Avenue (p.13)	PW		PW	Medium	
2. Provide extensive landscaping, including shade trees lining the roadway (p.13)	CIAB, PW		QNIP	Short	

Acronyms

CARL	Florida Conservation and Recreational Lands Program	DP&Z	Department of Planning and Zoning
CDBG	Community Development Block Grant	FDOT	Florida Department of Transportation
CIAB	Community Image Advisory Board	IF	Impact Fees
CIP	Capital Improvement Program	L RTP	Long Range Transportation Plan
DF	Commission Discretionary Funds	M-DCPS	Miami-Dade County Public Schools
DERM	Department of Environmental Resource Management	MDHA	Miami-Dade Housing Agency

MDPLS	Miami-Dade Public Library
MDT	Miami-Dade Transit
P&R	Miami-Dade Parks and Recreation
PW	Public Works
RAAM	Right of Way Aesthetics Asset Mgt
QNIP	Quality Neighborhood Improvement Program

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

continued

PRIORITIZATION OF RECOMMENDATIONS

Recommendation	Participating Agencies	Dependent on other Recommendations?	Potential Funding Sources	Time Element	Priority Ranking (determined by Steering Committee)
American Senior High and Extension of Bob-o-link Drive					21
1. Open the intersection at Mediterranean Boulevard (p.14)	PW		PW	Medium	
2. The east entrance should provide full access with both an entrance and exit to the parking lot (p.14)	MDPS		M-DCPS	Short	
3. A connection northward from the north side of the school, by continuing Bob-o-link drive south across Miami Gardens Drive to the American Senior campus (p.14)	PW		PW	Medium	
4. Continue connection south along the edge of the athletic field and provide an access point at 67th Avenue (p.14)	PW, M-DCPS		IF	Medium	
Connection east from the Moors					8
1. An additional access (p.13)	DP&Z, PW		Private	Short	
Palmetto Frontage Road/Interchange Improvements					5
1. Improvements to the road should include street lighting, street trees and a sidewalk on the north side of the road (p.15)	PW		PW, RAAM	Short	
2. Utilize 50-foot right-of-way on the north side of the Palmetto Expressway allowing for a continuation of the frontage road west to NW 77th Court (p.15)	PW		PW	Short	
3. 68th Avenue and 173rd Drive right-of-way landscaping improvements in cooperation with adjoining property owners (p. 5)	PW		QNIP, Private	Short	
Golden Glades Canal Access					3
1. A new street along the Golden Glades Canal to provide east-west connectivity (p.13)	PW		PW	Long	
2. A landscaped pedestrian path is recommended on the maintenance easement along the north bank of the canal (p.13)	PW		RAAM, QNIP	Medium	
Corridor Improvements					12
67th Avenue					51
1. Additional turning lanes and exit ramp lanes constructed at the Palmetto Expressway interchange (p.5)	FDOT		FDOT	Medium	
2. Additional engineering analysis should be performed at the following intersections; North and South Mediterranean Boulevard and 169th Street (p.5)	PW		PW	Medium	
68th Avenue					22
1. Bus pull-out bays at the most heavily-used stops along this street (p.5)	MDT		TIP	Medium	
2. Provide a median for landscaping (p.5)	PW		RAAM, CIAB	Short	
3. 68th Avenue and 173rd Drive right-of-way landscaping improvements in cooperation with adjoining property owners (p. 5)	PW		RAAM, CIAB, Private	Short	
179th Street					2
1. Replace existing painted median with a median that is landscaped (p.5)	PW, CIAB		RAAM, PW	Short	
2. Replace existing stop-controlled intersection with a roundabout at the intersection of 68th Avenue (p.5)	PW		PW, CIAB	Medium	
77th Court/169th Street					6
1. Roundabout at the intersection (p.8)	PW		PW, CIAB	Medium	
2. Dedicated right-turn lanes separate from center circulating roadway and pedestrian crosswalks to the north and east legs of roundabout (p.8)	PW		PW	Medium	
3. In the center island of the roundabout an appropriate monument to mark the entrance into the Palm Springs area from the east (p.8)	CIP		CIAB	Medium	

continued

Recommendation	Participating Agencies	Dependent on other Recommendations?	Potential Funding Sources	Time Element	Priority Ranking (determined by Steering Committee)
Miami Gardens Drive					9
1. Installation of traffic signal at 75th Place (p.7)	PW		PW	Short	
2. Build a park-and-ride lot under FPL power lines south of Miami Gardens Drive (p.7)	MDT		MDT	Long	
3. Entrance feature at Peters Pike Canal (p.7)	CIP		CIAB	Medium	
Transit Improvements					9
Bus Service					14
1. Establish a circulator bus route to connect the residential areas around the south course, Miami Lakes Town Center, the commercial area along 57th and 59th Avenues, as well as the park and ride recommended to be located on Miami Gardens Drive (p.16)	MDT		MDT	Short	
Metrorail Service					14
1. Initiate a study of the feasibility of extending service through the area (p.16)	MDT		LTRP	Long	
Town Center					6
Main Street					60
1. Locate Main Street in the area west of Wal-Mart Supercenter on 57th Avenue (p.11)	DP&Z		Private	Long	
2. Build upon existing street network to develop into series of blocks and squares (p.11)	DP&Z, PW		PW	Long	
3. Town center is anchored on a waterway plaza that features linear lagoon from 57th to 59th Avenues lined on each side with shaded walkways and seating areas (p.11)	DP&Z		Private	Long	
Auto Sales/Palmetto Frontage					14
1. Improve frontage road with sidewalks, street trees and street lighting (p. 15)	PW		PW, RAAM	Short	
Industrial Area					14
1. Establish architectural guidelines and improve street edge treatment of industrial properties (p. 11)	DP&Z		Private	Medium	

Acronyms

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MDPLS	Miami-Dade Public Library
MDT	Miami-Dade Transit
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PW	Public Works
RAAM	Right of Way Aesthetics Asset Mgt
QNIP	Quality Neighborhood Improvement Program

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

Thanks to all who spent their Saturday helping to create the vision for the future of the Country Club/Palm Springs North area:

Michael Arnold	Sonia Gonzalez	Walter Mora
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