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| <h1 style="text-align: center;">Application No. 5</h1> <h2 style="text-align: center;">Commission District 1 Community Council 5</h2> |
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APPLICATION SUMMARY

| | |
|---------------------------|--|
| Applicant/Representative: | Miami- Dade County/ Marc C. LaFerrier, AICP, Director Department of Planning and Zoning 111 NW 1 Street, Suite 1110 Miami, Florida 33128-1972 |
| Location: | Generally in the unincorporated Country Club of Miami/Palm Springs North Area of the County. Specifically bounded by NW 57 Avenue (Red Road) on the east, the Moors residential development along NW 67 Avenue (Ludlum Road) on the west, NW 167 Street (Palmetto Expressway) on the south and NW 183 Street (Miami Gardens Drive) on the north. |
| Requested Change: | Designate a Community Urban Center (CUC) for the Country Club of Miami/Palm Springs North unincorporated area of the County on the Adopted 2015 and 2025 Land Use Plan map |
| Amendment Type: | Standard Amendment |

RECOMMENDATIONS

| | |
|--|---|
| Staff: | ADOPT AND TRANSMIT (February 25, 2010) |
| Country Club of Miami Community Council (CC5): | |
| Planning Advisory Board (PAB) acting as Local Planning Agency: | TO BE DETERMINED (April 5, 2010) |
| Board of County Commissioners: | TO BE DETERMINED (May 5, 2010) |
| Final Recommendation of PAB acting as Local Planning Agency: | TO BE DETERMINED |
| Final Action of Board of County Commissioners: | TO BE DETERMINED |

Staff recommends **ADOPT AND TRANSMIT** the proposed application to amend the Adopted 2015 and 2025 Land Use Plan map for Miami-Dade County to designate a community urban center in the area generally bounded by NW 57 Avenue on the east, the Moors residential development on the west, NW 167 Street on the south and NW 183 Street on the north for the following reasons:

1. The Country Club/Palm Springs North Charrette Area Plan Report and its recommendation for a town center has been supported or accepted by several resolutions. The Country Club of Miami Community Council (CC 5) passed Resolution No. 5-02-06 (See Appendix A1) on May 4, 2006 which recommended to the Board of County Commissioners (BCC), Mayor and the County Manager that they adopt and implement the recommendations in the Country Club/Palm Springs North Charrette Area Plan Report in order to realize the community's vision. On July 18, 2006, the Report was accepted by the BCC in Resolution R-870-06 (See Appendix A2) and staff was authorized to prepare implementation strategies. Community Council 5 passed Resolution No. 05-03-09 on September 23, 2009 (See Appendix A3) that supported the designation of a CUC on the LUP map for properties generally bounded by NW 57 Avenue on the east, the Moors residential development on the west, NW 163 Street on the south and NW 183 Street on the north, and the adoption of zoning standards to implement the town center recommendations in the Country Club/Palm Springs North Charrette Report. The southern boundary of the town center is NW 167 Street (Palmetto Expressway/SR 826) as shown on page 11 of the Charrette report and not NW 163 Street as mistakenly stated in the application and Resolution No. 05-03-09.
2. The Comprehensive Development Master Plan (CDMP) encourages and promotes the development of urban centers within the County. The location of urban centers and the configuration of the land uses within them would be designed to encourage convenient alternatives to travel by automobile, to provide more efficient land use than suburban development forms, and to create identifiable town centers for the County's diverse communities.

The designation of a community urban center in the area generally bounded by NW 57 Avenue on the east, the Moors residential development on the west, NW 167 Street on the south and Miami Gardens Drive (NW 183 Street/NW 186 Street) on the north will facilitate the implementation of the town center concept described in the Country Club/Palm Springs North Charrette Area Plan Report (See Appendix B). Country Club/Palm Springs North residents participating in the charrette identified the area to the west of the Wal-Mart Supercenter on NW 57th Avenue as the desired site for a future town center. The site is suitable for a town center due to its proximity to NW 57th Avenue, Miami Gardens Drive and the Palmetto Expressway, convenient access to transit, and significant amount of vacant land and other properties with a high probability for redevelopment. As described in the Country Club/Palm Springs North Charrette Area Plan Report, the resident's vision for this area is a mixed-use development with high quality urban design, moderate density and direct access to transit. Designation as a community urban center and subsequent adoption of zoning regulations to implement the community's vision will provide for better mobility and a clustering of uses that will allow residents to walk or bike for daily trips to work and shopping.

3. The CDMP text for urban centers provides that the County give special emphasis to providing a high level of public mass transit service to all planned urban centers. Metrobus Route 183 (183 Street Local) provides service between NW 87 Avenue and Aventura Mall with peak period headways of 12 minutes on weekdays. This route serves the north end of

the proposed town center. Metrobus Routes 49, 75 and 286 serve the east end of the proposed town center along NW 57 Avenue with varying headways.

STAFF ANALYSIS

Urban Center – Land Use and Urban Design

According to the CDMP, 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. Urban Centers shall be developed in an urban form with a street system having open, accessible and continuous qualities of the surrounding grid system, with variation, to create community focal points and termination of vistas.

The street system should have frequent connections with surrounding streets and create blocks sized and shaped to facilitate incremental building over time, buildings fronting on streets and pedestrian pathways, and squares, parks and plazas defined by the buildings around them. The street system shall be planned and designed to create public space that knits the site into the surrounding urban fabric, connecting streets and creating rational, efficient pedestrian linkages. Streets shall be designed for pedestrian mobility, interest, safety and comfort as well as vehicular mobility. The size of blocks and network of streets and pedestrian access ways shall be designed so that walking routes through the center and between destinations in the center are direct, and distances are short. Emphasis shall be placed on sidewalks, with width and street-edge landscaping increased where necessary to accommodate pedestrian volumes or to enhance safety or comfort of pedestrians on sidewalks along any high-speed roadways. Crosswalks will be provided, and all multi-lane roadways shall be fitted with protected pedestrian refuges in the center median at all significant pedestrian crossings. In addition, streets shall be provided with desirable street furniture including benches, light fixtures and bus shelters.

Open spaces such as public squares and greens shall be established in urban centers to provide visual orientation and a focus of social activity. They should be located next to public streets, residential areas, and commercial uses, and should be established in these places during development and redevelopment of streets and large parcels, particularly parcels 10 acres or larger.

The proposed town center in the Country Club/Palm Springs North Charrette Report met these requirements. The entire area is recommended to build upon the existing street network to develop into a series of blocks and squares to establish an urban neighborhood. This big-box retail destination has the potential to be transformed into a vibrant town center with a mixture of retail, office, residential, and entertainment areas all within walking distance.

The town center conceptual plan divides the site into three main areas, the main street area, the office/auto sales area, and the industrial area. The main street 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 a connection from this area across the Golden Glades Canal to 59th Avenue. This new roadway link should 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 NW 59th Avenue and NW 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. Building heights are expected to taper down on the western boundary to be compatible with the residential area to the west.

Transit

Existing Conditions

The Table below describes existing Metrobus Routes 29, 49, 75, 183 and 286/North Pointe Circulator along with their service frequencies (headways) that serve the proposed town center and its vicinity. Metrobus Route 183 (183 Street Local) provides service between NW 87 Avenue and Aventura Mall serves the north end of the proposed town center.

Metrobus Routes 49, 75 and 286 serve the east end of the proposed town center along NW 57 Avenue with varying headways. Metrobus Route 49 provides service between NW 57 Avenue and NW 167 Street in the proposed town center and the Golden Glades Park and Ride Lot. The Golden Glades Park and Ride Lot serves as transfer station for the Route 95 Express and is a connector to Tri-Rail. Metrobus Route 75 operates between Miami Lakes Technical Education Center and the FIU Biscayne Bay campus. Metrobus Route 186/North Pointe Circulator operates entirely within the boundaries of the Country Club/Palm Springs North Charrette Area connecting NW 75 Place with the Wal-Mart in the proposed town center. Metrobus Route 29 is provides service between the Miami Lakes Technical Education Center, four tenths of a mile south of the proposed town center and the Hialeah Metrorail Station.

Metro Route Service Summary

| Routes | Service Headways (in minutes) | | | | | | Proximity to Bus Route (miles) | Type of service |
|-----------------------------|-------------------------------|--------------------|-----------------------|-----------|----------|--------|--------------------------------|-----------------|
| | Peak (AM/PM) | Off-Peak (middays) | Evenings (after 8 PM) | Overnight | Saturday | Sunday | | |
| 29 | 45 | 45 | N/A | N/A | N/A | N/A | 0.4 | F |
| 49 | 30 | N/A | N/A | N/A | N/A | N/A | 0.0 | L |
| 75 | 30 | 30 | 60 | N/A | 45 | 60 | 0.0 | L |
| 183 | 12 | 20 | 20 | N/A | 20 | 24 | 0.0 | L |
| 286/North Pointe Circulator | 24 | 48 | N/A | N/A | 48 | N/A | 0.0 | L |

Source: 2009 Transit Plan, Miami-Dade Transit, December 2009

Notes: L means Metro bus local route service

F means Metro bus feeder service to Metrorail

E Means Express or Limited-Stop Metrobus service

Future Conditions

No improvements to the existing Metrobus service in the charrette area of the application site are being planned for the next ten years, as noted in the 2019 Recommended Service Plan of the 2009 Transit Development Plan (TDP). No major Transit improvements in the vicinity of the application area are planned for the next ten years as noted in the 2009 TDP or the 2035 Long Range Transportation Plan.

Consistency with CDMP Goals, Objectives, Policies and Concepts

All CDMP amendment applications are evaluated for consistency with pertinent CDMP Objectives, Policies, Land Use Plan Concepts and other Plan provisions. The specific objectives, policies and Land Use Plan Concepts that materially apply to the requested amendment are indicated below in summary following the specific item. For the specific language see the Adopted Components Comprehensive Development Master Plan, October 2006 Edition, as amended through May, 2009.

The proposed application will further the following goals, objectives, policies and concepts of the CDMP:

- Objective LU-1. The location and configuration of Miami-Dade County's urban growth through the year 2025 shall emphasize concentration and intensification of development around centers of activity, development of well designed communities containing a variety of uses, housing types and public services, renewal and rehabilitation of blighted areas, and contiguous urban expansion when warranted, rather than sprawl.
- Policy LU-1A. High intensity, well-designed urban centers shall be facilitated by Miami-Dade County at locations having high countywide multimodal accessibility.
- Policy LU-10A. Miami-Dade County shall facilitate contiguous urban development, infill, redevelopment of substandard or underdeveloped urban areas, high intensity activity centers, mass transit supportive development, and mixed-use projects to promote energy conservation.

APPENDICES

- Appendix A (1), (2) and (3) - Resolutions
- Appendix B - Country Club/Palm Springs North Charrette Area Plan Report

Appendix A (1)

Resolution No. 5-02-06

RESOLUTION NO CC 5-02-06

RESOLUTION OF THE COUNTRY CLUB OF MIAMI COMMUNITY COUNCIL (5) RECOMMENDING TO THE MAYOR, COUNTY MANAGER AND BOARD OF COUNTY COMMISSIONERS THAT THEY ADOPT AND IMPLEMENT THE RECOMMENDATIONS IN THE COUNTRY CLUB/ PALM SPRINGS NORTH CHARRETTE AREA PLAN REPORT IN ORDER TO REALIZE THE COMMUNITY'S VISION.

WHEREAS, Section 20-40 of the Code of Miami-Dade County establishes Community Councils in the unincorporated area; and

WHEREAS, the Community Councils may at their option perform certain duties and responsibilities as are contained in that ordinance; and

WHEREAS, at their meeting of May 4, 2006, the members of the Country Club of Miami Community Council (5) discussed the Country Club/Palm Springs North Charrette Area Plan Report and its recommendations;

NOW THEREFORE BE IT RESOLVED THAT THE COUNTRY CLUB OF MIAMI COMMUNITY COUNCIL (5) recommends to the Mayor, County Manager and Board of County Commissioners that they adopt and implement the recommendations contained in the Country Club/Palm Springs North Charrette Area Plan Report to fully realize the community's vision.

The forgoing resolution was offered by Council Member Archie E. McKay Jr., who moved its adoption and was seconded by Council Member Juan Garcia, and upon being put to a vote the vote was as follows:

| | | | |
|----------------------------|--------|---------------------|-----|
| Sharon Franklin | Absent | Richard Friedman | Aye |
| Juan A. Garcia, Vice Chair | Aye | Archie E. McKay Jr. | Aye |
| Paul O'Dell, Chair | Aye | Leonardo A. Perez | Aye |

The Chair thereupon declared the resolution duly passed and adopted this 4th day of May 2006.

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


Nancy Randle-Durant, Executive Secretary

Appendix (A2)

Resolution No. R-870-06

Memorandum



Date: July 18, 2006

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

Agenda Item No. 8(N)(1)(B)

From: George M. Burgess
County Manager

Subject: Proposed Resolution Accepting the Country Club-Palm Springs North Charrette Report

RECOMMENDATION

It is recommended that the Board adopt the attached resolution accepting the Country Club-Palm Springs North Charrette Report, including its plan and recommendations, and authorizing the preparation of the required implementing strategies.

BACKGROUND

Upon request of the Board and with the sponsorship of Commissioner Natacha Seijas, the Department of Planning and Zoning held the Country Club-Palm Springs North Charrette from August 20 to September 15, 2005, and, upon completion of the planning process, issued the Country Club-Palm Springs North Charrette Report in November 2005. The Report contains the Citizens' vision for the growth and development of the Country Club-Palm Springs North area in Commission District 13.

The Country Club-Palm Springs North area encompasses approximately 2.37 square miles and it is bounded by NW 183rd Street, Miami Gardens Drive to the north, NW 57th Avenue, Red Road to the east, the Palmetto Expressway, State Road 826 to the south, and the Peters Pike Canal to the west.

The Country Club-Palm Springs North Charrette Report has been subject to considerable public input, including the Charrette's Steering Committee and public hearings at the Country Club of Miami Community Council 5 and the Planning Advisory Board. All these Boards have recommended that the Board of County Commissioners accept the Country Club-Palm Springs North Charrette Report and pursue implementation of its recommendations.

Honorable Chairman Joe A. Martinez
and Members, Board of County Commissioners
Page 2

FISCAL IMPACT

All the recommendations provided in the Country Club-Palm Springs North Charrette Report, unless noted otherwise, are not funded and remain so until their inclusion in the County budget or, if applicable, until funded by another implementing entity. Acceptance of this Report shall not cause any additional fiscal burden to Miami-Dade County.



Assistant County Manager

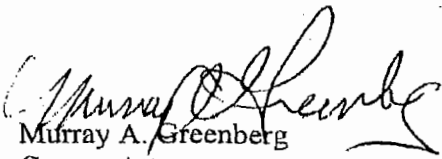


MEMORANDUM

(Revised)

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

DATE: July 18, 2006

FROM: 
Murray A. Greenberg
County Attorney

SUBJECT: Agenda Item No. 8(N)(1)(B)

Please note any items checked.

- ☐ "4-Day Rule" ("3-Day Rule" for committees) applicable if raised
- ☐ 6 weeks required between first reading and public hearing
- ☐ 4 weeks notification to municipal officials required prior to public hearing
- ☐ Decreases revenues or increases expenditures without balancing budget
- ☐ Budget required
- ☐ Statement of fiscal impact required
- ☐ Bid waiver requiring County Manager's written recommendation
- ☐ Ordinance creating a new board requires detailed County Manager's report for public hearing
- ☐ Housekeeping item (no policy decision required)
- ☐ No committee review

Approved _____ Mayor
Veto _____
Override _____

Agenda Item No. 8(N)(1)(B)
07-18-06

RESOLUTION NO. _____

RESOLUTION ACCEPTING THE COUNTRY CLUB-
PALM SPRINGS NORTH CHARRETTE REPORT
INCLUDING ITS PLAN AND RECOMMENDATIONS
AND AUTHORIZING THE PREPARATION OF THE
REQUIRED IMPLEMENTING STRATEGIES

WHEREAS, the Country Club of Miami Community Council 5, elected officials, area residents and business owners worked together to build consensus on the future of the Country Club-Palm Springs North area; and

WHEREAS, the Department of Planning and Zoning held the Country Club-Palm Springs North Charrette from August 20 to September 15, 2005; and

WHEREAS, the Department of Planning and Zoning in coordination with the Country Club-Palm Springs North Charrette Steering Committee issued the Country Club-Palm Springs North Charrette Report in November 2005; and

WHEREAS, at their meeting of February 1, 2006, the members of the Country Club-Palm Springs North Charrette Steering Committee discussed and prioritized the Country Club-Palm Springs North Charrette Report's recommendations; and

WHEREAS, at their meeting of May 4, 2006 the members of the Country Club of Miami Community Council 5 recommended the adoption and implementation of the Country Club-Palm Springs North Charrette Report; and

WHEREAS, the Country Club-Palm Springs North Charrette Report is consistent with the County's Comprehensive Development Master Plan; and

WHEREAS, the Country Club-Palm Springs North Charrette Report promulgates recommendations and guidelines to influence form and character of future development within the Country Club-Palm Springs North area; and

WHEREAS, the County wishes to accept these recommendations and guidelines; and

WHEREAS, further implementation of the Charrette/Area Plan guidelines may require changes to the County's existing comprehensive plan and land development regulations,

5

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF MIAMI-DADE COUNTY, FLORIDA, that this Board hereby accepts the Country Club-Palm Springs North Charrette Report, including its plan and recommendations, and authorizes the preparation of the required implementing strategies.

The foregoing resolution was offered by Commissioner who moved its adoption. The motion was seconded by Commissioner and upon being put to a vote, the vote was as follows:


| | |
|-------------------------------|-------------------|
| Joe A. Martinez, Chairman | |
| Dennis C. Moss, Vice-Chairman | |
| Bruno A. Barreiro | Jose "Pepe" Diaz |
| Audrey M. Edmonson | Carlos A. Gimenez |
| Sally A. Heyman | Barbara J. Jordan |
| Dorrian D. Rolle | Natacha Seijas |
| Katy Sorenson | Rebeca Sosa |
| Sen. Javier D. Souto | |

The Chairperson thereupon declared the resolution duly passed and adopted this 18th day of July, 2006. This resolution shall become effective ten (10) days after the date of its adoption unless vetoed by the Mayor, and if vetoed, shall become effective only upon an override by this Board.

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

HARVEY RUVIN, CLERK

By: _____
Deputy Clerk

Approved by County Attorney as
to form and legal sufficiency. 

Dennis A. Kerbel

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Appendix (A3)

Resolution No. 05-03-09

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RESOLUTION NO. 05-03-09

RESOLUTION FROM COMMUNITY COUNCIL 5, SUPPORTING THE DESIGNATION OF A COMMUNITY URBAN CENTER ON THE MIAMI-DADE COUNTY 2015-2025 LAND USE PLAN MAP FOR PROPERTIES GENERALLY BOUNDED BY NW 57 AVENUE ON THE EAST, THE MOORS RESIDENTIAL DEVELOPMENT ON THE WEST, NW 163 STREET ON THE SOUTH AND NW 183 STREET ON THE NORTH, AND THE ADOPTION OF ZONING STANDARDS TO IMPLEMENT THE TOWN CENTER RECOMMENDATIONS IN THE COUNTRY CLUB/PALM SPRINGS NORTH CHARRETTE REPORT.

WHEREAS, in 2005 the Department of Planning and Zoning conducted a charrette for the Country Club/Palm Springs North area of Miami-Dade County; and

WHEREAS, the charrette process produced an Area Plan Report and Prioritized Recommendations that were approved by Community Council 5 and the Planning Advisory Board, and;

WHEREAS, the Area Plan Report and Prioritized Recommendations were accepted by the Board of County Commissioners on July 18, 2006 (Resolution R-870-06), and;

WHEREAS, as shown in Attachment A, the County Club/Palm Springs North Charrette Area Plan Report designates the area generally bounded by NW 57 Avenue on the east, the Moors residential development on the west, NW 163 Street on the south and NW 183 Street on the north as a town center, and:

WHEREAS, it is the opinion of the members of Community Council 5 that the area designated as a town center could benefit from a community urban center designation on the Miami-Dade County's Comprehensive Development Master Plan Land Use Plan map and that the adoption of zoning standards would implement the Country Club/Palm Springs North Charrette Area Plan Report, and;

WHEREAS, the requested community urban center and zoning amendments would address the need for a moderate intensity, design unified mix of land uses integrated both vertically and horizontally for the Country Club/Palm Springs North area of Miami-Dade County, and;

NOW THEREFORE IT BE RESOLVED BY COMMUNITY COUNCIL 5 THAT THE DESIGNATION OF A COMMUNITY URBAN CENTER AND ADOPTION OF ZONING STANDARDS TO IMPLEMENT THE TOWN CENTER RECOMMENDATIONS IN THE COUNTRY CLUB/PALM SPRINGS NORTH CHARRETTE AREA PLAN REPORT IS HEREBY SUPPORTED.


The foregoing resolution was offered by Councilwoman Carbana. The motion was seconded by Councilman McKay and upon being put to a vote the vote was as follows:

Richard Friedman, Chair Yea
Juan A. Garcia, Vice Chair
Senderoff Yea
Leonardo A. Perez Yea

Joanne Carbana Yea
Yea Alexander
Archie E. McKay, Jr. Yea

The Chair thereupon declared the resolution duly passed and adopted this 23rd day of September of 2009.

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


N
Secretary

APPENDIX B

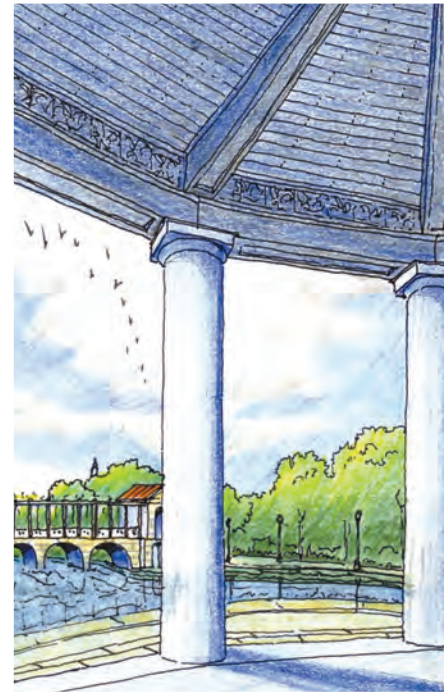
Country Club/Palm Springs North Charrette Area Plan Report

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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

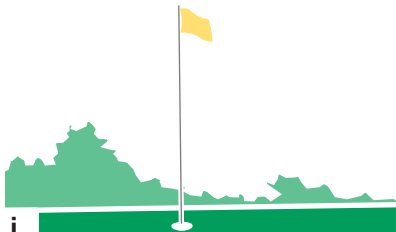
Charrette Steering Committee

| | |
|---------------------------------|--------------------|
| Julio Garuz, Chair | Barbara Hagan |
| Pat Collado, Co-Vice-Chair | Archie McKay, Jr. |
| Richard Friedman, Co-Vice-Chair | Delores Orozco |
| Luis Aguilar | Samuel Rodriguez |
| Mike Arnold | Perfecta Sotolongo |
| Rosa Colon | Anelena Torres |
| Jorge Garcia | Camelia Walsh |
| Zeida Garcia | Gail Winner |

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.



Carlos Alvarez, Mayor
BOARD OF COUNTY COMMISSIONERS
Bruno A. Barreiro, *Chairman*
Barbara J. Jordan, *Vice-Chairwoman*

| | |
|---|--|
| Barbara J. Jordan <i>District 1</i> | Katy Sorenson <i>District 8</i> |
| Dorrian D. Rolle <i>District 2</i> | Dennis C. Moss <i>District 9</i> |
| Audrey M. Edmonson <i>District 3</i> | Sen. Javier D. Souto <i>District 10</i> |
| Sally A. Heyman <i>District 4</i> | Joe A. Martinez <i>District 11</i> |
| Bruno A. Barreiro <i>District 5</i> | José "Pepe" Diaz <i>District 12</i> |
| Rebeca Sosa <i>District 6</i> | Natacha Seijas <i>District 13</i> |
| Carlos A. Gimenez <i>District 7</i> | |

Harvey Ruvin, *Clerk of Courts*
George M. Burgess, *County Manager*
Robert A. Cuevas, Jr., *Acting County Attorney*
Subrata Basu, *Interim Director*
Department of Planning and Zoning

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:



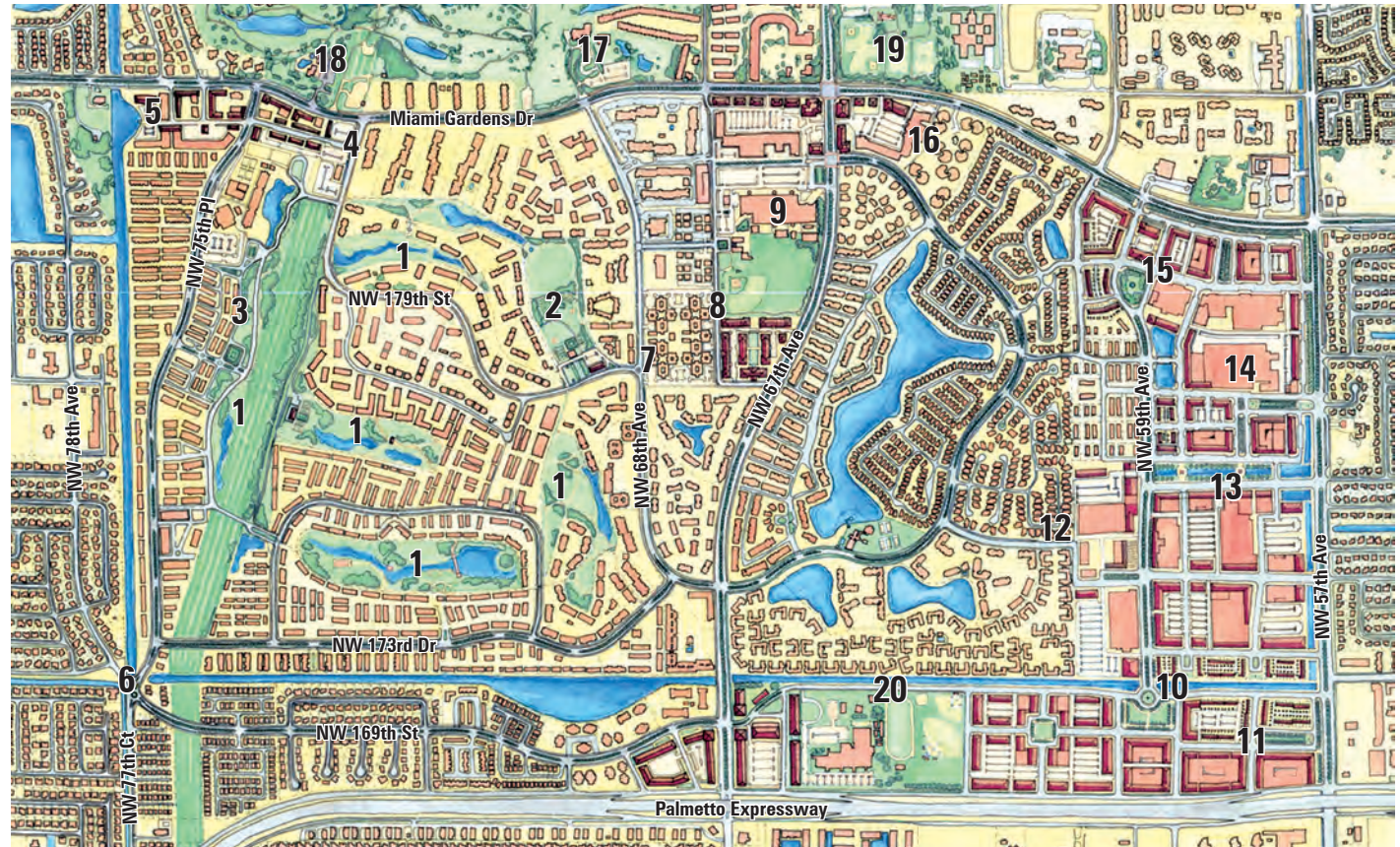
Calvin Giordano & Associates, Inc.
Engineers • Surveyors • Planners

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

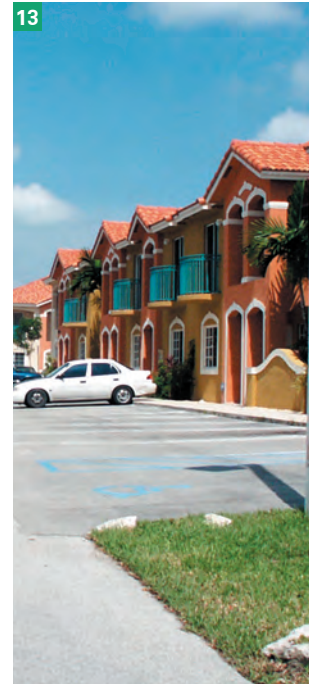
The Country Club/Palm Springs North study area is 2.37 square miles, defined by NW 57th Avenue on the east, The Palmetto Expressway on the south, Peters Pike Canal on the west and Miami Gardens Drive on the north. This area's development began in the early 1960s with single-family houses surrounding 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

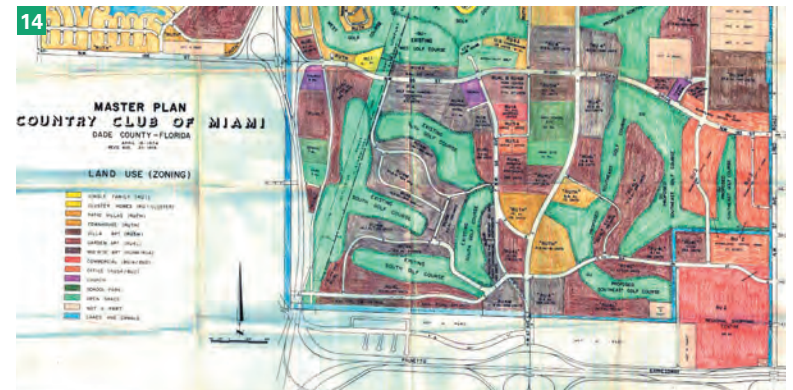
The population in the study area according to the 2000 Census was 19,812 persons, of which 61% were Hispanic, 19% Black, and 15% white non-Hispanic. The population per acre over the entire study area is 13 persons per acre, a relatively low density due to the numerous lakes, golf course, and large commercial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

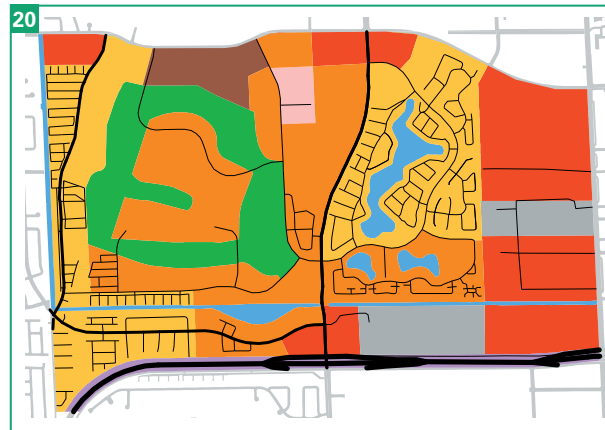


- 12. 2005 Aerial photography
- 13. Townhouses north of NW 173rd Drive
- 14. 1974 Country Club of Miami Master Plan
- 15. View north over NW 67th Avenue from Palmetto Expressway





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 | |



Totals may not match due to rounding

| 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 | |

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.



23. 2005 Aerial photograph
24. Charrette illustrative plan

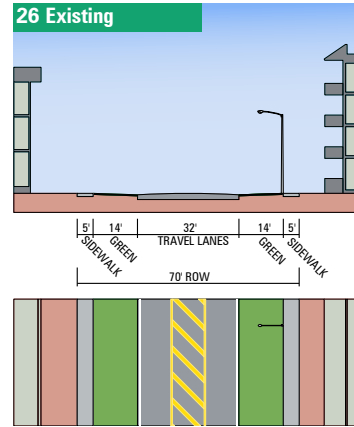


The large unused portion of the right-of-way to the north and south of the intersection of 68th Avenue and 173rd Drive is occupied only by weeds and gravel. These areas, approximately 13,000 square feet, should be landscaped with trees and ground cover in cooperation with adjoining properties, which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

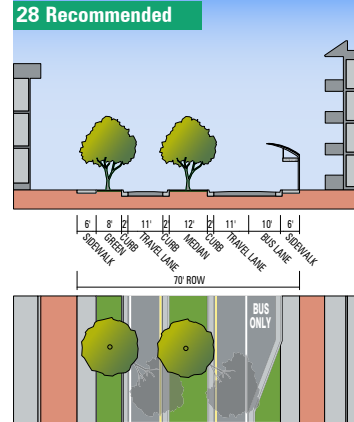
179th Street NW 179th Street connects 68th Avenue to Miami Gardens Drive along a broadly curving path. This street would also benefit from the addition of a landscaped median in place of the existing painted median. A roundabout is recommended at the intersection of 68th Avenue and 179th Street in place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

NW 68th Avenue

25



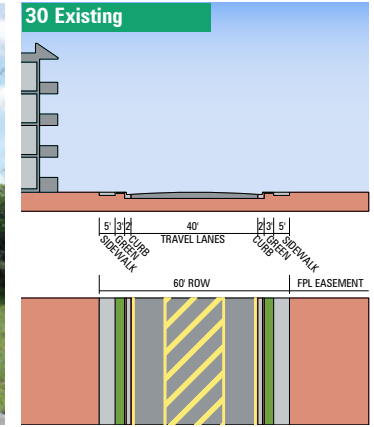
27



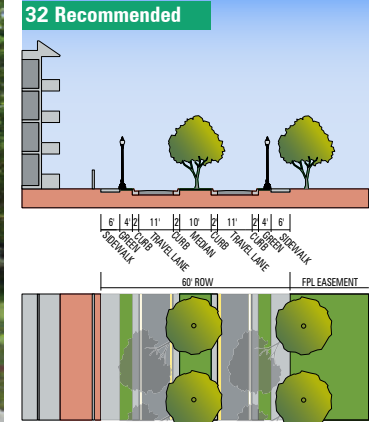
25, 26. NW 68th Avenue existing condition
27, 28. NW 68th Avenue recommended improvements

NW 179th Street

29



31



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

SPECIFIC RECOMMENDATIONS

Corridor Improvements continued

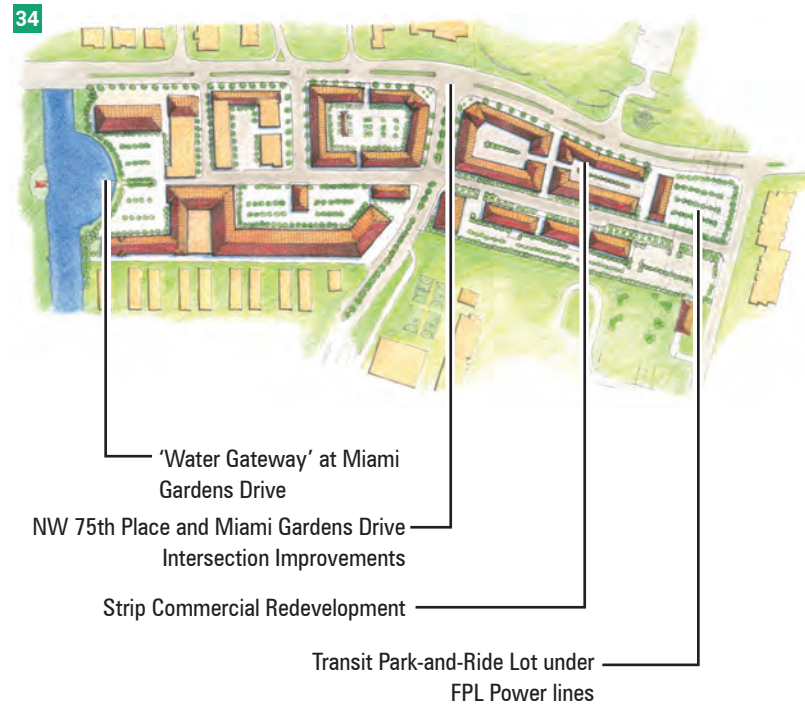
Miami Gardens Drive West of NW 59th Avenue, Miami Gardens Drive is a four-lane arterial that carries about 38,000 trips on an average weekday. There is the possibility of enhancing capacity through the expansion to six lanes within the existing 110-foot right-of-way, but any roadway expansion would cause 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.

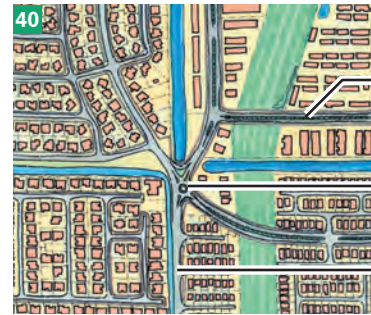
- 33. 2005 Aerial photography
- 34. Illustrative plan of recommended improvements
- 35. NW 75th Place existing condition
- 36. Photo simulation of NW 75th Place with recommended landscaping improvements
- 37. View of 'Water Gateway' at Peters Pike Canal and Miami Gardens Drive
- 38. Peters Pike Canal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



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

41



39. 2005 Aerial photography

40. Illustrative plan of recommended improvements

41. View south towards roundabout from NW 75th Place

42. Plan detail of roundabout

42



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 barbeque 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.

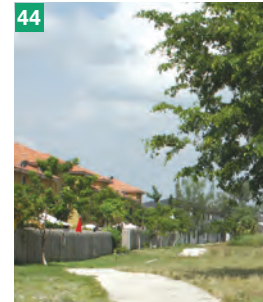
Trails Even in the course's current state of disrepair, the trails formerly used for golf carts are used as walking and biking trails. These trails should be retained and expanded throughout the course property particularly to link the separate parcels. Many of the parcels are linked by easements that 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.

46

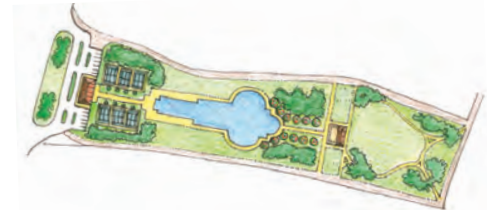


- 46. South course detail
- 47a, 47b. Alternate options to the South Course
- 48. Section through lagoon with domed park pavilion at water edge
- 49. View to Palladian bridge from park pavilion

47a Former driving range alternative



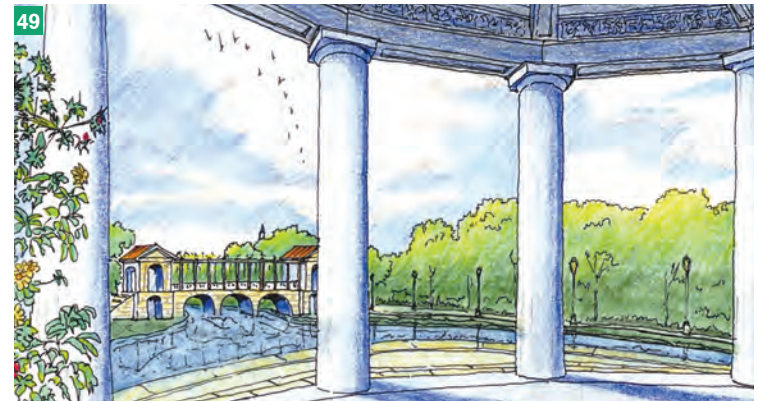
47b Parcel 1165 Alternative



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.

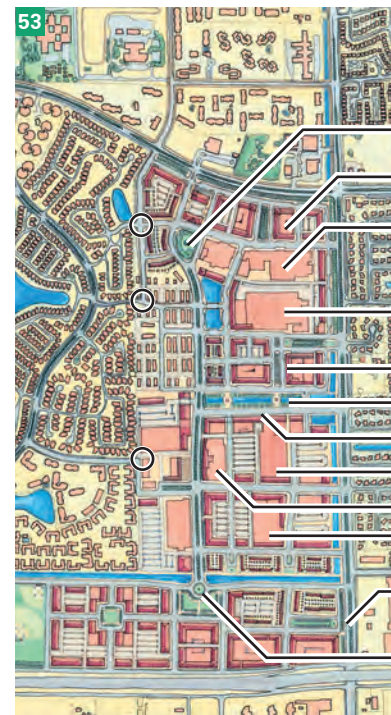
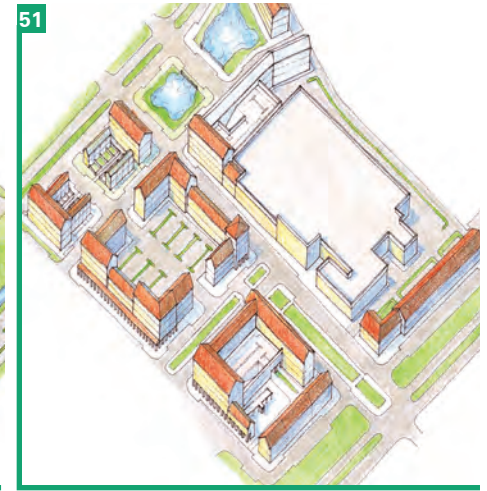
Planning and Zoning Staff should investigate what changes, if any, are required of its Comprehensive Plan or Land Development Regulations in order to encourage development as recommended here to occur.

50. Wal-Mart Supercenter existing condition axonometric view

51. Wal-Mart Supercenter parking lot future infill axonometric view

52. 2005 Aerial photograph

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

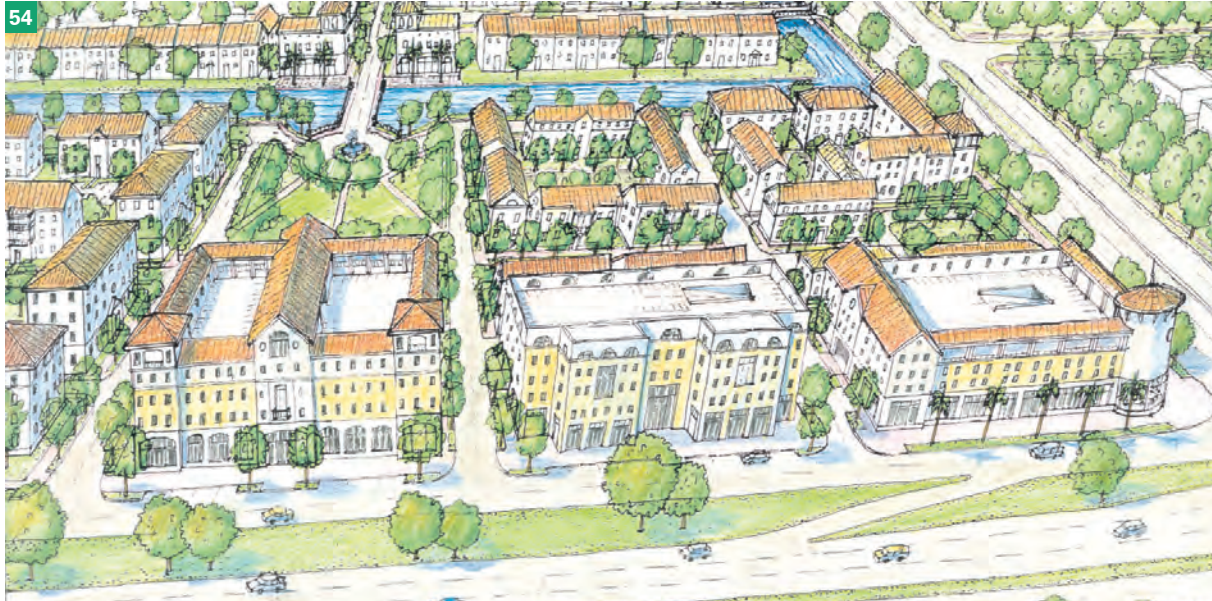
Existing Cinema

BJ's

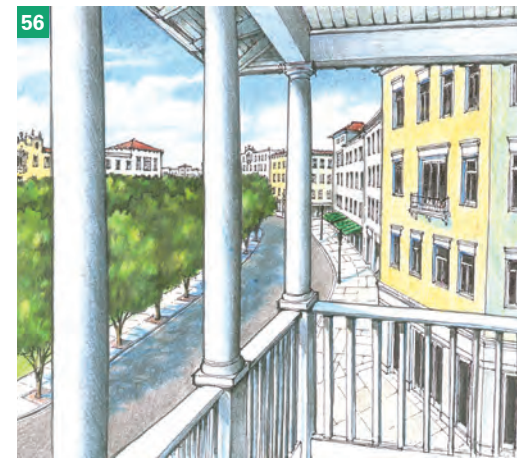
Industrial/Office/Business District

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

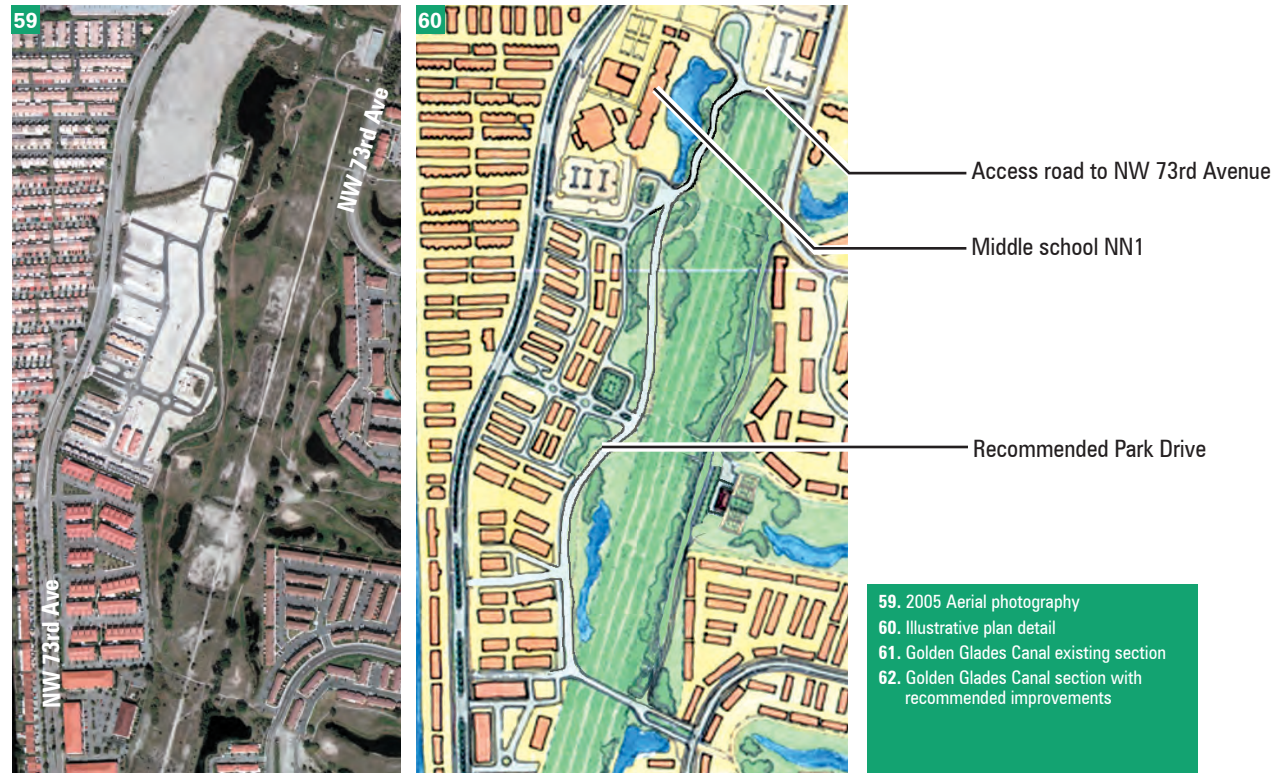
Connectivity Improvements

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.

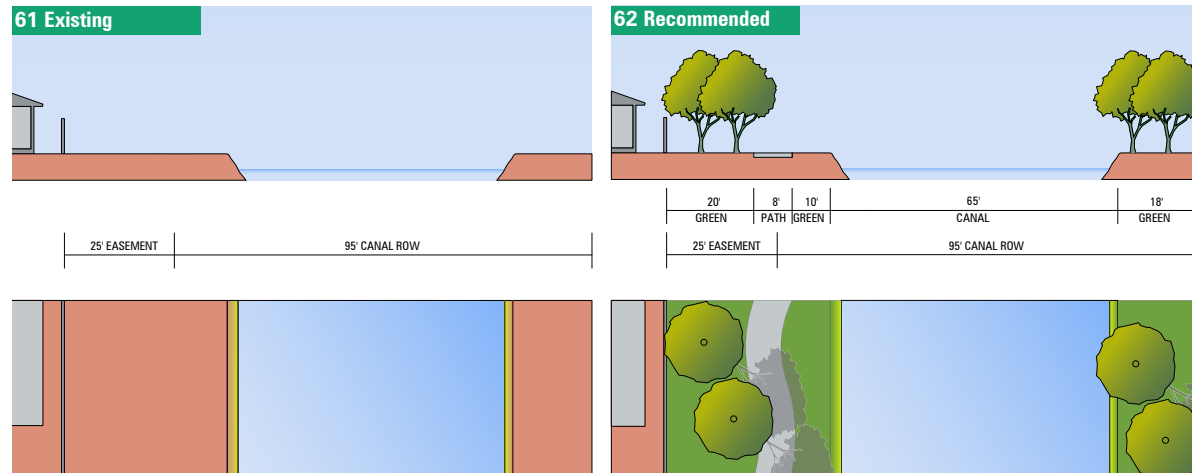
Connection east from the Moors As mentioned earlier, NW 174th Street originally was planned to provide access into the Moors from the east. Allowing a third access to the Moors would allow residents access to the commercial area along 57th Avenue without the need to travel on congested 67th Avenue and 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.



Golden Glades Canal



American Senior High and Extension of Bob-o-link Drive

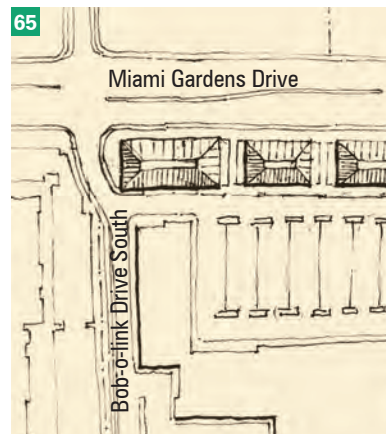
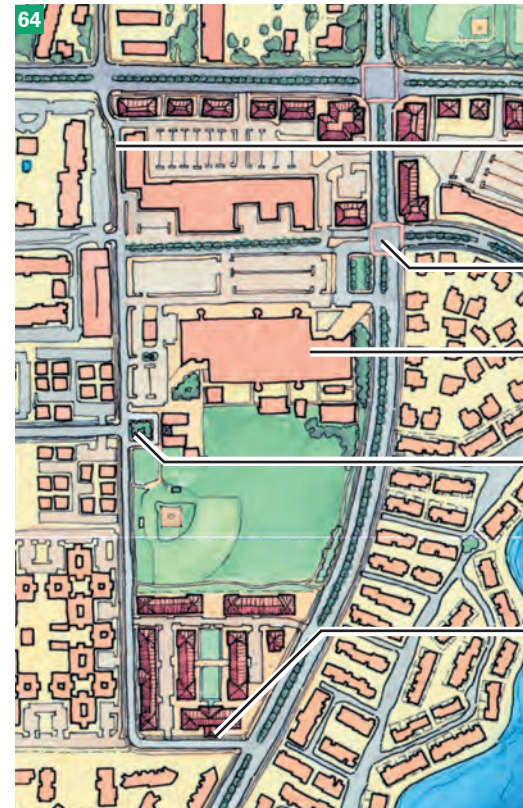
Access to American Senior High is difficult, in part due to the configuration of the Mediterranean Boulevard intersection just to the north of the school's east entrance. This intersection does not provide a through westbound movement into the school's parking lot, thereby making a left turn necessary 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

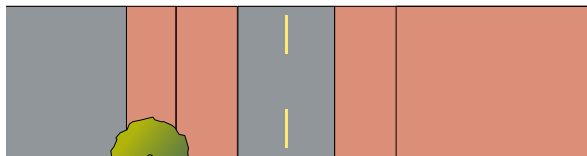
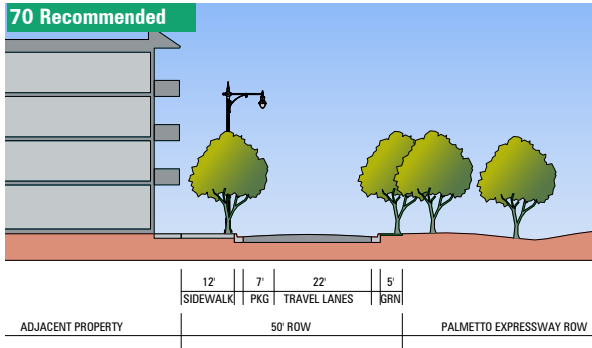
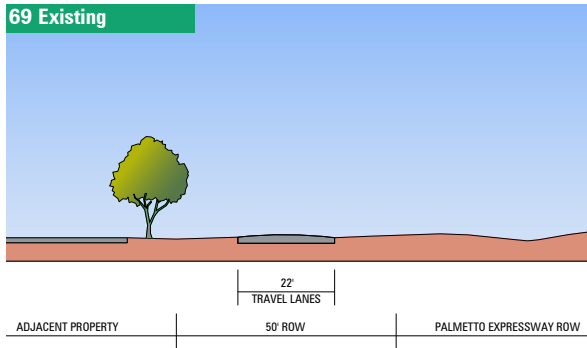
Palmetto Frontage Road The westbound frontage road along the Palmetto Expressway is both unattractive and congested, particularly at the exit ramps from the Palmetto at 57th and 67th Avenues. This road should be improved with street lighting, street trees, and sidewalk on the north side of the road as 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

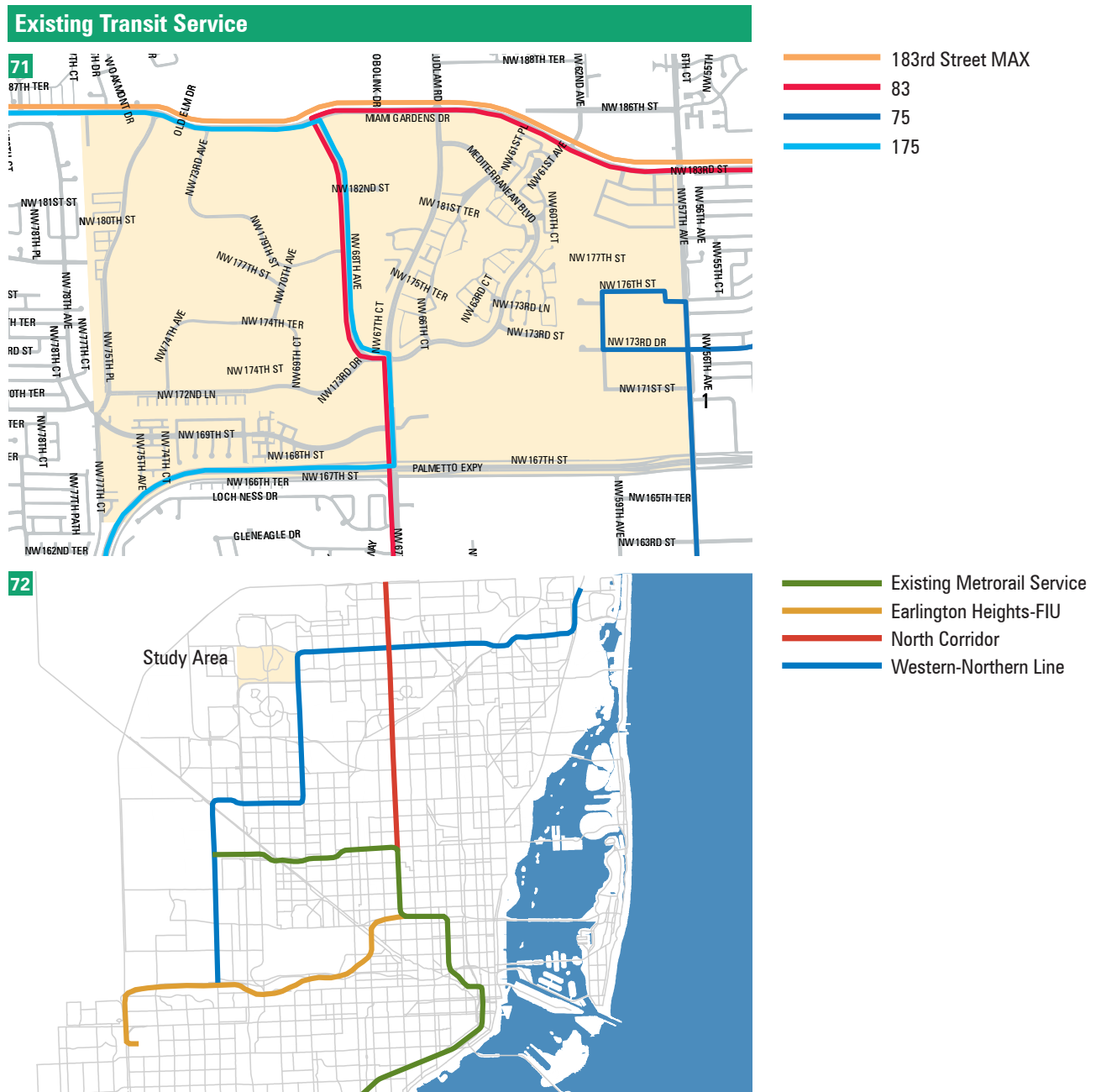


Transit Improvements

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 as 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.