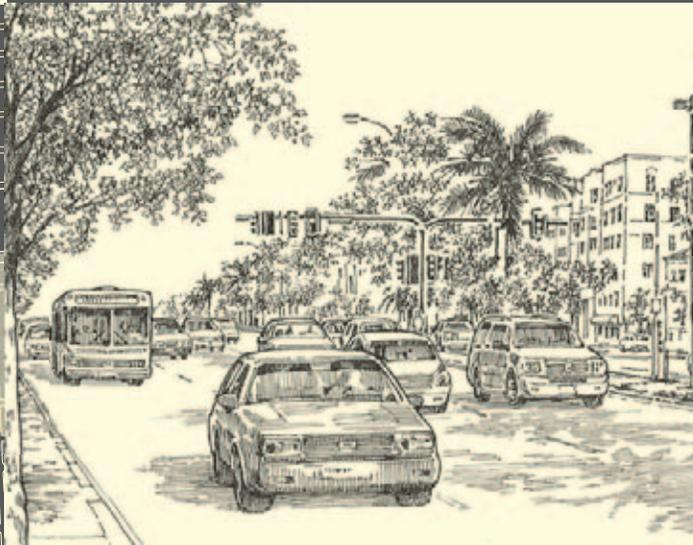
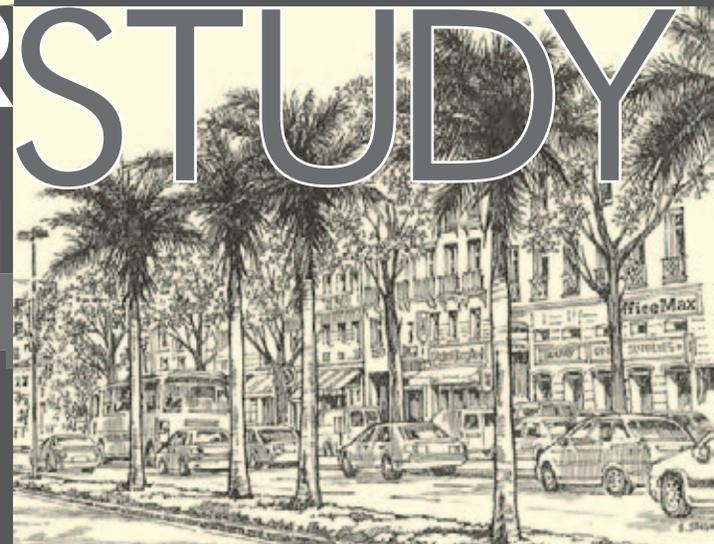


# BIRD ROAD CORRIDOR STUDY

*A Community Charrette*



Miami-Dade County  
Department of Planning and Zoning  
Community Planning Section  
Urban Design Center  
January 2010

# ACKNOWLEDGEMENTS

## Steering Committee

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Carlos Manrique, Vice-Chair  
Mary Pat Berg  
Jose Canero  
Jack Glottman  
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Peter Martin  
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## Community Council 10

Julio Caceres, Chair  
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George A. Alvarez  
Jorge Barbontin  
Carlos Manrique  
Ruben Pol III

### 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 Bird Road Corridor Study Report ("the Report") shall be construed or applied to constitute a temporary or permanent taking of private property or the abrogation of vested rights as determined to exist by the Code of Miami-Dade County.
2. The recommendations of the Report shall not be construed to preempt considerations of fundamental fairness that may arise from their strict application. Accordingly, these recommendations shall not be deemed to require any particular action where they are incomplete or internally inconsistent, or that would constitute a taking of property without due process or fair compensation, or would deny equal protection of the law.
3. The recommendations of the Report are intended to set general guidelines concerning its purposes and contents. They are not a substitute for land development regulations.
4. The recommendations of the Report contain long-range policies for the redevelopment of the Bird Road Corridor Study area. Nothing in these recommendations shall require the immediate changing of existing uses or structures. It is the intent of these recommendations that they be applied as redevelopment occurs naturally or is precipitated by the destruction of the property to the extent that redevelopment in its original form is not economically feasible. The recommendations of the Report are not intended to preempt the processes whereby applications may be filed for relief from land development regulations.



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*Department of Planning and Zoning*

### This Report prepared by:

Miami-Dade County  
Department of Planning and Zoning  
Community Planning Section  
January 2010

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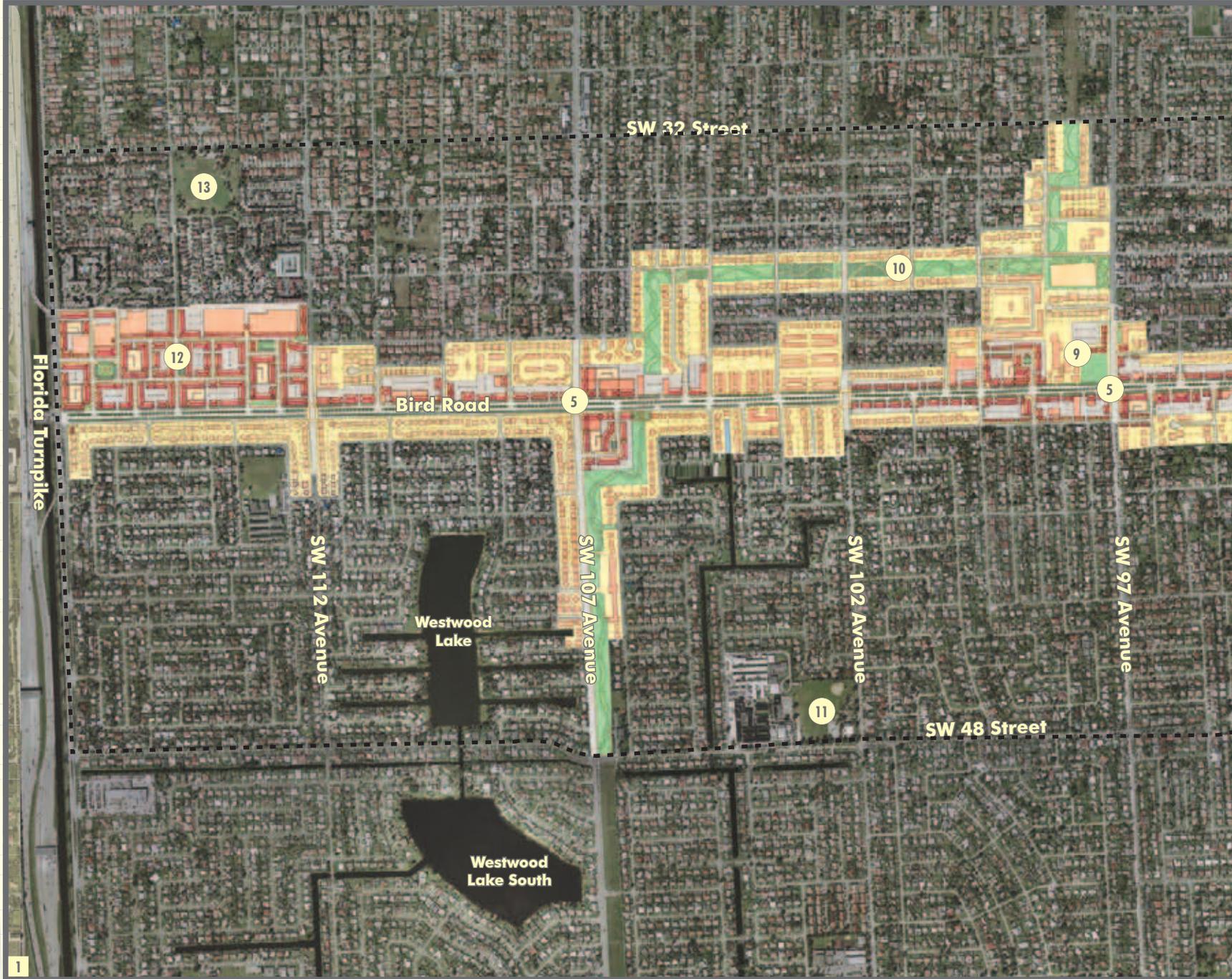
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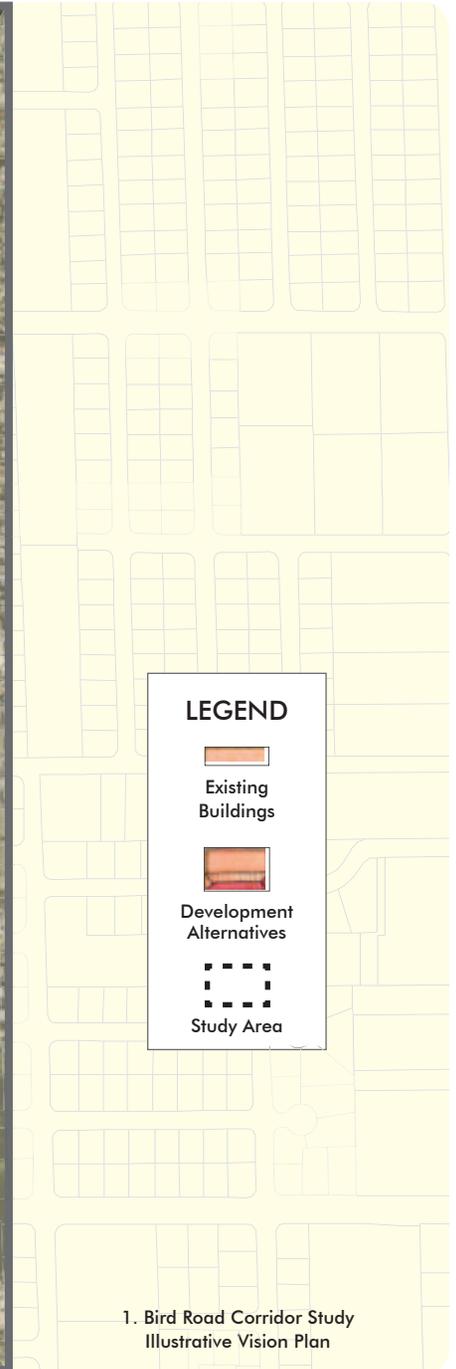
# BIRD ROAD CORRIDOR STUDY

# EXECUTIVE SUMMARY

## Points of Interest

1. Tropical Park
2. Future Westchester Cultural Arts Center
3. Park and Ride Alternative
4. Recommended Town Center: Bird Road and Palmetto Expressway
5. Recommended Neighborhood Center
6. Banyan Park
7. Blue Lakes Park
8. Bird Bowl
9. Olympia Heights Elementary School
10. Recommended FPL Linear Park
11. Tropical Estates Park
12. Recommended Town Center: Bird Road and Florida Turnpike
13. Concord Park





**LEGEND**

-  Existing Buildings
-  Development Alternatives
-  Study Area

1. Bird Road Corridor Study Illustrative Vision Plan



The Bird Road Corridor Study identifies challenges and proposes specific recommendations for this major arterial roadway while developing a shared long-range vision for future development within the study area.

**Current challenges the Bird Road corridor encounters include:**

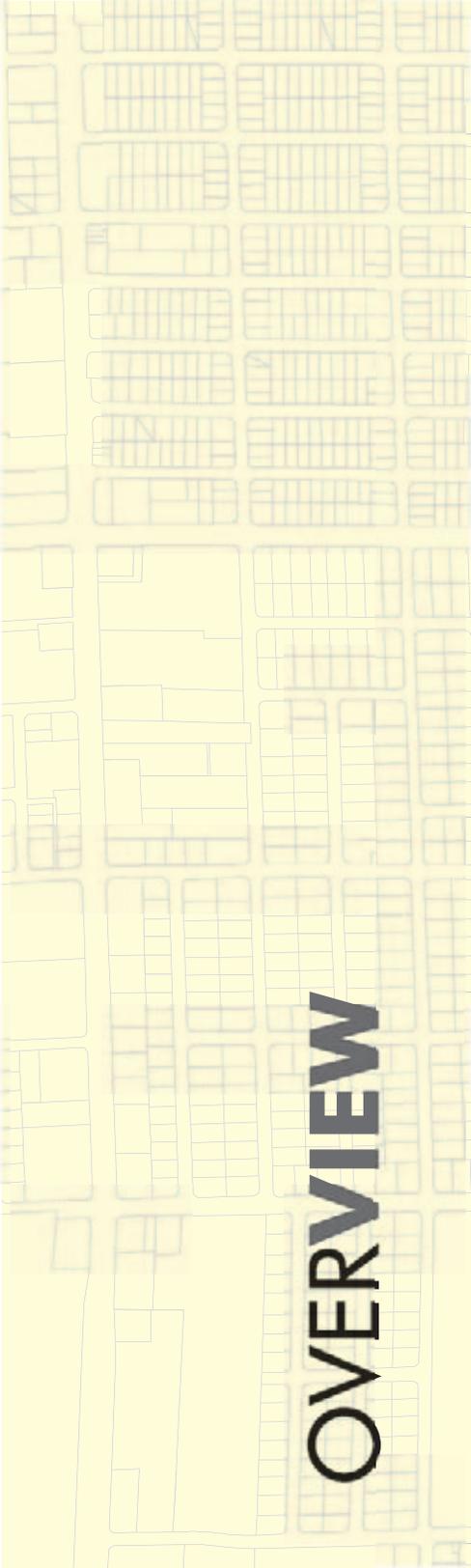
- Lack of identity
- Pedestrian unfriendliness
- Lack of landscaping
- Inadequate parking conditions
- Visual clutter as well as excessive and unattractive signage
- Peak hour traffic congestion and high off-peak vehicular speeds
- Lack of transition between commercial and residential uses
- Need of infrastructure improvements

The Bird Road Corridor Study Steering Committee, area residents, property and business owners along with other participants helped guide the planning process over several

months which also led to a Town Hall meeting and two-day Charrette Design Workshop. The recommended vision for Bird Road encourages the corridor to redevelop in a cohesive and predictable manner.

**The Bird Road Corridor Study creates a framework that will promote development, revitalize the corridor and strengthen the Westchester area by providing the following recommendations:**

- Create gateways that announce arrival to the corridor
- Improve crosswalks, sidewalks and landscaping to generate a pedestrian friendly environment
- Create an attractive network of public plazas, greens, parks and other recreational areas
- Implement design guidelines to set standards for future development
- Attract and promote developments that provide a mix of uses
- Establish a transition between commercial and residential uses
- Introduce traffic calming devices and improve street interconnectivity



# OVERVIEW

## OVERVIEW

### Purpose

On March 22, 2006 the Board of County Commissioners passed resolution No. R-564-06 (Appendix A) to initiate and organize a charrette for the area around Bird Road that lies between the Florida Turnpike and the Palmetto Expressway. This legislation, sponsored by Commissioner Javier Souto, initiated the Bird Road Corridor Study.

The purpose of the study is to develop a community driven long-term vision for the corridor, which will transform this segment of Bird Road from a pass-through corridor into an economically vibrant and livable corridor that provides for a mix of uses served by a variety of transportation modes that will create a unique identity for the Westchester community. This vision will turn Bird Road into a destination as well as accommodate the traffic passing through the corridor. The future identity of Bird Road will give the Westchester area a sense of pride by improving the business environment, providing an array of housing opportunities and enhancing the recreation options.

### Steering Committee

The Bird Road Corridor Study process was facilitated by a core group of residents, business owners and stakeholders, who comprised the steering committee. The Bird Road Corridor Study Steering Committee members were appointed by Commissioner Javier Souto and included: Bill Ogden, chair; Carlos Manrique, vice-chair; Mary Pat Berg; Jose Canero; Jack Glottmann; Maria Hidalgo; Peter Martin; Guillermo Olmedillo and Roxanne Pasquarella.

The steering committee's role was essential in leading the planning process by conveying the concerns and issues of area residents, property and business owners to Miami-Dade County staff, who helped develop this Report.



3. Entrance sign on Bird Road across from Tropical Park  
4-6. Steering committee meetings

**Conceptual Approach for the Study**

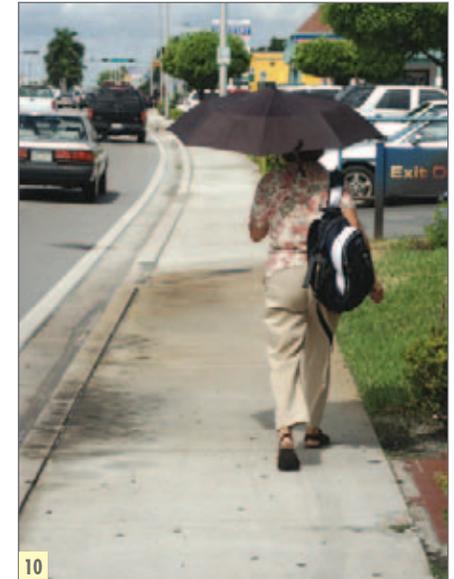
The first objective of the study was to identify limitations or challenges that exist within the Bird Road corridor. Next, the steering committee helped identify the opportunities of the study area. Finally, the group began to focus on the actions necessary to allow the study area to move in a positive direction by addressing the challenges and building on the opportunities.

**The challenges within the corridor are:**

- Lack of identity - the corridor has no defined gateways or entrances
- Pedestrian unfriendliness - vehicular dominance, narrow sidewalks and lack of shade discourage walkability
- Lack of landscaping and public open spaces
- Inadequate parking conditions - parking is typically located at the front of buildings with numerous curb cuts or driveways
- Visual clutter as well as excessive and unattractive signage - the corridor is aesthetically unappealing and lacks design standards regulating development
- Peak hour traffic congestion and high off peak vehicular speeds
- Lack of transition between commercial and residential uses
- Need of infrastructure improvements - areas along the corridor lack infrastructure necessary for redevelopment

**The opportunities within the corridor are:**

- Create an economically vibrant and livable corridor that provides for a mix of uses served by a variety of transportation modes that would create a unique identity for this portion of Westchester.
- Establish development incentives for mixed-use developments that encourage walkability and reduce dependency on the automobile



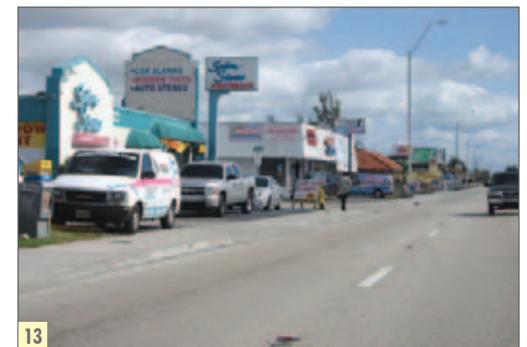
7-10. Views of existing conditions along Bird Road

## OVERVIEW

- Create a network of sidewalks, trails and open spaces with landscaping standards
- Work with the Florida Department of Transportation (FDOT) to introduce various elements and concepts geared towards pedestrian friendly and walkable streets
- Encourage shared parking and a multi-modal transportation system to serve the area (walking, biking, bus, shuttle, trolley, etc.)
- Introduce adequate and appropriate development standards to transition between commercial and residential uses
- Capture commuter traffic on Bird Road for the local businesses
- Identify infrastructure needs and coordinate with utility agencies for a plan of action
- Create mixed-use walkable streets north and south from Bird Road

### The potential actions for addressing the challenges and buildings on the opportunities are:

- Establish a long-term road map for all future development along the Bird Road corridor
- Propose town centers at the east and west ends of the corridor that would become gateways into the study area
- Propose a series of smaller neighborhood nodes at important intersections linked by a corridor consisting of an urban fabric that is coherent, walkable and mixed-use
- Study the adjacent areas around the commercial corridor for spillover impacts, traffic calming, landscaping and entrance features
- Propose legislation through a series of regulating plans that will enhance and implement the recommended improvements with minimal negative impact on the adjacent areas
- Coordinate implementation with area residents, property and business owners along with government agencies



11-13. Views of existing conditions along Bird Road

### Steering Committee Meetings, Town Hall and Charrette Design Workshop

In the months leading up to the Town Hall and Charrette Design Workshop, numerous public meetings with the community and steering committee were held to guide the planning process. Also, prior to all the meetings and workshop, Miami-Dade County staff prepared base maps and presented background information to the steering committee to assess current conditions and concerns in the study area. Appendix B contains a summary of the topics discussed at these meetings. Public comments were recorded at the steering committee meetings, Town Hall and Charrette Design Workshop.

The Town Hall meeting and workshop were among the multiple opportunities area residents, property and business owners had to provide their input into the planning process and help define future recommendations for the enhancement of the Bird Road Corridor.

A Considerable outreach effort was made so that the area residents, property and business owners were aware of the steering committee meetings, Town Hall and workshop. All meetings were advertised in the Neighbors Section of the Miami Herald. Additionally, mailings to all property owners were sent and posters were displayed in area businesses advertising the date, time and location of the events.



14. Commissioner Javier Souto (District 10) speaks at the Town Hall meeting held September 23, 2008  
15-19. Town Hall meeting and Charrette Design Workshop held September 23 through 25, 2008

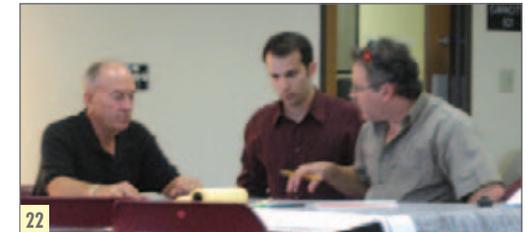
## OVERVIEW

The Town Hall meeting took place on Tuesday, September 23, 2008 and was held at the West Dade Regional Library. After an overview of the study area, participants shared their concerns, ideas and vision for Bird Road. A public two-day on-site Charrette Design Workshop immediately followed the Town Hall meeting, where the design team worked to further develop the ideas presented and requests made during the Town Hall meeting. During these two days, in which the design studio was set up in the library, interested residents, property and business owners had the opportunity to further observe and interact with the design team at work.

In the following months, additional public meetings were held with the community, steering committee and Miami-Dade County staff to finalize the study and this Report.

### Summary of Citizen's Comments

- Pay close attention to future development on Bird Road
- Pedestrian safety along Bird Road is essential - Bird Road needs to be walkable
- Landscaping on Bird Road is needed and should not block the view of retail signage
- There is a need for uniform sign standards on Bird Road
- Convenient customer parking is crucial for businesses along the corridor
- Consolidated parking areas and centralized parking garages could help handle future parking demand on the corridor and neighboring uses
- A transition between the commercial corridor and the adjacent residential neighborhoods is necessary
- Infrastructure improvements are needed for future redevelopment - especially sewer
- Improve vehicular and pedestrian connectivity along the corridor
- Traffic calming elements north and south of the corridor are needed
- This segment of Bird Road should have its own theme and identity. It could be renamed "Tropical Boulevard" or "Tropical Bird Road"
- Transit system serving the corridor needs to be enhanced - a trolley service connecting both ends of the corridor should be considered
- Development incentives need to be put in place to encourage mixed-use redevelopment
- Building heights should respond to the surrounding areas - in particular at the edge between commercial and residential uses
- There needs to be less access to and from Bird Road by vehicles parking in the different parcels
- Both ends of the corridor should be redeveloped as town centers and act as gateways into the corridor - Medium intensity developments should occur at major road intersections while lower intensities occur in between them
- Single-family residences along Bird Road need to remain



20-22. Charrette Design Workshop held September 24 and 25, 2008



# THE STUDY AREA

## THE STUDYAREA

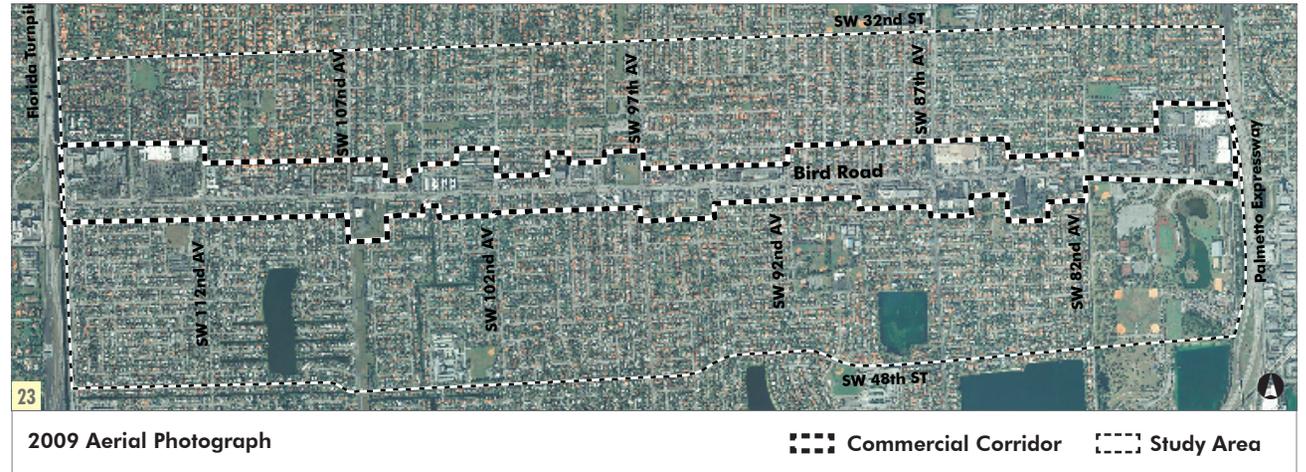
Bird Road, also known as State Road 976 and SW 40th Street, is a major east-west regional corridor. Within the study area Bird Road is a six lane divided highway, with a median which varies in width, under the jurisdiction of the State of Florida Department of Transportation.

The Bird Road Corridor Study focuses on the four-mile long section of Bird Road from the Palmetto Expressway to the Florida Turnpike which is mainly fronted by commercial, residential and civic uses. In addition, the study examines the adjacent areas north and south of the corridor between SW 32nd Street and SW 48th Street, respectively. The study area falls in the southern portion of the Westchester community.

## History

Bird Road was named after the prominent Bird family that resided in Coconut Grove, where the original name of the roadway remains as Bird Avenue. The name was later modified to Bird Road west of Dixie Highway. The Bird Road Corridor Study area has experienced slow and steady growth since the 1920s. The bulk of the residential development occurred in the 1950s and 1960s along with small businesses emerging to serve the local residents. With the advent of the Palmetto Expressway and subsequent Florida Turnpike, the area was primed for growth. The rich history of the four-mile long corridor can be traced through its decades of development which includes local attractions such as Bird Bowl and regional draws such as Tropical Park.

Tropical Park, a 275-acre County Park and Recreation facility, is located along Bird Road just west of the Palmetto Expressway. Prior to the 1930s, the site operated as a dog track under the name South Miami Kennel Club. In 1931, the site was renovated from a dog track into a thoroughbred race track and renamed Tropical Park. That same year, Tropical Park hosted the first legal horse race in the County. In 1979,



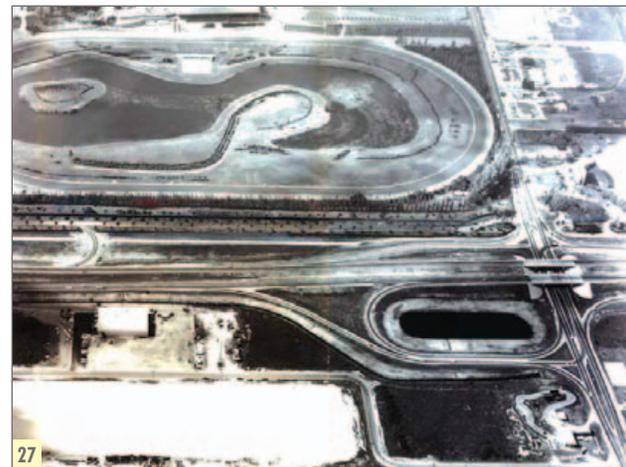
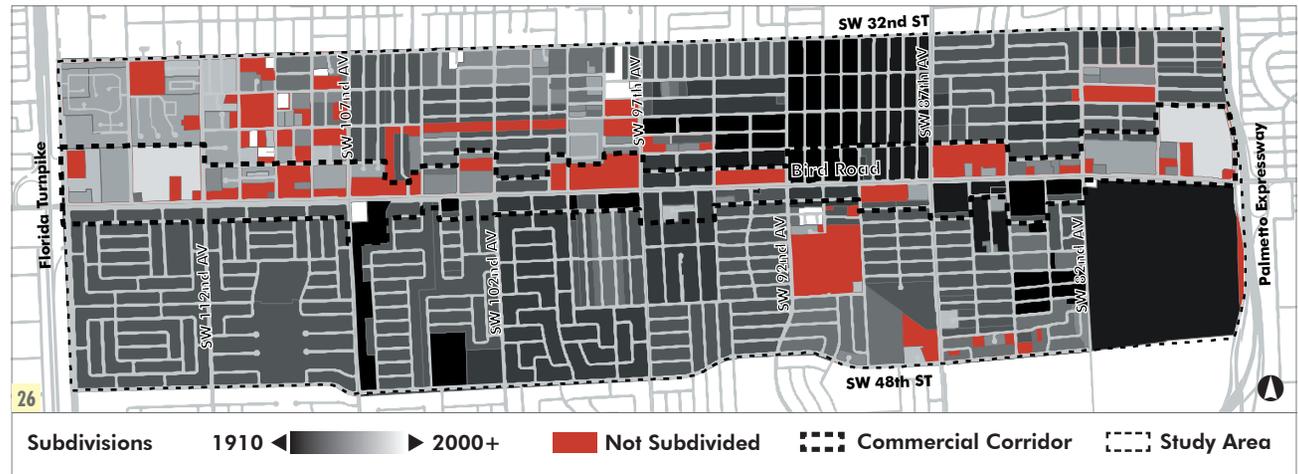
24. View west on Bird Road towards the Florida Turnpike  
25. View of Bird Road and the Palmetto Expressway

Tropical Park was acquired by Miami-Dade County and developed into a public park. Today, Tropical Park provides a vast array of amenities including soccer, softball, football, tennis, basketball and boxing. The track and equestrian center also hosts various track and field sports. With four lakes and a beach, visitors can also enjoy swimming, fishing and paddle boating.

The notable Tropicaire Drive-In Theater was located on the north side of Bird Road just west of the Palmetto Expressway and across from Tropical Park. When Tropicaire first opened in 1949, it was known as the South's most modern drive-in. Beginning in 1962, the site was also used to host a weekend flea market known as the Tropicaire Flea Market beginning in 1962. The Tropicaire Drive-In Theater operated until 1987 and the Flea Market continued until 1994. Currently, the site is occupied by the Tropicaire Center.

Bird Bowl, which opened in the 1950s, is located at Bird Road and SW 92nd Avenue. Bird Bowl still operates at its original location and offers bowling, billiards and an arcade room. Since it was built, the stand alone building has been incorporated into a larger shopping center.

In 1961, the Palmetto Expressway opened on the eastern boundary of the Bird Road corridor. Subsequently, the SR 821 extension of the Florida Turnpike opened in 1974 on the western boundary of the corridor. These new connections brought regional traffic to the area and made the corridor a prime location for commercial growth. Throughout the 1960s and 1970s, Bird Road experienced substantial growth of commercial development, mostly in the form of strip shopping centers. Many of the shopping centers along the Bird Road corridor have been renovated; however still resemble the strip center type development of the 1960s and 1970s.



26. Development growth in the study area  
 27. Aerial view of Tropical Park and the Palmetto Expressway, 1963  
 28. View north on Bird Road, 1965  
 29. View of the Tropicaire Drive-In Theater, ca. 1960  
 30. View of Bird Bowl, 1963  
 31. View of businesses along Bird Road, 1963

## THE STUDYAREA

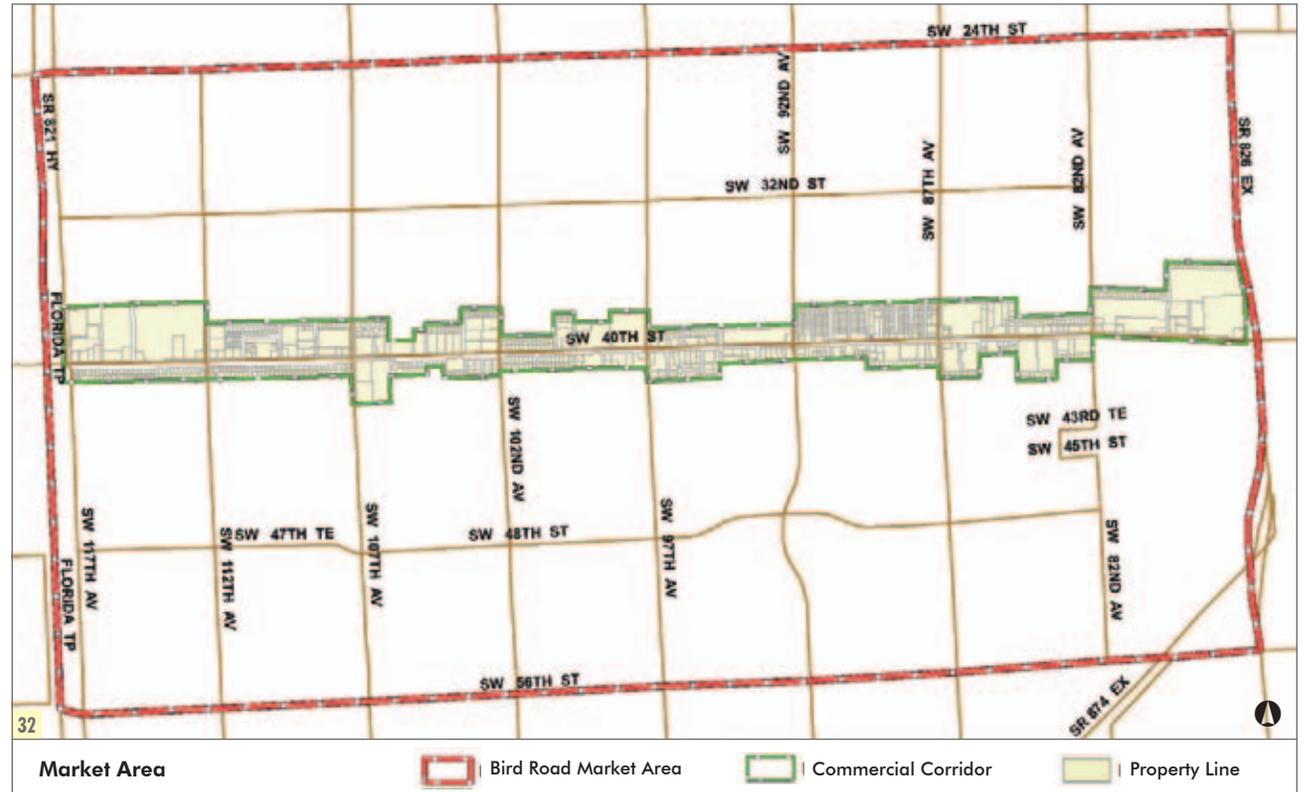
The majority of the corridor developed at a time when Bird Road was not envisioned to be the major transportation corridor that it is today. The history and the well-established neighborhoods surrounding the corridor provide an excellent foundation for growth. Given its prime location within Miami-Dade County, development interest in the corridor is likely to continue well into the future.

## Demographic and Market Analysis

The Miami-Dade County Department of Planning and Zoning Planning Research Section prepared a Demographic and Market Analysis for the Bird Road corridor, which can be found in Appendix C. Using Urban Land Institute standards for determining market areas, the market analysis utilized an area that is slightly larger than the Bird Road Corridor Study area. Figure 32 compares the market area to the corridor boundaries

The market analysis indicates that the area is comprised mostly of small businesses, primarily retail, that rely on local demand. Despite a projected countywide population growth rate of 16.3%, the study area is only projected to experience 2.1% population growth. Since both the commercial and residential areas of the corridor are mostly built-out, redevelopment is the path to accommodating future growth for the corridor.

Demographically, residents in the study area are predominantly Hispanic (82.5%) and a significant portion are over the age of 65 (20%). The majority of the housing units, 75%, are owner-occupied. The area unemployment rate has remained relatively low at 6.4% when compared with the countywide unemployment rate of 8.9% (US Census Bureau, 2000). The number of people commuting outside of the area for employment decreased by 2% between 1990 and 2000 possibly indicating an increase in local employment opportunities. In addition, despite a countywide decrease in the number of



households without a vehicle, the study area experienced a 2% increase. This trend indicates an increased demand for alternative transportation options within the study area. It also emphasizes the importance of employment options and essential services within close proximity to residences.

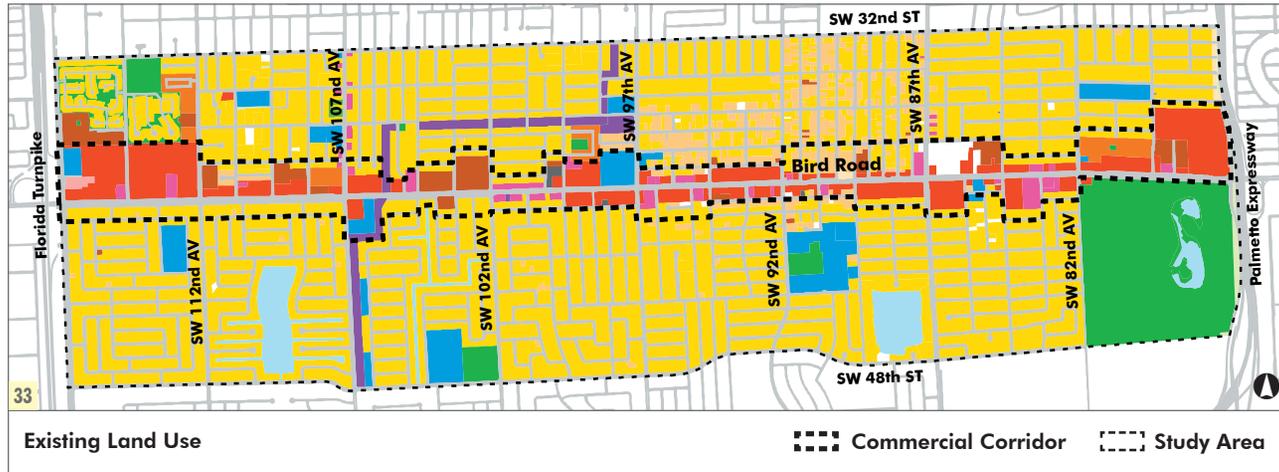
The median income in the area is \$43,294, over 20% higher than the countywide median income of \$35,966 (US Census Bureau, 2000). Residents of the study area possess significant purchasing power and the analysis shows that local retail trade businesses are primarily driven by the local demand. This is important since the retail trade industry accounts for over 29% of total area employment. Other important industries include "Healthcare and Social Assistance" and "Accommodation and Food Service", which account for 16% and 15% of total area employment, respectively. The nearby Kendall Regional Medical Center makes the corridor an appealing location for medical offices. The average number of employees for businesses in the area range from two to 28 indicating that the area is comprised primarily of small businesses.

For the most part, property ownership along the corridor is fragmented. The majority of properties under common ownership are less than five acres with only six properties exceeding five acres. The larger properties, with one exception, are currently developed with commercial and institutional businesses. The remaining property is undergoing redevelopment at the time of this writing.

Overall, the corridor is primarily built-out with only 2.2 acres of vacant commercial land remaining. Given an absorption rate of 1.6 acres per year, typical for the area, the remaining vacant commercial acreage in the corridor will be depleted by 2010. At current development intensities, the supply of vacant commercial land within the study area will be insufficient to meet the mid-term and long-term demand. In order for the area to capture a greater share of the countywide population growth and meet future commercial demand, greater intensification is necessary.

Employees By Industry				
NAICS* Industry	Number of Businesses	Number of Employees (1)	Average Number of Employees	Percent of Area
Construction	15	78	5	1.1%
Manufacturing	17	72	4	1.0%
Wholesale Trade	27	219	8	3.0%
Retail Trade	202	2147	11	29.1%
Transportation & Warehousing	8	43	5	0.6%
Information	14	65	5	0.9%
Finance & Insurance	92	565	6	7.7%
Real Estate & Rental & Leasing	36	149	4	2.0%
Professional, Scientific, & Technical Services	66	296	4	4.0%
Administrative & Support & Waste Management & Remediation Service	41	368	9	5.0%
Educational Services	17	188	11	2.6%
Health Care & Social Assistance	106	1162	11	15.8%
Arts, Entertainment, & Recreation	7	81	12	1.1%
Accommodation & Food Services	81	1134	14	15.4%
Other Services (except Public Administration)	117	751	6	10.2%
Public Administration	4	19	5	0.3%
Other (No Code Provided)	12	35	3	0.5%
<b>TOTAL</b>	<b>862</b>	<b>7372</b>	<b>123</b>	<b>100%</b>
*North American Industry Classification System (1) Average number of employees over three months				
Source: Miami-Dade County Department of Planning and Zoning Planning Research Section based on data from Info USA. Inc. May 2009				

# THE STUDYAREA



Existing Land Use	Acres*	Percent
Single-Family	1429.9	49.5%
Townhouses	27.6	1.0%
Duplex	90.6	3.1%
Low-Density Multi-Family	49.5	1.7%
Commercial, Shopping Centers, Stadiums	168.0	5.8%
Office	32.9	1.1%
Hotel, Motel	2.2	0.1%
Intensive Industrial	2.1	0.1%
Institutional	92.9	3.2%
Parks, Preserves, Conservation Areas	206.9	7.2%
Communications, Utilities, Terminals	39.2	1.4%
Streets, Roads, Espressways, Ramps	648.5	22.5%
Streets, Expressways Right-of-Way	5.9	0.2%
Agriculture	1.6	0.1%
Vacant, Government Owned	3.0	0.1%
Vacant, Unprotected	16.5	0.6%
Inland Waters	69.9	2.4%
<b>Total</b>	<b>2887.3</b>	

\*In the Study Area

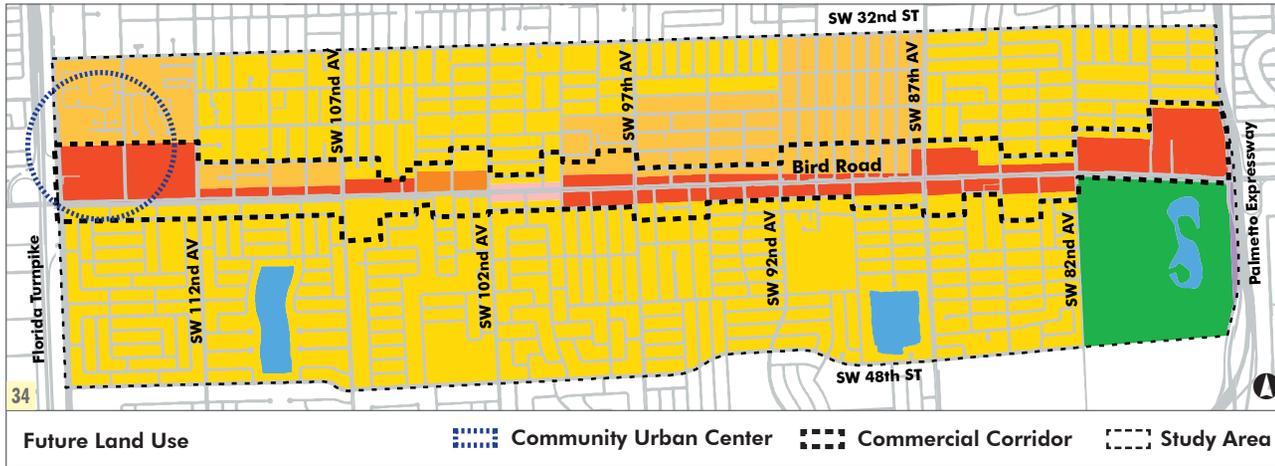
## Existing Land Use

The Bird Road corridor offers a mixture of small and large scale retail and office uses with a wide range of services. Figure 33 illustrates the existing land uses in the study area. The portion of the Bird Road corridor between the Palmetto Expressway and SW 87th Avenue is developed with a combination of big-box retail stores, strip commercial shopping centers, stand alone restaurants and office buildings. Large shopping centers anchor opposite ends of this portion of the corridor. At one end are big-box retailers found adjacent to the Palmetto Expressway on the north side of Bird Road and at the other end are two shopping centers, one currently under construction on the north side of Bird Road and SW 87th Avenue and a second, much older center, located on the south side of the corridor and SW 87th Avenue. Smaller neighborhood type retail developments are found between these large shopping centers and Tropical Park.

Further west, on both the north and south sides of the corridor, from SW 87th Avenue to SW 97th Avenue strip retail

and office uses consisting of a combination of entertainment businesses such as bowling and restaurants, neighborhood retail and banks predominate, although not at the scale of the larger retail centers east of SW 87th Avenue. Along this mile of Bird Road, many businesses are housed in small scale buildings in contrast to big-box development or strip shopping centers. Exceptions to this development pattern occur at the intersections of SW 87th Avenue and the south side of Bird Road as well as on the northwest corner of SW 92nd Avenue where medium-sized strip centers have been developed. The mile following SW 92nd Avenue is characteristically the most varied stretch of Bird Road with a mixture of retail, warehouse storage, low-density multi-family apartments, schools, day cares, single-family residences and single-family residential/office conversions located on both sides of the corridor. The final stretch, from SW 107th Avenue to SW 117th Avenue is mainly developed with retail and office uses on the north side of Bird Road and with single-family residences on the south side. Two sizable shopping centers are located off the Florida

Turnpike, on the northeast corner of SW 40th Street and SW 117th Avenue comprising a total of approximately 57 acres of commercial and office uses. Multi-family development fronts Bird Road between SW 102nd Avenue and SW 104th Avenue, with most of the multi-family development occurring on the north side of the corridor.



Designated Land Use	Acres*	Percent
Business And Office .....	256.0	8.9%
Residential Communities		
Low Density 2.5-6 Units/Acre .....	1976.4	68.5%
Low-Medium Density 5-13 Units/Acre .....	390.2	13.5%
Medium Density 13-25 Units/Acre .....	12.1	0.4%
Office/Residential .....	10.0	0.3%
Parks And Recreation .....	173.0	6.0%
Transportation (Row, Rail, Metrorail, Etc.).....	10.6	0.4%
Water .....	58.9	2.0%
Total.....	2887.3	

\*In the Study Area

## Future Land Use

The Land Use Element of the Comprehensive Development Master Plan (CDMP) identifies locations in Miami-Dade County where land uses and intensities of use are allowed. The adopted 2015-2025 CDMP Land Use Plan map designates parcels fronting the north and south sides of Bird Road, between the Palmetto Expressway and SW 99th Avenue for Business and Office use. Parcels designated for Business and Office use are also found between SW 104th Avenue and SW 117th Avenue, but only on the north side of Bird Road. Between SW 99th Avenue and SW 102nd Avenue, on both sides of the street, parcels are designated for Office/Residential use and between SW 102nd Avenue and SW 104th Avenue, on the north side of the corridor, parcels are designated Medium Density Residential, which permits a maximum residential development density of up to 25 units per acre. The adopted Land Use Plan map designates parcels on the south side of Bird Road, between SW 102nd Avenue to the Florida Turnpike for Low Density Residential, a designation permitting a maximum density of six units per gross acre. From the Palmetto Expressway to SW 87th Avenue, on the north and

south sides of the corridor Business and Office uses transition to Low Density Residential, except for the stretch between the Palmetto Expressway and SW 82nd Avenue on the south side of the street that is designated for Park and Recreation. Also between SW 87th Avenue to SW 117th Avenue, only on the south side of Bird Road, Business and Office and Office/Residential uses transition immediately to Low Density Residential. On the north side of Bird Road between SW 87th Avenue and SW 99th Avenue, immediately behind the Business and Office designated parcels are lots designated for Low-Medium Density, a designation allowing residential development of up to thirteen units per gross acre. Low-Medium Density is also prevalent behind Business and Office designated parcels located between SW 107th Avenue and SW 117th Avenue. The future land use designations shown on the 2015-2025 Land Use Plan map are consistent with the patterns discussed earlier.

All new development and redevelopment are required to

be consistent with the development policies outlined in the CDMP. Included in the CDMP are policies allowing for the potential intensification of major corridors in the form of vertically integrated mixed-use development. In addition, on the north side of Bird Road, adjacent to the Florida Turnpike, is a CDMP Community Urban Center (CUC). A CUC is planned as a hub for urban development in Miami-Dade County and is intended to develop into a compact, efficient urban structure with higher residential densities and intensities. Urban centers may contain a variety of uses which include civic, retail, office and residential.

# THE STUDYAREA



Zone	Acres*	Percent
AU, Agriculture	34.5	1.2%
BU-1, Business - Neighborhood	6.8	0.2%
BU-1A, Business-Limited	137.4	4.8%
BU-2, Business-Special	113.7	3.9%
BU-3, Business-Liberal	2.5	0.1%
EU-1, Estate Single-Family 1 Acre Gross	16.5	0.6%
EU-M, Estate Single-Family 25K SF Gross	21.2	0.7%
GP, Government Property Overlay	9.9	0.3%
GU, Interim Use	195.9	6.8%
IU-1, Industrial-Light	0.8	0.0%
NONE, No zoning applied	16.0	0.6%
RU-1, Single-Family 7,500SF Net	1925.8	66.7%
RU-1MB, Single-Family 6,000SF Net	4.2	0.1%
RU-2, Two-Family, 7,500 SF Net	245.4	8.5%
RU-3, Four-Unit Apartment House	3.3	0.1%
RU-3B, Bungalow Court	5.0	0.2%
RU-3M, Apartments 12.9 Units/Acre Net	48.3	1.7%
RU-4, Apartments 50 Units/Acre Net	4.4	0.2%
RU-4L, Apartments 23 Units/Acre Net	45.0	1.6%
RU-4M, Apartments 35.9 Units/Acre Net	16.6	0.6%
RU-5, Semi-Professional Offices & Apartments	2.4	0.1%
RU-5A, Semi-Professional Offices 10K SF Net	6.1	0.2%
RU-TH, Townhouse 8.5 Units/Acre Net	25.5	0.9%
<b>Total</b>	<b>2887.2</b>	

\*In the Study Area

## Zoning

Development patterns on Bird Road have evolved without the benefit of careful zoning, evidenced by the visible lack of appropriate land use transitions, incorrect building placement and liberal use of zoning variance approvals.

In numerous cases, lots do not have the area necessary for the proper accommodation of land uses as required by current zoning regulations. Small lots, old zoning regulations and current restrictive zoning requirements have produced developments that have visually impacted the corridor. Zoning regulations predating the current requirements may have allowed more intensive development with less parking on a number of parcels without the benefit of adequate landscaping and building placement while zoning variances from current restrictive code regulations may have also produced developments with a reduced number of trees and shrubs as well as small parking lots resulting in cars spilling onto the residential neighborhoods.

The predominant zoning designations in the corridor are for

business uses. BU-1A, Limited Business District and BU-2, Special Business District, are zoning districts permitting intensive commercial uses. Both districts are common designations approved for large and small parcels located along Bird Road. The intensities and regulations of BU-1A and BU-2 are easily accommodated on the larger parcels located adjacent to the Palmetto Expressway and Florida Turnpike as well as at major road intersections, however these intensities are more difficult to accommodate on the smaller parcels stretching throughout the corridor. Buffering the intensity of development from the nearby residential neighborhoods has become difficult as most parcels lack areas for the proper accommodation of adequate buffers. The BU-1A and BU-2 zoning setbacks drive building placement near the rear of the property where commercial buildings visually impact adjoining residences. In both large or small parcels, parking is accommodated in front of buildings and the lack of interconnected pedestrian sidewalks and paths as well as numerous curb cuts and driveways discourages pedestrian activity on Bird Road. Current zoning district regulations and the CDMP

also allow conversions of single-family residences to offices. These types of conversions, common on Bird Road between SW 99th Avenue and SW 102nd Avenue, have slowly replaced some of the residential uses along the corridor with more intense office uses. These particular office uses are required to be housed in buildings having residential setbacks and scale making adequate parking difficult to accommodate, therefore creating an inefficient use of the property.

In addition, code variances of parking, landscaping, floor area ratio and lot coverage have been used to accommodate the developments which have emerged on the corridor for many years and have contributed to the current conditions along Bird Road. Figure 34 shows the existing zoning map and a table describing the different zoning categories within the Bird Road Corridor Study area can be found in Appendix D.



**Water Infrastructure Level**

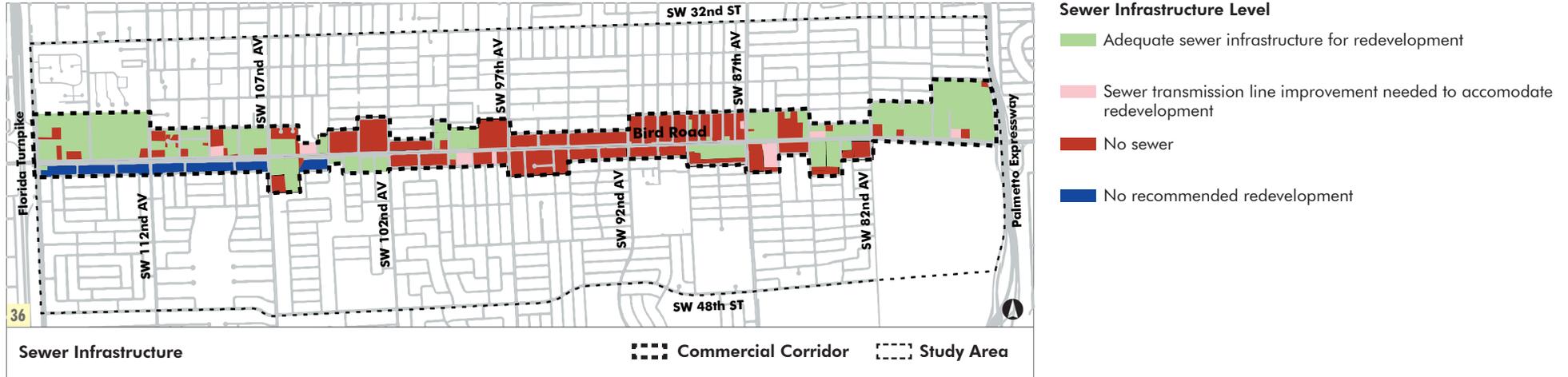
- Adequate water infrastructure for business, office, residential and institutional development more than 50 units per acre
- Adequate water infrastructure for residential development less than 50 units per acre
- Water transmission line improvement needed to accomodate redevelopment
- No recommended redevelopment

**Water and Sewer Service**

The Miami-Dade Water and Sewer Department (WASD) indicates adequate water service and connection for most of the parcels immediately fronting the Bird Road corridor is available. In areas located away from the corridor water transmission is varied.

Adequate water service for residential development of 50 units or less per acre is available for parcels between SW 107th Avenue and SW 117th Avenue on the north side of Bird Road, from SW 97th Avenue and SW 102nd Avenue and for lots immediately west of the Tropicaire Shopping Center, also on the north side of Bird Road. On the south side of Bird Road, adequate water transmission is available for parcels located between SW 95th Avenue and SW 97th Avenue and SW 105th Avenue to SW 107th Avenue. As shown on Figure 35, improvements may be needed for most of the residential parcels if such lots should be redeveloped with higher densities than single-family, duplex or townhouses.

## THE STUDYAREA



According to WASD, sewer along the corridor is available for most of the parcels under consideration for business, residential or mixed-use redevelopment, which are located between the Palmetto Expressway and SW 88th Avenue, on the north side of Bird Road. Adequate sewer service for the same type of redevelopment is also available from SW 105th Avenue to the Florida Turnpike, on the north side of Bird Road. There are no sewer connections for parcels between SW 88th Avenue and SW 97th Avenue on the north and south sides of the street. Except for a small number of lots, sewer is not available for parcels located between SW 97th Avenue and SW 105th Avenue, north of Bird Road. Likewise, sewer is not available for parcels on the south side of Bird Road, between SW 89th Avenue and SW 97th Avenue. Some parcels west of Tropical Park fronting Bird Road do not have connection to sewer and the office/residential conversions and single-family homes between SW 89th Avenue and SW 102nd Avenue, on both sides of Bird Road do not have sewer connection as well. The majority of parcels occupied by single-family dwellings and duplexes in the study area have been on septic tank

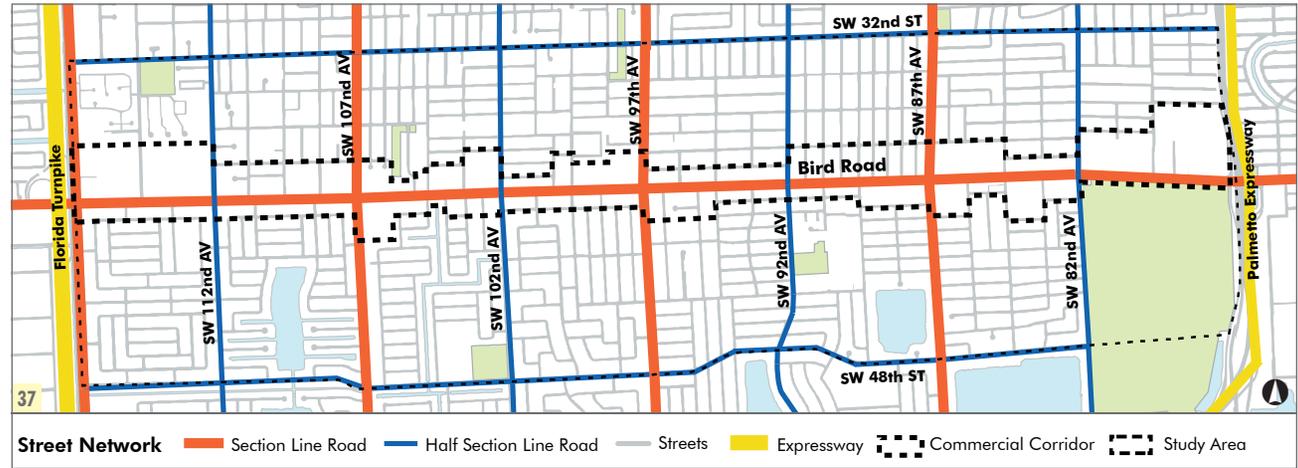
for a number of years. As shown on Figure 36, redevelopment may require connection to sewer lines which may not always be in close proximity.

Traffic

Bird Road is a major arterial roadway that is part of the Westchester network of interconnected blocks and streets which also includes the Palmetto Expressway and the Florida Turnpike on the east and west ends of the study area, respectively. Over the years, Bird Road has been widened to its maximum as a response to the increased traffic demand created by rapid growth to the west. The right-of-way has been left with no room for landscaping on either side or proper sidewalk widths for pedestrians to move safely next to the automobile dominated corridor. The amount and speed of traffic passing through the corridor as well as pedestrian safety were among the main concerns expressed by the residents, property and business owners throughout the Bird Road Corridor Study process.

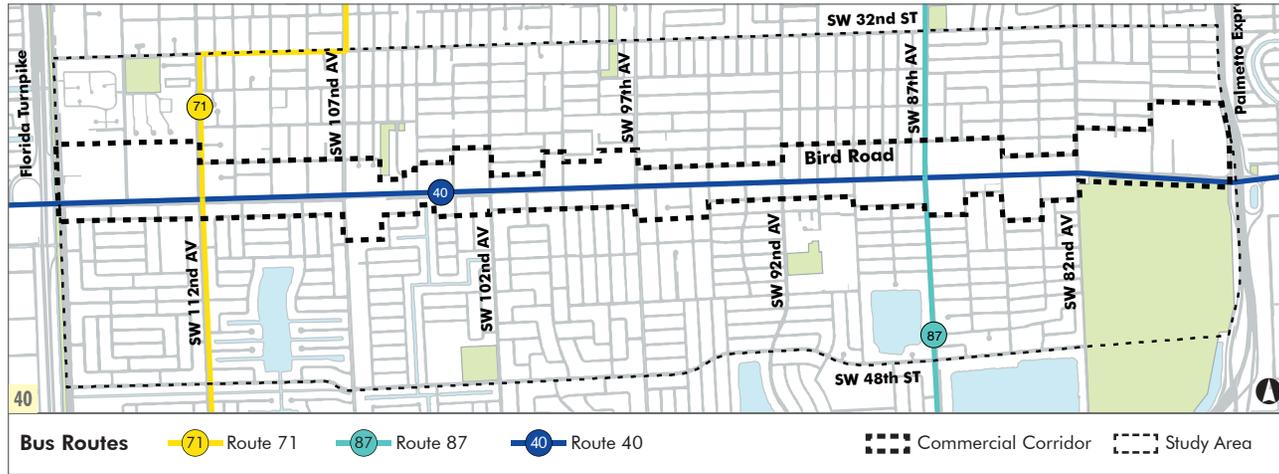
Given that Miami-Dade County has developed in a primarily suburban form which virtually requires car ownership for mobility, it is not surprising that vehicular traffic and pedestrian safety are primary concerns. The study area is burdened by its location within Miami-Dade County and the prevalent east-west traffic movement on Bird Road. A number of countywide serving section and half-section line roadways cross the four square mile study area. The grid network of streets surrounding the corridor provides both benefits and drawbacks. The grid allows a diversity of routes between any given points and at the same time local streets in the grid experience cut-through traffic during peak hours.

According to the Westchester Traffic Impact Study prepared by Gannett Fleming for the Miami-Dade County Metropolitan Planning Organization dated June 30, 2008, the expressways serving the area limit local mobility and act as potential barriers to the existing network. The study calls for cross accessibility improvement between Bird Road and the Palmetto Expressway as well as the Florida Turnpike to help decrease congestion at these intersections.



38-39. Typical views along Bird Road

## THE STUDYAREA



The Florida Department of Transportation (FDOT) has recently completed improvement projects along Bird Road and in the vicinity. Improvements on Bird Road include pedestrian safety enhancements between SW 107th Avenue and SW 117th Avenue, consisting of countdown pedestrian signals, pedestrian detectors and signs, high emphasis crosswalk markings plus various traffic signs for pedestrian safety.

Within the study area, the peak hour level of service (LOS) on Bird Road is "C", except for the portion of the corridor between the Palmetto Expressway and SW 78th Court, where vehicular traffic is very congested and the LOS is "E". Planned FDOT projects include improvements to the Palmetto Expressway and the intersection with Bird Road, the installation of traffic separators at the signalized entrance to the Tropical Center and redesign of the median islands across from Tropical Park. These projects will improve accessibility into and out of the Bird Road corridor.

Fewer curb cuts and driveway consolidations resulting from better parking solutions along the corridor would improve

traffic flow and lessen some of the severity of vehicular congestion. In addition, the Westchester vehicular and pedestrian grid lacks bicycle lanes, an alternative mode of transportation for people wanting to access the community parks, schools and other areas of interest. Opportunities are available for the incorporation of bike trails in the study area. Among those opportunities are the Florida Power and Light electric transmission line easement and on-street bike lanes along major roadways that could be implemented during improvements to existing streets.

### Transit Service

Miami-Dade Transit (MDT) operates three bus routes that serve the study area. Bus route 40, which has stops approximately every two blocks, operates east-west along the corridor while routes 71 and 87 operate north-south along SW 112th Avenue and SW 87th Avenue, respectively. An analysis of the study area by MDT showed extensive usage by bus patrons, with major intersections and transfer points showing the largest concentration of usage, and boardings per hour



41. Typical bus stop along Bird Road  
42-43. Bus shelters



on route 40 exceeding the system average. Except for route 71, all routes connect to the Metrorail system. Headways on routes in the area range from 15 minutes during peak hours to 60 minutes on Sundays, depending on the route. Figure 40 illustrates the bus routes serving the corridor.

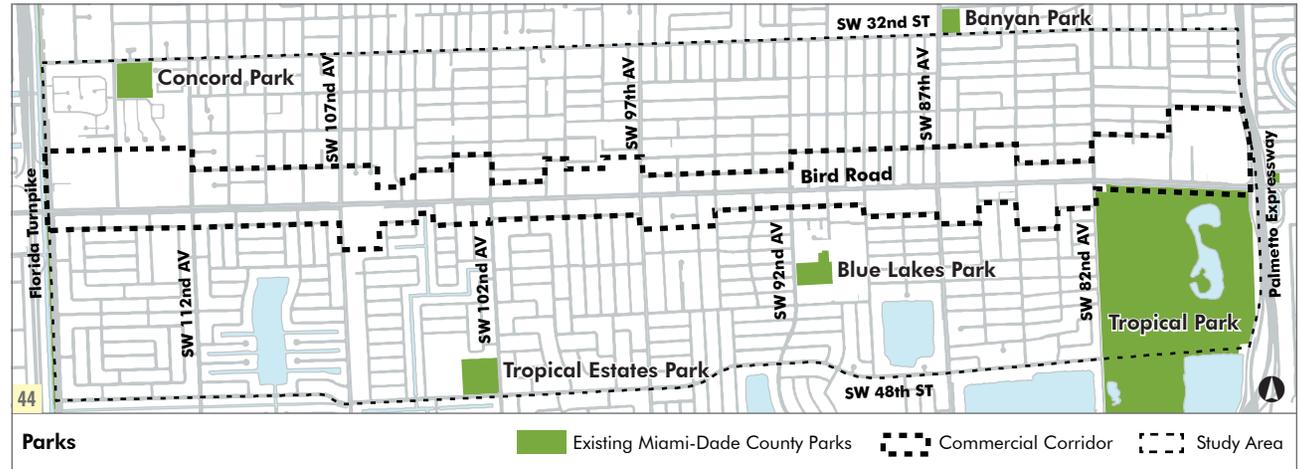
Transportation enhancements such as a trolley system connecting both ends of the corridor in addition to bus shelters, providing seating as well as weather protection, and a park and ride facility serviced by express bus routes would benefit residents in the study area and would help increase transit ridership by local residents while decreasing vehicular congestion along Bird Road. During the planning process, Tropical Park was identified as a possible location for a park and ride facility while several daily attractions would need to be established along the corridor for a trolley to be successful.

**Parks**

The Bird Road Corridor Study area is currently served by five significant parks. Tropical Park, a County regional park facility located on the south side of Bird Road directly west of the Palmetto Expressway, serves local resident as well as visitors from the entire County and hosts annual events such as Santa’s Enchanted Forest. At Tropical Park, patrons find paved pathways for walking, running and bicycling in addition to an assortment of athletic fields, picnic areas, equestrian facilities and lakes. Future plans by the Miami-Dade County Park and Recreation Department call for the redesign of the park’s master plan to improve the park as an urban entity. These proposed improvements include the Westchester Cultural Arts Center, aquatic center and revamped equestrian center .

Banyan Park, a three acre neighborhood park, located on the northeast corner of SW 87th Avenue and SW 32nd Street, caters to the predominately single-family residential neighborhood. This small park offers opportunities for people who enjoy playing basketball, soccer and baseball. During the summer and fall the park is active with local little league or non-professional baseball teams competing or just having fun. The park’s perimeter is tightly planted with a cluster of shade trees, an ideal area for the incorporation of paths and benches.

Between Bird Road and SW 44th Street, east of SW 92nd Avenue, is a six acre park known as Blue Lakes. Blue Lakes also serves the local community of single-family residential homes in the study area. This neighborhood park contains baseball fields, basketball courts and a pavilion for festivities or rest. A meandering path used for short walks connects the activities of the park. One of the most popular weekend events at this park is basketball games between locals.

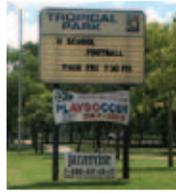


## THE STUDYAREA

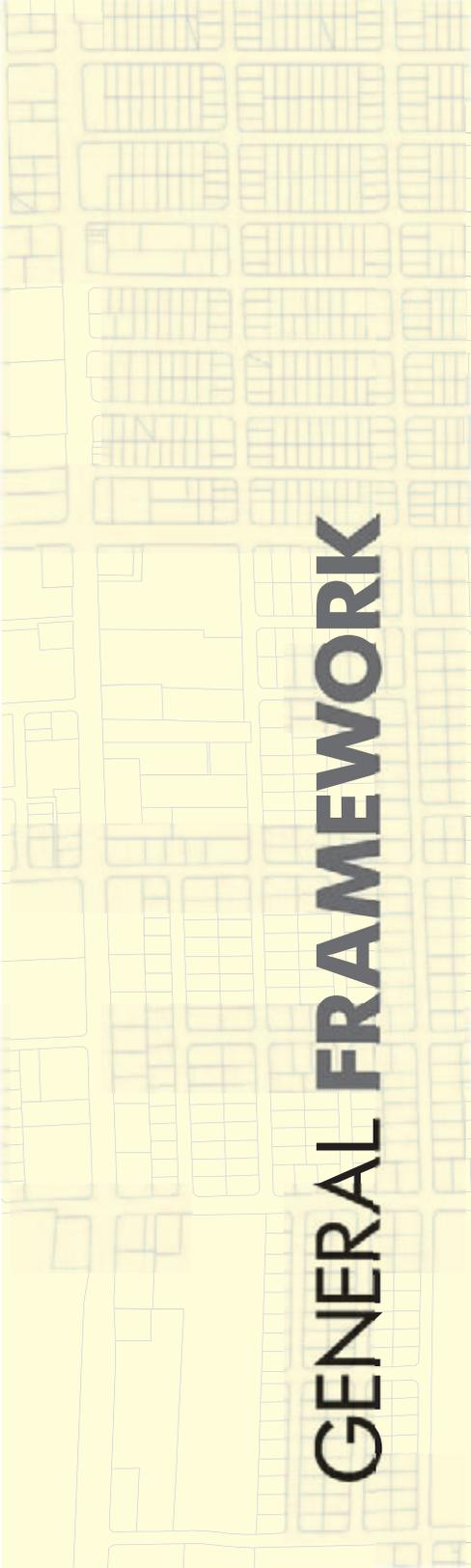
On the northwest corner of SW 102nd Avenue and SW 48th Street is the nine acre Tropical Estates Park parcel. This neighborhood park serves the predominately single-family neighborhoods found on the south side of Bird Road, west of SW 102nd Avenue. A community building and tot-lot anchor the park near the intersection of SW 102nd Avenue and SW 48th Street. The remaining open space has a swimming pool, large field for baseball, soccer or similar activities.

In the northwest quadrant of the study area lays Concord Park, a nine-acre neighborhood park surrounded by cluster housing, single-family residences and apartments. The park contains basketball courts, a tot-lot, areas for active recreation as well as an extensive meandering path for jogging and strolling. Similar to other parks in the area, a considerable tree canopy would enhance the comfort of patrons, especially during the summer months.

Approximately halfway between Tropical Park and Concord Park, extending south from SW 48th Street to SW 32nd Street, between SW 107th Avenue and SW 97th, extends a Florida Power and Light (FPL) easement. The FPL easement not only serves to transmit electric power to the local community, but contains open space underneath the power lines which could potentially be developed as a linear park.



45-49. Parks within the study area



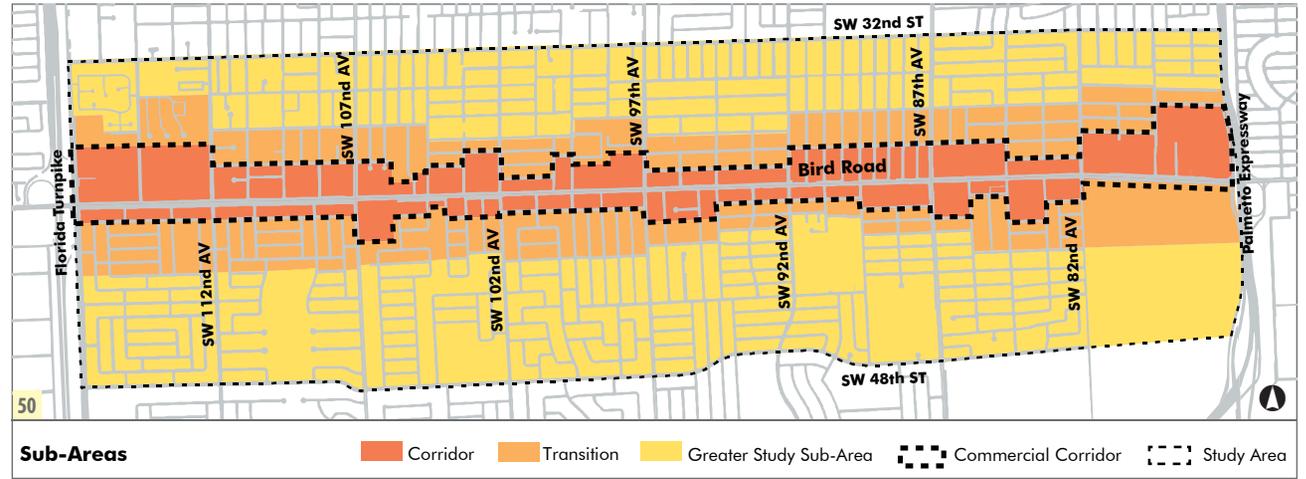
# GENERAL FRAMEWORK

# GENERAL FRAMEWORK

## Sub-Areas

The Bird Road Corridor Study area was divided into three distinct sub-areas. The focus of the study varied for each of its sub-areas.

- **The commercial corridor**, comprised of the parcels and blocks directly on Bird Road, is a key element of the study. The study examines land use, development intensities and building heights as well as design standards for future development.
- **The transition** consists of the blocks immediately behind the corridor, both north and south. The study recommends a transition from the commercial corridor to the existing residential neighborhoods.
- **The greater study sub-area** is comprised of the residential neighborhoods beyond the corridor and the transition sub-areas. The study analyzes traffic, connectivity, and landscaping in this sub-area.



The Commercial Corridor

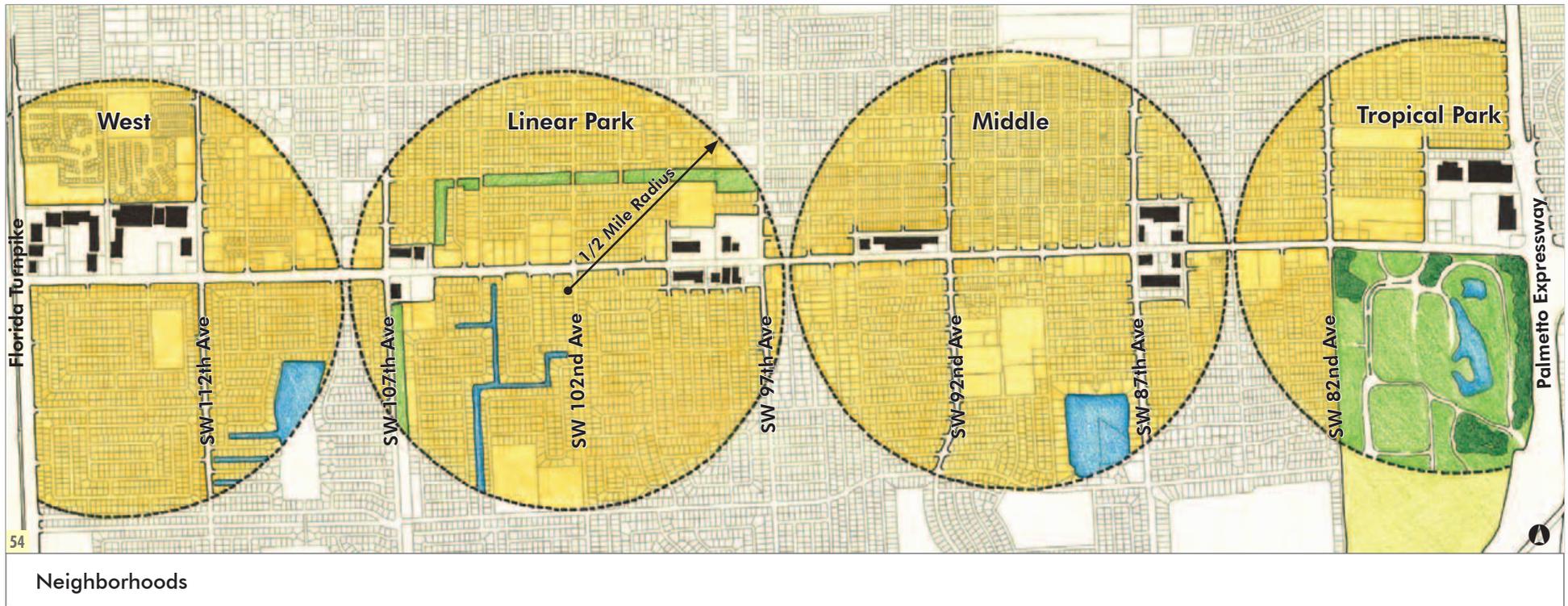


The Transition



The Greater Study Sub-Area





## Neighborhoods

The figure above illustrates the manner in which the Bird Road Corridor Study area can be easily organized into four different walkable neighborhoods, each being a half-mile radius and having a recognizable center or centers. Not always situated on the geometrical midpoint, the locations selected for these centers coincide either with an important street intersection, major shopping complex or possible area for higher intensities that currently behaves as the neighborhood center.

The size of such neighborhoods is determined by the walking distance from center to edge, rather than by the number of residents within each of these areas. Furthermore, in their

ideal form, each of these unique neighborhoods would have a compact walkable urban pattern with a balanced and diverse range of housing, employment, shopping, recreational and educational areas, so when viewing the corridor as a whole, all the needs of the community are attended within the four neighborhoods. Also important within their structure is a fine grained network of thoroughfares that would shorten pedestrian routes and provide multiple options to reduce vehicular traffic on the corridor.

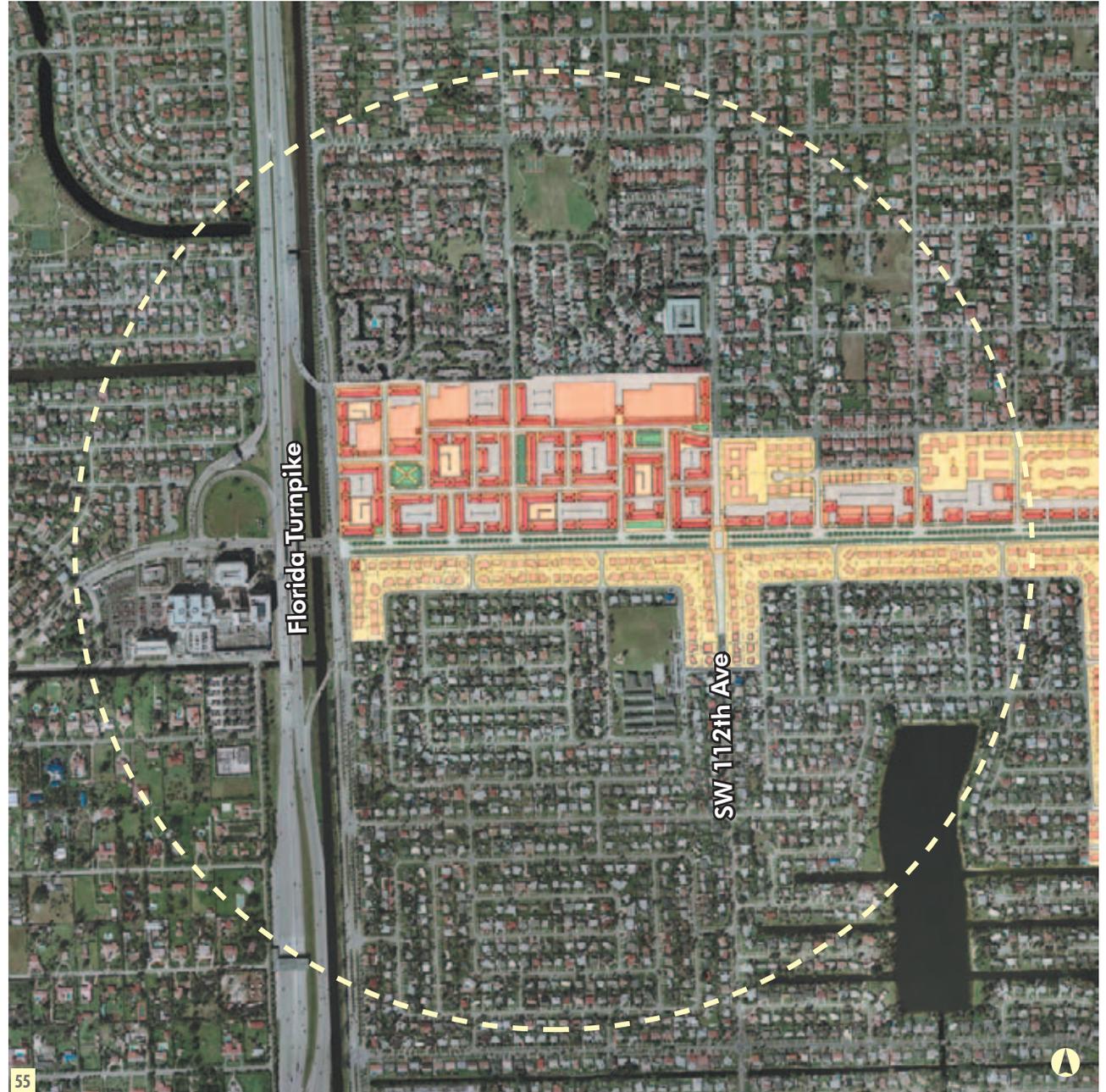
These neighborhoods could then start behaving as compact, pedestrian-friendly and mixed-use areas with discernible centers and outer limits, contributing to the identity of the

community and indicative of meeting all the daily needs of residents within walking distance. Bird Road itself would continue to act as the connector of these four distinct neighborhoods.

## GENERAL FRAMEWORK

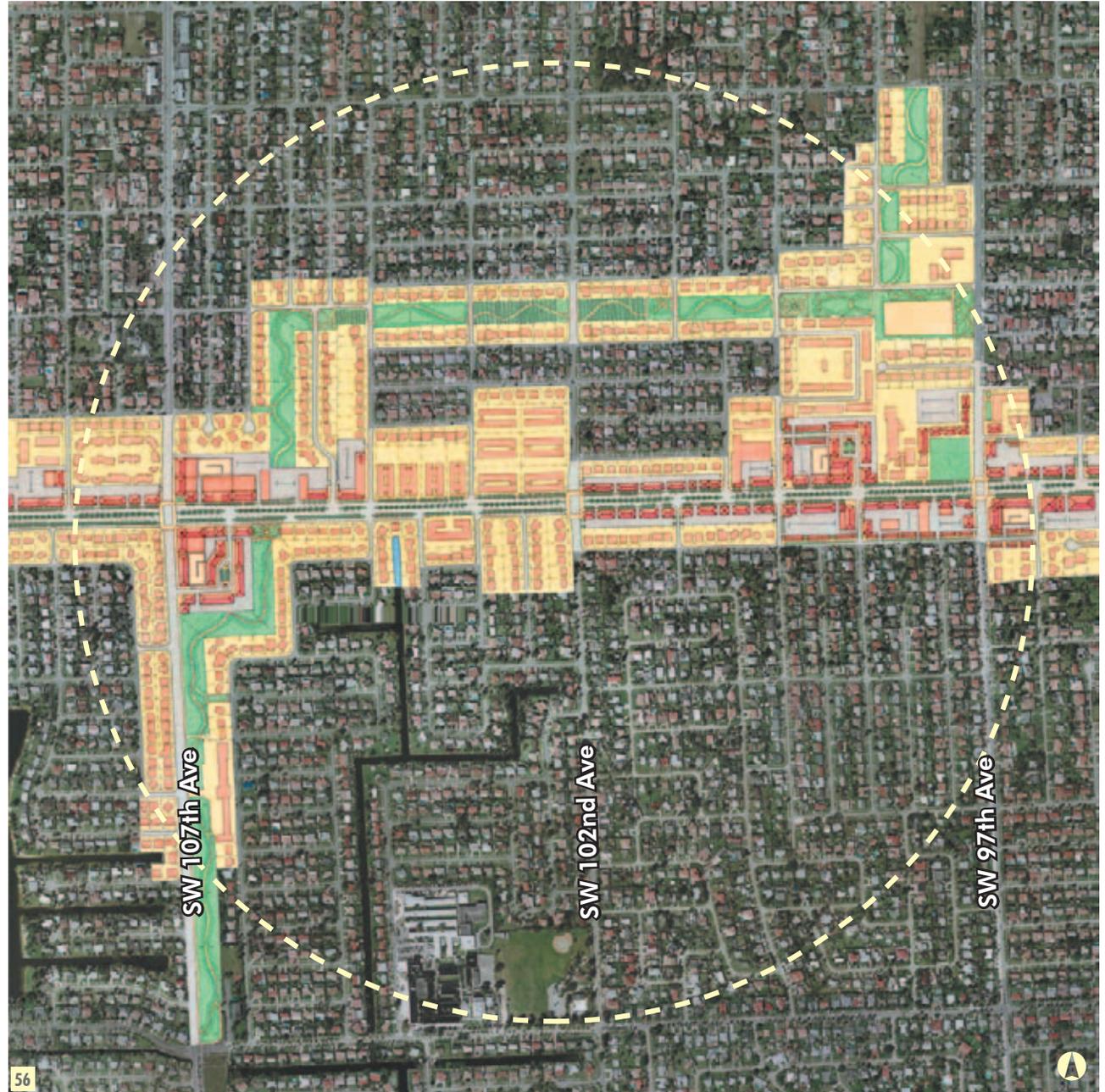
### West Neighborhood

The West Neighborhood lays adjacent to the Florida Turnpike and includes an area which has been identified as a Community Urban Center (CUC) on the County's Comprehensive Development Master Plan Land Use Plan map. A CUC is planned as a hub for urban development and could develop into a compact, efficient urban structure. Urban centers contain a variety of uses which include civic, retail, office and residential. A town center, which would potentially act as a gateway into the corridor, could be developed within this CUC.



**Linear Park Neighborhood**

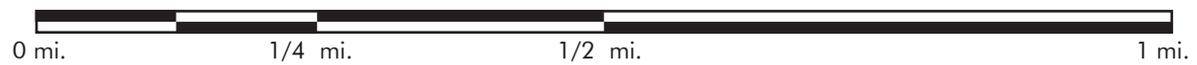
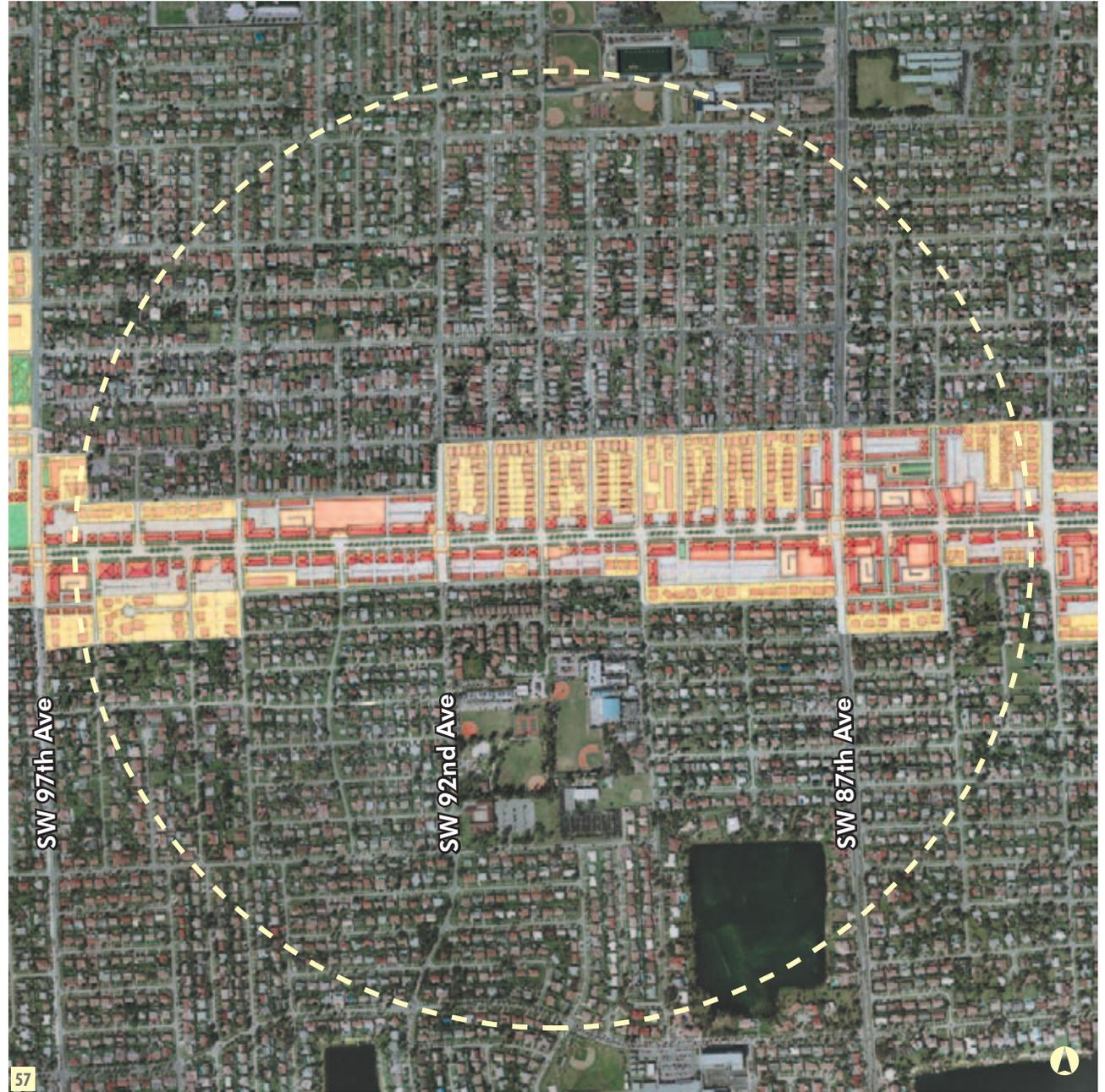
A section of the Florida Power and Light electric transmission line easement falls within this neighborhood of the Bird Road Corridor Study area. This easement could potentially be used as a non-motorized bike trail and linear passive park, therefore turning into an asset for the community and becoming an important amenity within this neighborhood. Additionally, development would have the potential to intensify at major road intersections.



0 mi. 1/4 mi. 1/2 mi. 1 mi.

**Middle Neighborhood**

The intersection of Bird Road and SW 87th Avenue is an important commercial node along the corridor and therefore the center of the Middle Neighborhood. Properties around this intersection have the potential to redevelop as medium intensity mixed-use neighborhood centers. Within this neighborhood, redevelopment to the west of SW 87th Avenue would primarily occur in smaller increments.

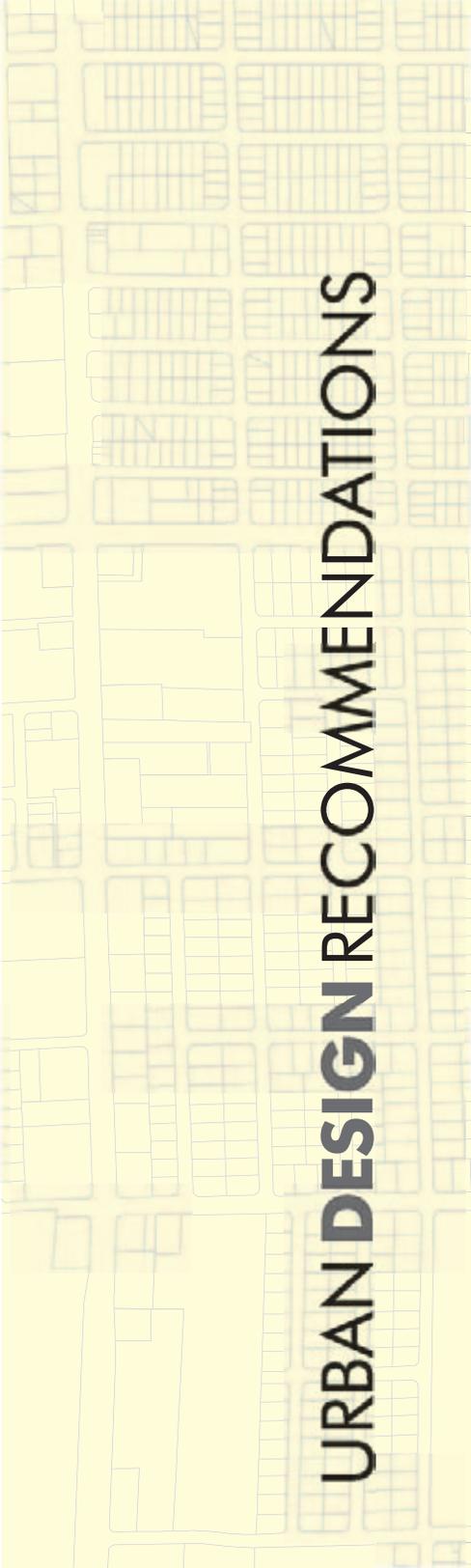


### Tropical Park Neighborhood

The East Neighborhood is located adjacent to the Palmetto Expressway. Due to its exceptional access and visibility, this neighborhood could accommodate higher intensity development and possibly an additional town center on the current site of the Tropicaire Center, across from Tropical Park. Furthermore, new development within this neighborhood could also serve as a gateway into the corridor. Tropical Park is an essential component of this neighborhood and the corridor.



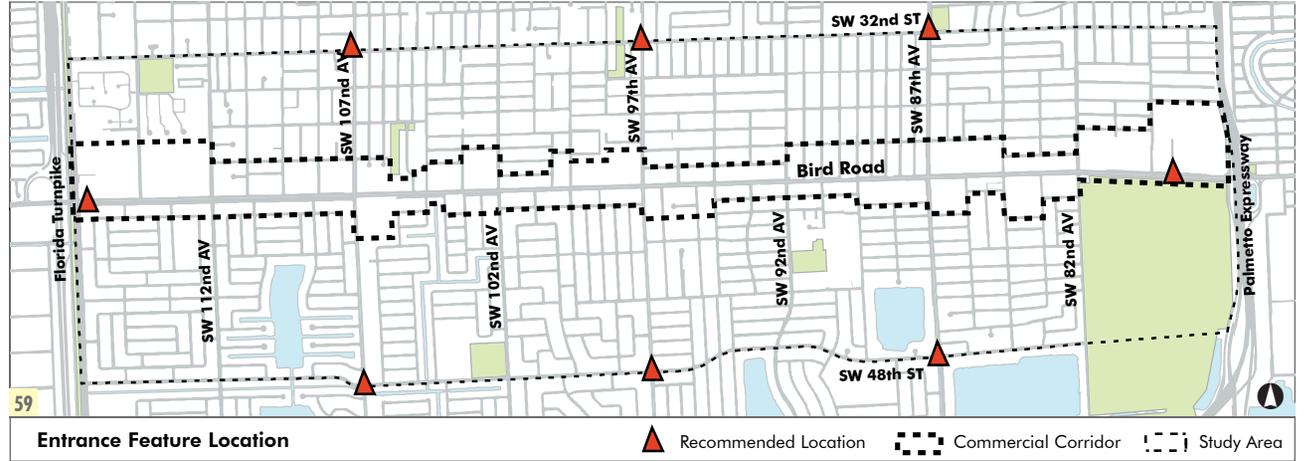




# URBAN DESIGN RECOMMENDATIONS

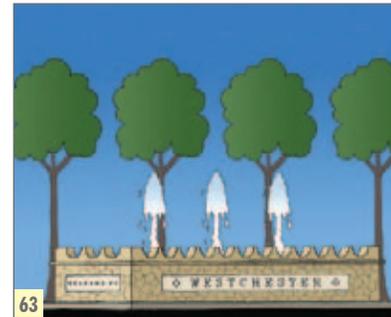
**Theme**

During the Bird Road Corridor Study process, participants expressed an interest in establishing a theme that would uniquely identify the corridor from the general areas around it. The significance of Tropical Park and its prominent location along the corridor was discussed and suggestions were made to rename Bird Road either Tropical Bird Road, Tropical Boulevard or Tropical Bird Boulevard; all of which reflect a direct tie between the corridor and Tropical Park. The re-naming of Bird Road within the study area boundaries would be an initial step towards instituting a “park like” theme for the corridor. Entry features, public spaces and monuments would help better emphasize the theme and distinguish the Bird Road Corridor Study area within the Westchester community.

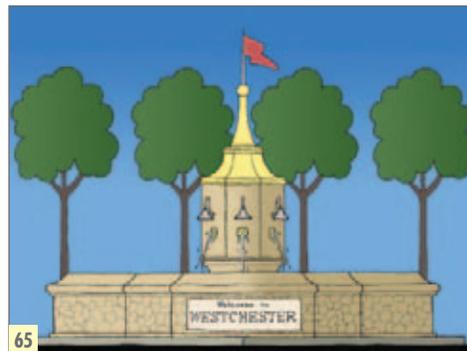


**Entrance Features**

Gateways and entrance features make visitors aware of their arrival to a special community or place. They are important elements that help define the boundaries of the study area and would provide additional identity to the Westchester community. There were numerous requests for entrance features or gateway markers made by the community. Potential locations for these gateways are shown on Figure 59 and are typically located on major roadways. Illustrated in Figures 62 through 66 are concepts for entry features at the west and east ends of the corridor close to the Florida Turnpike and the Palmetto Expressway, respectively.



62-64. Entrance feature alternative adjacent to the Florida Turnpike  
 65-66. Entrance feature alternative adjacent to the Palmetto Expressway



### Traffic Calming Elements

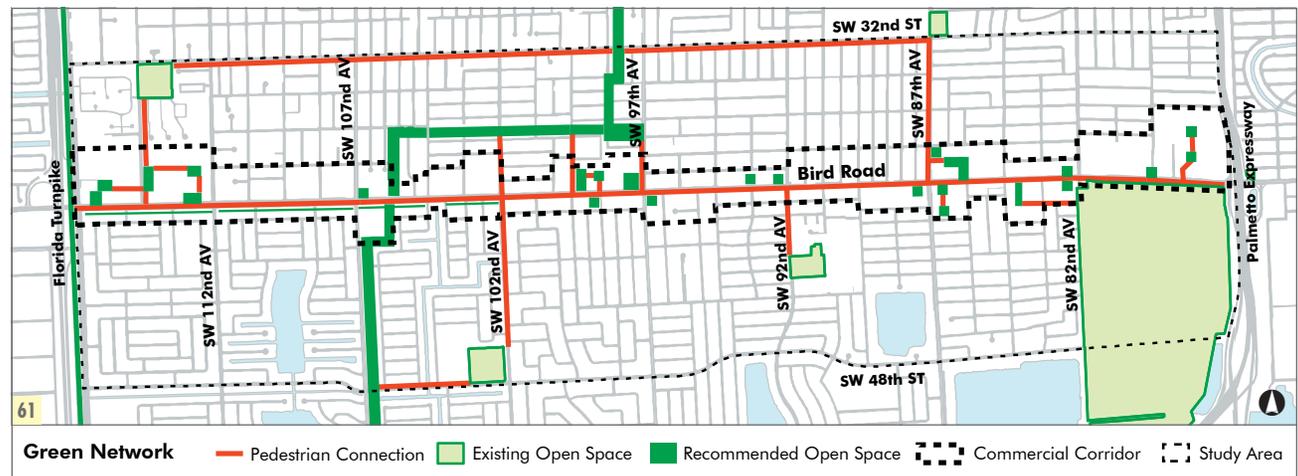
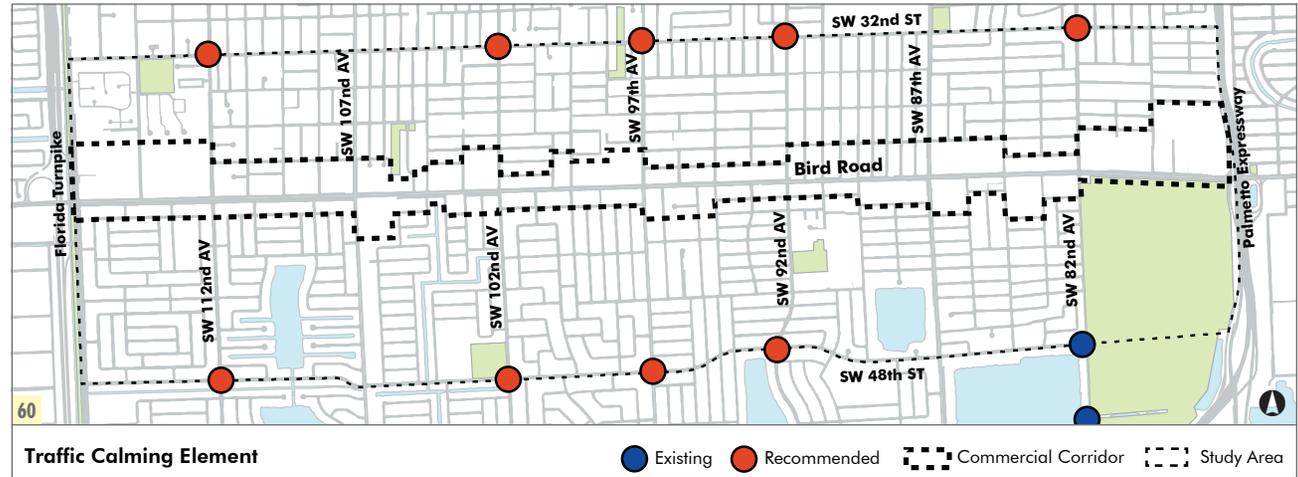
In order to discourage cut-through traffic and reduce vehicular speeds on the neighborhood streets, roundabouts or traffic circles are recommended at certain section line intersections north and south of the corridor. In addition, these roundabouts would provide opportunities for entrance features, landscaping and other enhancements. Figure 60 illustrates the recommended location of these elements. Construction of traffic calming elements at these locations would require approval of the Miami-Dade Public Works Department.

### Green Network

A current objective of the Miami-Dade Park and Recreation Department’s Open Space System Master Plan is the connection of neighborhood, community and metropolitan parks. Boulevards, streets and trails serve as physical connections between these public open spaces, among other landscaped elements. Bird Road, SW 87th Avenue, SW 32nd Street, SW 102nd Avenue, SW 48th Street and SW 92nd Avenue are existing rights-of-way that when improved with appropriate sidewalk widths, bike paths and landscaping can potentially serve as future connections of parks or public open spaces found within the study area.

A priority for the study was to provide the community a good balance between the built environment and public open spaces. The study incorporates many new options for open spaces including parks, greens, squares and plazas. New development along the corridor would incorporate public open spaces with retail, office and residential uses around them. Furthermore, the study area could have a variety of open spaces to enhance the residents’ and visitors’ day to day lives. These open spaces should be organized in a manner to provide a progression through the Bird Road Corridor Study area. Ideally, pedestrians would walk along shaded tree lined streets from unique open space to open space.

The effort to establish an interconnected network of parks and public open spaces, as shown on Figure 61, would greatly improve the pedestrian experience along the corridor.



# URBAN DESIGN RECOMMENDATIONS

## Design Guidelines

Design guidelines would provide a framework for all future development along the Bird Road corridor and ensure such development occurs in a cohesive and predictable manner. These design guidelines address the comments made by the residents, property and business owners throughout the planning process and are an essential tool for creating an economically vibrant, walkable and livable corridor.

The design guidelines are intended to enhance the existing conditions within the study area in order to:

- Establish a distinct character for the study area
- Encourage pedestrian activity
- Allow for effective land utilization
- Encourage ease of circulation for both vehicles and pedestrians

## Building Heights

Presently, there is no standardization of building heights along Bird Road. One story buildings are next to or face three or four story structures, creating incoherent and undesirable conditions. Building heights along the Bird Road corridor should vary and directly correlate to the intensity and scale of new development throughout the corridor.

Due to their proximity to the Palmetto Expressway and the Florida Turnpike, the east and west ends of the corridor would be appropriate locations for higher intensity development characteristic of a Community Urban Center (CUC) and could have the potential to act as gateways into Bird Road. The area adjacent to the Florida Turnpike has already been designated as a CUC in the County's Comprehensive Development Master Plan (CDMP).

As development occurs away from the expressways, towards the center of the corridor, development intensities as well as building heights should taper down while only increasing at



important roadway intersections where medium intensity development would take place, therefore allowing an increase in building heights.

Building heights should also decrease as development moves north and south away from Bird Road, tapering down in order to transition into the existing residential neighborhoods and limit differences in building height.

**Building Placement**

Close attention should be paid to the placement of buildings and their interaction with the corridor. Under the existing zoning requirements, buildings are set back to the rear of the properties with parking lots in front of them, therefore creating an environment that is not suitable for pedestrian activity.

Buildings should face Bird Road and be placed close to the corridor while allowing for an area designated as setback. Presently, sidewalks along Bird Road are too narrow for pedestrians to move safely and comfortably next to the high speed traffic on the corridor. The space designated as setback should be paved, giving the impression of wider sidewalks with space for landscaping placed in tree planters as well as spillover seating for restaurants and cafes. The setback could also be used to accommodate colonnades and arcades.

This development pattern would create visual interest, enhance the pedestrian environment and establish a human scale along the corridor. Figure 69 shows a before and after photo-simulation view of SW 92nd Avenue and Bird Road illustrating the recommended building placement. In addition, placing buildings towards the corridor would create more visibility for businesses and allow for parking to be hidden at the rear.

Existing



68

Alternative



69



68-69. Before and After photo-simulation view of SW 92nd Avenue and Bird Road looking north  
 70. Midtown Miami  
 71. West Palm Beach, Florida  
 72. Boulder, Colorado

**Parking**

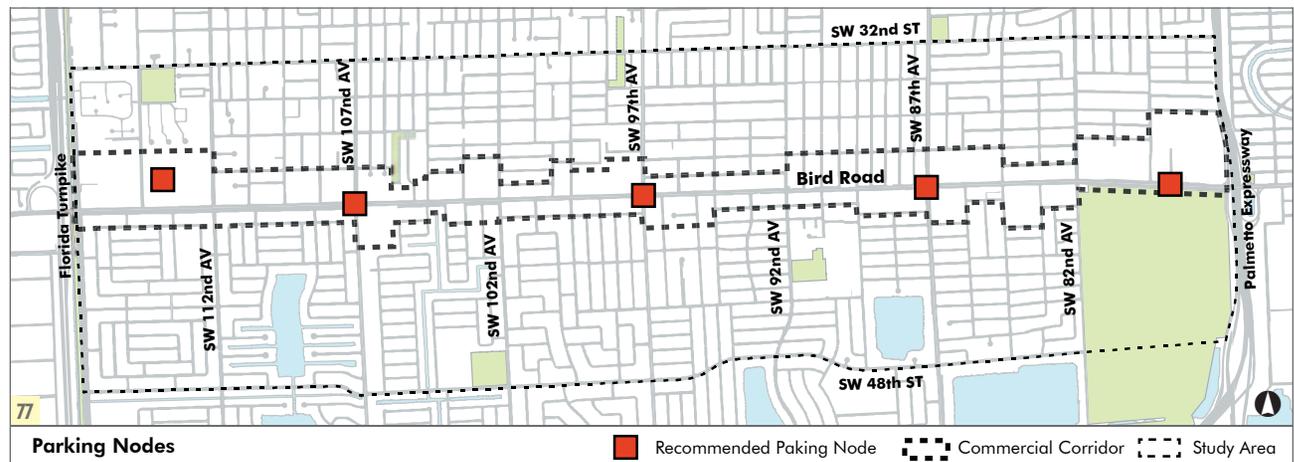
Short-term convenient customer parking for businesses along the corridor was one of the main concerns discussed throughout the corridor study process. Inadequate parking conditions which provide insufficient parking and require multiple curb cuts or drive ways as well as vehicles backing onto the corridor can currently be found throughout Bird Road (see Figure 75).

Off-street parking areas should be designed and located so that they are convenient, safe, efficient and do not disrupt the future pedestrian scale of the corridor. Off-street parking lots should be located at the rear or side of buildings and at mid-block. When substantial enough, the interior areas of the blocks could also contain parking structures, as illustrated on Figure 76. Access to parking should minimize curb cuts and driveways onto the corridor to avoid disruptions to vehicular traffic flow and the pedestrian experience. Figures 73 and 74 examine the current parking configuration for the 9500 block of Bird Road and suggest a parking consolidation alternative which would retain the original number of parking spaces, reduce the number of curb cuts and allow space for landscaping by providing a shared frontage road.

Public or private centralized parking garages, placed in strategic locations along the corridor, could help satisfy future long-term parking demands and mitigate parking requirements for developments on smaller properties along Bird Road. Figure 77 shows possible centralized locations for parking garages.



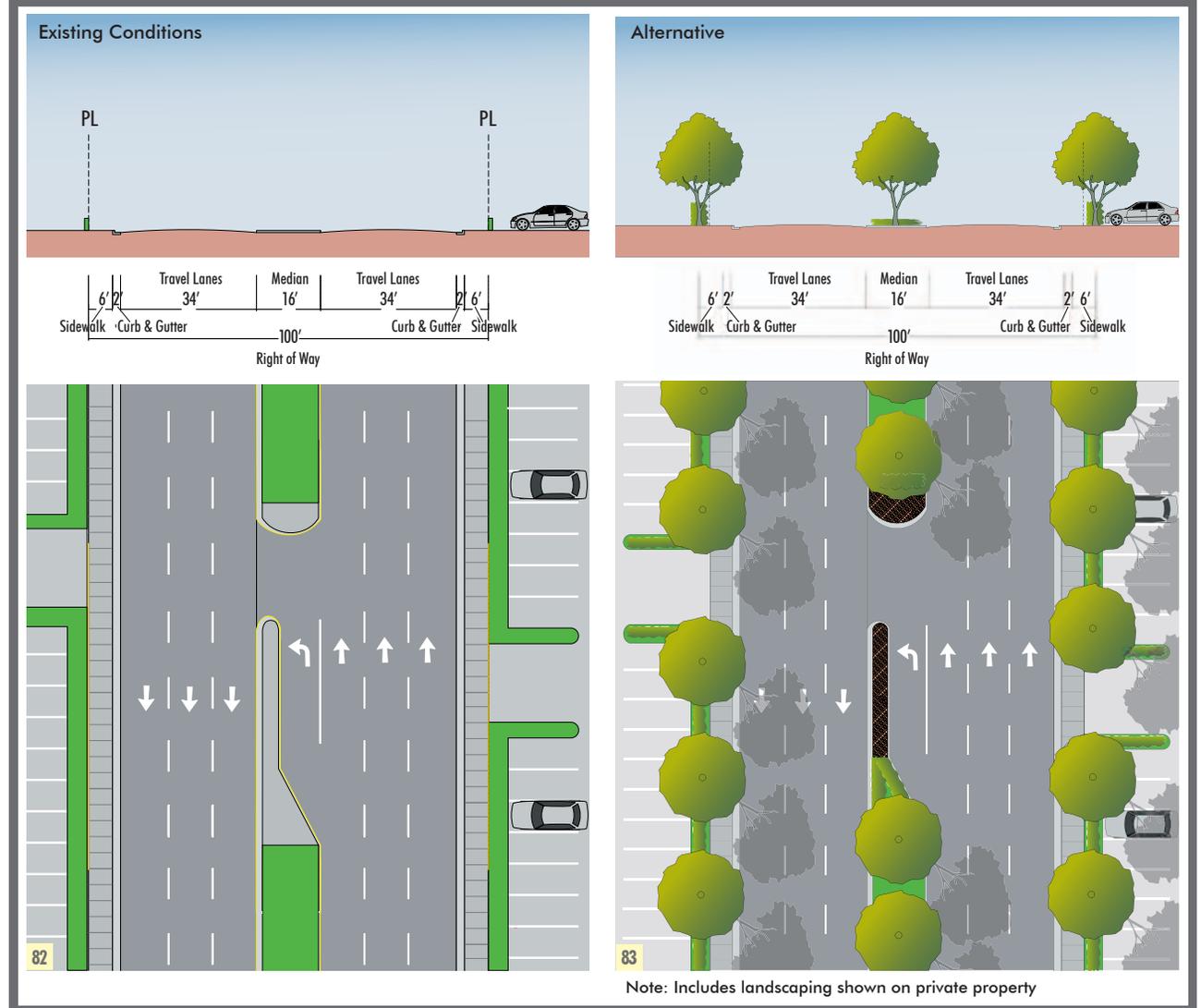
73-74. Parking consolidation alternative along Bird Road  
 75. Existing parking conditions within the study area  
 76. Views of parking garages lined by buildings



**Landscaping**

Appropriate landscaping is an important element within the public realm and if a road does not have shade trees, people will be discouraged to walk or wait at a bus stop for public transportation. Since Bird Road has been widened to its maximum as a response to the increased traffic demand and has been left with no room for landscaping on either side of the road, landscaping improvements will need to take place on private property, particularly in tree planters along the front setback. Landscaping along the corridor should be uniform and trees should not obstruct the view of retail and office signage. As illustrated on Figure 83, adding landscaping along the corridor would be the fastest method to begin improving its appearance without redevelopment taking place. A funding mechanism, such as a Business Improvement District, could be implemented to provide subsidy for this improvement and its maintenance.

Landscape beautification should also be extended to all roadways within the study area, where landscaping is missing, to enhance the streets and promote pedestrian activities. In addition, it is important to select street trees that provide ample shading such as oak, mahogany or gumbo limbo trees. These species are strong native trees that grow a lush and bountiful canopy.



78-79. Views of existing conditions along Bird Road  
 80. Landscaped street in Lakeland  
 81. Landscaped street in Coral Gables  
 82. Existing conditions along Bird Road  
 83. Landscaping alternative along Bird Road

## URBAN DESIGN RECOMMENDATIONS

### Signage

At the Town Hall meeting and workshop, the citizens expressed a desire to have uniform signage throughout the corridor. There are several types of signage allowed in the County by current zoning regulations.

Along Bird Road, typical signage that exists is the billboard, Figure 84, which is designed to advertise along streets with fast moving non-stop traffic. The zoning code classifies this type of signage as an outdoor advertising sign. Billboards are permitted to be as long as 50 feet wide and 15 feet high for a maximum area of 750 square feet and can potentially be placed every 300 feet. They do not advertise information of the business conducted on the premises and instead usually present information about businesses that are not within the community.

As shown on Figure 85, another type of signage commonly found along Bird Road is the permanent point of sale sign, which is any type of sign that advertises the use, occupant, merchandise or product sold on the premises. The zoning code permits this type of sign along the frontage of the street that provides a direct access to the front of the place of business. The maximum size allowed is 40 square feet.

A third type of sign found in this area is the temporary sign, which are signs that are erected to advertise the sale or rent of the premises, subdivision of a property, construction, special event, political campaigns, etc. Temporary signs are allowed to be a maximum of 120 square feet.

Once the character along Bird Road is transformed and mixed-use buildings line the corridor a billboard sign that is 750 square feet may not be the most appropriate. Billboards along with other types of outdoor advertising signs not described above should be prohibited. Smaller building



84



85



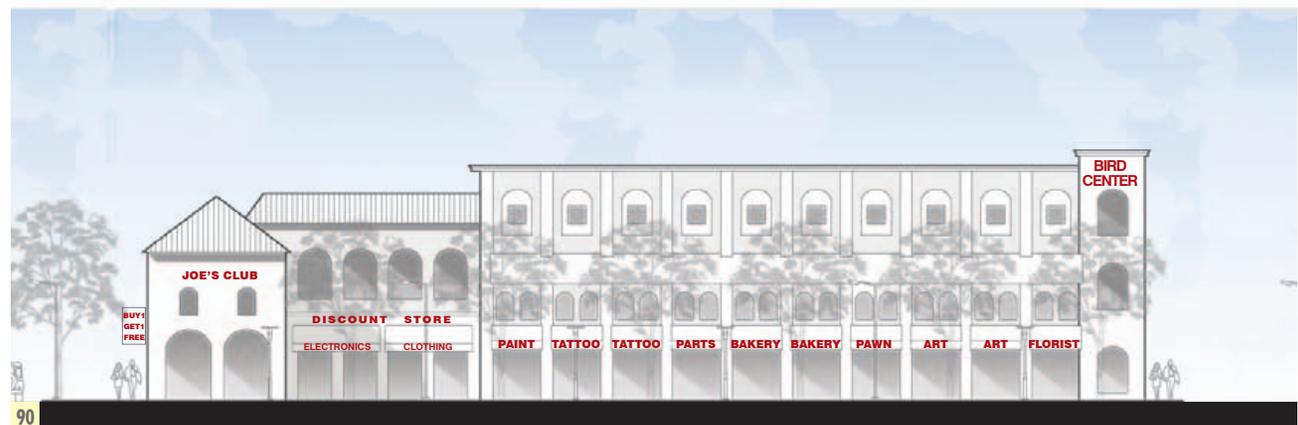
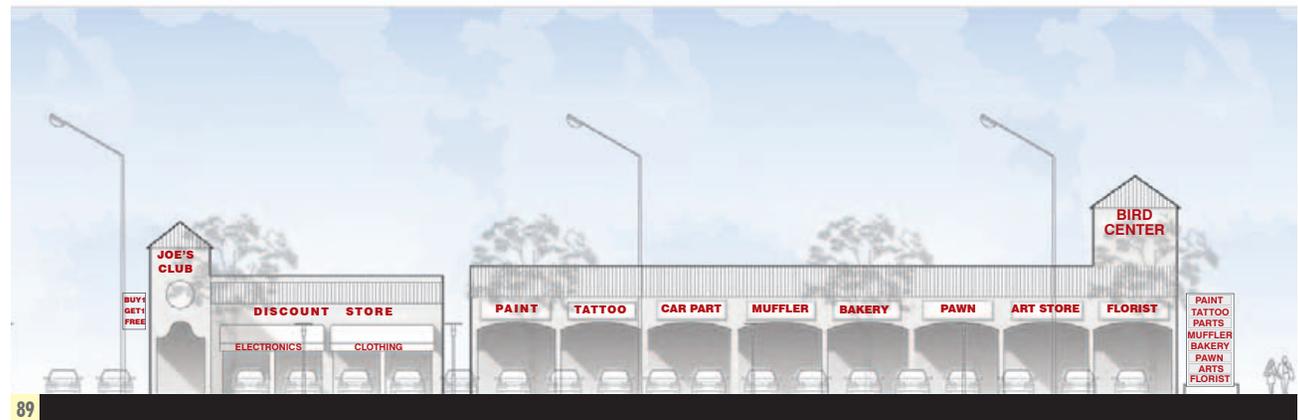
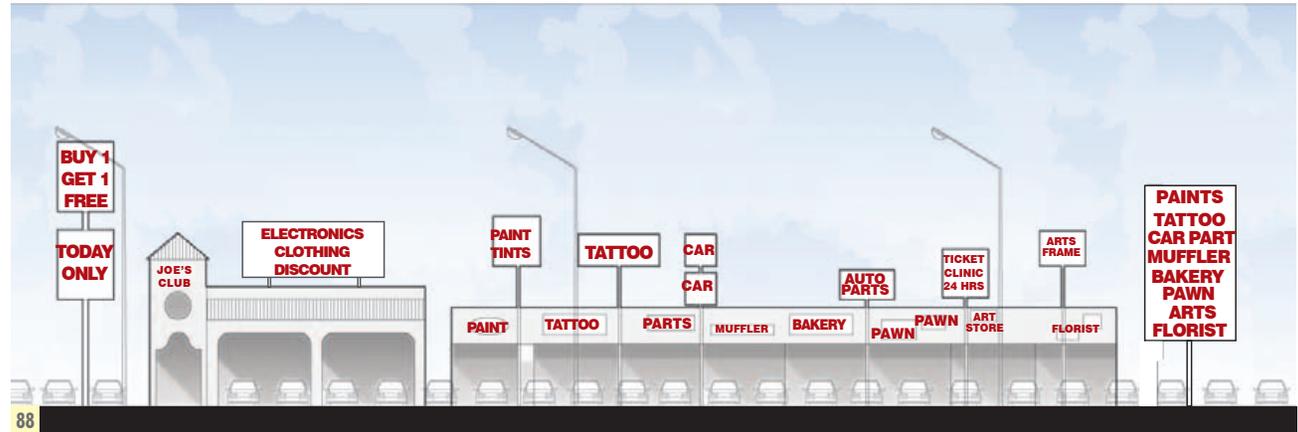
86



87

84-85. Views of existing conditions along Bird Road  
86. Pedestrian oriented signage in Mizner Park  
87. Pedestrian and car oriented signage in Miami Lakes

identification signs, up to 150 square feet, are recommended at the top of buildings. In addition, along the front of the building flat and cantilever (projecting) signs should also be allowed. On the ground floor along storefronts, only hanging and awning signs that are pedestrian scaled should be permitted. The type and size of the sign selected should be determined according to the location of the building within the study area in order to maintain the character. Sign specifications at the pedestrian and vehicular scales can be found in Appendix E.

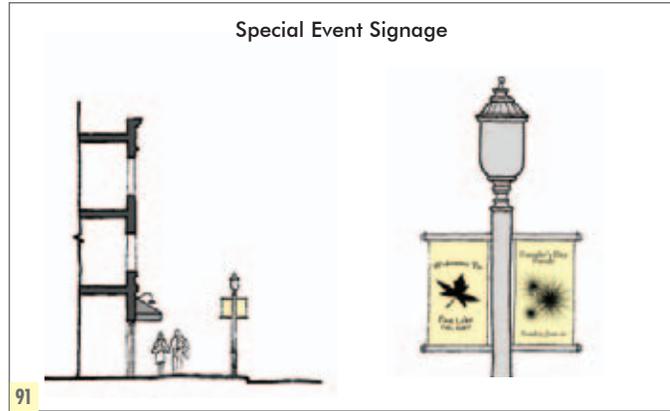


Current signage on Bird Road is predominantly automobile-oriented and lacks standards. Due to deep front building setbacks that accommodate parking, it is not unusual to come across businesses with narrow storefronts having multiple signs, similar to the example illustrated on Figure 88. This type of condition contributes to the visual pollution along the corridor and negatively impact the image of the study area. In the short-term, the appearance of the corridor would greatly benefit from improvements to the existing building storefronts and signage. Multi-tenant buildings should be encouraged to have uniform signage that is proportioned to the scale of the building as well as properly lit and made of durable materials, Figure 89. As re-development occurs in the future and buildings are placed close to the road with parking behind them, as illustrated on Figure 90, the need for large scale signs would be reduced. Coordinated signage standards for the corridor, at both the pedestrian and vehicular scales, would help provide a sense of community and contribute to the identity of the corridor.

# URBAN DESIGN RECOMMENDATIONS

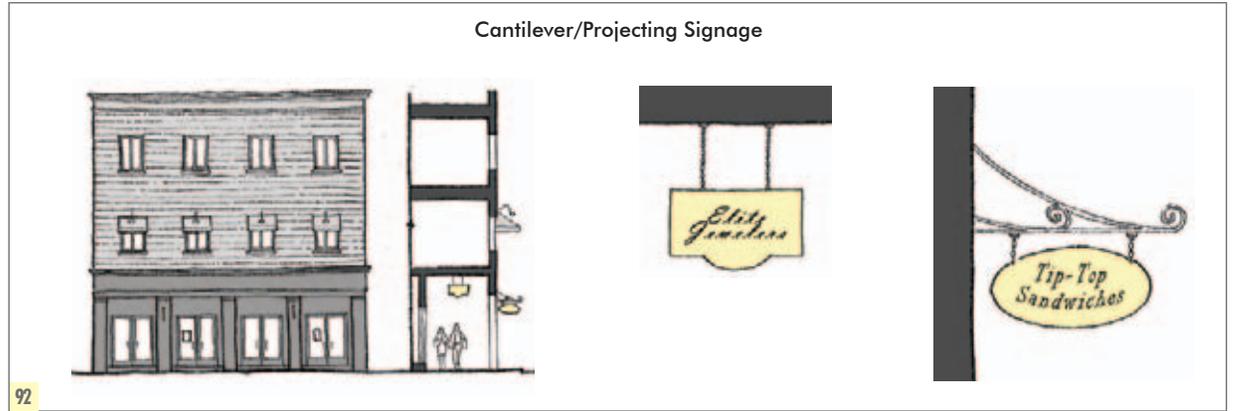
The appropriateness of signs depends on the style, location, subject matter and who the sign is intended for, either pedestrians or vehicles. These diagrams illustrate signs similar to those existing along the Bird Road corridor and alternatives, which when implemented add to the overall quality of the urban space and provide for a much more unified appearance to the corridor.

Special Event Signage



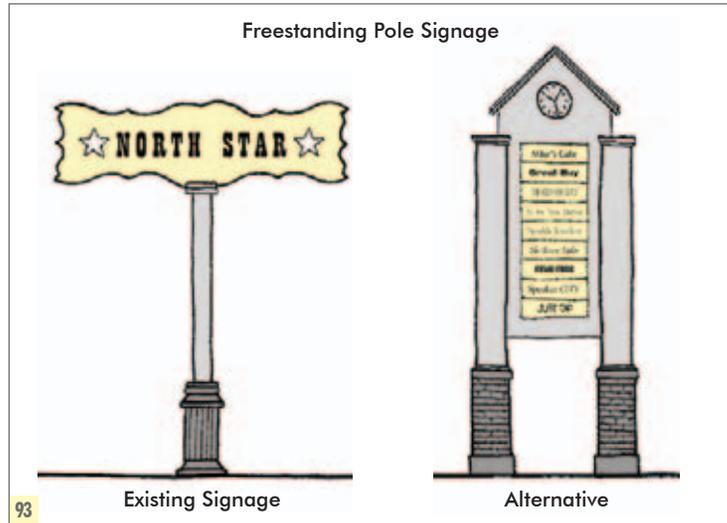
91

Cantilever/Projecting Signage



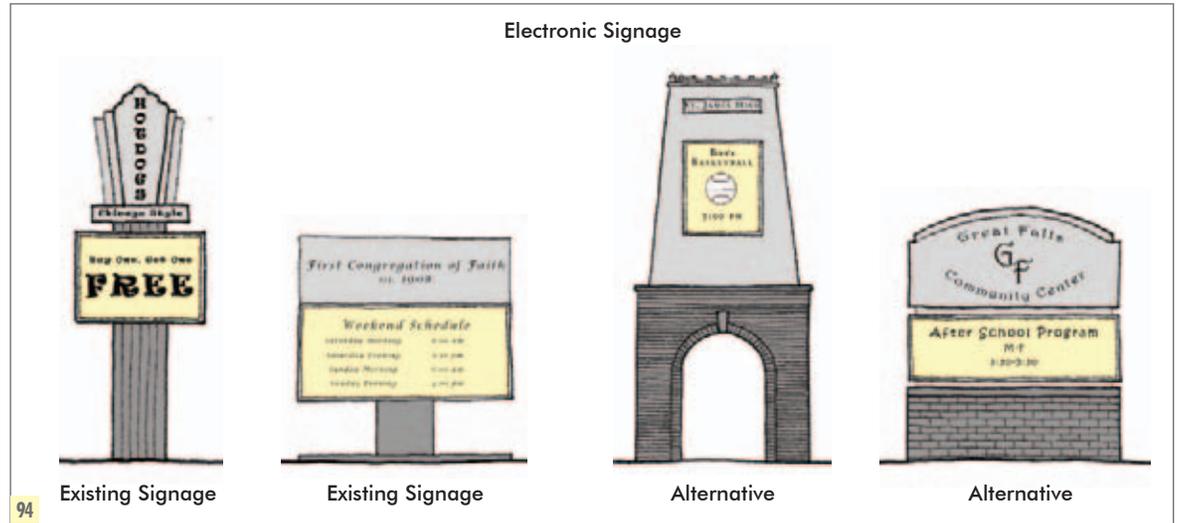
92

Freestanding Pole Signage



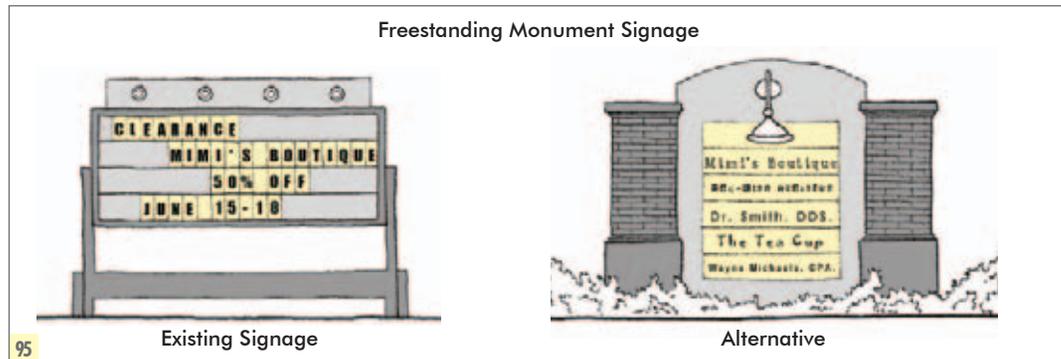
93

Electronic Signage



94

Freestanding Monument Signage



95

Window/Awning Signage



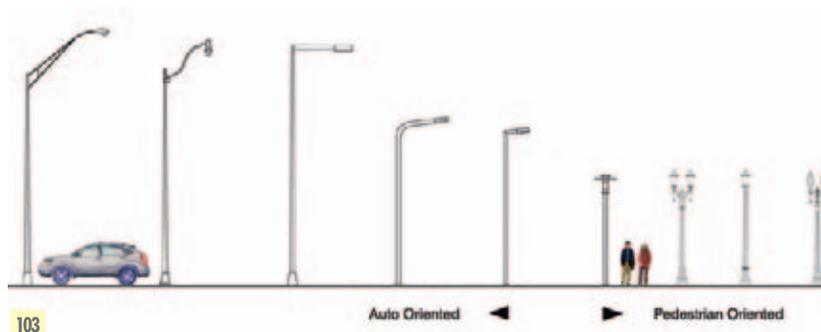
96

**Lighting**

Pedestrian-scale lighting is an important element within the public right-of-way and encourages a pedestrian friendly environment, which is especially beneficial to business.

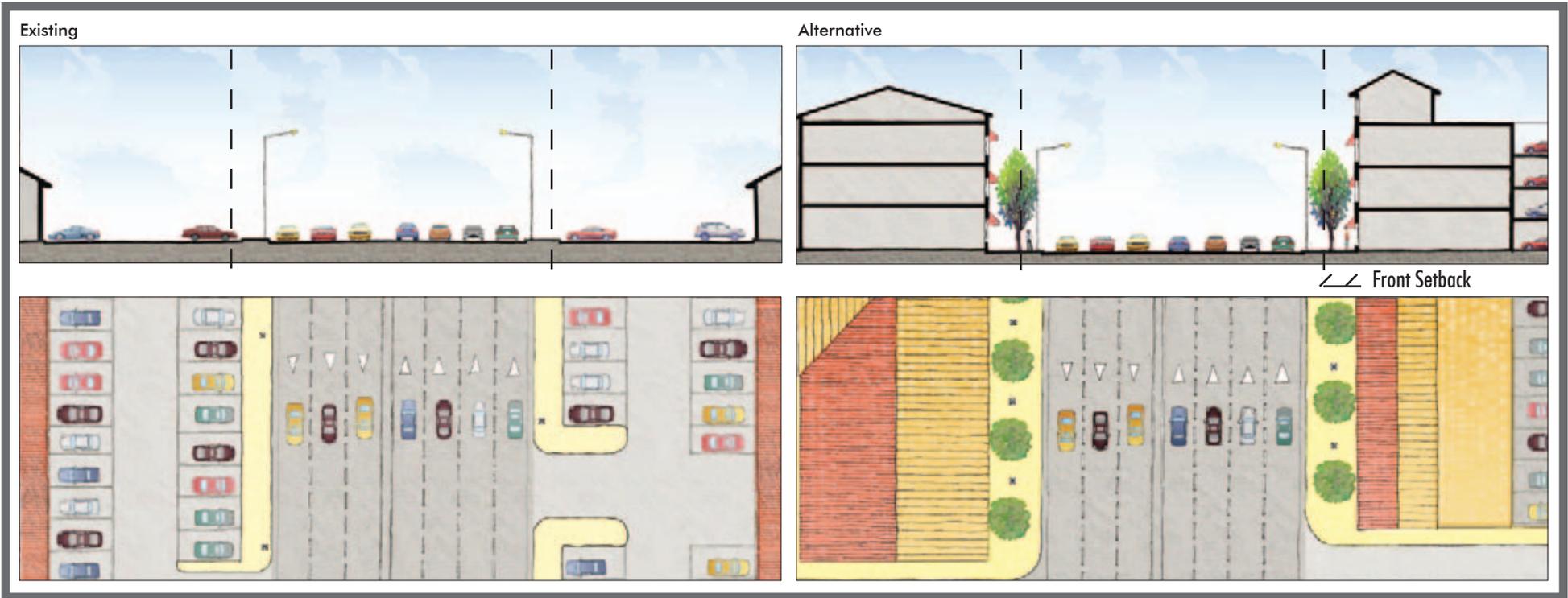
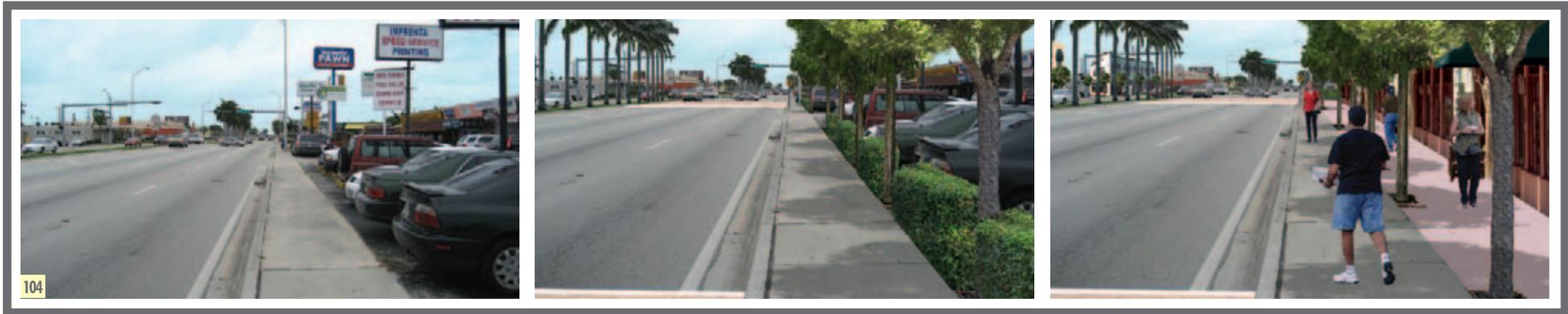
As a typical state road, cobra head lights are the type of lighting utilized along the corridor, Figure 97. Cobra head lights are scaled to the automobile; therefore cast a great amount of light. To promote a pedestrian environment, sense of safety and enhance business exposure along the corridor, the high level roadway lighting should be complemented with pedestrian-scaled lighting. Figure 102 illustrates auto and pedestrian oriented light fixtures and a number of examples of alternative pedestrian-scaled lighting systems are shown in Figures 98 through 100.

Throughout the study area, it is important to select a lighting standard that is appropriate for each street type. In addition, light fixtures should not obstruct the sidewalks.



97. Typical cobra head light along Bird Road  
 98-99. Typical street lighting in Key Biscayne  
 100. Typical street lighting in Surfside  
 101-102. Example of pedestrian scale street lighting alternatives along Bird Road  
 103. Types of street lighting

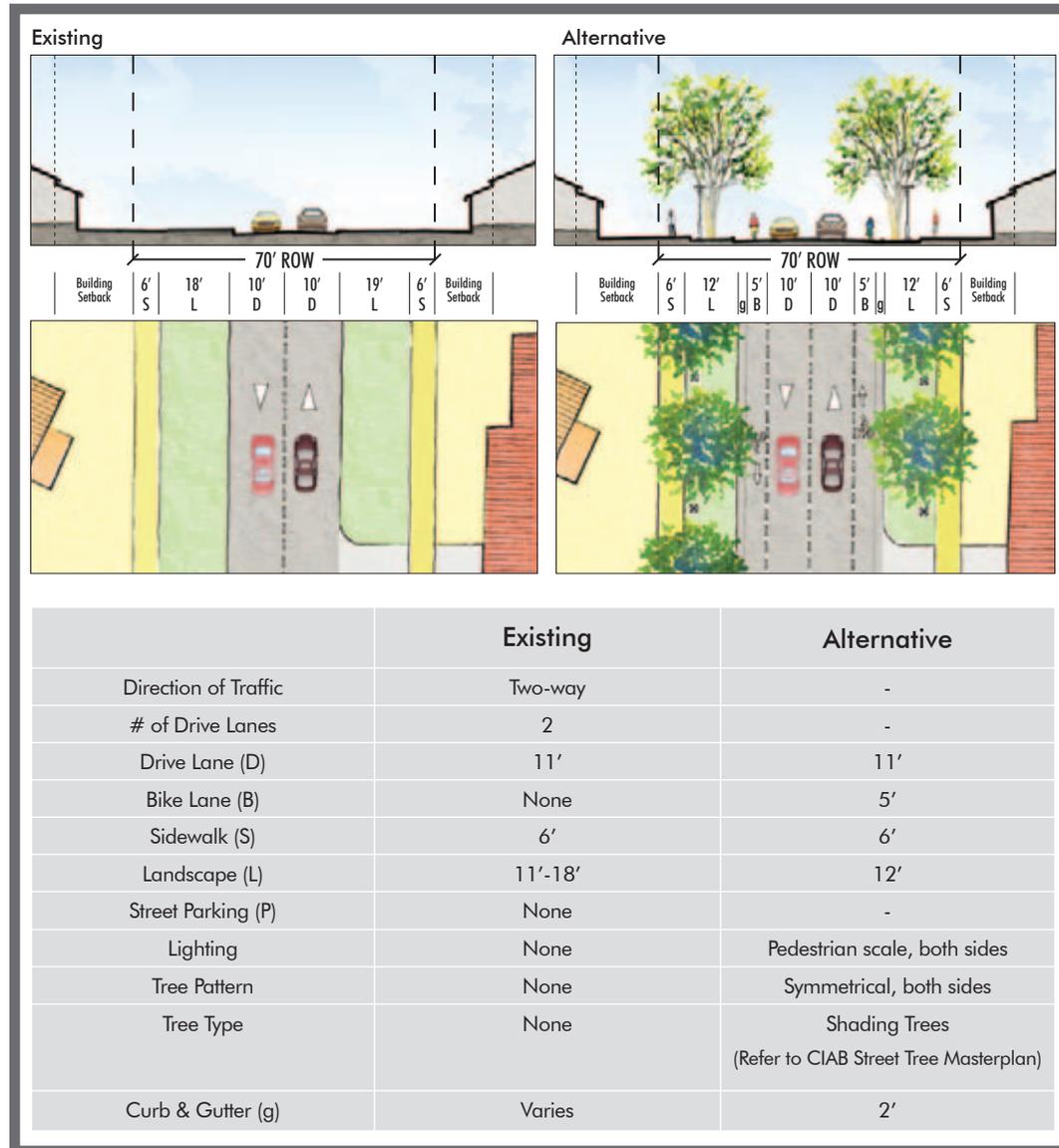
Bird Road Streetscape Improvements



Currently, Bird Road is automobile dominated with narrow sidewalks, lacks landscaping and parking is typically located at the front of buildings with numerous curb cuts or driveways. To help transform Bird Road into a vibrant pedestrian friendly corridor, textured pavement should be provided at major intersections and buildings should be placed closer to the road. In addition, the front setback should be paved, giving the impression of a wider sidewalk with space for landscaping to be placed in tree planters. Figure 104 illustrates a photo-simulation of Bird Road with these improvements shown incrementally.

### 70' Residential R.O.W. Streetscape Improvements

Section and half-section line roadways (e.g., SW 92nd Avenue, SW 97th Avenue and SW 102nd Avenue)



The Westchester vehicular and pedestrian grid lacks bicycle lanes, sidewalks and landscaping; improving half-section line roadways with on-street bike lanes, sidewalks and street trees as well as pedestrian-scaled lighting would encourage greater pedestrian and bicycling activity. In addition, it is recommended that textured pavement be provided at major intersections. A photo-simulation of SW 92nd Avenue with these elements is shown in Figure 106.

50' Commercial/Residential R.O.W. Streetscape Improvements

Streets immediately north and south of Bird Road (e.g., SW 39th Street and 40th Terrace)

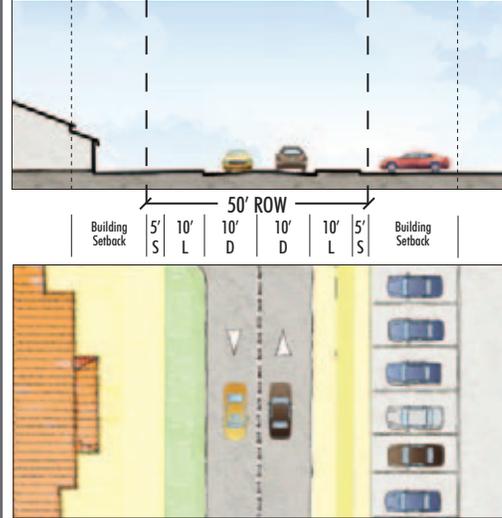
Existing



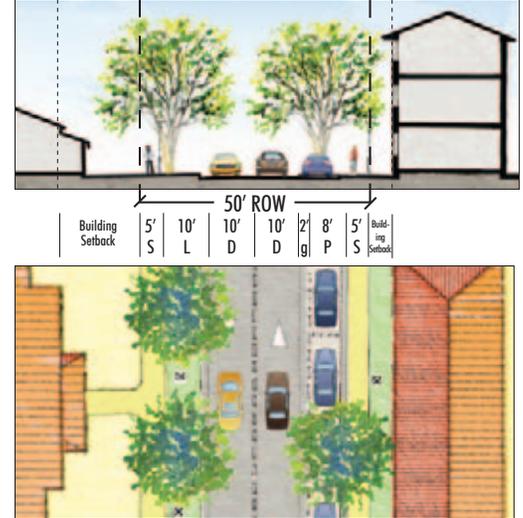
Alternative



Existing



Alternative

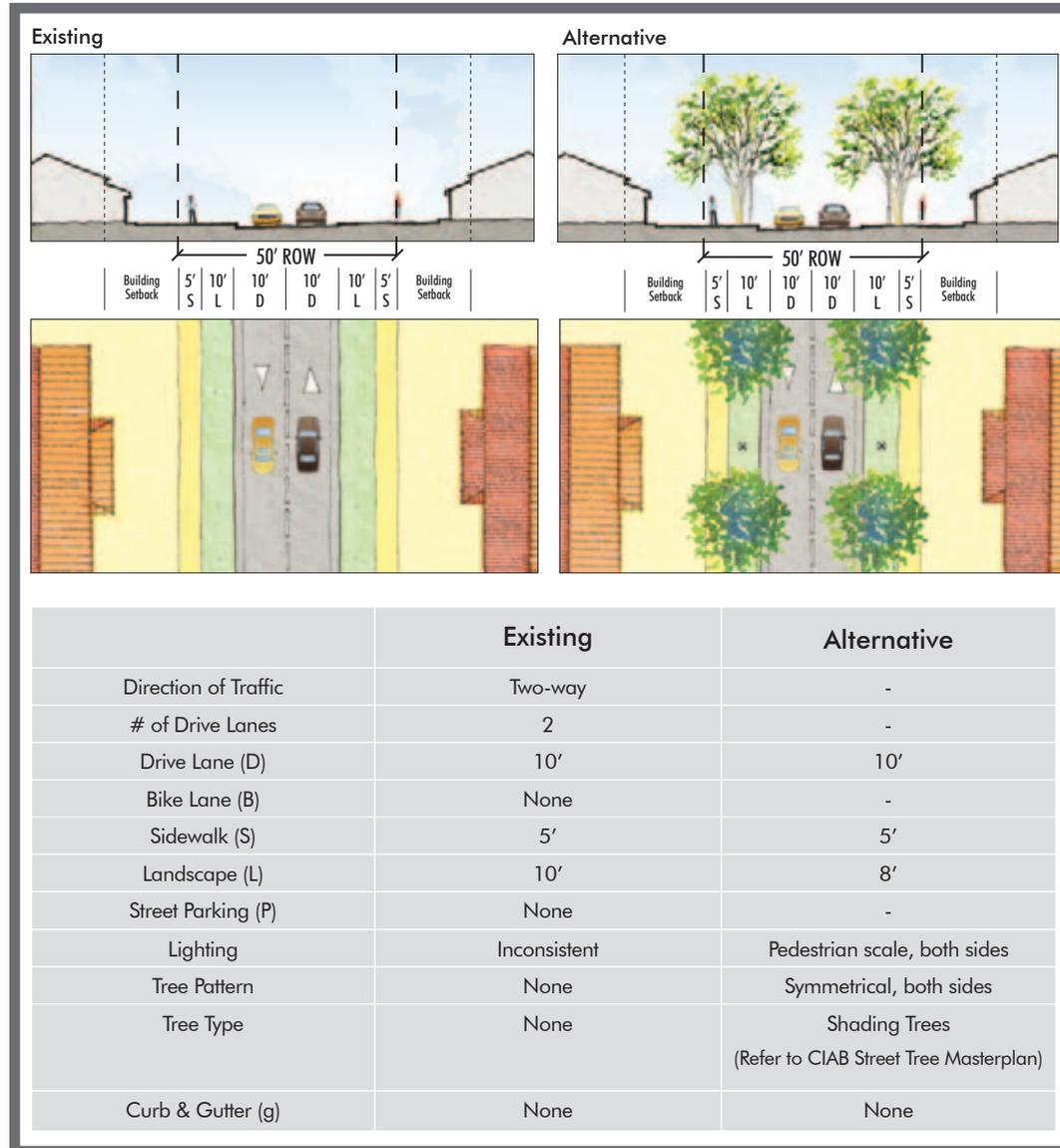


	Existing	Alternative
Direction of Traffic	Two-way	-
# of Drive Lanes	2	-
Drive Lane (D)	10'	10'
Bike Lane (B)	None	-
Sidewalk (S)	5'	5'
Landscape (L)	10'	8'
Street Parking (P)	None	8'
Lighting	Inconsistent	Pedestrian scale, both sides
Tree Pattern	None	Symmetrical, both sides
Tree Type	None	Shading Trees (Refer to CIAB Street Tree Masterplan)
Curb & Gutter (g)	None	2' (When parallel parking is provided)

Streets are recommended to be improved with sidewalks, landscaping and lighting in addition to on-street parking on the side closest Bird Road. A layer of residential uses will mask the commercial parking and create a transition between the commercial corridor and the existing residential neighborhoods.

### 50' Residential R.O.W. Streetscape Improvements

Typical area-wide neighborhood streets (e.g., SW 34th Street, SW 42nd Street, SW 83rd Avenue and 104th Avenue)



Neighborhood streets are recommended to be improved with sidewalks, landscaping and lighting. The photo-simulation in Figure 110 illustrates all these enhancements.

# URBAN DESIGN RECOMMENDATIONS

## Westchester Cultural Arts Center

Tropical Park would benefit from having a major distinguishing anchor drawing visitors regularly, throughout the year. The approved Westchester Cultural Arts Center could provide Tropical Park with this type of amenity. The program calls for a mix of performing arts studios, visual arts spaces and an art gallery. In addition to the educational uses, the Miami-Dade Park and Recreation Department hopes to incorporate a black box theater and outdoor amphitheater space, within the design.

Working with Miami-Dade Parks, the Urban Design Center was given an opportunity to site plan a civic building, which satisfies the programmatic requirements for the cultural arts center. The result is a building that encloses a plaza at the main entrance to Tropical Park, on Bird Road. Surrounded by outdoor gardens and open spaces, one major area of the site, is a landscaped hill, which is intended to be used for large outdoor gatherings and performances. This natural amphitheater, with its vast, sloping green, is landscaped with shade trees and can be accessed via the garden adjacent to the building or from behind, through a grand stepped plaza. A central drop-off plaza is located in the center of the parcel and designed to accommodate vehicles of all sizes. The remainder of the site could be categorized into two distinct phases. The first phase consolidates the current parking requirements into two, more compact surface parking lots. As a result of these parking lots, additional space for a small park with meandering paths and pavilions can be incorporated adjacent to the west of the main building.

A second phase of design could be implemented to include a parking garage at the southwest portion of the site. Not only would the garage provide a surplus of parking, but also, it would free up the remainder of the site for additional park space, with added meandering paths and civic pavilions. Finally, the parking garage scheme allows for the possibility of a park and ride bus station. The new amenities within Tropi-

cal Park, in addition to mixed-use development along the corridor, would make this an ideal space for parents to drop off their children at after school programs while they tend to other errands, using public transportation along Bird Road.



Phase 1



Phase 2



- 111. Tropical Park Master Plan
- 112. Westchester Cultural Arts Center alternative - surface parking
- 113. Westchester Cultural Arts Center alternative - garage parking

### Linear Park along SW 82nd Avenue

A linear park in the form of a paseo or promenade is proposed on the west boundary of Tropical Park along SW 82nd Avenue, on land that is currently underutilized. This linear park serves as a pedestrian transition between the residential neighborhood and the park. It has been designed so that it would connect to the residential sidewalks through pedestrian crosswalks, thereby creating a pedestrian accessible network into the park (Figure 115). The paseo or promenade would run north-south along SW 82nd Avenue and allows for open pavilions to terminate views along perpendicular streets welcoming the community into Tropical Park.

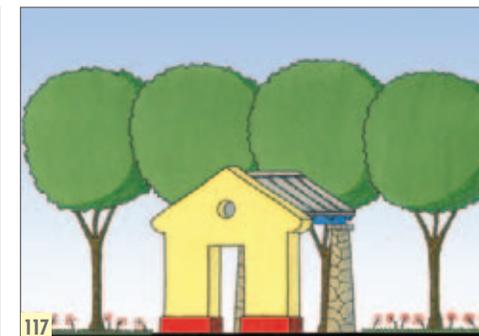
Existing



Alternative



- 114. West boundary of Tropical Park along SW 82nd Avenue
- 115. Linear Park alternative
- 116-117. Plan and Elevation of Park Pavilion at the end of every alternative street along west boundary of Tropical Park



# URBAN DESIGN RECOMMENDATIONS

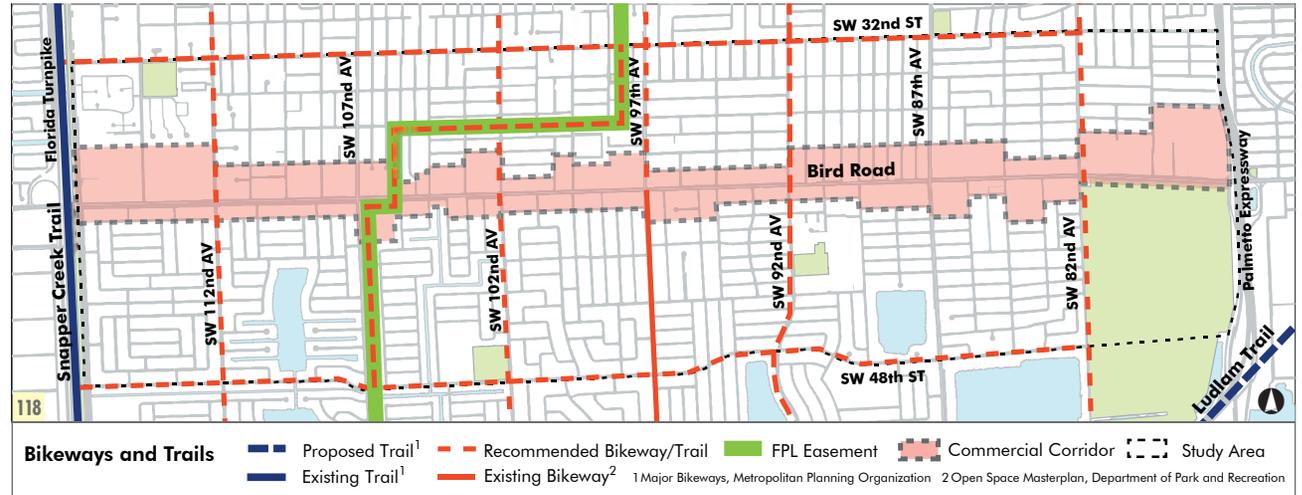
## FPL Easement Linear Park

Florida Power and Light (FPL) electric transmission line easements are identified in the adopted Miami-Dade County Parks and Open Space System Master Plan as greenways connecting County trails and parks. Within the boundaries of the Bird Road Corridor Study Area, a 35-acre easement runs north-south between SW 32nd Street and SW 48th Street, and east-west between SW 92nd Avenue and SW 107th Avenue. This land could be used as a non-motorized bike trail and linear passive park, therefore becoming an asset to the community. It could also connect to the Merrick Trail to the north, along Coral Way, and the Snapper Creek to the south, along the Snapper Creek canal.

The potential bi-directional trail would be a minimum of ten feet in width and shared by bicyclists and pedestrians. Most of the easements within the study area are either owned by the Miami-Dade County Park and Recreation Department or FPL. In the areas where the easement falls on privately owned land and the easement is not available for use, the trail would tie to the sidewalk. This would ensure the continuity of the trail.

In addition, there are instances where the street connectivity is cut abruptly by the easement and attempts should be made to address these conditions in order to improve pedestrian and vehicular connectivity. Neighborhood pocket parks could also be implemented on dead-end streets where there are no opportunities to connect to a street on the opposite side of the easement. These neighborhood pocket parks would offer opportunities for much needed public open space areas within the residential neighborhoods and act as gateways into the potential trail and linear park. Parallel parking along streets in close proximity the linear park is recommended for convenience to the patrons.

Rest areas containing benches and small understory trees, of a maximum of fourteen feet, would be appropriate throughout the linear park in order for bicyclist and joggers to pause and get relief from the sun.



119-120. Photo-simulation showing a neighborhood pocket park at S.W. 38th Street and S.W. 105th Court  
 121. Pocket park at S.W. 38th Street and S.W. 105th Court

Existing



122

Alternative



123

Existing



124

Alternative



125

122. Existing conditions of the FPL easement at SW 104th Avenue and SW 36th Street  
 123. FPL easement linear park alternative  
 124-125. Photo-simulation showing the linear park on the FPL easement

# URBAN DESIGN RECOMMENDATIONS

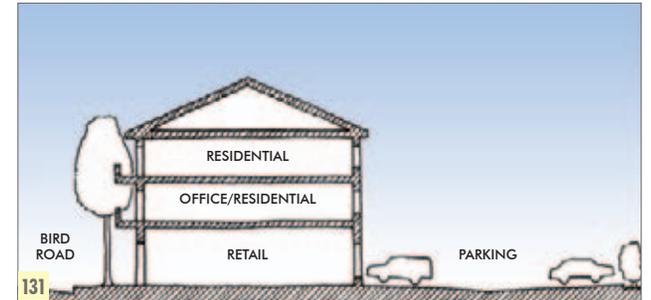
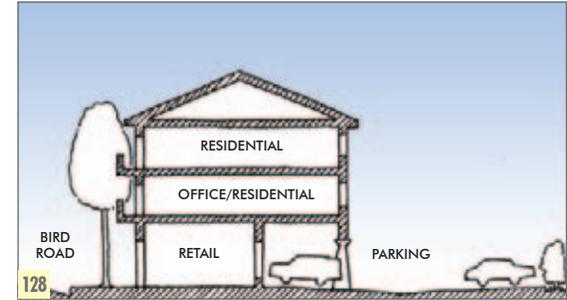
## Redevelopment Alternatives

Due to the limited amount of vacant land on the corridor, redevelopment will be the only way to satisfy future market demands of residents and commuters. Future redevelopment along the corridor should be consistent with the design concepts illustrated in this Report, with buildings facing streets or defined landscaped open spaces and parking located to the rear or at the side of buildings. A transition between the commercial uses and the existing residential neighborhoods should also be provided.

The redevelopment alternatives described above illustrate the manner in which future market demands could be met while implementing the safety and beautification measures requested by the area residents, property and business owners during the Bird Road Corridor Study process.

### The Fabric of the Corridor

The main fabric of the corridor is comprised of small increment lots and parcels. The lack of and configuration of parking on these lots is a concern that needs to be addressed to allow for redevelopment in the future. As illustrated in Figures 126 through 131, buildings should be brought closer to the street to accommodate parking to the rear or at the side of them. Landscaping ought to be placed in tree planters within the front setback, which would be paved to give the sense of a wider sidewalk and promote pedestrian activity. Parcels that extend the entire depth of a block would need to mask their parking from the residential neighborhoods by providing a layer of residential uses at the back of the property, as shown in Figures 133 through 136. This residential component would also help create a transition between the commercial use along the corridor and the existing residential neighborhoods, north and south of Bird Road. A floor plan alternative, having its main habitable spaces fronting the street, has been developed for this type of residential component and is illustrated in Figure 139. The redevel-



ment alternative of an entire block along the corridor, pursuing the criteria mentioned above, is shown in Figure 132.

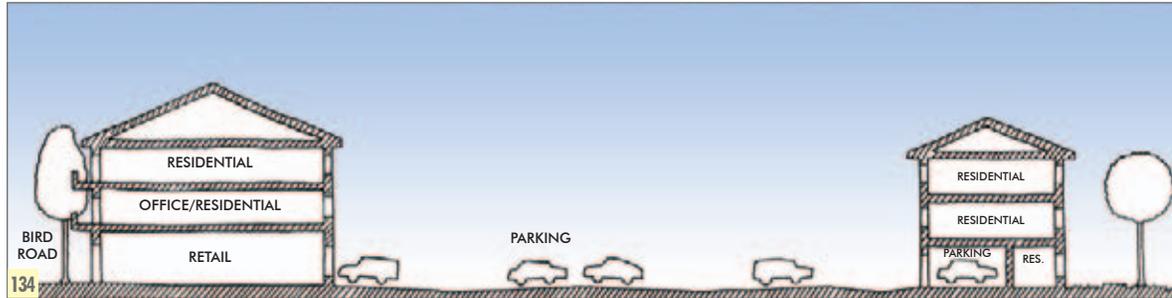
In addition, the consolidation of adjacent properties would enhance future development by further allowing improved parking solutions which in some redevelopment scenarios could include a parking structure if desired, as shown in Figures 137 and 138.



126-131. Redevelopment alternatives of lots along Bird Road  
132. Redevelopment alternatives of a block along Bird Road



133

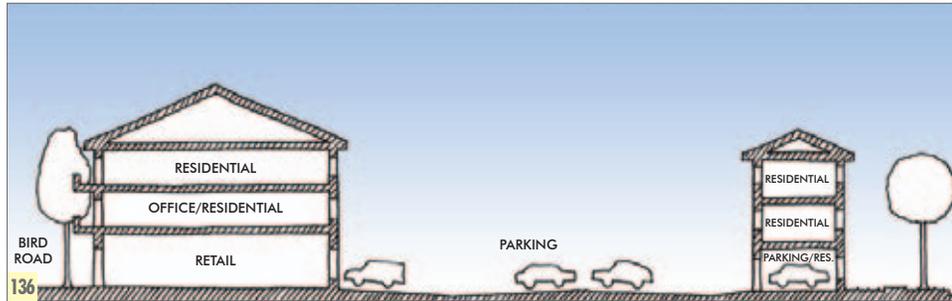


134

133-136. Redevelopment alternatives of parcels along Bird Road having the full depth of the block  
 137-138. Redevelopment alternatives of parcels along Bird Road  
 139. Townhouse unit floor plan alternative



135



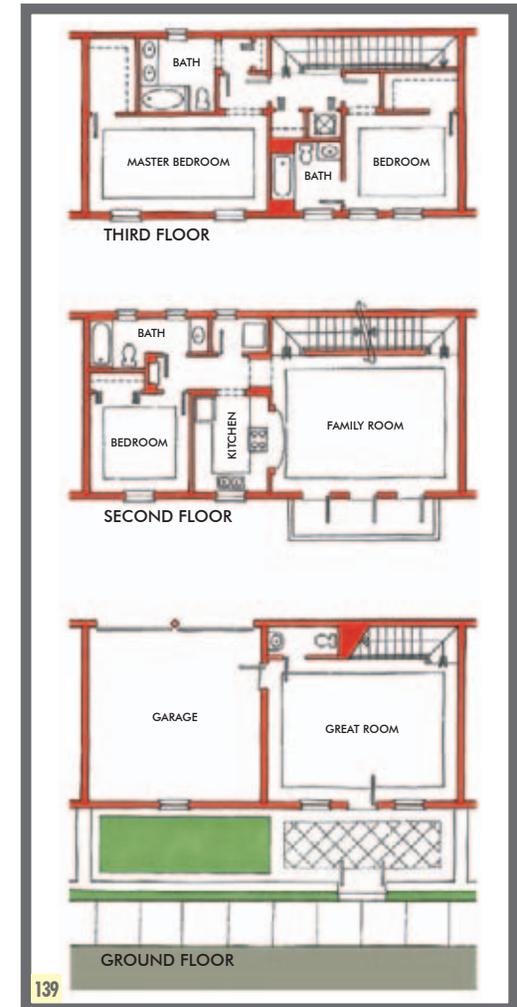
136



137



138



# URBAN DESIGN RECOMMENDATIONS

## Bird Road and the Palmetto Expressway

On the north side of Bird Road and west of the Palmetto Expressway, the Tropicaire Center 'power center' occupies the 26-acre site of the former Tropicaire Drive-in Theater. A power center is a collection of two or more big-box type retail stores, outparcels typically used by banks or fast-food restaurants, and associated surface parking lots. In this case, within the Tropicaire Center are a Best Buy, American Signature Furniture, Target and a Publix supermarket. Access is mainly from Bird Road, with secondary access from SW 79th Avenue. All of the existing structures on the property are one story, and cover approximately 20 percent of the site. Existing zoning on the property is BU-2, which permits a wide range of business uses and allows buildings to be of unlimited height and cover 40 percent of the lot area.

Due to the Tropicaire Center's exceptional visibility, access and size as well as its low utilization of development potential, this site is an excellent opportunity for future redevelopment that can serve as an amenity to both surrounding neighborhoods and the region. Shown in Figures 140 through 144, is the phased redevelopment of this site as a mixed-use town center.

In the initial phase, the area now occupied by parking lots between Bird Road and Best Buy is developed with three buildings that form a pedestrian plaza facing Bird Road and Tropical Park. These buildings are envisioned to accommodate, retail, hotel, office and residential uses. In this phase, all the existing big-box retail stores remain as well as most of the surface parking, however the internal access roads are reconstructed as streets that provide wide sidewalks and enhanced landscaping.

In the second phase, the Best Buy building is replaced with a mixed-use building that contains a mid-rise residential tower above a new Best Buy and parking garage. The pedestrian

Existing



Phase 1



Phase 2



Phase 3



Phase 4



Existing



Alternative



145-146. Photo-simulation of the Tropicaire Center's frontage along Bird Road looking west

area that was created in the first phase is extended north toward the American Signature Furniture.

In the third phase, the apartments along the east side of SW 78th Court are redeveloped and integrated into the site. New buildings extending north from Bird Road and west of the buildings built in the first phase and a new street is extended to SW 78th Court create a triangular plaza shown in Figure 147.

Shown in the fourth phase is the complete redevelopment of the Tropicaire Center, as well as the properties to the west up to SW 79th Avenue. This area would be transformed from a nondescript shopping area into a mixed-use pedestrian oriented town center, which compliments Tropical Park and serve as a gateway into the corridor and the Westchester area. However, the intensity of development shown in the fourth phase is not possible under the current land development regulations and CDMP land use designations for these properties; to allow this area to achieve its full potential, this area would require designation as a Community Urban Center as provided in the County's CDMP. Such a designation would increase the maximum intensity of development while at the same time implement requirements for building in a pedestrian-friendly mixed-use manner. This designation would implement numerous CDMP goals, objectives and policies related to mixed-use development, transit and other principles of Smart Growth.



Existing



Alternative



147 - 148. Views of the triangular plaza within the redevelopment alternative of the Tropicaire Center.

149. View of a wide sidewalk along the main drive into the redevelopment alternative of the Tropicaire Center.

150-151. Photo-simulation of the Tropicaire Center's frontage along Bird Road looking east.

## URBAN DESIGN RECOMMENDATIONS

### Bird Road and SW 82nd Avenue

The redevelopment alternative for the area located adjacent to the north-west corner of Tropical Park was planned in phases following ownership patterns, therefore allowing individual parcels to reach full build-out without having to wait for neighboring properties to redevelop. The redevelopment alternative shown in Figures 152 through 154 would make Bird Road more pedestrian friendly by bringing continuous storefronts close to the sidewalk, placing parking behind buildings and reducing the number of curb cuts or driveways disrupting traffic along the corridor.

The properties on the north side of the corridor between SW 79th Avenue and SW 82nd Avenue have multiple ownerships and are of small size, each with its own parking area in front of the buildings, resulting in numerous curb-cuts along Bird Road. The recommended redevelopment alternative encourages consolidated parking and establishing a cross access agreement between owners. This parking solution would allow for access to parking from Bird Road SW 79th Avenue, SW 82nd Avenue and SW 84th Avenue, reducing the burden on the corridor. Pedestrians would access parking through a passageway between the buildings.

Between SW 82nd Avenue and SW 84th Avenue, on the south side of Bird Road, parcel sizes are comparatively large. Surface parking would be complimented with a garage to fulfill parking requirements. The parking garage has access along Bird Road and side streets. In addition, the parking garage would also help mitigate parking requirements from parcels on the north side. In order to enhance pedestrian and vehicular connectivity, the existing block has been broken up by the introduction of new streets.

Existing



Phase 1



Phase 2

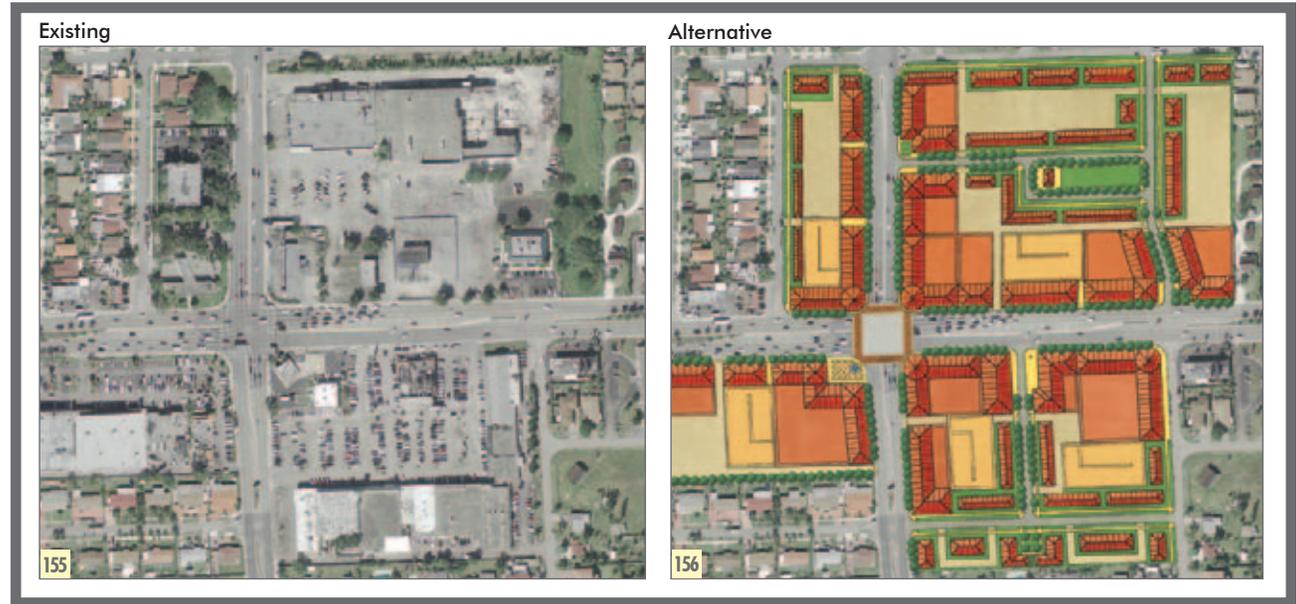


**Bird Road and SW 87th Avenue**

The intersection of Bird Road and SW 87th Avenue is a significant commercial node anchored by large strip shopping centers. These centers date from the 1950s to the 1980s and are clearly showing their age. Their parking areas are sparsely landscaped and the structures are generally unattractive.

The design concepts shown in the figures to the right have been developed for this intersection. Mixed-use buildings would front Bird Road and SW 87th Avenue; crosswalks, landscaping, wider sidewalks and an interconnected network of plazas, squares and greens would be provided to enhance walkability and promote pedestrian activity. Parking would be located to the rear of buildings. A transition between the commercial uses and the existing residential neighborhoods would be established as well. In addition, street connectivity would be improved by new streets within the new developments.

At the time of this writing the shopping center on the north-east corner of the intersection is undergoing reconstruction and the new plans have been incorporated into the phasing of the this redevelopment alternative, as illustrated in Figure 157.



- 155-156. Redevelopment alternative of the properties at the intersection of Bird Road and SW 87th Avenue
- 157-159. Redevelopment alternative of the properties on the north-east corner of the intersection of Bird Road and SW 87th Avenue
- 160-161. Redevelopment alternative of the properties on the south-east corner of the intersection of Bird Road and SW 87th Avenue

# URBAN DESIGN RECOMMENDATIONS

## Bird Road and the Florida Turnpike

The West Node of the Bird Road Corridor Study area is located adjacent to the Florida Turnpike and is designated as a Community Urban Center (CUC). A CUC is planned as a hub for future urban development by Miami-Dade County and intended to develop into a more compact, efficient urban structure. As it stands today, the properties are a collection of commercial, office and hospitality buildings, surrounded by surface parking lots. Conditions are inappropriate for pedestrians as there is very little connectivity from parcel to parcel. Ideally, urban centers contain business, employment, civic and/or high or moderate density residential uses, with a variety of moderate density housing types within walking distance from this center.

The redevelopment alternative for this area has been addressed in a sequential order of phases, as development typically takes place over a period of time, rather than all together.

The first phase of the redevelopment alternative establishes a structure of blocks along the corridor.

The second phase begins to create points of entrance and exit to the site. Located directly adjacent to Bird Road are linear and corner plazas. These plazas mark the formal entrances to the new town center, which is being formed. Mixed-Use development and the establishment of a street grid create a hierarchy of streets. The loss of surface parking area is mitigated through the improved network of streets, which are designed with parallel parking and parking structures along Bird Road.

By the third phase, all streets are connected, which alleviates the traffic on the corridor. Public open spaces are defined by the buildings that shape them.

Existing



Phase 1



Phase 2



Phase 3

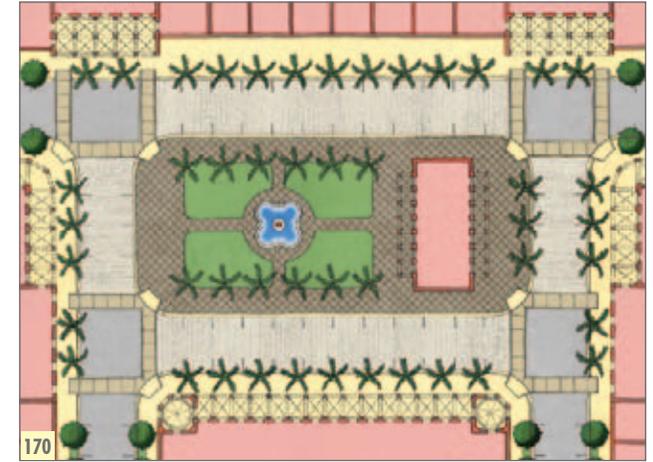
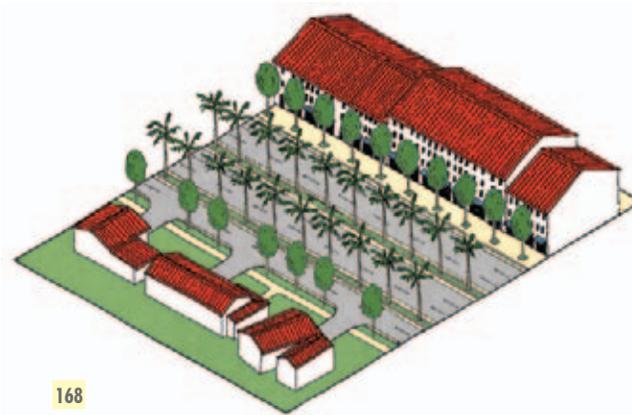


Phase 4



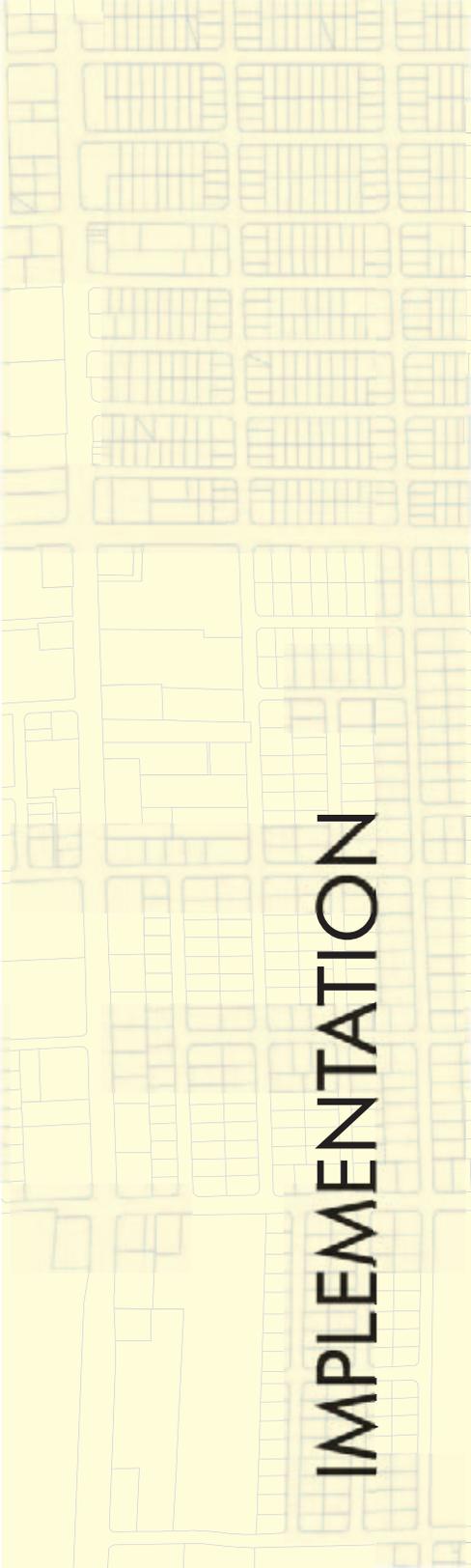
162-166. Redevelopment alternative of the properties along the north side of Bird Road between SW 112th Avenue and the Florida Turnpike  
167. View to the north-west, showing the redevelopment alternative

Existing big-box retail buildings have been masked by mixed-use liner buildings and in the fourth phase, a network of greens and public open spaces is complete. This ensures that pedestrians or bikers can progress through the site area without further congesting Bird Road, by simply traveling from open space to open space.



168. Axonometric drawing showing the redevelopment alternative on the north side of Bird Road and the single family homes with frontage road and landscape buffer  
 169. Detailed plan of figure 168  
 170-171. Plans of plazas within the redevelopment alternative



The background of the slide is a light yellow color with a faint, architectural floor plan pattern. The pattern consists of a grid of rectangular shapes, some of which are filled with a darker yellow color, representing different rooms or sections of a building. The lines are thin and black, creating a subtle, technical drawing aesthetic.

# IMPLEMENTATION

# IMPLEMENTATION

## Land Use / Urban Design

Implementation of the vision plan for revitalization of the Bird Road corridor requires citizen participation as well as private sector and government agency involvement. The implementation process begins with residents, property and business owners prioritizing the recommendations of the study. Next, the Report is accepted by the Board of County Commissioners and staff is directed to implement its recommendations. Subsequent to the Report's acceptance, the Department of Planning and Zoning, with assistance from County agencies, may draft zoning legislation facilitating the corridor's redevelopment. This typically focuses on furthering the objectives and policies of the adopted Comprehensive Development Master Plan (CDMP).

Over the past few years, the Department of Planning and Zoning has adopted new legislation in the CDMP and created zoning district standards that include criteria requiring developments with defined public open space allocations, specific land use designations, street and block design, building height restrictions and transitions. Zoning standards requiring regulating plans, strict building placement standards and architecture form as well as scale guidelines are known as form-based codes. These new zoning districts guided by form-based codes and identified as urban centers in the Land Use Plan map, are CDMP mandated architecturally compact hubs of urban development where transit is available and easily accessible.

A similar form-based type of code could potentially guide new development in the Bird Road corridor. The new code would allow mixed-use development on parcels designated in the Land Use Plan map for business and office, office/residential and in residential communities, except estate density and low density, consistent with the mixed-use development text and other policies in the Miami-Dade County adopted CDMP. Regulating plans, building placement and

height diagrams and criteria consistent with the Bird Road Corridor Study would guide development form, building height, building placement, transitions, parking, open space and landscaping. Form-based code amendments are the quickest method of attaining development change along the corridor consistent with the findings of this Report.

An alternative to a form-based code is a zoning overlay. The zoning overlay district identifies an area where new zoning criteria guiding development along Bird Road, consistent with the study findings, are included in existing codified zoning districts. Redevelopment of the overlay district could follow the current code regulations or new standards based on the findings of this Report. New development exhibiting the characteristics recommended by the study would take longer to become evident with a zoning overlay than with the form-based code.

Interdepartmental and intergovernmental coordination to determine infrastructure needs, restrictions and mitigation is required prior to the Department of Planning and Zoning submitting an application for overlay or form-based code regulations.

## Infrastructure

In addition to zoning code changes, a significant implementation program is the Building Better Communities Bond Program approved by County voters in November 2004. The program, started in 2005/2006, commenced with an initial 250 million dollar project list, a total 2.9 billion dollar bond that includes infrastructure and quality of life improvements. For the Bird Road Corridor Study area, \$13,800,000 has been allocated to improvements to Tropical Park, \$4,778,000 to sidewalk improvements, \$881,000 to drainage improvements and \$700,000 to implementing

a bikeway on SW 48th Street between SW 87th Avenue and SW 117th Avenue.

The Long Range Transportation Plan (LRTP) from the Metropolitan Planning Organization (MPO) identifies projects, timetables and funding for proposed transportation improvement projects to be implemented countywide. The 2035 LRTP is being developed at the current time. A recently completed LRTP project within the study area included adding a third lane to SW 97th Avenue between SW 40th Street and SW 56th Street. Other implementation methods such as: special taxing districts that typically provide landscaping improvements, lighting and maintenance; programmed roadway improvements through the Public Works Department; and redevelopment through private development could contribute to the implementation of street improvements in the area.

Successful redevelopment of the Bird Road corridor is dependent on infrastructure to adequately provide water and sewer capacity for residential, business and office uses. The Miami-Dade Water and Sewer Department (WASD) requires connection to an eight inch main for residential developments less than 50 units per acre. Proposed residential developments of more than 50 units per acre as well as retail and office developments require connection to a twelve inch water main. Institutional uses such as hospitals would also require connection to a twelve inch water main, except for schools which are only required to connect to an eight inch water main. Currently, water service is available for redevelopment along the corridor with some minor exceptions in areas lying immediately north and south of Bird Road, where water service improvements are required to meet WASD's capacity for redevelopment.

For sewer capacity along Bird Road, a lateral gravity sewer line measuring six inches in diameter is required and the

minimum diameter size of a sewer force main is eight inches in diameter. In general, sewer service in the central Bird Road Corridor Study area is not readily available. Sewer service capacity for the eastern area of the corridor will require improvements to accommodate proposed redevelopment. In all redevelopment cases, WASD will review plans to ensure capacity requirements are met.

## Parks

### Tropical Park

Future plans by the Miami-Dade County Park and Recreation Department call for the redesign of the Tropical Park Master Plan as an urban park. Improvements include the Westchester Cultural Arts Center, aquatic center and revamped equestrian center, which would become part of the existing system of athletic fields, picnic areas and passive open space. At this time, funding for the construction of the cultural arts center is available and construction of the facility is expected to last five years. Funding for the construction of the Westchester Cultural Arts Center is made possible by the Building Better Communities General Obligations Bond Program.

A linear park inside the western boundary of Tropical Park parallel to SW 82nd Avenue is recommended on a large parcel that is currently underutilized. This linear park would serve as a pedestrian connection between Tropical Park and the single-family residential neighborhood to the west. The implementation process could be initiated by local residents and County agencies engaging in a workshop conducted by the Park and Recreation Department to discuss the design of the proposed linear park. Discussion issues might include the number and width of the proposed paths, whether they would be shared by pedestrians and bicyclists, pathway materials, paths formal or informal design and how they would connect to the surrounding street network and other park

paths. Discussion items could include ideas on landscape design and the architectural style for the different elements. Potential funding sources for the construction of the linear park could come from the Building Better Communities Program or the Safe Neighborhood Parks Act which sets aside monies from Government Obligation Bonds (GOB) and tax revenue resources for the improvement of parks and construction of new park facilities.

When completed, the improved Tropical Park Master Plan would be implemented through the government facilities process outlined in the Miami-Dade County Code of Ordinances. Currently, the County's budgetary process administered by the Office of Capital Improvements has allocated 13,800,000 dollars from GOB, State funding and local tax revenues for the improvements to Tropical Park.

### FPL Easement Linear Park

Implementation of the FPL Easement Linear Park would require coordination with Florida Power and Light (FPL) to develop a pilot project consisting of a one to two-mile long stretch. First, an inventory of easement ownership should be created and research revealing information regarding land use, zoning, and property restrictions for each parcel completed. Accepted or adopted County policies, plans and studies affecting easement properties would also need to be identified. A workshop consisting of local residents, property owners, County agencies and FPL should be conducted to receive input and establish goals. The discussion should determine the economic, liability and maintenance concerns of the utility company, Miami-Dade County as well as residents and negotiate these issues as part of the construction of the linear park. County agencies would provide design options for the pedestrian/bicycle trail and collaborate with FPL and local residents to arrive at the desired linear park design solution.

Possible funding sources for the project might include Unified Planning Work Program monies, GOB and grants. Funding could be used for landscaping, landscape elements such as benches, trash receptacles, pedestrian/bicycle trail construction and maintenance, new parking or street improvements which might incorporate on-street parking. The final step is the conveyance or transfer of resident and other entity owned easements to Miami-Dade County and completion of legal agreements between FPL and Miami-Dade County. After the legal agreements are finalized, the County would establish the park use on easement property through the Government Facilities process.

In addition, the Report indicates instances where street connectivity within the study area is interrupted by utility easements, resulting in dead-end conditions. Neighborhood pocket parks could replace the dead-end conditions where no opportunities to connect to a street on the opposite side of the easement are possible. Besides offering opportunities for open space, these small parks act as gateways into the potential FPL easement linear park and trail. The Park and Recreation Department would partner with the Public Works Department to carry out this project. Possible funding sources might include Unified Planning Work Program monies, GOB and grants as well.

# IMPLEMENTATION

## Private Development

Due to the lack of vacant parcels along Bird Road, redevelopment would bring the most significant change to the corridor. Efforts to enhance the physical attractiveness of the corridor for shoppers and pedestrians could take the form of streetscape improvements, landscape enhancements and new building as well as parking placement standards that reinforce the street edge. Stimulating the redevelopment of the Bird Road corridor requires the cooperation of property and business owners along with legislation providing incentives for redevelopment.

One mechanism that could provide financial resources for the physical improvement of the corridor is a Business Improvement District (BID). A BID is a public-private partnership where businesses in a defined area elect to pay an additional tax to fund improvements to the district. BIDs are quasi governmental entities formed by businesses or not-for-profit partnerships authorized by local government to distribute tax funding for improvements.

Another mechanism that can work with the BID is the adoption of a set of zoning regulations containing incentives to encourage rapid redevelopment and criteria to shape the character of the corridor in a pedestrian-friendly manner. Legislation guiding future redevelopment in the Bird Road corridor should incorporate incentives in the form of increased lot coverage and floor area ratio for more efficient use of property, flexible parking criteria and mixing of land uses without requiring public hearing approvals. Standards would be carefully crafted and include building, open space and parking placement criteria which would produce a pedestrian-scaled and active corridor.

Redevelopment of the Bird Road corridor should follow standards based on the findings of this Report in the form of a new zoning district or as an overlay district. Further, cur-

rent conditions on Bird Road discourage commuters from frequenting the many restaurants and retail establishments found along it. At high speeds, retail establishments are almost invisible. Local businesses have a need for effective marketing. The development of effective marketing materials could be administered by a BID.

## Partnerships

Implementation necessitates the continued involvement of residents, property and business owners along with public agencies. The solutions to the identified concerns reflect the realization of the opportunities and goals as well as contribute to the health, safety and welfare of the Westchester area. It is imperative the community remain involved to ensure identity, quality and success for the Bird Road corridor. Some of the implementation goals may occur in a very short time while others, requiring a high level of intergovernmental coordination, are long term. Some recommendations are dependent on the implementation of other goals.

Over the long term, the Bird Road Corridor Study 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 the recommendations through to implementation.

## Additional Funding Sources

In addition to the programs mentioned earlier, the list that follows provides information on a variety of potential funding sources which could be available for implementation:

### Transportation, Community and System Preservation Program

As outlined by the Florida Department of Transportation (FDOT), the Transportation, Community and System Preservation (TCSP) Program is intended to address the relation-

ships among transportation, community and system preservation plans and practices and identify private sector-based initiatives to improve those relationships. Funds may be used to carry out eligible projects to integrate transportation, community and system preservation plans and practices that:

- Improve the efficiency of the transportation system
- Reduce transportation impacts on the environment
- Reduce the need for costly future investments in public infrastructure
- Provide efficient access to jobs, services and centers of trade
- Examine community development patterns and identify strategies to encourage private sector development

Priority consideration for TCSP funds will be given to applicants that:

- Institute coordinated preservation or development plans that promote cost-effective investment and private sector strategies
- Institute other TCSP policies such as those addressing high-growth areas, urban growth boundaries, "green corridor" programs that provide access to major highway corridors for controlled growth areas
- Address environmental mitigation
- Encourage private sector involvement

The program states that Metropolitan Planning Organizations and local governments are eligible to apply for funds. The Federal share is generally 80 percent, subject to the sliding scale adjustment. Florida has elected to utilize toll credits to "soft match" these federal funds in lieu of matching with state funds. This, in essence, allows FDOT to increase the Federal share to 100 percent without any additional non-federal funds required.

### Transportation Enhancement Grants

The Transportation Enhancement Program (TEP) is a Federal program administered by FDOT, with TEP guidance and direction provided by the Environmental Management Office. Funding for transportation enhancement projects is provided by the federal Highway Administration through the Safe, Accountable, Flexible, Efficient Transportation Equity Act. Funding is intended for projects that go beyond what has been customarily provided with transportation improvements. TEP is not a grant program; rather, projects are undertaken by project sponsors and eligible costs are reimbursed.

For a proposed project to be eligible for TEP funding, it must meet two basic considerations:

- The proposed action must be one of the listed transportation enhancement activities, which include: the provision of facilities for pedestrian and bicycles safety and educational activities for pedestrians and bicyclists; acquisition of scenic easements and scenic or historic sites as well as landscaping and other scenic beautification
- The proposed action must relate to surface transportation

Once a relationship to surface transportation is established, TEP activities can be implemented in a number of ways. They can be developed as part of larger transportation projects, as parts of larger joint development projects or as stand-alone projects. All TEP funded activities are subject to the National Environmental Policy Act of 1969 (NEPA). Considerable flexibility and streamlining of the NEPA process is available for TEP projects and many projects qualify under the first consideration above or as programmatic categorical exclusions which can simplify and expedite the NEPA process. Examples of qualifying activities include:

- Separate bicycle paths/multi-use trails
- Bicycle/pedestrian grade separation

- Bicycle parking facilities
- Sidewalks
- Drainage modifications to accommodate bicycle/pedestrian facilities
- Pedestrian lighting
- Restrooms

Applications for TEP projects must be submitted by a sponsor that is a recognized government body or agency with the ability to enter into a binding agreement with the State of Florida. Sponsors can include a municipal government, county government and state or federal agencies.

The sponsor must be willing to: (1) provide any funding match that may be required; (2) enter into any required maintenance agreement; and/or (3) support other actions necessary to fully implement the proposed project. The sponsor is usually the organization that owns and/or operates the completed project.

### Florida Economic Development Transportation Fund

The Economic Development Transportation Fund, commonly referred to as the "Road Fund," is an incentive tool designed to alleviate transportation problems that adversely impact economic development in Florida. The award amount is based on the number of new and retained jobs and the eligible transportation project costs, up to \$3 million. The award is made to the local government on behalf of a specific business for public transportation improvements.

### Recreational Trails Program

The Recreational Trails Program (RTP) is a federally funded competitive grant program, administered through the Florida Department of Environmental Protection (DEP), which provides financial assistance to agencies of city, county, state or

federal government for development of recreational trails, trailheads and trailside facilities. The current maximum grant amount for mixed-use projects and non-motorized projects is \$250,000. The maximum grant award amount for motorized projects is \$716,000. All grants must be matched.

### Florida Recreation Development Assistance Program

The Florida Recreation Development Assistance Program (FRDAP) is a competitive grant program, administered through DEP. It provides financial assistance to local governments for development or acquisition of land for public outdoor recreation. All county and municipal governments in Florida and other legally constituted local governmental entities with the legal responsibility for the provision of outdoor recreational sites and facilities for the use and benefit of the public are eligible. The maximum grant request may not exceed \$200,000.

Matching requirements vary according to the project cost. For a project costing \$50,000 or less, no local match is required. If the total project cost is \$50,001 to \$150,000, a local match of 25 percent is required. For projects that cost more than \$150,000, a 50 percent local match is required. The value of undeveloped land owned by the applicant or in-kind services may be used for the match.

### Land & Water Conservation Fund Program

The Land & Water conservation Fund (LWCF) is a competitive program administered through DEP which provides grants for acquisition or development of land for public outdoor recreation use. All local government entities with legal responsibility for the provision of outdoor recreational sites and facilities for the use and benefit of the public are eligible to apply. The matching ratio is one applicant dollar to one Federal dollar for all LWCF grant awards. LWCF may be used for:

## IMPLEMENTATION

- Development of outdoor recreation areas and facilities such as trails, picnic areas, beaches, ball fields and playgrounds along with associated support facilities such as parking, landscaping, lighting and restrooms. Enclosed buildings and structures, except for restrooms, concession buildings and bathhouses, are ineligible.
  - Acquisition of land for outdoor recreation purposes
  - Public infrastructure
  - Eligible economic development activities
- The state legislature has set an individual cap per local government of \$7,000,000 in loan guarantees.

For private development projects, the applicant must own the project site or lease it from a public agency by the closing date of the application submission period. Land owned or leased by the applicant must be dedicated in perpetuity for the use as a public outdoor recreation area.

### **Section 108 Loan Guarantee Program**

The Section 108 Loan Guarantee Program administered by the Florida Department of Community Affairs offers local governments a source of financing for economic development, large-scale public facility projects and public infrastructure. The United States department of Housing and Urban Development, which authorized the program in 1974, sells bonds on the private market and uses the proceeds to fund Section 108 loans through the state to local governments.

Eligible activities for Section 108 loans must principally benefit low and moderate income people, assist in the elimination or prevention of slum and blight conditions, or meet other community development needs that have a particular urgency and are of very recent origin. Eligible Section 108 projects include:

- Real property acquisition as part of an otherwise eligible activity
- Rehabilitation of publicly or privately owned property
- Section 108 loan closing costs and issuance costs of related public offerings

### Prioritization of Recommendations

Below is a table summarizing the recommendations of this 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 others being implemented. For each recommendation, participating agencies as well as possible funding sources are identified.

Recommendation (Page Reference)	Participating Agencies	Potential Funding Sources	Time Element	Priority
<b>Corridor</b>				
<b>Land Use</b>				
• Land Development Ordinance (Pg. 61)	DP&Z	DP&Z	Short	3
<b>Entrance Features</b>				
• Entrance feature at east end (Pg. 33)	Private	Private, MISC	Short-Medium	10
• Entrance feature at west end (Pg. 33)	Private	Private, MISC	Short-Medium	11
<b>Roadway</b>				
• Landscaping (Pg. 38)	Private, FDOT	FDOT, MISC	Short	1
• Wider sidewalks (Pg. 43)	Private	Private, MISC	Long	6
• Lighting (Pg. 42)	FDOT	FDOT, MISC	Medium	3
• Textured Crosswalks (Pg. 43)	FDOT	FDOT, MISC	Short-Medium	16
<b>Transit</b>				
• Bus shelters (Pg. 21)	MDT	MDT, MISC	Short	14
• Park and ride facility (Pg. 21)	MDT	MDT, MISC	Medium	24
<b>Infrastructure</b>				
Water & Sewer (Pg. 18)	WASD	WASD	Medium-Long	15
<b>Redevelopment</b>				
• Bird Road & Palmetto Expressway (Pg. 53)	Private	Private	Long	19
• Bird Road & SW 82nd Avenue (Pg. 55)	Private	Private	Long	20
• Bird Road & SW 87th Avenue (Pg. 56)	Private	Private	Long	21
• Bird Road & Florida Turnpike (Pg. 57)	Private	Private	Long	23

**Acronyms**

CIAB Community Image Advisory Board  
 CIP Capital Improvement Program  
 DF Commission Discretionary Funds  
 DERM Department of Environmental Resource Management  
 DP&Z Department of Planning and Zoning  
 FDOT Florida Department of Transportation

GOB Building Better Communities Bond Program  
 IF Impact Fees  
 LRTP Long Range Transportation Plan  
 M-DCPS Miami-Dade County Public Schools  
 MDPLS Miami-Dade Public Library  
 MDT Miami-Dade Transit

MISC Grants, Private Funding, Donations, Discretionary Funds  
 P&R Miami-Dade Parks and Recreation  
 PW Public Works  
 RAAM Right of Way Aesthetics Asset Mgt  
 STD Special Taxing District  
 QNIP Quality Neighborhood Improvement Program

**Time Frames**

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

# IMPLEMENTATION

Recommendation (Page Reference)	Participating Agencies	Potential Funding Sources	Time Element	Priority
<b>Area-wide</b>				
<b>Entrance Features</b>				
• Entrance features on SW 87th Avenue at SW 32nd Street and SW 48th Street (Pg. 33)	PW	PW, MISC	Short	17
• Entrance features on SW 97th Avenue at SW 32nd Street and SW 48th Street (Pg. 33)	PW	PW, MISC	Short	17
• Entrance features on SW 107th Avenue at SW 32nd Street and SW 48th Street (Pg. 33)	PW	PW, MISC	Short	17
<b>Roadways</b>				
• Landscaping (Pg. 46)	PW	PW, MISC	Short	2
• Sidewalks (Pg. 46)	PW	PW, MISC	Short	5
• Lighting (Pg. 42)	PW	PW, MISC	Short	4
• Bicycle lanes along SW 82nd Avenue (Pg. 44)	PW	PW, MISC	Medium-Long	22
• Bicycle lanes along SW 92nd Avenue (Pg. 44)	PW	PW, MISC	Medium-Long	22
• Bicycle lanes along SW 97th Avenue north of Bird Road (Pg. 44)	PW	PW, MISC	Medium-Long	22
• Bicycle lanes along SW 102nd Avenue (Pg. 44)	PW	PW, MISC	Medium-Long	22
• Bicycle lanes along SW 112nd Avenue (Pg. 44)	PW	PW, MISC	Medium-Long	22
• Bicycle lanes along SW 32nd Street (Pg. 44)	PW	PW, MISC	Medium-Long	22
• Bicycle lanes along SW 48th Street (Pg. 44)	PW	PW, MISC	Medium-Long	22
• Textured crosswalks (Pg. 44)	PW	PW, MISC	Medium-Long	16
<b>Roundabouts</b>				
• Roundabout on SW 82nd Avenue and SW 32nd Street (Pg. 34)	PW	PW, MISC	Medium-Long	13
• Roundabouts on SW 92nd Avenue at SW 32nd Street and SW 48th Street (Pg. 34)	PW	PW, MISC	Medium-Long	13
• Roundabouts on SW 97th Avenue at SW 32nd Street and SW 48th Street (Pg. 34)	PW	PW, MISC	Medium-Long	13
• Roundabouts on SW 102nd Avenue at SW 32nd Street and SW 48th Street (Pg. 34)	PW	PW, MISC	Medium-Long	13
• Roundabouts on SW 112th Avenue at SW 32nd Street and SW 47th Terrace (Pg. 34)	PW	PW, MISC	Medium-Long	13

## Acronyms

CIAB Community Image Advisory Board  
 CIP Capital Improvement Program  
 DF Commission Discretionary Funds  
 DERM Department of Environmental Resource Management  
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MISC Grants, Private Funding, Donations, Discretionary Funds  
 P&R Miami-Dade Parks and Recreation  
 PW Public Works  
 RAAM Right of Way Aesthetics Asset Mgt  
 STD Special Taxing District  
 QNIP Quality Neighborhood Improvement Program

## Time Frames

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

Recommendation (Page Reference)	Participating Agencies	Potential Funding Sources	Time Element	Priority
<b>Parks and Open Space</b>				
• Linear Park on FPL easement (Pg. 49)	P&R, FPL	P&R, FPL, MISC	Short	7
• Tropical Park - Westchester Cultural Arts Center (Pg. 47)	P&R	P&R, MISC	Medium	12
• Tropical Park - Linear park along SW 82nd Avenue (Pg. 48)	P&R	P&R, MISC	Medium	9
• Pocket Park on dead-end ROW at SW 38th Street and SW 105th Court (Pg. 49)	P&R, PW	P&R, PW, MISC	Short-Medium	8
<b>Transit</b>				
• Bus shelters along SW 87th Avenue (Pg. 21)	MDT	MDT	Short	18
• Bus shelters along SW 112th Avenue (Pg. 21)	MDT	MDT	Short	18
• Bus shelters along SW 32nd Street between SW 112th Avenue and SW 107 Avenue (Pg. 21)	MDT	MDT	Short	18

**Acronyms**

CIAB Community Image Advisory Board  
 CIP Capital Improvement Program  
 DF Commission Discretionary Funds  
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 DP&Z Department of Planning and Zoning  
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MISC Grants, Private Funding, Donations, Discretionary Funds  
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 RAAM Right of Way Aesthetics Asset Mgt  
 STD Special Taxing District  
 QNIP Quality Neighborhood Improvement Program

**Time Frames**

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





# APPENDICES

Appendix A: Resolution

Approved \_\_\_\_\_ Mayor \_\_\_\_\_ Agenda Item No. 11(A)(14)  
Veto \_\_\_\_\_ 05-09-06  
Override \_\_\_\_\_

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

RESOLUTION NO. R-564-06

RESOLUTION DIRECTING THE COUNTY MANAGER TO ORGANIZE A CHARRETTE AND FACILITATE THE PREPARATION OF A CHARRETTE REPORT FOR THE AREA AROUND BIRD ROAD BETWEEN THE PALMETTO EXPRESSWAY AND THE FLORIDA TURNPIKE

WHEREAS, elected officials, area residents, and business owners desire to work together to build consensus on the future of the area around Bird Road (S.W. 40 Street) and between the Palmetto Expressway and the Florida Turnpike; and

WHEREAS, holding a charrette and preparing a charrette report will provide interested persons with an opportunity to contribute to a vision for this area; and

WHEREAS, a charrette report will promulgate recommendations to influence the form and character of future development in this area, and may lead to further action, such as the preparation of an area planning report pursuant to Sections 2-116.2 through 2-116.11 of the Code of Miami-Dade County, an amendment to the Comprehensive Development Master Plan, or changes to the zoning regulations for the area,

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF MIAMI-DADE COUNTY, FLORIDA, that this Board directs the County Manager, through the Department of Planning & Zoning, to organize a charrette for the area around Bird Road (S.W. 40 Street) and between the Palmetto Expressway and the Florida Turnpike and facilitate the preparation of a charrette report.

The foregoing resolution was sponsored by Senator Javier D. Souto and offered by Commissioner **Dennis c. Moss**, who moved its adoption. The motion was seconded by Commissioner **Sally S. Heyman** and upon being put to a vote, the vote was as follows:

Agenda Item No. 11(A)(14)  
Page No. 2

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

The Chairperson thereupon declared the resolution duly passed and adopted this 9th day of May, 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

**KAY SULLIVAN**  
Deputy Clerk

Approved by County Attorney as  
to form and legal sufficiency.

Dennis A. Kerbel

Appendix A: Resolution (cont.)

STATE OF FLORIDA )  
COUNTY OF MIAMI-DADE ) SS:

I, HARVEY RUVIN, Clerk of the Circuit and County Courts, in and for Miami-Dade County, Florida, and Ex-Officio Clerk of the Board of County Commissioners of said County, **Do Hereby Certify** that the above and foregoing is a true and correct copy of Resolution R-564-06, adopted by the Board of County Commissioners at its meeting of May 9, 2006, as appears of record.

IN WITNESS WHEREOF, I have hereunto set my hand and official seal on this 23 day of May, A.D. 2006.



HARVEY RUVIN, Clerk  
Board of County Commissioners  
Miami-Dade County, Florida

By: [Signature]  
Deputy Clerk

Board of County Commissioners  
Miami-Dade County, Florida

APPENDICES

**Appendix B: Public Meetings**

<b>Date</b>	<b>Type of meeting</b>	<b>Topic</b>
Dec. 06, 2007	Steering Committee	Set up of Chair and Co-Chair of Steering Committee
Jan. 09, 2008	Steering Committee	Study boundaries
Jan. 30, 2008	Steering Committee	Bus tour
Feb. 28, 2008	Steering Committee	Base maps
Mar. 25, 2008	Steering Committee	Walkable communities
Apr. 23, 2008	Steering Committee	Neighborhoods and phasing of development
May 21, 2008	Steering Committee	Entrance features, pedestrian connections and timeline
Jun. 23, 2008	Steering Committee	Green connection and façade density study
Jul. 22, 2008	Steering Committee	Block prototypes and position paper
Sept. 03, 2008	Steering Committee	Town Hall agenda, position paper and liaisons meeting minutes
Sept. 23, 2008	Town Hall	Purpose of the Study, challenges, opportunities, necessary actions, expected benefits and timeline
Sept. 24-25, 2008	On-Site Charrette Design Workshop	Brainstorming of future vision, ideas and design alternatives with area residents and community stakeholders
Dec. 10, 2008	Steering Committee	Summary of comments from area residents and design alternatives
Mar. 31, 2009	Steering Committee	The Bird Road illustrative area plan and redevelopment alternatives
May 6, 2009	Community Council 10	Update on Bird Road Corridor Study
Aug. 19, 2009	Department Liaisons	Presentation update on the Bird Road Corridor Study to County and State agencies
Sept. 16, 2009	Steering Committee	Presentation of the Bird Road Corridor Study Draft Report
Oct. 7, 2009	Community Council 10	Summary/Presentation of Draft Report
Jan. 11, 2010	PAB	Presentation of Study, Recommendations, Design Alternatives, Vision Plan and Report
Mar. 09, 2010	BPSC	Presentation of Study, Recommendations, Design Alternatives, Vision Plan and Report
Apr. 02, 2010	BCC	Presentation/Submittal for acceptance of Study Report and Area Plan

Appendix C: Bird Road Corridor Economic Market Analysis

# Bird Road Corridor Study



Planning Research Section  
 Department of Planning & Zoning  
 June 2009

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Appendix C: Bird Road Corridor Economic Market Analysis (cont.)

**Introduction**

This report presents a preliminary analysis of the Bird Road Corridor from the State Road 874 on the east to the Florida Turnpike on the west. The purpose is to present an overall view of the Corridor from an economic perspective through an analysis of relevant data. This will provide the basis for subsequent formulation of recommendations to enhance the business and economic health of the Corridor. The report contains three sections, namely an analysis of area characteristics, a market study, and analysis of business opportunities. The first section includes an examination of existing land use, vacant land and unoccupied structures, ownership patterns, absorption of vacant land, employment and a property sales analysis. This is followed by a market area analysis that examines relevant demographic, economic, and housing characteristics. The boundaries for the market area extend from SW 24<sup>th</sup> Street (Coral Way) on the north to State Road 874 on the east to SW 56<sup>th</sup> Street (Miller Road) to the south and the Florida Turnpike to the west. Finally and perhaps most importantly an analysis of business opportunities based on the previous components of the report is developed.

**Area Characteristics**

**Location**

The Bird Road Corridor is centrally located in Miami-Dade County. This corridor and surrounding area is, relatively speaking, an older section of the County with much of its development occurring since the 1960s. It is sandwiched between The Palmetto Expressway and the Florida Turnpike. The City of Coral Gables and West Miami lie to the east of the corridor, while Kendall lies primarily to the south.

**Land Use Analysis**

The Bird Road Corridor is situated in the Western Central part of Miami-Dade County. Geographically, the Corridor area runs along SW 40<sup>th</sup> Street from SR-826 Expressway (aka the Palmetto Expressway) west to the Florida Turnpike; approximately 4 miles in length and characterized primarily by a mixture of residential and business uses (see Table 1 and map Figure 1).

**TABLE 1  
Bird Road Corridor  
Land Use Inventory**

Land Use	# of Parcels	Total Acres	Percent
Commercial & Service	206	205.75	53.9%
Residential	576	147.57	38.7%
Institutional	6	18.37	4.8%
Vacant	9	2.23	0.6%
Industrial	3	2.09	0.5%
Other (i.e. Parking, Utilities, etc) <sup>1</sup>	5	5.67	1.5%
<b>Total</b>	<b>805</b>	<b>381.68</b>	

Source: Miami-Dade County, Department of Planning and Zoning, Planning Research Section, May 2009.

Commercial and office land use comprises the greatest land use type in the Bird Road Corridor: this includes 206 parcels on 205.8 acres or nearly 54% of the area’s land use inventory. The next greatest land use type in the Corridor area is residential land use. This land use type consists of 576 parcels on 147.6 acres and covers over 38% of the Corridor area. The remaining land use types consist of six institutional facilities (such as churches, public schools, and government amenities), three industrial parcels and nine vacant lots totaling 10 acres or 3% of all land use.

<sup>1</sup> Excludes streets and roads.



Appendix C: Bird Road Corridor Economic Market Analysis (cont.)

Vacant Structures

An onsite observation conducted in April 2009 along Bird Road Corridor showed 68 vacant business structures occupying an estimated area of 6.21 acres. The majority of the vacancies (47) were found in the eastern side on an estimated area of 2.38 acres. However, the fewer vacant businesses observed in the western side (21) occupied a larger area of 3.83 acres. The number of vacant businesses represents 10.69 percent of all businesses identified through direct observation, regardless of their size.

Furthermore, the observation revealed that all commercial uses under construction were concentrated in the eastern side of the Bird Road Corridor Area. The 6 businesses under construction covered an estimated area of 3.6 acres. Two of these businesses, specifically an Office Depot retail store and a bank office accounted for 74 percent of the business structures under construction with an estimated area of 9.1 acres. The other 26 businesses structures around Bird Road were in a process of remodeling or renovation including 25 located in the eastern side of the Corridor.

Property Sales Analysis

The types of sales in this analysis are only for properties that are 'arms length' transactions where money has been transferred with the sale of the property. In total there were 131 sales transactions in the 2000-2008. This figure represented about 16 percent of all properties over this period. In the years analyzed, the majority of the sales occurred between 2003 and 2005 (nearly 39%) with the majority of the sales occurring among residential properties. Between 2006 and 2008, the number of commercial and office property sales decreased by 60 percent over the sales from the previous period (2003 to 2005) while number of residential properties decreased by only 23 percent. (See Table 2 below).

TABLE 2  
Bird Road Corridor  
Sales by Land Use Type  
Sales Type 1  
2000 to 2008

Sales Year	Commercial and Office	Residential	Industrial	Total
2006-2008	6	28	0	34
2003-2005	15	36	0	51
2000-2002	8	36	2	46
<b>Totals:</b>	<b>29</b>	<b>100</b>	<b>2</b>	<b>131</b>

Note: Sales Type 1 are properties sold where money was transferred.

Looking closer at the location of the sales (see Figure 2), it becomes clear that property sales by year sold by land use type is equally dispersed throughout the Corridor area with the exception of two industrial parcels sold in the western portion; one parcel was a storage facility while the other was light manufacturing.

TABLE 3  
Bird Road Corridor Area  
Sales by Type by Location  
2000 to 2008

Location	Commercial and Office	Residential	Industrial	Total
East	15	49	0	64
West	14	51	2	67
<b>Totals:</b>	<b>29</b>	<b>100</b>	<b>2</b>	<b>131</b>

Source: Miami-Dade County, Department of Planning and Zoning, Planning Research Section, May 2009.

In recent years, the biggest difference in the sales of property was the size: the largest property sold was a commercial sale in the eastern portion of the Corridor. It was a .53-acre strip shopping center sold in 2007 for \$2,600,000. The largest purchase made in the past 8 years was a .91-acre property that sold in 2005 for \$3,000,000 for a Shell Gas Station. In the western portion, the largest property sold was an industrial property in 2002 for \$1,725,000. This property was almost 2 acres in size and is currently used as a storage center. More recently, the largest property sold was for a .64-acre residential property in 2007 (\$1,700,000). The largest commercial sale was for a property that was only .22 acres for a medical/dental care facility and cost \$850,000 in 2007.

On average, the sales price<sup>2</sup> of the properties in the eastern part of the corridor was \$576,825 or \$2,488,195 per acre. Office buildings and commercial properties had the highest value per acre (with a maximum of almost \$3.25 million per acre sold in 2005 for a gas station) while the lowest was a .16-acre residential lot selling for \$122,000 and converted into a dental office (See Appendix A). The average sales price in the western portion of the Corridor area was less than the eastern portion; \$480,263 or \$1,852,504 per acre – nearly 25% less in comparison to the eastern portion. The lowest sales price paid was for a .11-acre residential property which sold for \$113,000 in 2000.

<sup>2</sup> All property value comparisons are to 2009 dollars. However, values of specific sales are written as they appear per the Property Appraiser's.

Appendix C: Bird Road Corridor Economic Market Analysis (cont.)

Figure 2

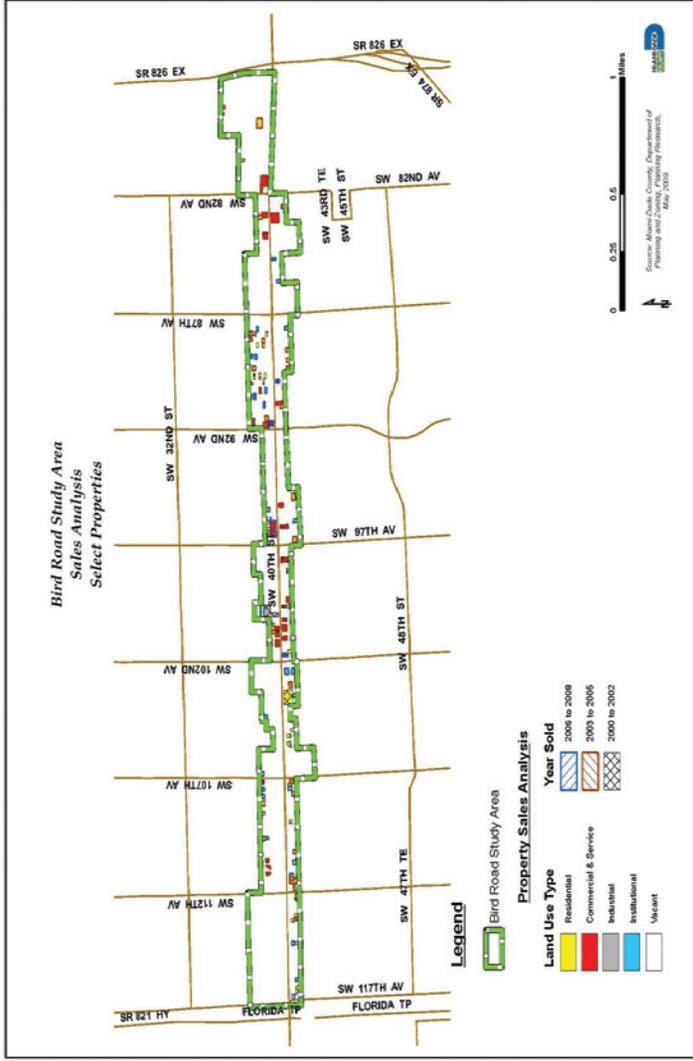
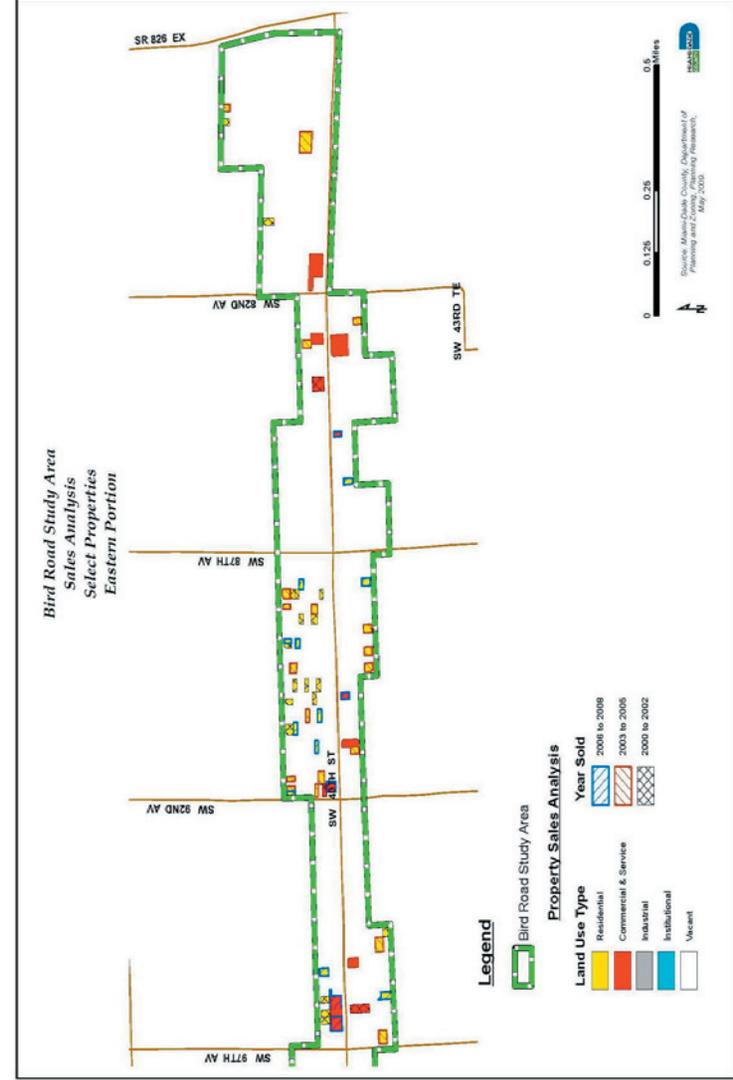


Figure 3



Appendix C: Bird Road Corridor Economic Market Analysis (cont.)

Figure 4

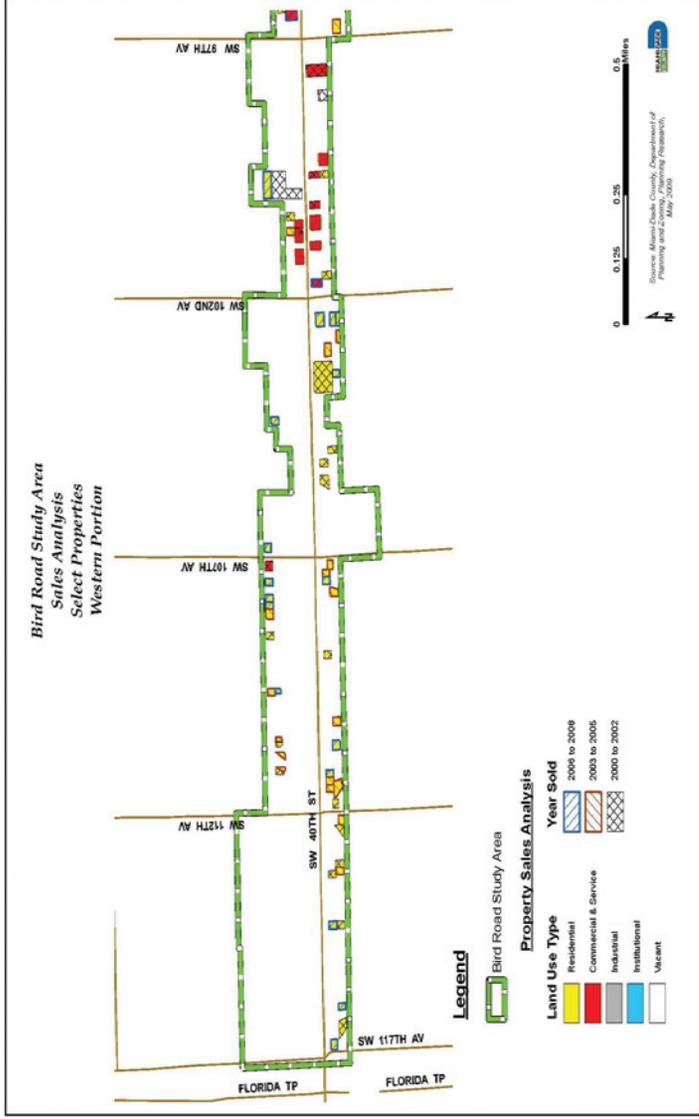
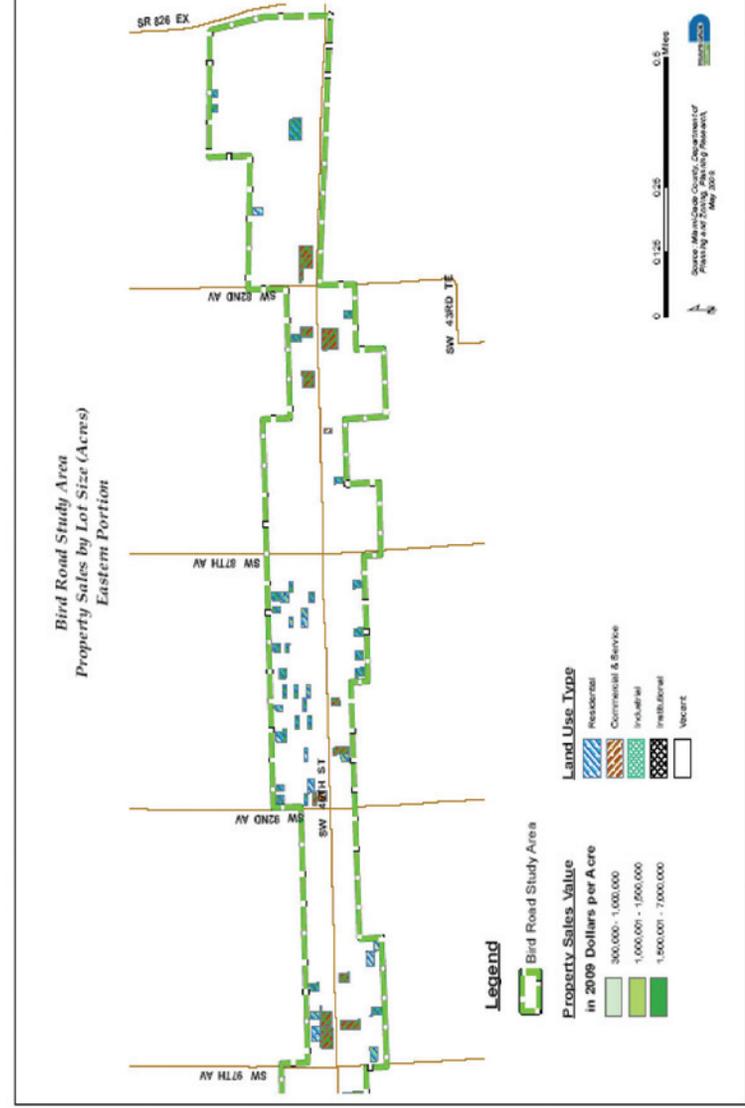
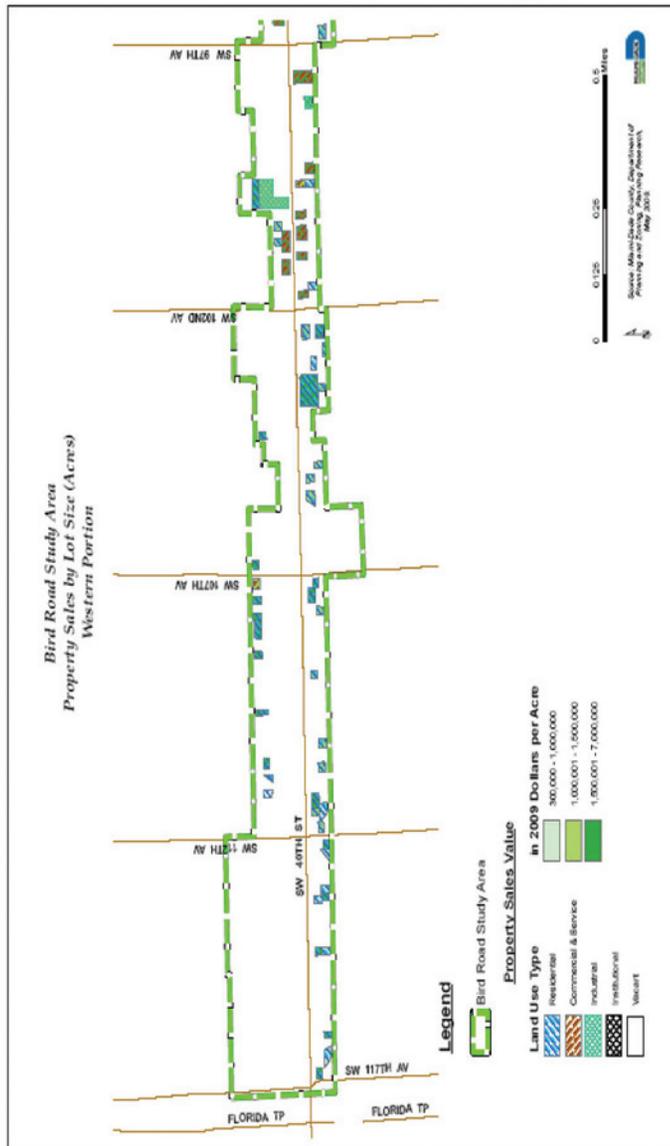


Figure 5



Appendix C: Bird Road Corridor Economic Market Analysis (cont.)

Figure 6



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Demand and Supply of Commercial Land

Supply and demand analysis for commercial land in the Bird Road area was conducted using existing land use data and average annual absorption rate for broader Minor Statistical Area (MSA) 5.4 for the period 2008-2025. As of 2008, there are 3.2 acres of vacant commercial land and 582 acres of commercial acres in use in MSA 5.4. Given an absorption rate of 1.6 acres per year (demand) and the acreage of vacant land for MSA 5.4 the supply in the Corridor area will be depleted by year 2010. This implies that the demand for vacant land along the Bird Road Corridor is significantly high. It is reasonable to say that the limited supply of commercial land in the Bird Road area will be insufficient to meet the mid-term or long term market demand.

Employment

The Bird Road Corridor is characterized by a diversity of active businesses from all sizes engaged predominantly in service industries. A total of 862 business entities operate in the Corridor area providing employment to 7,372 people. (See Table 4). Retail trade is the most common business type with the largest number of businesses (202) varying from food and beverage stores, health, personal care and clothing retailers, car dealerships and auto parts stores, gas stations, sports, furniture and other miscellaneous stores. The retail industry is also the most important employer in the area with 2,147 jobs representing over 29 percent of the total employment. The viability of the local retail industry is also seen from the number of employees, averaging between 22 and 28 in food and beverage stores, healthcare stores, and electronics and building materials. This average is the highest in the area and indicates the larger size of the retailers, as compared to the other businesses in the area.

Healthcare and social assistance services employ 1,162 persons or nearly 16 percent of the total employment in the area. While the health care industry is the second largest employer in the area, it is third in terms of the number of businesses (106), after the other services category that is composed of 117 small businesses offering maintenance and repairs, personal and religious services in the area. However, as an employer these small businesses are considerably behind the accommodation and food services that has 15 percent of area employment (1,134 employees) and 81 businesses.

Industries with 3 to 10 percent of the area employment include skills-intensive, value-added industries and wholesale trade. The most notable within this group are the 92 businesses specialized in finance and insurance providing nearly 8 percent of the jobs in the area (565 employees). Professional, scientific & technical services come next with 66 businesses creating 296 jobs, or close to 7 percent of the area employment. About 5 percent of the employees work for administrative and support service providers and nearly 3 percent are engaged in the educational services. Heavy industry remains marginal in the area employment. Businesses in construction, manufacturing, transportation and warehousing create up to 1 percent of local jobs.

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Appendix C: Bird Road Corridor Economic Market Analysis (cont.)

Finally, it is reasonable to say that the largest part of the Bird Road Corridor employment, the retail trade-related jobs, is driven by the local demand.

**TABLE 4**  
Bird Road Corridor Area  
Employees by Industry

NAICS	Industry	Number of Businesses	Number of Employees <sup>a</sup>	Average Number of Employees	Percent of Area
<b>Construction</b>		<b>15</b>	<b>78</b>	<b>5</b>	<b>1.1%</b>
236	Construction of buildings	7	27	4	
237	Heavy and civil engineering construction	1	10	10	
238	Specialty trade contractors	7	41	6	
<b>Manufacturing</b>		<b>17</b>	<b>72</b>	<b>4</b>	<b>1.0%</b>
311	Food mfg	7	32	5	
323	Printing & related support activities	4	18	5	
325	Chemical manufacturing	1	3	3	
327	Nonmetallic mineral product mfg	1	3	3	
337	Nonmetallic mineral product mfg	1	3	3	
339	Miscellaneous manufacturing	3	13	4	
<b>Wholesale Trade</b>		<b>27</b>	<b>219</b>	<b>8</b>	<b>3.0%</b>
423	Durable goods merchant wholesalers	21	173	8	
424	Nondurable goods merchant wholesalers	6	46	8	
<b>Retail Trade</b>		<b>202</b>	<b>2147</b>	<b>11</b>	<b>29.1%</b>
441	Motor vehicle & parts dealers	19	147	8	
442	Furniture & home furnishings stores	12	66	6	
443	Electronics & appliance stores	7	154	22	
444	Building material & garden equipment & supplies dealers	9	255	28	
445	Food & beverage stores	18	463	26	
446	Health & personal care stores	31	402	13	
447	Gasoline stations	13	72	6	
448	Clothing & clothing accessories stores	20	57	3	
451	Sporting goods, hobby, book, & music stores	13	70	5	
452	General merchandise stores	13	292	22	
453	Miscellaneous store retailers	43	159	4	
454	Nonstore retailers	4	10	3	
<b>Transportation &amp; Warehousing</b>		<b>8</b>	<b>43</b>	<b>5</b>	<b>0.6%</b>
481	Air transportation	2	28	14	
484	Truck transportation	2	6	3	
485	Transit & ground passenger transportation	1	4	4	
488	Support activities for transportation	3	5	2	
<b>Information</b>		<b>14</b>	<b>65</b>	<b>5</b>	<b>0.9%</b>
511	Publishing industries (except Internet)	1	3	3	

NAICS	Industry	Number of Businesses	Number of Employees <sup>a</sup>	Average Number of Employees	Percent of Area
512	Motion picture & sound recording industries	2	16	8	
517	Telecommunications	10	42	4	
519	Other information services	1	4	4	
<b>Finance &amp; Insurance</b>		<b>92</b>	<b>565</b>	<b>6</b>	<b>7.7%</b>
522	Credit intermediation & related activities	43	381	9	
523	Securities intermediation & related activities	4	10	3	
524	Insurance carriers & related activities	45	174	4	
<b>Real Estate &amp; Rental &amp; Leasing</b>		<b>36</b>	<b>149</b>	<b>4</b>	<b>2.0%</b>
531	Real estate	28	130	5	
532	Rental & leasing services	8	19	2	
<b>Professional, scientific, &amp; technical services</b>		<b>66</b>	<b>296</b>	<b>4</b>	<b>4.0%</b>
541	Professional, scientific, & technical services	66	296	4	
<b>Administrative &amp; support &amp; waste management &amp; remediation service</b>		<b>41</b>	<b>368</b>	<b>9</b>	<b>5.0%</b>
561	Administrative & support services	41	368	9	
<b>Educational Services</b>		<b>17</b>	<b>188</b>	<b>11</b>	<b>2.6%</b>
611	Educational services	17	188	11	
<b>Health Care &amp; Social Assistance</b>		<b>106</b>	<b>1162</b>	<b>11</b>	<b>15.8%</b>
621	Ambulatory health care services	91	1049	12	
622	Hospitals	4	29	7	
624	Social assistance	11	84	8	
<b>Arts, entertainment, &amp; recreation</b>		<b>7</b>	<b>81</b>	<b>12</b>	<b>1.1%</b>
711	Performing arts, spectator sports, & related industries	2	11	6	
713	Amusement, gambling, & recreation industries	5	70	14	
<b>Accommodation &amp; Food Services</b>		<b>81</b>	<b>1134</b>	<b>14</b>	<b>15.4%</b>
722	Food services & drinking places	81	1134	14	
<b>Other Services (except Public Administration)</b>		<b>117</b>	<b>751</b>	<b>6</b>	<b>10.2%</b>
811	Repair & maintenance	15	54	4	
812	Personal & laundry services	91	649	7	
813	Religious/grantmaking/civic/professional & similar org	11	48	4	
<b>Public Administration</b>		<b>4</b>	<b>19</b>	<b>5</b>	<b>0.3%</b>
926	Regulation and Administration of Transportation Programs	1	5	5	
928	National Security	3	14	5	
<b>Other (No Code Provided)</b>		<b>12</b>	<b>35</b>	<b>3</b>	<b>0.5%</b>
0	NAICS code not provided	12	35	3	
<b>Total:</b>		<b>862</b>	<b>7372</b>	<b>124</b>	<b>100.0%</b>

Note: <sup>a</sup> Average number of employees over three months.

Source: Miami-Dade County, Department of Planning and Zoning, Planning Research Section, based on data from Info USA, Inc., May 2009.

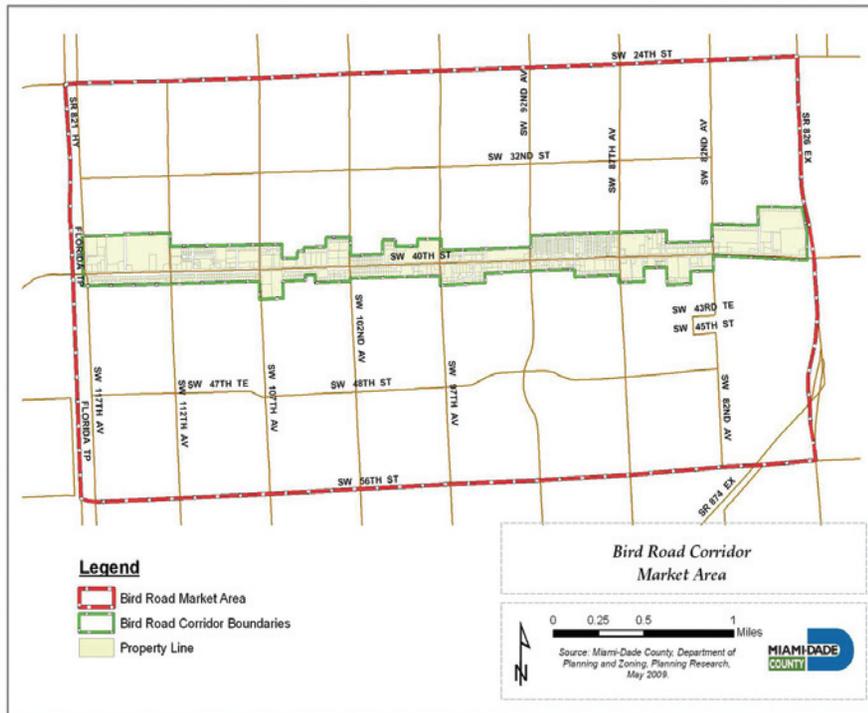
Appendix C: Bird Road Corridor Economic Market Analysis (cont.)

Bird Road Corridor Market Analysis

Geography

The Bird Road Market Area, approximately 4 miles in length and approximately one mile to the north and one mile to the south of the Corridor. It encompasses the area between SW 24<sup>th</sup> Street (Coral Way) on the north, State Road 874 on the east, SW 56<sup>th</sup> Street (Miller Road) to the south and the Florida Turnpike to the west. This geography was chosen as it is in accordance with the Urban Land Institute definition of a primary market area.

Figure 7



Population

TABLE 5  
Race and Ethnicity

	1990	2000	% Change
<b>Miami-Dade</b>			
<b>Total population</b>	<b>1,997,094</b>	<b>2,253,362</b>	<b>16.3%</b>
<b>White alone</b>	<b>585,607</b>	<b>465,894</b>	<b>-20.4%</b>
Percent of the Total	30.2%	20.7%	
<b>Black or African American alone</b>	<b>369,621</b>	<b>423,656</b>	<b>14.6%</b>
Percent of the Total	19.1%	18.8%	
<b>Other alone</b>	<b>28,459</b>	<b>72,131</b>	<b>153.5%</b>
Percent of the Total	1.5%	3.2%	
<b>Hispanic or Latino</b>	<b>953,407</b>	<b>1,291,681</b>	<b>35.5%</b>
Percent of the Total	49.2%	57.3%	
<b>Bird Road Corridor Area</b>			
<b>Total population</b>	<b>54,060</b>	<b>55,220</b>	<b>2.1%</b>
<b>White alone</b>	<b>11,525</b>	<b>9,212</b>	<b>-20.1%</b>
Percent of the Total	21.3%	16.7%	
<b>Black or African American alone</b>	<b>47</b>	<b>115</b>	<b>144.7%</b>
Percent of the Total	0.1%	0.2%	
<b>Other alone</b>	<b>354</b>	<b>333</b>	<b>-5.9%</b>
Percent of the Total	0.7%	0.6%	
<b>Hispanic or Latino</b>	<b>42,134</b>	<b>45,560</b>	<b>8.1%</b>
Percent of the Total	77.9%	82.5%	

Source: U.S. Census Bureau 1990, 2000 Decennial Census.

in absolute numbers and accounted for roughly one third of the population categorizing itself under "Other Race Alone".

Between 1990 and 2000 the Bird Road area was a mature area, demographically, as evidenced by the slow growth rate of the population by 2 percent. During the same period, the population grew relatively faster Countywide exceeding the rate of 16 percent.

The changes in ethnic composition of Bird Road Corridor population were more significant than the change in the total population.

The Non-Hispanic White population in the Corridor decreased by 20%, in line with the Countywide patterns. This was primarily explained by an increase in the Hispanic population. Although the Non-Hispanic Black population more than doubled by 2000, it remained marginal

The Bird Road Corridor is a predominantly Hispanic area, even more so than the county at large. The percent of Hispanics or Latinos in 2000 was 82.5 percent, comparatively higher than the 57.3 percent for the County. The growth in the Hispanic population residing in the Bird Road area between 1990 and 2000 was 8.1 percent, significantly lower than the 35.5 percent increase observed Countywide. However, the comparison of these changes to the overall changes indicates the Hispanic population grew almost four times faster than the total population in the Corridor area, as opposed to the corresponding ratio of two for the County.

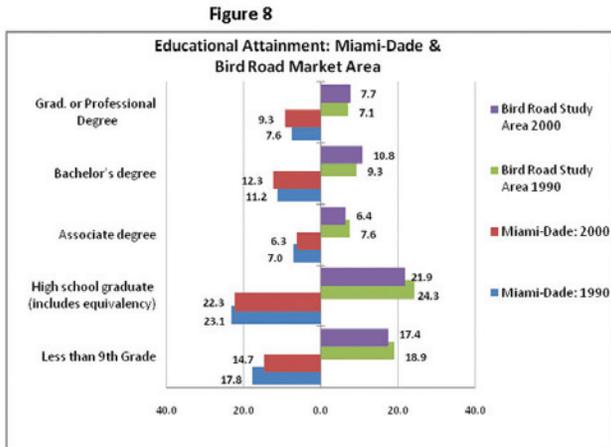
Finally, it is important to note that the population for the broader MSA 5.4 in 2008 was 103,259. It grew from 97,439 in 1990 to 102,262 in 2000. The population is expected to grow at an annual rate of 0.1 percent through 2025. This rate of growth is a useful surrogate for probable growth rate for the population of the market area.

Appendix C: Bird Road Corridor Economic Market Analysis (cont.)

Educational Attainment

By the year 2000 the level of educational attainment of the population of the Bird Road Corridor was below the County's average in almost every measurement. At County level, the percent of people 25 years and older who held at least a Bachelor's degree was 21.6, while for the Bird Road area it was 18.5.

Similarly, at the County level the percent of people with less than a 9<sup>th</sup> Grade education was 14.7, while in the Bird Road area the figure was 17.4 percent. These measurements are depicted in Figure 8 for the years 1990 and 2000.



Source: U.S. Census Bureau 1990, 2000 Decennial Census

In the ten years between 1990 and 2000 the proportion of people 25 years and older that had an education not reaching 9<sup>th</sup> grade declined in the Bird Road area from 18.9 percent to 17.4 percent. The number of those who held a High School Diploma or equivalent also declined, however, by a lesser number from 23.1 to 22.3 percent. In terms of improvements, the proportion of people who held at least a Bachelor's degree grew from 16.4 percent to 18.5 percent.

Age and Sex

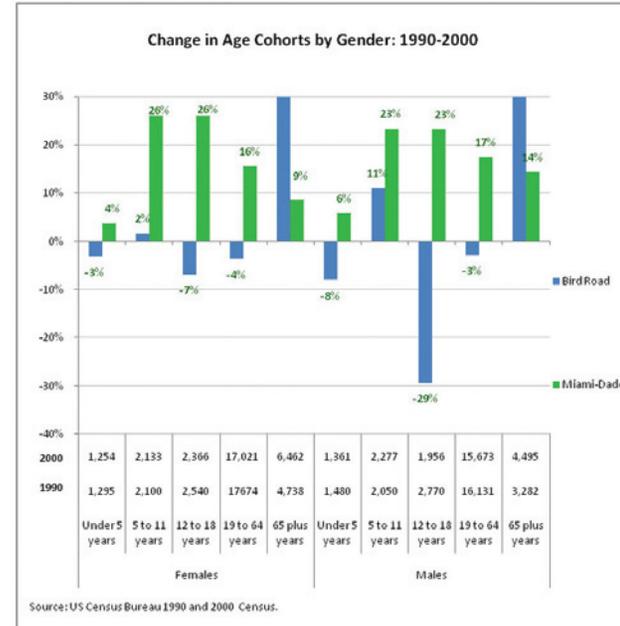
TABLE 6  
Gender by Area

		1990	2000
Bird Road	Females	52.4%	52.9%
	Males	47.6%	47.1%
Miami-Dade	Females	52.2%	51.8%
	Males	47.8%	48.2%

Source: US Census Bureau 1990 and 2000 Census.

Table 6 shows the gender distribution by area. In the Bird Road Corridor as well as countywide, there are more women than men. In Bird Road area the female population grew from 52.4 percent of the total population, in 1990 to 52.9 percent in 2000. During the same period, the female population in the County decreased from 52.2 to 51.8 percent.

Figure 9



Source: US Census Bureau 1990 and 2000 Census.

Overall, the age structure of the population of the Bird Road Corridor, in certain respects, is markedly from the County (Figure 9). In the 65 and above age category, for both male and females, in Bird Road Corridor area each increased by 30 percent, while in the County they increased by 14 percent and 9 percent, respectively. At the same time, the male and female populations between 5 and 11 years of age increased by 11 percent and 2 percent, or significantly slower

than the Countywide rates of 23 percent and 26 percent, respectively.

Changes in age in opposite direction to the County trends occurred in the other groups of the population in the Corridor area. The male and female populations between 12 to 18 years of age in the Corridor area decreased by 29 percent and 7 percent, respectively, as compared to their increase by 23 percent and 26 percent in the County as a whole.

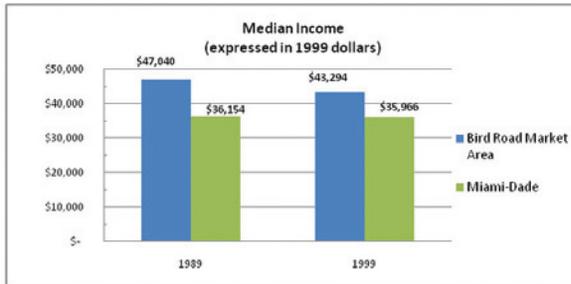
The preschool (under 5 years old) female population in Bird Road Corridor decreased by 4 percent, in contrast with the 3 percent increase Countywide during the decade. Similarly, the preschool male population decreased by 8 percent in 1999, while it increased by 6 percent on the County as a whole.

Appendix C: Bird Road Corridor Economic Market Analysis (cont.)

Income & Poverty

Median household incomes from the 1990 and 2000 Census are shown in Figure 8 for Miami-Dade and the Bird Road Corridor. As illustrated by the figure, when adjusted for inflation, the median income in both areas declined from 1989 through 1999. The median income in constant dollars declined, in the Bird Road Corridor Area from \$47,040 in 1989 to \$43,294 in 1999, a decrease of 8 percent.

Figure 10



The 1999 median household income for the Bird Road Corridor represented 120.4 percent of the County median for the same year (\$35,966), a decline from 130.1 percent level of the County median reported by 1989 (\$36,154). The County median household income

dropped by 0.5 percent during the same period.

TABLE 7  
Poverty Rates By Household Type

Miami-Dade	1989	1999	Percent Chg
<b>Total Households:</b>	692,237	777,378	12%
<b>With income below poverty level</b>	121,979	140,569	15%
Percent of Total Households	17.6%	18.1%	3%
Married-couple family	30,429	35,040	15%
Male householder; no wife present	6,173	7,449	21%
Female householder; no husband present	32,077	37,619	17%
Nonfamily households	53,300	60,461	13%
<b>Bird Road Corridor Area</b>			
<b>Total Households</b>	16,357	17,058	4%
<b>With income below poverty level</b>	1,826	2,063	13%
Percent of Total Households	11.2%	12.1%	8%
Married-couple family	748	798	7%
Male householder; no wife present	106	38	-64%
Female householder; no husband present	315	381	21%
Nonfamily households	657	846	29%

Source: US Census Bureau 1990 and 2000 Census.

The Bird Road Corridor area compares favorably with the County with respect to poverty levels. By 1999, households with income below the poverty level accounted for 12.1 percent of all households, as compared to 18.1 percent Countywide. Between 1989 and 1999 the poverty rate in the Corridor area increased by 8 percent while it increased by 3 percent in the County as a whole.

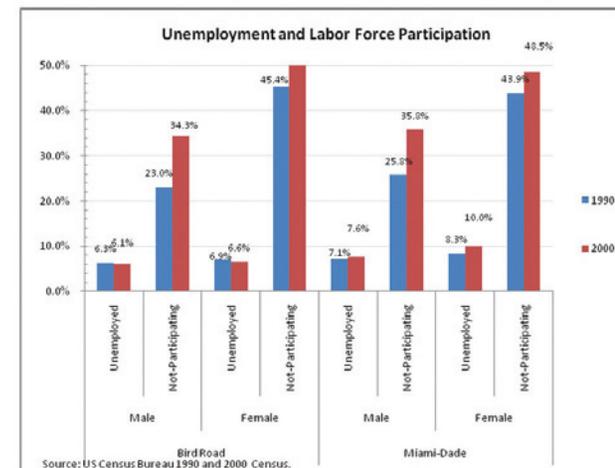
Overall, positive changes occurred in the single parent

families in the Corridor, as compared to countywide dynamics. In the Bird Road area, the number of households in poverty headed by a single female was 18 percent in 1999, as compared to 27 percent in the County. The number of these households in the Corridor area increased by 17 percent from its 1989 level, as compared to 26 percent increase in the County.

The number of male headed households in the Corridor area declined by 64 percent in 1999, as opposed to 21 percent increase noted Countywide. The part of male headed households in all households in poverty in the Bird Road Corridor was 2 percent in 1999 and it decreased from its 6 percent level in 1989. Meanwhile, the part of the male headed households in the county remained unchanged during the decade. Similarly, the percentage of married-couple families in poverty declined to 39 percent in 1999, while it remained unchanged Countywide. The number of married-couple families in poverty grew by 7 percent in Bird Road Corridor, as compared to the Countywide rate of 15 percent.

Labor Force

Figure 11



While the working age population in the Bird Road Corridor area grew by 3.8 percent from 1990 to 2000, and the number of unemployed decreased by 12.7 percent, however, the civilian labor force declined by 8.7 percent. Figure 9 shows the relative changes within the male and female subgroups. In comparison, the working age population in the County increased by 15.7 percent, the civilian labor force by 3.3 percent and the number unemployed by 17.8 percent. The number of working age people in the Bird Road area which were not participating in the labor force also increased considerably, by 27.1 percent. As seen from the Figure 11, these changes affected dramatically the female population in both, the Corridor area and the County.

Appendix C: Bird Road Corridor Economic Market Analysis (cont.)

**TABLE 8**  
**Unemployment and Labor Force Participation**

		1990	2000	Percent Chg
<b>Bird Road Corridor Area</b>				
	Population 16 years and over	43,847	45,518	3.8%
Male	16 years and over	20,417	21,013	2.9%
	Unemployment Rate	6.3%	6.1%	-3.0%
	Outside the Labor Force	23.0%	34.3%	49.0%
Female	16 years and over	23,430	24,505	4.6%
	Unemployment Rate	6.9%	6.6%	-5.6%
	Outside the Labor Force	45.4%	50.1%	10.4%
<b>Miami-Dade</b>				
Male	16 years and over	712,373	834,320	17.1%
	Unemployment Rate	7.1%	7.6%	6.6%
	Outside the Labor Force	25.8%	35.8%	39.1%
Female	16 years and over	807,596	924,054	14.4%
	Unemployment Rate	8.3%	10.0%	20.8%
	Outside the Labor Force	43.9%	48.5%	10.6%

Source: US Census Bureau 1990 and 2000 Census.

Table 8 shows the unemployment rate and the rate of population's participation in the labor force, with a breakdown by gender. In the Bird Road Corridor area the unemployment rate for men and women decreased slightly between 1990 and 2000. The unemployment decreased from 6.3 to 6.1 percent for men, and from 6.9 to 6.6 percent for women, respectively. Unemployment figures for the Bird Road area are more favorable than Countywide. The male unemployment in the County was 7.6 percent in 2000, up from 7.1 percent in 1990. The disparity was more pronounced for unemployed females

whose number reached 10 percent in 2000, up from 8.3 percent in 1990.

The non-participation rate in labor force in the Bird Road Corridor increased over the decade, consistent with the change rate for the County as a whole. The change rates within the gender subgroups were also similar. A total of 34.3 percent of the males in the Corridor area were out of the labor force in 2000, up from 23.0 percent in 1990. The comparable rates for females were 50.1 and 45.4 percent, respectively. During the same period, the number of non-participating males in the County increased from 25.8 percent in 1990 to 35.8 percent in 2000. For females out of labor force in the County, the increase was from 43.9 percent in 1990 to 48.5 percent in 2000, respectively.

Place of Work

**TABLE 9**  
**Place of Work**

		1990	2000	1990	2000
<b>Bird Road Corridor</b>					
Workers 16 years and over		26,282	23,816		
Living in a place		26,282	23,816	100%	100%
Worked in place of residence		1,895	2,030	7%	9%
Worked outside place of residence		24,387	21,786	93%	91%
Not living in a place		-	-		
<b>Miami-Dade</b>					
Workers 16 years and over		887,996	899,323		
Living in a place:		779,635	849,536	100%	100%
Worked in place of residence		187,971	160,794	24%	19%
Worked outside place of residence		591,664	688,742	76%	81%
Not living in a place		108,361	49,787		

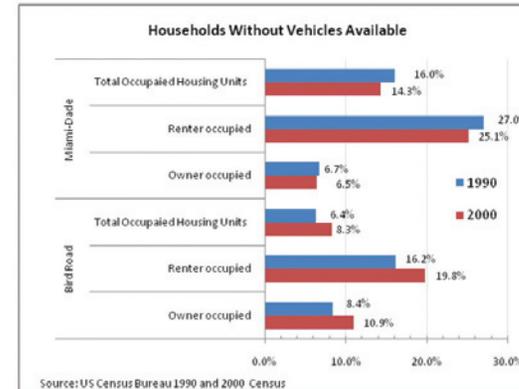
Source: US Census Bureau 1990 and 2000 Census.

Table 9 shows where people work based on their place of residence. In Miami-Dade in 1990, 76 percent of the population that lived in a census designated place (this includes all municipalities and other areas selected by the Census) worked in a different place. In other words, they commuted from their place of residence to another town or city to work. By 2000, their number had grown to 81 percent. In comparison, 76 percent of residents

work in a different place from where they lived in 1990. In the Bird Road Corridor, a larger part of the population worked outside of its residence area, as compared to the County.

Moreover, unlike the Countywide trend, the percent of residents working in the Corridor area increased over the decade. By 2000, 91 percent of the residents of the Corridor commuted outside of their area to work, down from 93 percent in 1990.

**Figure 12**



Source: US Census Bureau 1990 and 2000 Census

Figure 12 shows the percent of households who did not own a vehicle in 1990 and 2000 broken down by renters and homeowners. The data indicates, the residents who must commute to their workplace would be constrained, in their work options, by the availability of public transportation.

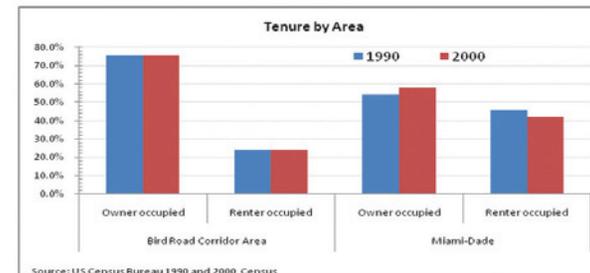
Countywide, 16 percent of all households did not have a vehicle in 1990. Their number dropped to 14.3 percent by 2000. This percentage still remained

considerable above the corresponding figure of 8.3 percent for the Corridor area. Of all households renting their homes, 25.1 percent were without vehicle in 2000, down from 27 percent in 1990.

Unlike the Countywide patterns, the households who did not own a vehicle in the Bird Road Corridor area increased to 8.3 percent in 2000 from 6.4 percent in 1990. Changes also occurred within the category of households without vehicle, the percentage of the renters growing from 16.2 percent in 1990 to 19.8 percent in 2000.

Housing

**Figure 13**



Source: US Census Bureau 1990 and 2000 Census

While Figure 12 shows that renters are least likely to own a vehicle, Figure 13 shows that 24.4 percent, or only one-fourth of all households in the Bird Road Corridor are renters. Their share remained stable during

Appendix C: Bird Road Corridor Economic Market Analysis (cont.)

the period of study with 24.2 percent in 1990. The number of renters in the County is significantly larger. In 2000, 42.2 percent of all households in the County rented which reflect a reduction from 45.7 percent in 1990.

However, the share of the median gross rent in household income, in the Corridor area increased by 1.8 percent, a move in opposite direction from the Countywide trend where the share of the median gross rent in the household income decreased by 2.6 percent during the decade.

**TABLE 10**  
Housing Affordability (Expressed in 1999 dollars)

	Bird Road Corridor Area			Miami-Dade		
	1989	1999	Change	1989	1999	Change
Median gross rent	\$822	\$627	-23.7%	\$662	\$572	-13.6%
Median gross rent as a percentage of household income	33.5%	34.1%	1.8%	31.3%	30.5%	-2.6%
Median selected monthly owner costs for --						
Housing units with a mortgage	\$994	\$1,256	26.4%	\$1,069	\$1,206	12.8%
Housing units without a mortgage	\$324	\$440	35.9%	\$328	\$428	30.6%
Median monthly costs - percentage of household income for --						
Housing units with a mortgage	21.5%	27.0%	25.6%	23.1%	26.6%	15.2%
Housing units without a mortgage	13.4%	14.0%	4.5%	13.0%	13.5%	3.8%

Source: US Census Bureau 1990 and 2000 Census.

without a mortgage reached nearly 36 percent in 1999.

The corresponding figures for the County were 12.8 percent and 30.6 percent, respectively. As a share of the household income, these costs increased from 1989 through 1999 attaining 25.6 percent for owners with a mortgage. The increase of 4.5 percent for the households without mortgage was rather moderate.

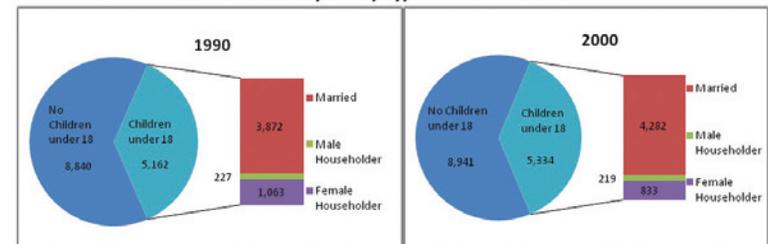
**Family Type**

Family structure and the presence of children have a very significant impact on special needs in the workplace. In the Bird Road Corridor area, there were 5,162 families with children under 18 in 1990. This represented 36.9 percent of all families. (Figure 14) By 2000 this number had grown to 37.4 percent. Married-couple families accounted for three-quarters of the families with children in 1990. By 2000, the comparable figure had grown to 80 percent. These changes are consistent with the structural changes within the single-parent family category. In 1990, the number of single-parent families with

Between 1989 and 1999 the median owner's costs increased both in the Corridor area and in the County at large. The change in median monthly ownership costs was more pronounced in the Bird Road Corridor where mortgage costs grew by 26 percent and owner's costs

children was 1,290, of which 82 percent had a female head of household. By 2000 the corresponding number declined to 1,052 and 79 percent, respectively.

**Figure 14**  
Presence of Children by Family Type – Bird Road Corridor



Source: US Census Bureau 1990 and 2000 Census.

During the period 1990 through 2000 the Bird Road Corridor area dynamics of families with children, in general, follow the Countywide trend. Unlike the situation observed in Bird Road Corridor area, the families with children accounted for approximately one fourth of all families in the in 2000. The share of the single-parent families headed by a female, in the County accounted for 26 percent, a slight increase from 24 percent in 1990.

**Since the 2000 Decennial Census**

Data from the 2005-2007 American Community Survey 3 Year Estimate (ACS) was used to get a perspective of the development trends in the Corridor area after 2000. It should be noted this data is not directly comparable to the Census geography subject of this study. Since census tract data are not yet available in the ACS, Census Designated Place (CDP) data was used for these purposes. The specific places selected included University Park and Westchester. It is intended that this data will provide some suggestive general insights into the changes that have occurred since 2000.

ACS data profiles revealed changes in levels and direction for several variables analyzed in the previous section. The number of households with income below the poverty level slightly decreased, a positive fluctuation from the upward trend during the decade 1990–2000. The share of the married-couple families as part of all families also decreased notably between 2005 and 2007, as consistent with its decrease between 1990 and 2000. Educational attainment improved in terms of share of people with bachelor's degree or higher and, even more significantly, part of the people of 25 years and over with high school diploma, a move in opposite direction from the trend between 1990 and 2000.

## Appendix C: Bird Road Corridor Economic Market Analysis (cont.)

The 2005-2007 data showed little or no change at all for other variables, such as travel to work, population age and gender as well as ownership of housing units. The share of female householders increased at a lesser rate from 2005 to 2007; however, it increased for those with children under 18 years of age with an upsurge to 48 percent for female householders with children under 5 years. The unemployment rate remained at low level and the non-participation in labor force remained close to 50 percent, consistent with the comparable figures during the decade. Similarly, the median household income, in real terms, continued to decline while remaining significantly above the Countywide average.

The three-year estimates describe an overall continuation of 1990-2000 economic trends while stressing relative improvements or positive shifts in specific parameters or conditions. Consequently, it seems reasonable to accept the trends from 1990 to 2000 as indicative of current socio-economic conditions and trends.

Finally, as noted in the population section, projections for the broader MSA indicate virtually no annual increase with population reaching 105,630 in 2025.

### Implications of Market Size

Although the socio-economic characteristics of the Bird Road market area over time do not indicate sizable and positive changes in the purchasing power, nonetheless the area already possesses significant purchasing power. In fact, the 17,000 households in the area had an aggregate income of \$894.5 million in 1999. Furthermore, the median household income in the Bird Road Corridor area was over 120 percent of the County's median household income in 1999. While this ratio may, in fact, decline over time, it is likely to remain through at least an intermediate time horizon noticeably above a parity level with Miami-Dade County.

### Summary

The analysis of socio-economic variables that are the focus of the Bird Road market study show divergence between the trends in the market area and their standing relative to the County. Looking at some key factors of the study, Bird Road displays some negative trends over the 1990 to 2000 time period. Median household income, in real terms, is lower in 1999 than it was in 1989. Corresponding to that trend, poverty rates also moderately increased. In addition, a measure of family stability, percent of married couples, decreased. However on the positive side of the ledger, the unemployment rate decreased, persons with at least a college degree increased, and the home ownership rate remained the same.

Looking, at these variables relative to the County, the picture of the Bird Road market area is almost uniformly positive. The Bird Road area has a considerably higher median household income,

homeownership rate, as well as percentage of married couples than the corresponding figures for the County. The poverty and unemployment rate are considerably lower than that for the County. In particular, the unemployment rate for females is markedly lower than for the County. The only factor for Bird Road that is less positive than for the County is educational attainment.

Finally, it is important to note that the Bird Road area has considerable purchasing power. Given its 17,058 households and mean income of \$52,438 this totals to over \$894 million in spendable income. In total, aggregate income in this area represents just under \$900 million.

### Recommendation

It was indicated in the Land Use section that there is 2.2 acres of available vacant commercial land in the Bird Road Corridor. Therefore, in order for the area to significantly change, redevelopment is the path to the future. This is a process that requires an impetus for change and the market forces that make it feasible. The redevelopment of the Bird Road Corridor is a process that will likely not begin until sometime in the intermediate future as most signs, at present, point to a relatively healthy business climate despite recessionary forces.

At this time, in order to move Bird Road in a positive direction in terms of its business future, efforts to enhance its physical attractiveness for shoppers would be in order. This could take the form of streetscape improvements and landscape enhancements. One mechanism that could, in part, provide financial resources for this type of effort is the Business Improvement District. This would require the cooperation of business owners in the area that want a stake in Bird Road's future. A business improvement district (BID) is a public-private partnership in which businesses in a defined area elect to pay an additional tax in order to fund improvements to the district. BIDs are quasi governmental entities formed of businesses with the authorization of the local government or municipality. BIDs often are operated by not-for-profit partnership organizations.

Although many of the restaurants and retail establishments are frequented by customers from an area considerably outside the market area, due to their limited visibility from the road, they are generally unknown. These establishments as well as other local businesses have a need for effective marketing. This important function, the development of effective marketing materials, could be performed by a BID in cooperation with the Bird Road businesses. In addition, the Corridor is home to a public gem, Tropical Park. It serves as an important venue for a variety of events and festivals. The tie-in of this asset to the businesses of the area needs to be developed. This could take the form of, for example, special events at the park which could allow some of the restaurants in the area to have kiosk space so as to familiarize the public with their culinary delights. Further, events could be developed that help showcase the broad array of businesses in the Corridor.

In the end, it should be understood that Bird Road Corridor is a successful business area with many popular restaurants and retail establishments situated in 1970s and 1980s style strip shopping centers anchored at either end by modern big box retail. While streetscape and landscape improvements will

## Appendix C: Bird Road Corridor Economic Market Analysis (cont.)

enhance the physical quality of the Bird Road Corridor, they will not transform it as business area. It is not until there is a redesign of existing shopping centers into a more urban and pedestrian friendly environment that the Corridor will move towards a more successful business future. As this occurs there should be an effort to bring in a more diversified set of businesses. This could include bookstores, arts related and antique business establishments in which customers often like to spend time browsing through the merchandise. In addition, special events geared to attract customers from beyond the market area would be highly desirable.

## Appendix A

Appendix C: Bird Road Corridor Economic Market Analysis (cont.)

FOLIO	PTADDRESS	CLUC	BLDG_SQFT	LOT SIZE (SQFT)	YR_BUILT	SALES AMT/1	DATE_MMMI	DATE_YRI	SALES VALUE	LOT (ACRES)	LU_TYPE	LOCATION	
304017000370	9925 SW 40 ST	0037	109338	83075.00	2004	1725000	11	2002	2024635	1.91	IND	West	
304017000371	3870 SW 99 AVE	0003	13049	27858.00	1965	1700000	1	2007	1731280	0.64	RES	West	
3040170031370	9960 SW 39 TER	0001	1037	7500.00	1954	145000	10	2001	172884	0.17	RES	West	
3040170031390	9980 SW 39 TER	0001	1284	7500.00	1954	228000	5	2004	254859	0.17	RES	West	
3040170031520	10041 SW 40 ST	0013	1348	7500.00	1954	699500	6	2005	756299	0.17	COM	West	
3040170031530	10031 SW 40 ST	0013	1733	7500.00	1954	434000	5	2003	498058	0.17	COM	West	
3040170031550	10001 SW 40 ST	0013	1337	7500.00	1954	450000	10	2004	503010	0.17	COM	West	
3040170031560	9981 SW 40 ST	0013	1006	7500.00	1953	340000	8	2002	399058	0.17	COM	West	
3040170390010	10380 SW 38 TER	0001	1826	8129.00	1963	475000	1	2007	483740	0.19	RES	West	
3040170770030	3801 SW 107 AVE	0001	1642	8219.00	1979	699000	2	2008	656088	0.19	RES	West	
3040180000247	10810 SW 38 ST	0001	2358	7500.00	1989	255000	4	2002	299294	0.17	RES	West	
3040180360010	10770 SW 38 ST	0001	2463	10000.00	1979	350000	5	2004	391230	0.23	RES	West	
3040180360020	10760 SW 38 ST	0001	2127	7500.00	1979	490000	8	2007	499016	0.17	RES	West	
3040180360030	10730 SW 38 ST	0001	2067	7500.00	1979	460000	3	2006	481804	0.17	RES	West	
3040180460080	10910 SW 38 ST	0001	2348	7560.00	1989	425000	9	2005	499510	0.17	RES	West	
3040180460091	10915 SW 38 TER	0001	1508	3978.00	1984	307400	6	2006	321971	0.09	RES	West	
3040180460140	10973 SW 38 TER	0001	1197	3946.00	1984	153500	3	2003	176157	0.09	RES	West	
3040180460141	10975 SW 38 TER	0001	1508	3946.00	1984	155000	6	2002	181924	0.09	RES	West	
3040180500052	11001 SW 38 LN	2	0007	1313	4295.02	1980	190000	5	2004	212382	0.10	RES	West
3040180500071	11023 SW 38 LN	1	0007	1698	4878.72	1980	113000	1	2000	138561	0.11	RES	West
3040190010030	4020 SW 112 AVE	0001	893	6900.00	1955	215000	3	2004	240327	0.16	RES	West	
3040190010170	4021 SW 112 CT	0001	1151	17400.00	1955	133300	4	2001	158934	0.40	RES	West	
3040190010210	11255 SW 40 TER	0001	1175	7500.00	1955	131000	3	2001	156191	0.17	RES	West	
3040190010220	11271 SW 40 TER	0001	2507	7500.00	1955	375000	6	2005	405450	0.17	RES	West	
3040190010250	11270 SW 40 ST	0001	1293	7500.00	1955	127500	4	2000	156341	0.17	RES	West	
3040190010360	11340 SW 40 ST	0001	1371	7500.00	1955	460000	1	2008	451122	0.17	RES	West	
3040190010470	11341 SW 40 TER	0002	1814	7500.00	1955	143000	2	2001	170499	0.17	RES	West	

FOLIO	PTADDRESS	CLUC	BLDG_SQFT	LOT SIZE (SQFT)	YR_BUILT	SALES AMT/1	DATE_MMMI	DATE_YRI	SALES VALUE	LOT (ACRES)	LU_TYPE	LOCATION
3040190010610	11620 SW 40 ST	0009	1664	7521.00	1956	550000	2	2006	576070	0.17	RES	West
3040190010780	11521 SW 40 TER	0001	1738	19488.00	1955	150000	9	2001	178845	0.45	RES	West
3040190010800	11501 SW 40 TER	0001	905	7500.00	1955	317800	8	2006	332864	0.17	RES	West
3040190030020	4010 SW 107 AVE	0001	2050	7500.00	1974	376000	11	2004	420293	0.17	RES	West
3040190030190	10755 SW 40 TER	0001	1448	11000.00	1956	250000	1	2004	279450	0.25	RES	West
3040190030190	10730 SW 40 ST	0001	817	7500.00	1956	340000	9	2006	356116	0.17	RES	West
3040190030310	10720 SW 40 ST	0001	1171	7504.00	1956	290000	3	2005	313548	0.17	RES	West
3040190030340	10820 SW 40 ST	0001	1757	8000.00	1956	180000	6	2001	214614	0.18	RES	West
3040190030460	10945 SW 40 TER	0001	821	8000.00	1956	175000	10	2003	200830	0.18	RES	West
3040190030620	11040 SW 40 ST	0001	962	7500.00	1955	380000	6	2007	386992	0.17	RES	West
3040190030630	11100 SW 40 ST	0001	1468	7500.00	1955	359500	8	2005	388691	0.17	RES	West
3040190030640	11110 SW 40 ST	0001	1252	7500.00	1956	179000	5	2003	205420	0.17	RES	West
3040190030670	4011 SW 112 AVE	0001	2448	7500.00	1956	183000	3	2002	214787	0.17	RES	West
3040190030830	11001 SW 40 TER	0001	1226	18966.00	1955	245000	5	2004	273861	0.44	RES	West
3040190030880	11001 SW 40 TER	0001	1181	10000.00	1956	292000	12	2007	297373	0.23	RES	West
3040200000040	10300 BIRD RD NE corner of 99th Ave/40th Ter	0003	34750	72155.00	1968	3500000	8	2002	4107954	1.66	RES	West
3040200020021		0081	0	10566.00	0	625000	11	2005	675750	0.24	COM	West
3040200020050	9755 SW 40 TER	0032	10640	14375.00	1962	605000	1	2002	710089	0.33	IND	West
3040200020090	9740 BIRD RD	0011	14069	33660.00	1986	1791000	10	2002	2102099	0.77	COM	West
3040200040020	9900 SW 40 ST	0013	888	9680.00	1952	221000	9	2000	270990	0.22	COM	West
3040200040060	9950 SW 40 ST	0013	1736	9375.00	1984	410000	5	2001	488843	0.22	COM	West
3040200040080	9970 SW 40 ST	0013	654	9375.00	1952	360000	6	2004	402408	0.22	COM	West
3040200040090	9980 SW 40 ST	0013	1918	9680.00	2005	345000	1	2004	385641	0.22	COM	West
3040200040170	9901 SW 40 TER	0001	666	9682.50	1952	135000	3	2002	158450	0.22	RES	West
3040200040190	10020 SW 40 ST	0013	2620	9375.00	1984	506000	5	2003	586685	0.22	COM	West
3040200040240	10130 SW 40 ST	0013	1726	9375.00	1983	850000	6	2007	865640	0.22	COM	West
3040200040280	10121 SW 40 TER	0001	2585	9375.00	1952	155000	8	2001	184807	0.22	RES	West
3040200060010	10470 SW 40 ST	0001	2339	8250.00	1959	210000	7	2001	262306	0.19	RES	West
3040200060030	10450 SW 40 ST	0001	1632	8250.00	1959	215000	10	2002	264083	0.19	RES	West
3040200060100	10431 SW 40 TER	0001	1778	8250.00	1959	200000	12	2002	234740	0.19	RES	West

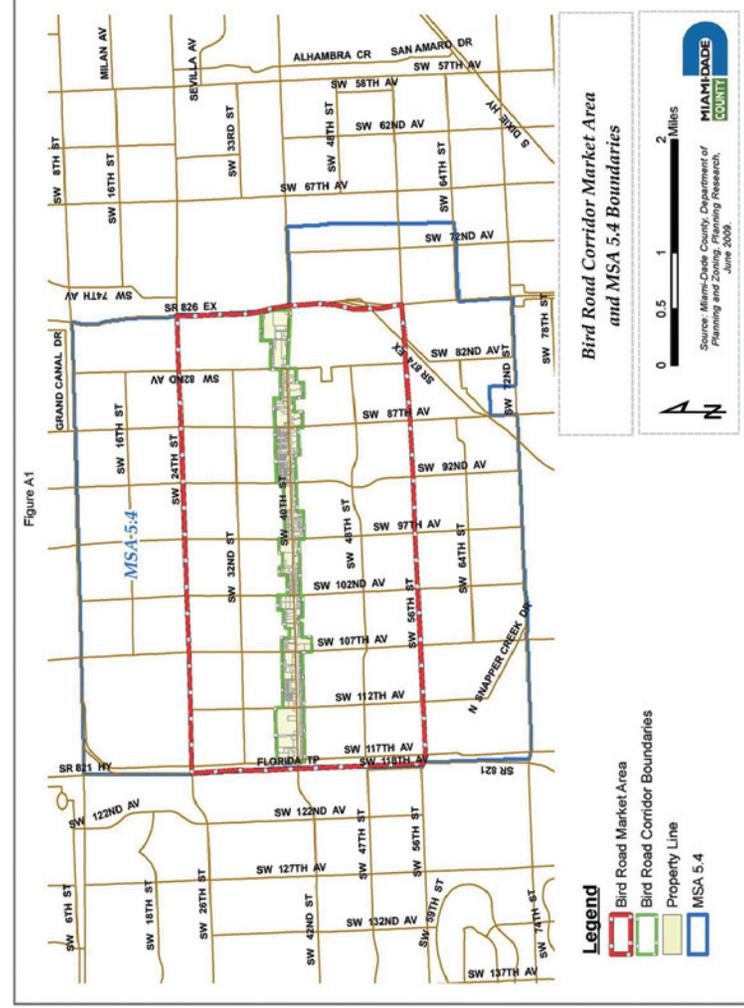
Appendix C: Bird Road Corridor Economic Market Analysis (cont.)

FOLIO	PTADDRESS	CLUC	BLDG_SQFT	LOT SIZE [SQFT]	YR_BUILT	SALES AMT1	DATE_MMM1	DATE_YR1	SALES VALUE	LOT (ACRES)	LU_TYPE	LOCATION
3040200080810	4032 SW 102 CT	0001	2072	9750.00	1959	275000	4	2003	315590	0.22	RES	West
3040200081000	4015 SW 103 AVE	0001	1169	9750.00	1959	180000	10	2003	206568	0.22	RES	West
3040200081220	4031 SW 102 CT	0001	1328	9750.00	1959	375000	12	2006	392775	0.22	RES	West
3040200081230	4021 SW 102 CT	0001	2327	9750.00	1959	459000	8	2006	480757	0.22	RES	West
3040200081250	4001 SW 102 CT	0001	1595	12409.80	1959	400000	12	2006	418960	0.28	RES	West
3040200100030	10315 SW 40 TER	0001	1205	7500.00	1959	240000	12	2006	251376	0.17	RES	West
3040150000150	8335 SW 40 ST	0011	8968	22500.00	1985	895000	5	2001	1067109	0.52	COM	East
3040150000331	3925 SW 82 AVE	0019	2842	6549.00	1965	297250	1	2004	332266	0.15	COM	East
3040150000520	3900 SW 78 CT	0003	17838	27007.00	1963	2000000	5	2004	2235602	0.62	RES	East
3040150110400	7980 SW 37 TER	0001	1320	9360.00	1956	178000	4	2002	208919	0.21	RES	East
3040150270010	8281 SW 40 ST	0013	1422	15000.00	1951	520000	1	2004	581257	0.34	COM	East
3040150300010	8270 SW 37 TER	0001	1668	7900.00	1972	295000	1	2005	318954	0.18	RES	East
3040150300010	8157 SW 40 ST	0011	13193	35740.00	1972	2900000	10	2005	3135480	0.82	COM	East
3040150410060	7824 SW 36 ST	0001	2538	7500.00	1996	228000	11	2000	279574	0.17	RES	East
3040150410080	7800 SW 36 ST	0001	2538	7500.00	1996	355000	4	2004	396819	0.17	RES	East
3040160010280	9480 SW 39 ST	0001	1839	8493.00	1956	435000	5	2006	455619	0.19	RES	East
3040160010480	9600 SW 39 ST	0002	1632	8175.00	1962	149000	3	2001	177653	0.19	RES	East
3040160010481	9540 SW 39 ST	0002	1555	8250.00	1959	115000	1	2000	141013	0.19	RES	East
3040160010501	9510 SW 39 ST	0001	963	8250.00	1961	163000	3	2002	191313	0.19	RES	East
3040160010511	9521 SW 40 ST	0011	8322	23250.00	1973	2600000	5	2007	2647840	0.53	COM	East
3040160010550	9601 SW 40 ST	0013	2563	10875.00	1959	875000	3	2005	946500	0.25	COM	East
3040160010560	9611 SW 40 ST	0013	4708	21675.00	1957	1850000	8	2007	1884040	0.50	COM	East
3040160020061	3930 SW 89 AVE	0002	2150	6900.00	1969	190000	6	2001	226537	0.16	RES	East
3040160020064	3832 SW 89 AVE	0002	2176	6900.00	1981	215000	6	2002	252346	0.16	RES	East
3040160020080	3810 SW 89 AVE	0002	2042	6900.00	1968	235000	9	2002	275820	0.16	RES	East
3040160020100	3801 SW 89 CT	0002	1356	6654.00	1958	196000	7	2002	228754	0.15	RES	East
3040160020130	3911 SW 89 CT	0002	2262	6654.00	1981	218000	10	2001	259922	0.15	RES	East
3040160021405	3920 SW 89 ST	0002	2270	6900.00	2007	475000	10	2007	483740	0.16	RES	East
3040160021420	3840 SW 89 CT	0002	2660	6900.00	1969	335000	11	2004	374463	0.16	RES	East
3040160021470	8986 SW 38 ST	0002	2223	5250.00	1985	215000	11	2001	258941	0.12	RES	East
3040160021480	8990 SW 38 ST	0002	1368	6654.00	1959	108000	5	2000	132430	0.15	RES	East

FOLIO	PTADDRESS	CLUC	BLDG_SQFT	LOT SIZE [SQFT]	YR_BUILT	SALES AMT1	DATE_MMM1	DATE_YR1	SALES VALUE	LOT (ACRES)	LU_TYPE	LOCATION
3040160021490	3817 SW 90 AVE	0002	2467	6900.00	1973	500000	7	2007	509200	0.16	RES	East
3040160021571	3910 SW 90 AVE	0001	1230	6900.00	1957	122000	6	2006	127783	0.16	RES	East
3040160022830	9145 SW 40 ST	0013	4486	8000.00	1980	1800000	11	2007	1833120	0.18	COM	East
3040160022870	3920 SW 91 AVE	0002	1675	10350.00	1969	210000	8	2004	234738	0.24	RES	East
3040160022940	9112 SW 38 ST	0001	1525	5250.00	1947	368000	8	2005	397882	0.12	RES	East
3040160022950	9132 SW 38 ST	0001	1676	5250.00	1970	355000	9	2005	383826	0.12	RES	East
3040160022951	3801 SW 92 AVE	0002	1669	6654.00	1971	415000	3	2006	434671	0.15	RES	East
3040160023000	3911 SW 92 AVE	0001	1717	6900.00	1955	360000	9	2005	389232	0.16	RES	East
3040160023020	3945 SW 92 AVE	0019	2040	6900.00	2005	205000	8	2001	244422	0.16	COM	East
3040160070560	3830 SW 87 CT	0001	1322	5250.00	1957	380000	4	2006	398012	0.12	RES	East
3040160071060	3807 SW 87 PL	0001	3623	10629.00	1923	350000	9	2004	391230	0.24	RES	East
3040160071070	3815 SW 87 PL	0001	1314	5300.00	1957	152500	8	2002	178989	0.12	RES	East
3040160071071	3821 SW 87 PL	0001	1342	5300.00	1957	115000	8	2001	137115	0.12	RES	East
3040160071091	3977 SW 87 PL	0002	2263	5300.00	1975	161000	8	2001	191960	0.12	RES	East
3040160071110	3910 SW 87 PL	0001	1309	7950.00	1949	206000	6	2004	230267	0.18	RES	East
3040160071140	3800 SW 87 PL	0002	1737	5630.00	1958	275000	3	2004	251505	0.13	RES	East
3040160071654	3835 SW 88 CT	0001	1620	5300.00	1970	147000	11	2000	180251	0.12	RES	East
3040160071661	3915 SW 88 CT	0001	1043	7875.00	1957	140000	7	2001	166922	0.18	RES	East
3040160072290	8840 SW 38 ST	0001	932	5000.00	1952	260000	10	2007	264784	0.11	RES	East
3040160072300	3801 SW 88 PL	0002	1538	5629.00	1963	190000	9	2002	223003	0.13	RES	East
3040160072320	3821 SW 88 PL	0001	1863	5300.00	1970	394000	8	2006	412676	0.12	RES	East
3040160170070	3811 SW 89 AVE	0002	2149	7500.00	1977	245000	5	2004	273861	0.17	RES	East
3040210010040	8731 SW 41 ST	0001	1695	7920.00	1955	420000	5	2006	439908	0.18	RES	East
3040210030060	9000 BIRD RD	0019	2020	15400.00	1967	700000	8	2005	756840	0.35	COM	East
3040210030071	9015 SW 40 TER	0002	2181	7500.00	1940	200625	11	2003	230237	0.17	RES	East
3040210030150	8930 BIRD RD	0011	2534	7500.00	1946	840000	3	2007	855456	0.17	COM	East
3040210040060	4089 SW 95 AVE	0001	1300	15900.00	1947	120000	2	2004	134136	0.37	RES	East
3040210040071	4100 SW 94 AVE	0001	2039	12900.00	1958	178000	11	2000	218264	0.30	RES	East
3040210040160	9582 SW 40 ST	0019	12290	23277.00	1959	1150000	2	2002	1348756	0.53	COM	East
3040210040320	9500 BIRD RD	0011	2395	11273.00	1955	720000	10	2003	826272	0.26	COM	East
3040210040360	4065 SW 97 AVE	0001	1638	14500.00	1960	400000	9	2005	432480	0.33	RES	East

Appendix C: Bird Road Corridor Economic Market Analysis (cont.)

FOLIO	PTXADDRESS	CLUC	BLDG_SQFT	LOT SIZE (SQFT)	YR_BUILT	SALES AMT1	DATE_MM1	DATE_YR1	SALES VALUE	LOT (ACRES)	LU_TYPE	LOCATION
3040210070710	8871 SW 41 ST	0001	2704	8616.96	1956	350000	8	2004	391230	0.20	RES	East
3040210070730	8851 SW 41 ST	0001	1670	8112.00	1956	250000	12	2004	279450	0.19	RES	East
3040210070760	8821 SW 41 ST	0001	1549	8112.00	1956	250000	6	2004	279450	0.19	RES	East
3040210440060	9590 SW 40 TER	0001	2512	12112.00	2001	462000	11	2008	453083	0.28	RES	East
3040220050020	8410 SW 40 ST	0013	2949	5300.00	1957	900000	6	2007	916560	0.12	COM	East
3040220050080	8495 SW 40 TER	0002	2114	7653.49	1974	465000	8	2007	473556	0.18	RES	East
3040220100011	8298 SW 40 ST	0011	10798	39852.00	2008	3000000	3	2005	3243600	0.91	COM	East
3040220120050	8245 SW 41 ST	0001	1490	7500.00	1957	260000	7	2004	290628	0.17	RES	East



Appendix D: Zoning Districts

Zone	Residential Density/Uses Permitted	Permitted Height
AU, Agricultural/Residential	1 unit/5 net acres	2 stories, 35' high max
BU-1, Neighborhood Business District	Residential: Max 50% of building floor area (1)	2 stories, 35' high max
BU-1A, Business Limited	Residential: Max 50% of building floor area (2)	4 stories, 45' high max
BU-2, Business Special	Residential: Max 50% of building floor area (3)	Unlimited
BU-3, Business- Liberal (Wholesale)	(4)	Unlimited
EU-1, Single Family One Acre Estate	1 family/1 gross acre	2 stories, 35' high max
EU-M, Estates Modified	15,000 Sq Ft Net	2 stories, 35' high max
GP, Government Property	---	---
GU, Interim District	See allowed uses	2 stories, 35' high max
IU-1, Industrial-Light Manufacturing	(5)	(6)
RU-1, Single Family Residential	7,500 Sq Ft Net	2 stories, 35' high max
RU-1MB, Modified Single Family Residential	6,000 Sq Ft Net	2 stories, 35' high max
RU-2, Two Family Residential	7,500 Sq Ft Net	2 stories, 35' high max
RU-3, Four Unit Apartment	7,500 Sq Ft Net	2 stories, 35' high max
RU-3B, Bungalow Courts	10,000 Sq Ft Net	1 story
RU-3M, Minimum Apartment House	12.9 units/acre	2 stories, 35' high max
RU-4, High Density Apartments	50 units/acre	(7)
RU-4A, Hotel Apartment House	Apartment 50 units/net acre; Hotel/Motel 75 units/net acre	(7)
RU-4L, Limited Apartment House	23 units/net acre	6 stories, 75' high max
RU-4M, Modified Apartment House	35.9 units/net acre	8 stories, 100' high max
RU-5, Residential, Semi-Professional Office	10,000 Sq Ft Net	2 stories, 35' high max
RU-5A, Semi-Professional Office	10,000 Sq Ft Net	2 stories, 35' high max
RU-TH, Townhouse	8.5 units/net acre	40' high max

\* Obsolete

- (1) Residential uses permitted as a combination of permitted business uses and residential uses housed in the same building.
- (2) Residential uses are subject to approval at a public hearing; includes automobile service stations and gas stations, self storage facilities, automobile and light truck new sales and rental agencies.
- (3) Residential uses are subject to approval at a public hearing; includes automobile parking garages, automobile services stations and gas stations, self-stations, self-storage facilities, automobile and light truck new sales and rental agencies etc.
- (4) Residential uses are not permitted; includes mechanical garages and used car lots, automobile parking garages, automobile service stations and gas stations, self-storage facilities, automobile and light truck new sales and rental agencies etc.
- (5) Residential uses permitted as a live-work building with special provisions; includes adult oriented activities. (Minimum 750 feet from residential uses, 1200 feet from another adult-oriented use and minimum 1000 feet from a school, church, library, nursery or park unless approved as a special exception)
- (6) The building height shall be no greater than the width of the abutting street.
- (7) On sites which abut ROW 100 feet or more the height is unlimited provided it complies with the shadow provision, floor area ratios, setbacks, open space requirements etc. On sites which abut dedicated ROW 100 feet or less the height shall be no greater than the width of the street.

# APPENDICES

## Appendix E: Sign Specifications

<b>Sign Specifications at the Pedestrian Scale</b>		
<b>Sign Type</b>	<b>Sign Height</b>	<b>Total Area</b>
Window/Awning	8-12 in.	n/a*
Cantilever/Projecting	12-18 in.	4-6 sq. ft.
External Band	2-3 ft.	n/a**
Freestanding/Monument	3-5 ft.	36-50 sq. ft.

\* Total area of Awning/Window sign is dependant on the width of the awning. Awnings should be sized in appropriate proportion to facade opening.

\*\*A single permanent band sign may be applied to the facade of each building, regardless of width of building.

<b>Sign Specifications as a Function of Street Width, Vehicular Speed, Letter Height and Total Area</b>			
<b>Street Width</b>	<b>Vehicular Speed</b>	<b>Letter Height</b>	<b>Total Area</b>
2 Lanes	15 mph	4 in.	6-8 sq. ft.
	30	7	18-25
	45	10	36-50
4 Lanes	30 mph.	9 in.	28-40 sq. ft.
	45	13	64-90
	60	17	106-150
6 Lanes	30 mph	9 in.	28-40 sq. ft.
	45	14	70-100
	60	19	134-190

\* The lower end of the size range applies to institutional and residential areas, the upper end to industrial and commercial areas.

Source: W.R. Ewald, Street Graphics- A Concept and a System, Landscape Architecture Foundation, Mclean, VA 1977, pp. 52-53

**Steering Committee Meetings, Town Hall and Charrette Design Workshop Participants**

Thanks to all who spent their time helping to create the vision for the future of the Bird Road corridor:

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Fernando Delzaguirre	Budd Litowitz	Roxanne Pasquerella	

## APPENDICES

### Participating Departments and Agencies

Miami-Dade Environmental Resource Management

Miami-Dade Fire Rescue

Miami-Dade Transit

Miami-Dade Building and Neighborhood Compliance

Miami-Dade Park and Recreation

Miami-Dade Property Appraiser

Miami-Dade Public Schools

Miami-Dade Public Works

Miami-Dade Water and Sewer

Florida Department of Transportation

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