



East Kendall

CHARRETTE AREA PLAN REPORT

Miami-Dade County
Department of Planning and Zoning
Community Planning Section
Urban Design Center
January 2008



ACKNOWLEDGEMENTS

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Statement of Legislative Intent

This statement is applicable to these recommendations in its entirety and is declared to be incorporated by reference into each part thereof.

1. Nothing in the recommendations of the East Kendall Charrette Report ('the Report') shall be construed or applied to constitute a temporary or permanent taking of private property or the abrogation of vested rights as determined to exist by the Code of Miami-Dade County.
2. The recommendations of the Report shall not be construed to preempt considerations of fundamental fairness that may arise from their strict application. Accordingly, these recommendations shall not be deemed to require any particular action where they are incomplete or internally inconsistent, or that would constitute a taking of property without due process or fair compensation, or would deny equal protection of the laws.
3. The recommendations of the Report are intended to set general guidelines concerning its purposes and contents. They are not a substitute for land development regulations.
4. The recommendations of the Report contain long-range policies for the redevelopment of the East Kendall 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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Miami-Dade County
Department of Planning and Zoning
Community Planning Section
Urban Design Center
January 2008

Developed with the assistance of:



East Kendall

CHARRETTE AREA PLAN REPORT

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FOREWORD

This report represents over two years of effort by the residents of East Kendall, the East Kendall Charrette Steering Committee, and Community Council 12. Over 15 public meetings were held prior to and after the week-long charrette workshop that took place in October 2006.

This report was prepared by Planning & Zoning staff following the charrette. Comments from the steering committee were incorporated into the revised report which was then presented before Community Council 12 at their meeting held November 14, 2007. Council members requested that the report be further revised and those changes are reflected in this document.

Among the changes requested by the community council were to remove references to possible future transit improvements within the study area. While these references have been removed as requested, it should be noted that there are ongoing mobility studies that include the East Kendall area and these are indepen-

dent from this report and will undergo separate approval processes.

Also, at the request of the community council, resolutions from various homeowner's associations in the Kendall area regarding the Kendall-Link study being conducted by the Miami-Dade Metropolitan Planning Organization are included. Their resolutions are reproduced in the appendix. Also provided in the appendix are comments received from the chair of the steering committee regarding the contents of the report.

Acceptance of this report and recommendations by the Board of County Commissioners will permit the initiation of the implementation process for the prioritized recommendations as listed as well as future Building Better Communities Bond Program proposed projects. It is highly recommended that the community continue to be involved so that the quality and integrity of the East Kendall area be maintained.

CHARRETTE INTRODUCTION

What is a Charrette?

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

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

Since the late 1990s, the charrette process has been the County's preferred method to encourage public participation and formulate recommendations for Area Plans.

The Charrette Process

The charrette process began with a request by Community Council 12 to conduct a traffic study for the area around Baptist Hospital. The Council later further defined the boundaries of the study area and specifically requested the study take the form of a charrette. A Charrette Steering Committee was established with its members appointed by Community Council 12. Made up of concerned citizens in the East Kendall area, the committee guided the charrette process through numerous meetings in the months leading up to the charrette work-

shop. These meetings were held at the Kendall Branch Library and were well attended by concerned residents and community stakeholders.

Prior to the charrette workshop, staff from Planning and Zoning collected background information to assess current conditions and issues in the study area. Numerous concerns identified by the steering committee were noted by staff as well.

Extensive effort was made so that study area residents were aware of steering committee meetings and charrette week events. All meetings were advertised in the Miami Herald and mailings to all property owners were sent. Additionally, posters were displayed in area businesses and thousands of door hangers were distributed advertising the date and location of the charrette workshop.

The charrette week began on Saturday, October 21, 2006 with the public design workshop held at the Kendall Hotel and Suites, adjacent to Baptist Hospital. After a brief overview of the study area, charrette participants broke into groups, each with an aerial photo of the study area overlaid with trace paper. With the assistance of staff from Planning and Zoning and the design team, each group discussed design issues and drew ideas onto the trace paper, which by the end of the afternoon, would become the 'Citizens' Plans.' After several hours of drawing and discussion, the plans were displayed together and citizen representatives from each group discussed the features of their plan. With these presentations, there were many common areas of consensus in issues and suggestions for improvement in the East Kendall Area. The concepts and issues identified in each presentation are outlined with each of the Citizens' Plans shown on pages 7-10. It is important to note that this Area Plan Report is only possible with the consensus provided by the participants of the charrette.

In the week following the design workshop,



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the design team remained in the study area, working in a conference room in the Kendall Hotel and Suites, where the public was invited to visit with and observe the design team at work. Numerous concerned residents visited the design team during the week and provided valuable comments and suggestions. A presentation of the work developed during the week was given on the evening of Friday, October 27, 2006. An outline of the next steps that would take place in the Area Plan process was also presented.

In the following months this Area Plan Report, which incorporates the recommendations developed through the charrette process, will be presented to the steering committee and the general public for review. The committee will then prioritize the report's recommendations and forward the completed report to Community Council 12 and the Planning Advisory Board for additional review. Any recommendations by the Community Council and the Planning Advisory Board will be considered when this report is presented for acceptance by the Board of County Commissioners.



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1-7. Citizens participating during the Charrette Workshop

STUDY AREA

The East Kendall study area comprises 6.1 square miles in area and its boundaries are defined by the Palmetto Expressway and U.S. 1 on the east, SW 124th Street on the south, 97th Avenue on the west and Sunset Drive on the north. This area's development dates back to the extension of the Florida East Coast railroad from Miami to Homestead in the early 1900s. The first significant settlement in the area developed around the railroad's Kendall station which was located near today's SW 98th Street and 77th Avenue. The area retained a rural, agricultural character through the 1950's at which time large-lot single-family houses and subdivisions began to develop. This subdivision activity would continue through the 1980s, establishing East Kendall as an exclusive area of estate homes and the study area today remains mainly residential in character.

One exception to this is the Baptist Hospital, which opened in 1960 on a 60-acre site at 87th Avenue and Kendall Drive. In addition, the study area contains a number of significant public facilities, among them Continental, Ron Ehmann, K-Land, and Cherry Grove parks; Miami Killian, Kenwood, and Vineland public schools; the Kendall Library, and the Kendall South fire station.

This area has avoided the blight of strip commercial development along its major roadways; instead compact commercial areas are clustered around the intersections of Kendall Drive and SW 77th Avenue, Sunset Drive and 87th Avenue, and Kendall Drive and 97th Avenue.

Population

The population in the study area according to the 2000 Census was 24,142 persons, of which 52% were Hispanic, 41% white non-Hispanic, and 3% Black. The population per acre over the entire study area is 6.1 persons per acre, which is reflective of the very low density residential development prevalent in East Kendall.

Existing Land Use

Similar to the urbanized area of the county overall, single-family residential uses are the primary existing land use in East Kendall, occupying about 57 percent of the study area. Streets and expressways occupy about 18 percent of the study area, with all other land uses occupying less than 4 percent each. Existing land uses are illustrated in Figure 15. Single family development in East Kendall typically occurs in two forms: either as lots in a subdivision development or as larger unsubdivided parcels. Subdivision lots are 25,000 square feet or less and streets in these subdivisions are typically provided with sidewalks. Some subdivisions in the study area are Kendall Point, Snapper Creek Park, Galloway Glen, and Cypress Cove. Larger, unsubdivided lots are greater than 1 acre, more rural in character and typically lack sidewalks. These lots are found mainly south of SW 96th Street and west of 87th Avenue.

In addition to the commercial areas mentioned above, there is a concentration of professional office uses along SW 87th Avenue from Sunset Drive south to the Snapper Creek Expressway, and from Kendall Drive south to SW 94th Street. The offices closer to Sunset Drive are of more recent construction and have a better appearance and landscaping than the office uses in the Baptist Hospital area.

Future Land Use

As in most established areas of the county, the Comprehensive Development Master Plan (CDMP) designated future land uses closely reflect the existing land uses in East Kendall (See Figure 16). The majority of the area is designated Estate Density Residential, which permits up to 2.5 dwellings per acre. Most of the area north of Kendall Drive is designated Low Density Residential, allowing between 2.5 and 6 dwellings per acre. The Kings Creek area and the area immediately west of Baptist Hospital



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are designated Medium-High Density Residential, permitting between 25 and 60 dwellings per acre. Any development proposals that deviate from the designated land uses would require amendments to the CDMP.

Zoning

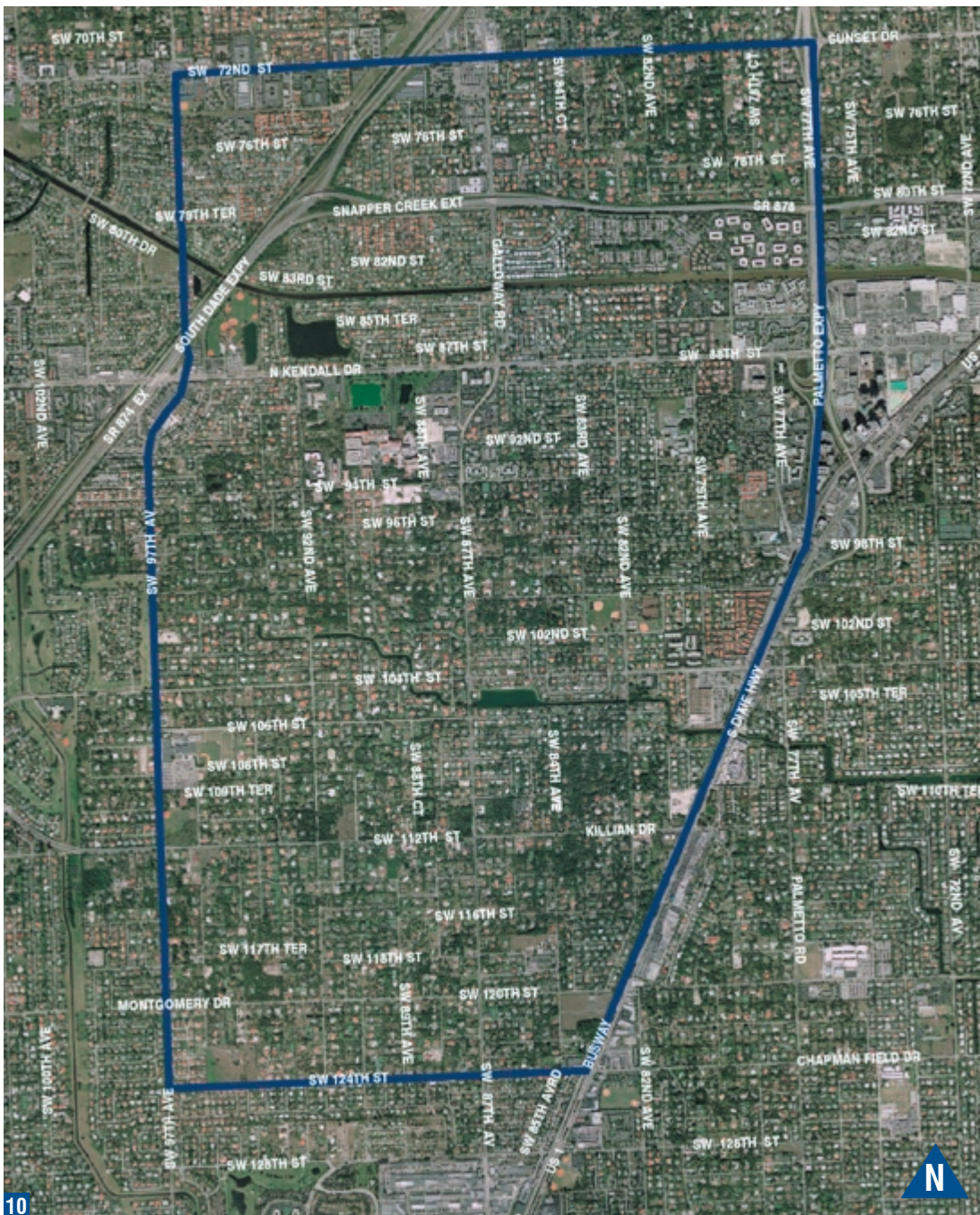
Zoning in East Kendall closely reflects the existing land uses, with EU-1, EU-M, EU-S, and RU-1 zoning districts totaling about 81 percent of the land in the study area. All other zoning districts each occupy 3 percent or less of the study area. Multifamily zoning is found in the area of 77th Avenue, between Kendall Drive and 98th Street; in the Kings Creek area south of the Snapper Creek Expressway; and immediately surrounding Baptist Hospital to the east and west. Figure 17 illustrates existing zoning in the study area.

Traffic

Not unlike most of Miami-Dade County, concerns expressed by residents throughout the charrette process centered mainly on the amount of traffic passing through the study area. Given that Miami-Dade has developed in a primarily suburban form which virtually requires car ownership for mobility, it is not surprising that traffic is a primary concern. Additionally, East Kendall is burdened by its location within the metropolitan area and the prevalent east-west peak-hour traffic movement on major roadways.

According to 2005 data from the Miami-Dade Metropolitan Planning Organization (MPO), Kendall Drive, Sunset Drive, 104th Street, and 87th Avenue within the study area are operating at a failing level of service. Opportunities for reduced traffic volumes on these roadways are remote, as there are few if any opportunities for expansion of existing roads or construction of new roads in or around the study area.

The grid network of streets in East Kendall provides both benefits and drawbacks. The grid allows a diversity of routes between any two



10.2006 aerial photography of the East Kendall Charrette study area

STUDY AREA

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points, but at the same time local streets in the grid experience cut-through traffic during peak hours. In an effort to reduce vehicle speeds and discourage cut-through traffic roundabouts or traffic circles are scheduled to be installed at two locations along SW 82nd Avenue.

Transit Service

Metrobus routes 87, 88, 104, and 136 directly serve the study area. Bus route 72 operates along Sunset Drive at the northern boundary of the study area. All these routes connect to the Metrorail system and routes operating on the South Dade Busway. KAT routes 204, 272, and 288 provide limited-stop service mainly during peak-hours on the Snapper Creek Expressway through the study area.

The Miami-Dade MPO has conducted two recent studies that will affect transit service in East Kendall: The South Link Alternatives Analysis was completed in 2006 and the Kendall Link Alternatives Analysis is currently ongoing. For the South Link study, the MPO board selected the bus rapid transit alternative to be included in the Long Range Transportation Plan. This alternative included an extension of Metrorail south from Dadeland South station to SW 104th Street and U.S. 1. The Kendall Link study was recently completed and evaluated additional transit service along Kendall Drive, the Turnpike, State Road 874 and the Palmetto Expressway. In October 2007, the MPO board elected to further study various alternatives for transit service along Kendall Drive for both short- and long-term implementation.



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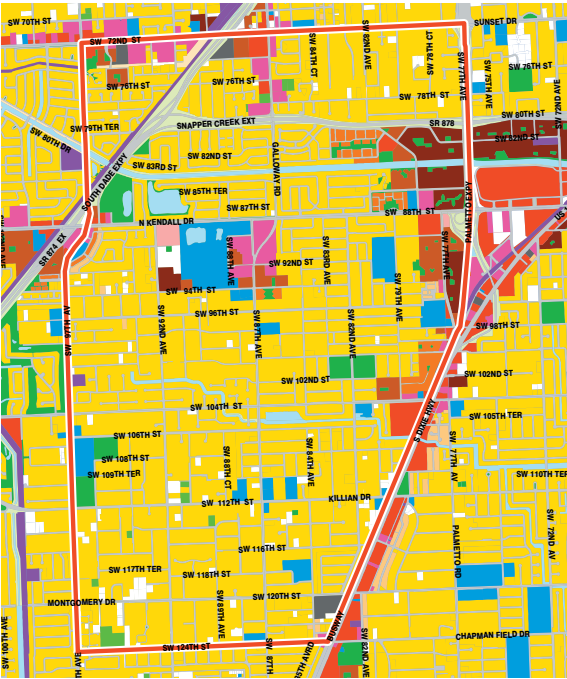
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- 11. View east on Kendall Drive at SW 92nd Avenue
- 12. Kenwood K-8 Center
- 13. View west on SW 112th Street at 82nd Avenue
- 14. Continental Park

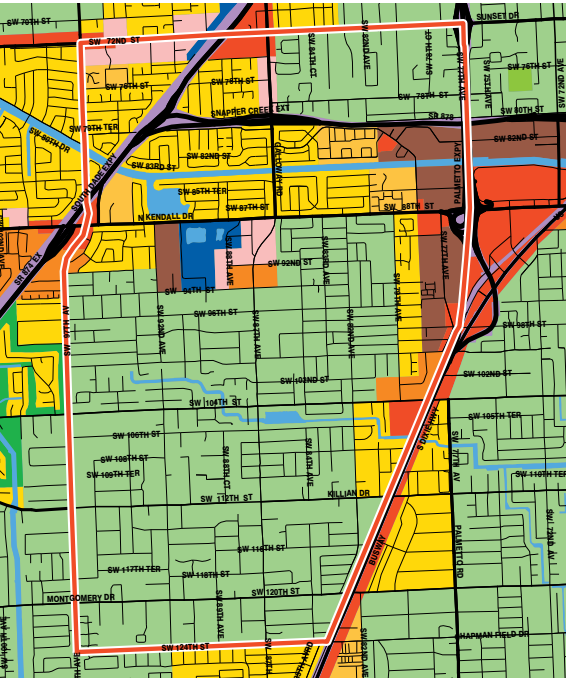
15. Existing Land Use



Study Area

Land Use	Acres	Percent
Agriculture	19.7	0.5%
Single-Family	2,283.2	57.8%
Townhouses	51.3	1.3%
Low-Density Multi-Family	82.4	2.1%
Multi-Family, Migrant Camps	78.5	2.0%
Shopping Centers, Commercial, Stadiums, Tracks	50.2	1.3%
Office	79.2	2.0%
Institutional	155.4	3.9%
Industrial	21.8	0.6%
Communications, Utilities, Terminals, Plants	17.2	0.5%
Streets/Roads, Expressways, Ramps	738.6	18.7%
Expressway Right of Way Open Areas	58.6	1.5%
Parks (Including Preserves & Conservation)	99.6	2.5%
Vacant, Government Owned	7.8	0.2%
Vacant Unprotected	85.3	0.2%
Water	86.1	2.2%

16. Future Land Use Plan



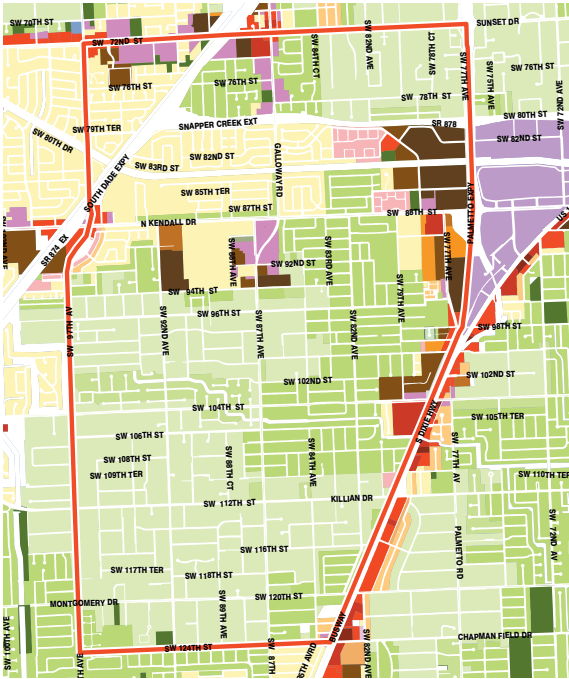
Study Area

Designated Land Use

Estate Density (EDR) 1-2.5 Units/Acre
Low Density (LDR) 2.5-6 Units/Acre
Low-Medium Density (LMDR) 5-13 Units/Acre
Medium Density (MDR) 13-25 Units/Acre
Medium-High Density (MHDR) 25-60 Units/Acre
Business and Office
Office/Residential
Institutional and Public Facility
Parks and Recreation
Water
Transportation (ROW, Rail, Metrorail, Etc.)

Expressways
Major Roadways (3 OR MORE LANES)
Minor Roadways (2 LANES)

17. Zoning



Study Area

Zone	Acres	Percent
AU, Agriculture	24.7	0.6%
BU-1, Business - Neighborhood	15.6	0.4%
BU-1A, Business - Limited	13.8	0.3%
BU-2, Business - Special	34.2	0.9%
EU-1, Estate Single Family 1 Acre Gross	1,576.3	39.9%
EU-M, Estate Single Family 15,000 Square Feet Net	929.8	23.6%
EU-S, Estate Single Family 25,000 Square Feet Gross	140.8	3.6%
GU, Interim Use	33.7	0.9%
IU-1, Industrial - Light	5.3	0.1%
NONE, No zoning applied	187.9	4.8%
OPD, Office Park District	3.0	0.1%
RU-1, Single Family 7,500 Square Feet Net	569.8	14.4%
RU-1Z, Single Family Zero Lot Line 4,500 Square Feet Net	2.3	0.1%
RU-2, Two Family 7,500 Square Feet Net	16.2	0.4%
RU-3M, Apartments 12.9 Units/Acre Net	17.1	0.4%
RU-4, Apartments 50 Units/Acre Net	10.0	0.3%
RU-4A, Apartments 50 Units, Hotel 75 units/Acre Net	14.5	0.4%
RU-4L, Apartments 23 Units/Acre Net	82.0	2.1%
RU-4M, Apartments 35.9 Units/Acre net	119.1	3.0%
RU-5A, Semi-professional Office 10,000 Square Feet Net	95.3	2.4%
RU-TH, Townhouse 8.5 Units/Acre Net	55.4	1.4%

CITIZENS' PLANS

These drawings, the Citizens' Plans, were created October 21, 2006 during the design workshop by groups of 8-12 participants. These plans guided the design team in developing the concepts and recommendations within this Report.

The bulleted items below each plan are concepts from the plan drawings and from presentations made by participants in each group. In the following pages, these specific concerns within the study area are analyzed and recommendations given for their improvement.



Group 1

- Add trees, sidewalks, and pedestrian lighting
- Create monumental entrance features at SW 97th Ave., Sunset Dr., Kendall Dr. and Killian Dr.
- Use roundabouts for traffic calming
- Use bike paths to connect parks and to connect east to west
- No more zoning changes for higher buildings
- Stop sign at Snapper Creek Dr. and SW 97th Ave.



Group 2

- Entrance features at Kendall Dr. at SW 97th Ave., U.S. 1
- Rename area "Kendall" or "Historic Kendall"
- Beautify commercial areas
- Fix buildings, landscaping and parking for K-Land
- A property owner is willing to donate 3 acres of land to convert into a botanical park
- Continental Park for use by the entire community
- Dice House could be used for a community center
- Line streets with trees and solar powered lighting
- Plant greens under expressway
- Have a green area in redevelopment of Kmart site
- Traffic calming on SW 92nd Ave. and SW 94th St.
- Traffic study on SW 120th Ave. and on SW 97th Ave.
- No setback variances for commercial and residential properties



Group 3

- Add bicycle path and sidewalk along Sunset Dr. between SW 77th Ave. and SW 87th Ave.
- Traffic study at Sunset Dr. and Snapper Creek
- Redevelop Winn Dixie
- Traffic calming at SW 78th St. between SW 87th Ave. and SW 77th Ave.
- Roundabout at SW 78th St., SW 120th Ave., and SW 124th Ave.; Maintain residential character, village like setting
- Traffic calming between SW 77th Ave. and U.S. 1 and at the Snapper Creek exit and SW 87th Ave.
- Linear Park on Snapper Creek Canal, with landscaping, sidewalks, and pedestrian bridge
- Fix intersection at SW 82nd Ave. and Kendall Dr.
- Make streets one lane in each direction with turning lanes only at intersections, and landscaping, sidewalks, street signage and lighting



Group 4

- No high-rises west of Palmetto Expressway
- Maintain building heights at 4 stories
- More street lighting
- Entrance features at Palmetto and Kendall Dr.
- Underground Power lines
- Metrorail consistent with architecture of area and place a little further south from intersection at SW 104th St.
- More parks and green spaces
- Landscape corner of Galloway and Kendall Dr.
- Change paving of road as traffic calming instead of roundabouts
- Traffic calming at SW 97th Ave. between Kendall Dr. and SW 94th St.



Group 5

- Maintain a green appearance
- Landscaping along streets and canal
- Pedestrian connectivity
- Roundabouts at SW 96th St. and SW 82nd Ave. and SW 100th Ave.
- Create more parks
- Higher density at K-Mart site
- Turn paint testing site into park
- County owned parcel into park
- Restore tree canopies in area
- Improve SW 77th Ave. with curb and gutter, landscaping and sidewalks
- Close illegal right turn from Dadeland Towers onto SW 98th St.



Group 6

- Keep East Kendall a residential area
- Add signage, lampposts, and entrance features that pertain to one characteristic (like Pinecrest)
- Traffic calming: add greens, sidewalks, curb and gutters
- Traffic safety, at SW 87th Ave. and Kendall Dr.
- Beautify gas facility on Kendall Dr. and 87th Ave.
- Concerned about cut through traffic and about Metrorail extension
- Widen SW 112th St. or Snapper Creek Expressway to alleviate traffic congestion
- Create a new East-West connector
- Implement a mini bus loop that travels within the area, going to the hospital and Dadeland
- Close 82nd Ave. through Continental Park
- Put roundabouts at all corners of Continental Park
- Add turning lanes on SW 104th St. and SW 77th Ave.



Group 7

- Create an Architectural Design Board to guide entire area
- More parks and green areas
- Redevelop paint testing site into a dog park; allow for dog park area at Ron Ehmann Park and Continental Park
- Make K-Land Park public
- Create park at County owned parcel
- Leave a green area at Kmart site when redeveloped
- Create linear park along Snapper Creek Canal
- Create a bicycle path along Charrette area
- Add trees, sidewalks and curb and gutters to streets
- Widen SW 87th Ave. and 97th Ave.
- Provide sewer and water connections to all houses
- Entrance features at major areas
- No high density at major corridors, limit to 3–4 stories
- Traffic calming on SW 124th St. by using pavers



Group 8

- Operate a neighborhood trolley
- Restricted zoning development along bus way
- Require more parking for buildings
- Buy unimproved private properties to turn into parks
- Create a connection through expressway on SW 97th Ave.
- Add roundabouts at SW 82nd Ave., SW 79th Ave., SW 96th St. and SW 106th St.
- Connect green spaces through sidewalks or bicycle paths
- Add another entrance into Baptist Hospital on the west side and add traffic light at entrance on Kendall Dr.
- Linear Park along canal
- Turn paint testing site and K-Mart site into parks
- Keep hotel from becoming a high rise and use as a community building
- Move office buildings off of Kenwood school grounds



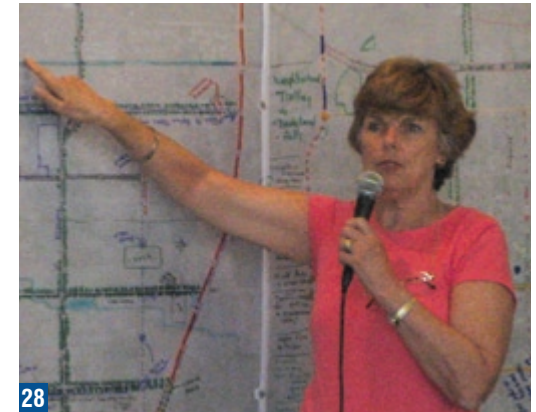
Group 9

- Traffic concerns
- Metrorail transit along Kendall
- Connect SW 97th Ave. through 874 expressway
- Provide all utilities underground
- Maintain Ron Ehmann park
- When Kendall Hotel is redeveloped for high rise, keep a part as a park
- Create parks at SW 103rd Ave. and at church
- Provide a pocket park on every block
- Maintain building heights to a maximum of 4 stories, except at main streets
- Require architecture to be modern, not eclectic or Mediterranean
- Implement ideas that come out of charrette
- More parking for medical buildings



Group 10

- More landscaping throughout the area
- Widen SW 87th Ave. at Kendall Drive, or provide traffic calming at intersection
- Renovate Kendall Library
- Entrance feature with consistent characteristics
- Landscape major thoroughfares
- Enforce keeping the area clean, no trash
- Additional street lighting
- Enforce solicitation of homeless in parks
- All vacant lots on map should be parks
- Roundabouts at SW 97th Ave. and SW 104th St.
- Add trees around Winn Dixie parking lot, or redevelop
- "No outlet" signs for drivers around Winn Dixie Shopping center
- Sidewalks on streets
- Reinstate right turn signal on U.S. 1 and SW 104th St.



18-27. Citizens' Plans
28-30. Citizens presenting Plans

CHARRETTE ILLUSTRATIVE PLAN

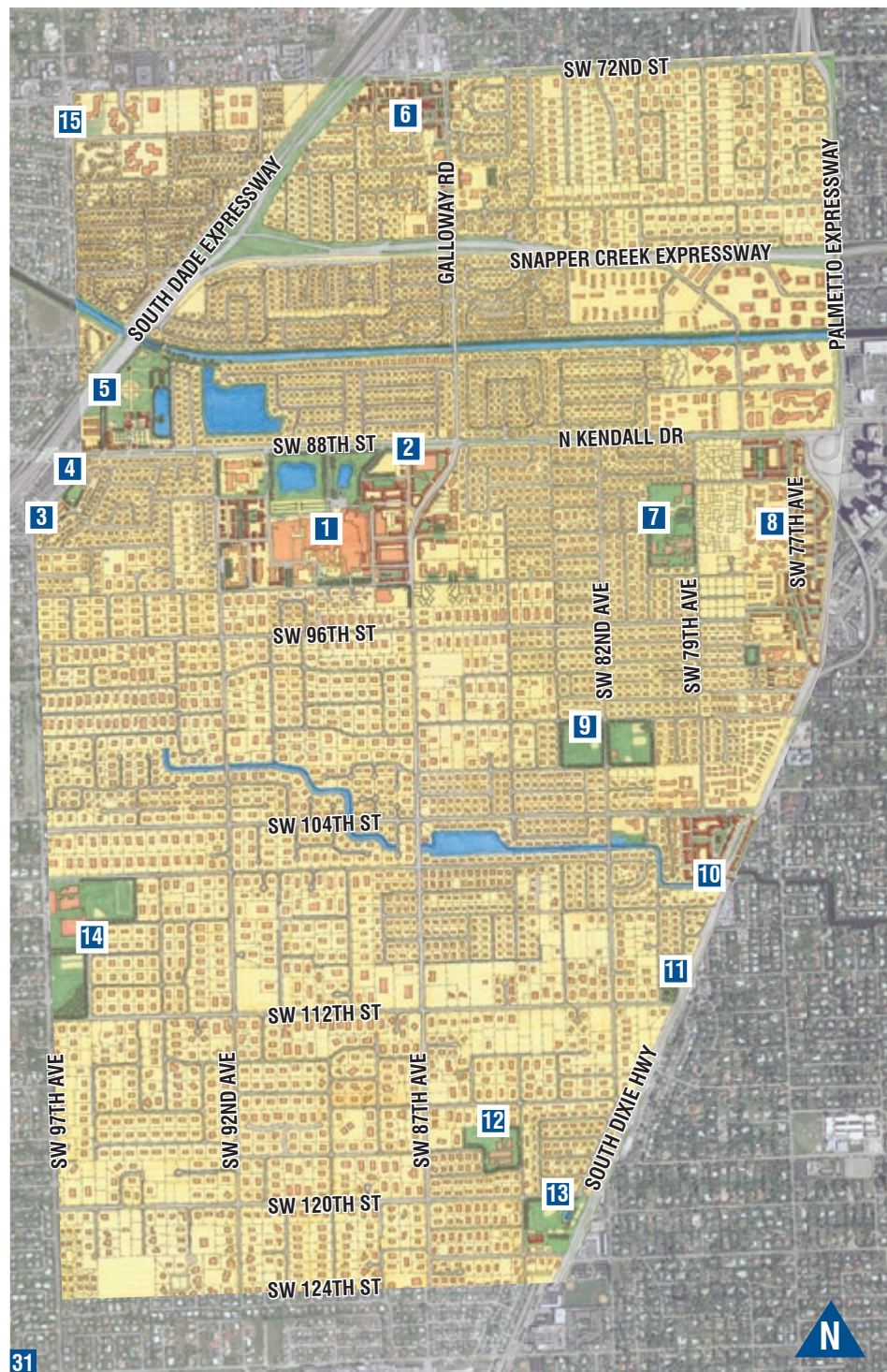
The Charrette Illustrative Plan shown on this page and the recommendations in the next section result from the application of urban design principles applied to specific issues within the study area. Each area was carefully studied, and the recommendations were developed based on the Citizens' Plans made during the Charrette.

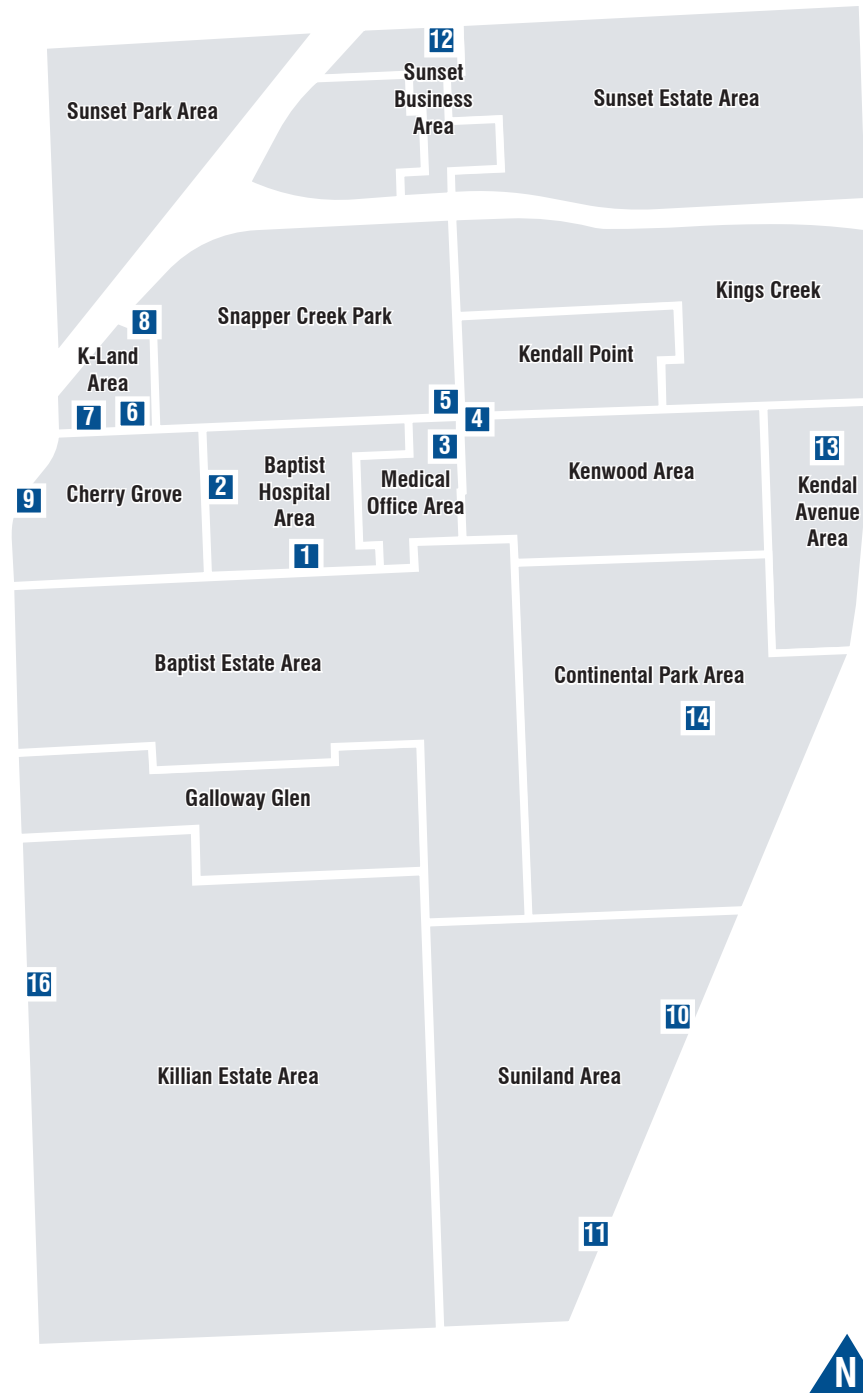
These recommendations intend to begin to enhance the existing conditions within the study area in order to:

- Encourage pedestrian activity
- Enhance the character of the study area
- Encourage ease of circulation for both pedestrians and vehicles
- Encourage pedestrian activity
- Provide meaningful, well-defined, and accessible open spaces

POINTS OF INTEREST

- | | | |
|-------------------------|-------------------------|-----------------------------------|
| 1. Baptist Hospital | 7. Kenwood K-8 Center | 13. Paint testing facility |
| 2. Medical Office Area | 8. 77th Avenue Area | 14. Miami Killian/Ron Ehmann Park |
| 3. Library | 9. Continental Park | 15. Sunset Park |
| 4. Cherry Grove Park | 10. K Mart | |
| 5. K-Land Park | 11. County-owned parcel | |
| 6. Sunset Business Area | 12. Vineland Elementary | |





RECOMMENDATIONS KEY

Each of the sub-areas illustrated in the diagram to the left has either a common character or a strong defining boundary. The recommendations listed below are organized around these sub-areas and presented in detail in the following pages. Transportation-specific recommendations are shown on page 14.

- | | | |
|--|---|---|
| 1. Landscaping along 94th Street | ments in parking area along Kendall Drive | 13. Redevelopment of apartment complexes along 77th Avenue |
| 2. Development of Mission Bell site | 8. Pedestrian/bicycle bridge to Snapper Creek Trail | 14. Improvements to 82nd Avenue within Continental Park |
| 3. Street improvements and additional parking in medical office area | 9. Improvements to Kendall Library | 15. Improved drop-off/pick-up area at Miami Killian Senior High |
| 4. 87th Avenue/Kendall Drive improvements | 10. Conversion of county-owned parcel to park | |
| 5. Gateway and landscaping at gas pipeline facility | 11. Conversion of paint testing facility to park, pool, and library | |
| 6. K-Land Park improvements | 12. Winn-Dixie shopping center redevelopment | |
| 7. Landscaping improve- | | |

TRAFFIC MANAGEMENT

Throughout the charrette process traffic engineering professionals were essential in identifying needs and developing solutions to traffic issues in the East Kendall study area. Cathy Sweetapple & Associates, whose services were provided for by Baptist Hospital, worked with the steering committee prior to the charrette workshop providing traffic count data and suggested traffic calming measures. Florida Transportation Engineering, Inc. (FTE) provided analysis and design expertise during the week of the charrette workshop. Recommendations from prior studies of Kendall Drive conducted by the MPO were also analyzed.

The traffic management recommendations presented here are consistent with the following principles:

- Reflect the desires of the community
- Be feasible
- Be comprehensive
- Provide the best alternative given constraining elements
- Enhance safety

Limiting factors

Keeping these principles in mind, several factors are evident when attempting to develop solutions to manage traffic in the study area:

- Major roadways are currently operating at or over their capacity
- Traffic traveling through the study area on major roadways is unlikely to be diverted elsewhere
- Adding additional roadway capacity is generally not possible due to limited right-of-way and existing development
- The ‘funnel effect’ caused by limited crossings of expressways and canals reduces the effectiveness of the street network

All these contribute to undesirable side effects, such as cut-through traffic on local streets and the frequent occurrence of accidents at many intersections.

Needs assessment

Traffic issues were assessed based on the input of charrette participants, analysis of the Citizens’ Plans, and comments from residents who met with the traffic engineers during the charrette week. For each of those locations of concern, previously collected traffic count data was reviewed as well as Miami-Dade County traffic calming criteria (traffic volume, speed, accidents, and cut-through).

Traffic solutions for the area developed during the charrette are summarized as follows:

- For major intersections along FDOT corridors, improvements such as lane reconfiguration, signal timing modifications, and further traffic studies, in particular for Kendall Drive at SW 87th Avenue, are recommended.
- FTE recommended various traffic calming measures, such as medians for corridors like SW 77th and 97th Avenues, traffic circles in various locations, bike lanes, sidewalks, street realignments and corridor beautifications.
- In addition, several traffic issues around Miami Killian Senior High were identified. FTE recommended an additional drop-off lane accompanied by greater police enforcement around the school.
- New connections to Baptist Hospital to serve the many employees and visitors and alleviate traffic and parking conditions around the hospital.
- Additional traffic management strategies, including: transit circulator routes, improved connections outside the East Kendall area, and bicycle and pedestrian trails.



continued from previous page

The recommendations that follow are organized north to south, and grouped into the areas shown on page 12. Figure 35 also illustrates the general location of many of these recommendations.

Sunset Estate Area

- Pedestrian and landscape improvements along SW 72nd Street
- Roundabouts at SW 78th Street at the intersections of 82nd Avenue and 78th Court
- Roundabout at SW 80th Street and 77th Avenue
- Sidewalk and bicycle paths along SW 77th Avenue between 72nd Street and the Snapper Creek Canal

Sunset Business Area

- New street connections as a result of the redevelopment of the Winn Dixie Shopping Center area
- Close access to SW 74th Terrace to/from SW 87th Avenue
- Traffic calming device on SW 84th Place between Sunset Drive and SW 74th Terrace

Kings Creek

- Sidewalk and bicycle paths along Snapper Creek Canal
- Roundabout at SW 79th Avenue and 86th Street

Kendall Drive

- Pedestrian and landscape improvements along SW 88th Street
- Southbound right-turn lane from SW 88th Street to 87th Avenue
- Further traffic study of SW 88th Street and 87th Avenue intersection

Cherry Grove

- Additional turn lanes from northbound SW 97th Avenue to 88th Street
- Further traffic study on SW 88th Street and 97th Avenue intersection



TRAFFIC MANAGEMENT

continued from previous page

Kendal Avenue Area

- Median along SW 77th Avenue between 88th and 98th Streets

Medical Office Area

- Sidewalks, landscaping and on-street parking along SW 87th Court and where right-of-way permits on 87th Avenue

Baptist Hospital Area

- Additional street connections to SW 92nd Avenue and 94th Street

Baptist Estate Area

- Sidewalks along SW 92nd Avenue
- Bicycle lanes and median along SW 97th Avenue
- Roundabouts on SW 92nd Avenue at 94th and 96th Streets

Kenwood Area

- Roundabout at intersection of SW 79th Avenue and 96th Street
- Modify swale areas to deflect roadway centerline for traffic calming on SW 83rd Avenue
- Intersection improvements at SW 88th Street and 82nd Avenue

Continental Park Area

- Add on-street parking, street trees, textured pavement to SW 82nd Avenue adjacent to Continental Park
- Add bike lanes, street trees, sidewalks to SW 82nd Avenue from Continental Park to 120th Street
- Roundabout at intersection of SW 82nd Avenue and 102nd Street
- Median along SW 104th Street from U.S. 1 to 82nd Avenue
- Traffic signal at intersection of SW 104th Street and SW 79th Avenue
- Traffic signal operation study at SW 104th Street and SW 87th Avenue
- Sidewalks and bicycle paths along SW 104th Street

- In addition, roundabouts are currently scheduled for construction on SW 82nd Avenue at 96th and 100th Streets

Galloway Glen

- Roundabout at intersection of SW 106th Street and 92nd Avenue

Suniland Area

- Sidewalk and bicycle paths along SW 112th Street
- Street realignment at intersection of SW 82nd Road and 120th Street
- Roundabout at intersection of SW 82nd Avenue and 108th Street
- Roundabout at intersection of SW 120th Street and 84th Avenue
- Improved sidewalks along SW 84th Avenue in the Vineland Elementary vicinity
- Connect SW 120th Street across Busway to U.S. 1

Killian Estate Area

- Improved drop-off/pick-up area for Miami Killian Senior High
- Traffic study for SW 97th Avenue in the Miami Killian Senior High vicinity
- Roundabout at intersection of SW 120th Street and 92nd Avenue

Area-wide

- Transit circulator between Metrorail stations, Baptist Hospital, and Kendall Library

Shown on the following pages are renderings and diagrams illustrating many of the recommendations listed above.

Kenwood Area / SW 83rd Avenue

Existing



Recommended



Extending the grass swale in certain areas and adding street trees can visually curve the roadway and provide a traffic calming effect. This may be used on residential streets throughout the study area as shown in the photo-simulation of SW 83rd Avenue above.

Baptist, Killian Estate Areas / SW 97th Avenue

Existing

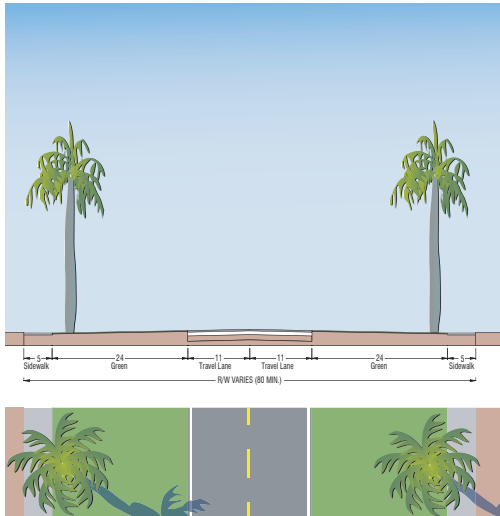


Figure 38. SW 97th Avenue, existing section

Recommended

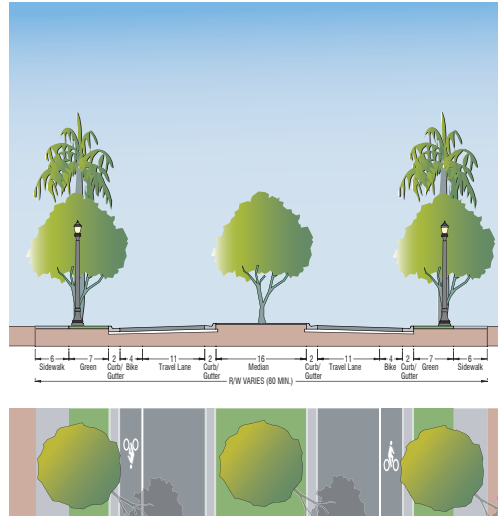


Figure 39. SW 97th Avenue, recommended section

	Existing Condition	Recommended Improvements
R.O.W width	80-ft	----
Type	Residential	----
Movement	Two-way	----
Number of traffic lanes	2	----
Lane width	11-ft each	----
Direction of traffic lanes	2-way	----
Parking lanes	none	----
Bike Lanes	none	4-ft lane each side
Sidewalk width	5-ft each side	6-ft each side
Planting Strip Width	24-ft each side	7-ft each side
Curb and gutter	none	at median and road edge
Tree pattern	varies	Symmetrical
Tree type	varies	Shade and palm
Median	none	16-ft landscaped
Lighting	none	pedestrian scale, both sides



40



41

SW 97th Avenue is an important route to Miami Killian Senior High; improving this roadway with a median, bike lanes, and pedestrian-scaled lighting may encourage greater pedestrian and bicycling activity. A photo-simulation of 97th Avenue with these elements is shown above right.

TRAFFIC MANAGEMENT

Area-wide / Residential Streets

Existing



42

Recommended



43

Traffic circles or roundabouts such as the kind shown above may be used on residential streets throughout the study area to discourage cut-through traffic and provide for traffic calming.

Medical Office Area / SW 87th Court

Existing

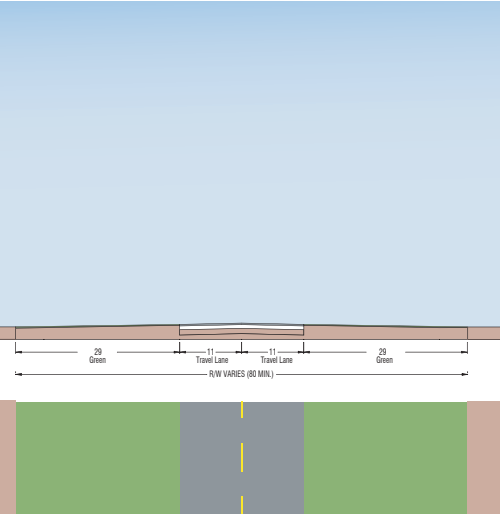


Figure 44. SW 87th Court, existing section

Recommended

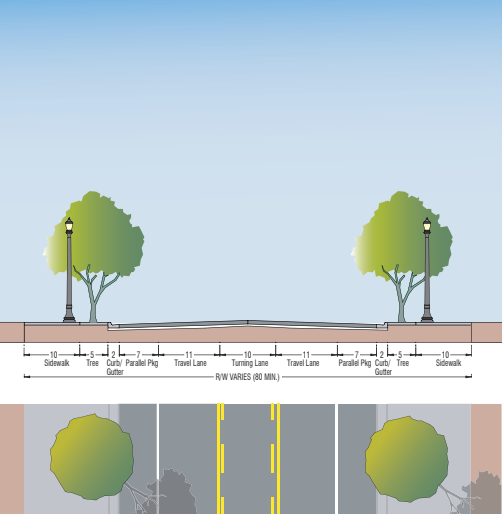


Figure 45. SW 87th Court, recommended section

	Existing Condition	Recommended Improvements
R.O.W width	80-ft	-----
Type	Suburban residential	Urban commercial
Movement	Two-way	-----
Number of traffic lanes	2	-----
Lane width	11-ft each	-----
Direction of traffic lanes	2-way	2-way with turn lane
Parking lanes	none	7-ft each side
Bike Lanes	none	-----
Sidewalk width	none	10-ft each side
Planting Strip Width	29-ft each side	trees in planters
Curb and gutter	none	at road edge
Tree pattern	varies	Symmetrical
Tree type	varies	Shade or palm
Median	none	-----
Lighting	none	pedestrian scale, both sides

Currently SW 87th Court just east of Baptist Hospital has no sidewalks or landscaping and its swales are marked with numerous ‘no parking’ signs. To provide needed additional parking, 87th Court should be improved with on-street parking, sidewalks, street trees, and lighting as illustrated above.

Kendall Drive / SW 88th Street

Existing

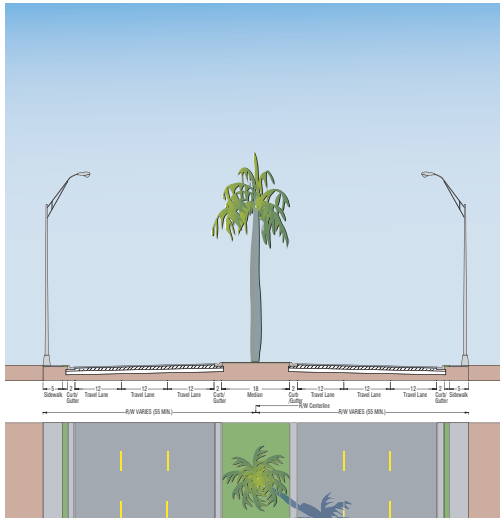


Figure 46. SW 88th Street, existing section

Recommended

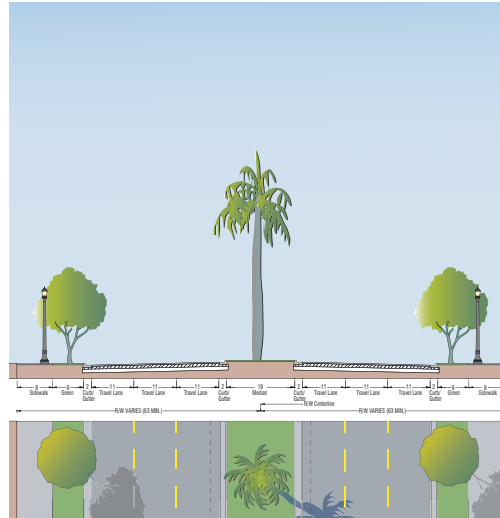


Figure 47. SW 88th Street, recommended section

	Existing Condition	Recommended Improvements
R.O.W width	110-ft	126-ft
Type	Suburban arterial	----
Movement	Two-way	----
Number of traffic lanes	6	----
Lane width	12-ft each	11-ft each
Direction of traffic lanes	2-way	----
Parking lanes	none	----
Bike Lanes	none	----
Sidewalk width	5-ft each side	8-ft each side
Planting Strip Width	1-ft each side	8-ft each side
Curb and gutter	at road edge	----
Tree pattern	none	Symmetrical
Tree type	none	Shade
Median	landscaped	----
Lighting	highway, one side	pedestrian scale, both sides

Kendall Drive is recommended to provide wider sidewalks and landscaped planting strips at the roadway edges. A photo-simulation of additional landscaping is shown above right.



48



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TRAFFIC MANAGEMENT



Continental Park / SW 82nd Avenue

Existing

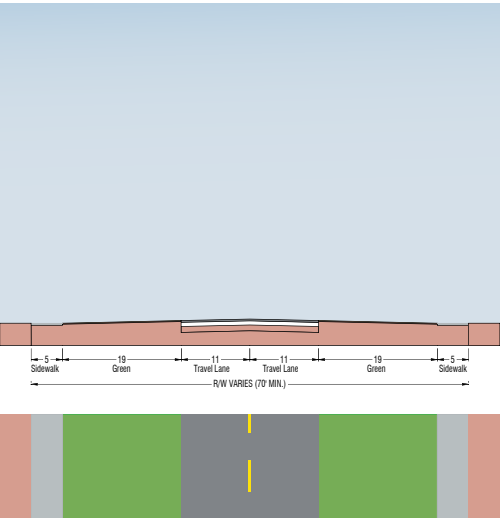


Figure 53. SW 82nd Avenue, existing section

Recommended

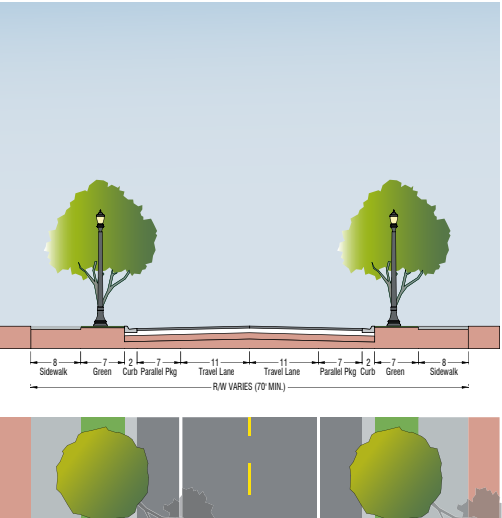


Figure 54. SW 82nd Avenue, recommended section

	Existing Condition	Recommended Improvements
R.O.W width	70-ft	-----
Type	Suburban residential	Urban park
Movement	Two-way	-----
Number of traffic lanes	2	-----
Lane width	11-ft each	-----
Direction of traffic lanes	2-way	-----
Parking lanes	none	7-ft each side
Bike Lanes	none	-----
Sidewalk width	none	8-ft each side
Planting Strip Width	29-ft each side	7-ft each side
Curb and gutter	none	at road edge
Tree pattern	none	Symmetrical
Tree type	none	Shade
Median	none	-----
Lighting	none	pedestrian scale, both sides

SW 82nd Avenue through Continental Park is recommended to be improved with on-street parking in place of the parking in the swale area that typically occurs. In addition, crosswalks with textured paving, curb and gutters, and pedestrian-scaled street lighting are recommended. A photo-simulation of these elements is shown above left.

Continental Park, Sunland Areas / SW 82nd Avenue

Existing

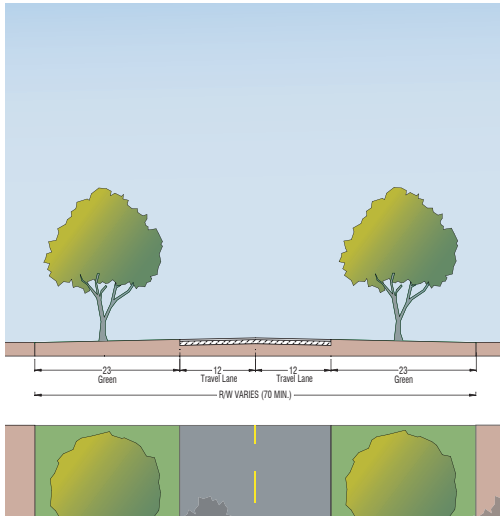


Figure 55. SW 82nd Avenue, existing section

Recommended

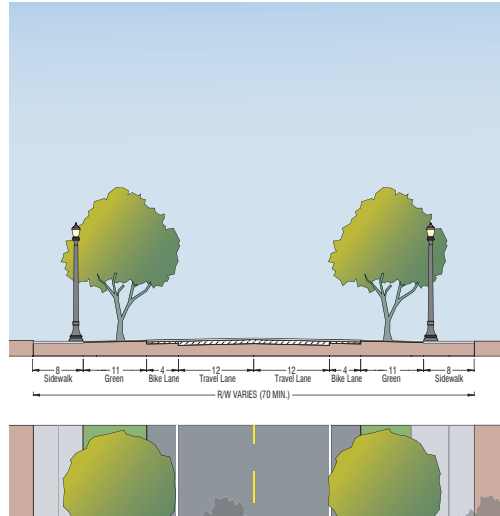


Figure 56. SW 82nd Avenue, recommended section

	Existing Condition	Recommended Improvements
R.O.W width	70-ft	----
Type	Suburban residential	----
Movement	Two-way	----
Number of traffic lanes	2	----
Lane width	12-ft each	----
Direction of traffic lanes	2-way	----
Parking lanes	none	----
Bike Lanes	none	4-ft lane each side
Sidewalk width	varies	8-ft each side
Planting Strip Width	23-ft each side	11-ft each side
Curb and gutter	none	----
Tree pattern	random	Symmetrical
Tree type	varies	Shade
Median	none	----
Lighting	none	pedestrian scale, both sides

SW 82nd Avenue from Continental park south to SW 120th Street is recommended to be improved with sidewalks, bike lanes and street lighting as shown above.

Kendal Avenue Area / SW 77th Avenue

Existing



Recommended



SW 77th Avenue in the Kendal Avenue Area is recommended to be improved with a median and additional landscaping as shown in the photo-simulation above.