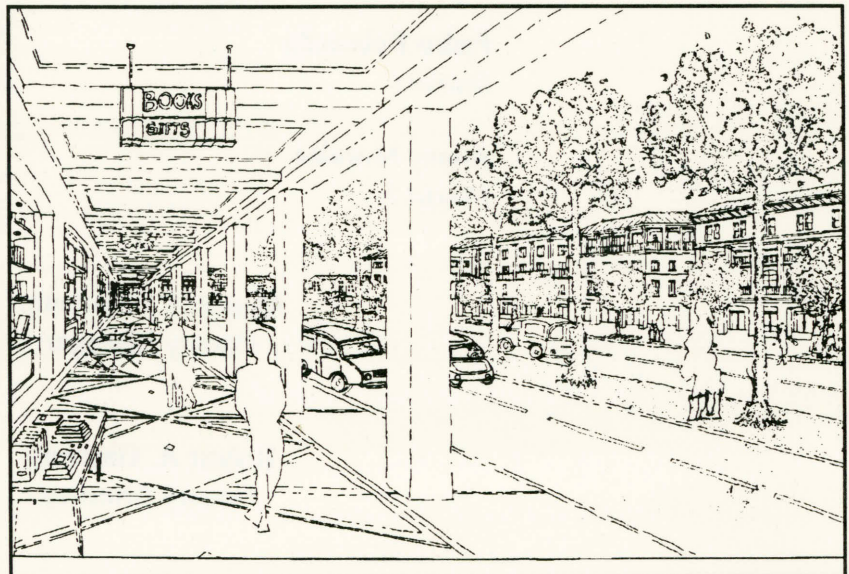
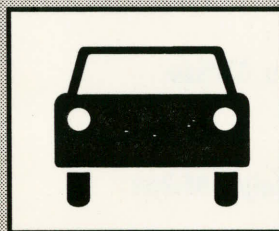
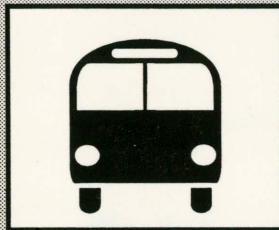


WEST FLAGLER STREET CORRIDOR STUDY

IMPLEMENTATION MEASURES REPORT



Prepared by the
Miami-Dade County
Department of Planning, Development
and Regulation

September 1998

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EXECUTIVE SUMMARY

Background

The Miami-Dade County Department of Planning, Development and Regulation completed the *Specific Area Planning Report for Improving Mobility for the West Flagler Street Corridor Study Area* in September, 1997. That Report was prepared under the auspices of the Metropolitan Planning Organization's 1997 *Unified Planning Work Program for Transportation for Miami-Dade County (UPWP)*, Task No. 2.15. The objective of the Report was to develop a land use and design plan for a transit-served corridor to produce a land use pattern and redevelopment designs that promote mobility by means other than single occupant vehicles (SOV's). The Report contained recommendations dealing with land use and development, pedestrian and bicycle facilities, transportation, parking, and urban design. The Study Area is bounded by State Road 836 on the north, the Tamiami Canal on the south, NW/SW 72 Avenue on the east, and the Homestead Extension of Florida's Turnpike on the west.

Purpose

The 1998 UPWP, Task No. 2.15 calls for the implementation of the recommended planning activities contained in the *Specific Area Planning Report for Improving Mobility for the West Flagler Street Corridor Study Area* and the *Specific Area Planning Report for Improving Mobility for the Dadeland Regional Activity Center*. For each recommendation in the Report for the West Flagler Street Corridor Study Area, this Report lists both current and future implementation measures to ensure that the recommendations are implemented. A separate Implementation Report is being prepared for the Dadeland Regional Activity Center.

Methodology

A Work Group composed of several different agencies, including the Miami-Dade Department of Planning, Development and Regulation (DPDR), the Secretariat of the Metropolitan Planning Organization for the Miami Urbanized Area (MPO), the Miami-Dade Transit Agency (MDTA), the Miami-Dade Public Works Department (PWD), and the Florida Department of Transportation, District Six Office (FDOT), formulated a process over a series of meetings to develop implementation measures to address the recommendations formulated in the *September, 1997 Mobility Report*.

The Department of Planning, Development and Regulation disseminated information on this Report and the implementation process to the community through presentations made to members of the Westchester Community Council (Community Council 10) on May 6, 1998 and July 1, 1998. Members of the Council and the public were given the opportunity to ask questions on the Report and the implementation process and were urged to participate in this planning process. A different measure or measures for implementation with a unique time frame adheres to each recommendation. These measures are designed to facilitate the transformation of the West Flagler Street Corridor Study Area into an area which is conducive to the use of such alternative

transportation modes to the SOV, as walking, bicycling, and transit. Where the recommendations are addressed through adopted documents such as the *Comprehensive Development Master Plan (CDMP)*, the *Code of Miami-Dade County*, and programmed or planned measures, this Report lists the specific CDMP policy, Code Section, and the specific report or program. For future implementation measures, the Work Group formulated the measure most appropriate to address the recommendation and the time frame necessary to implement the recommendation.

In addition to the implementation measures, a set of urban design guidelines is also included to be used by County staff to guide the future development and redevelopment of the Study Area so that a more livable community is created where residents and visitors may be able to walk, bicycle, or use public transit to reach their destinations.

Findings

This Report addresses a total of forty-three recommendations to improve non-SOV mobility in the West Flagler Street Corridor Study Area. Of these, thirty-five (approximately 81%) are currently being implemented by one or more agencies. Eight (approximately 19% of total) recommendations are not being implemented at the present time. Forty-two (approximately 98%) of the recommendations are programmed to be implemented or may be implemented through the inclusion of additional programming in the future. In some of these cases, the future implementation measure may differ from the present measure. For one (approximately 2% of the total) of the recommendations (Pedestrian and Bicycle Facilities Recommendation No. 5) no future implementation measure is listed. Reasons for a lack of future implementation measures are the lack of available right-of-way to include median in the roadway.

Land Use and Zoning

The Land Use and Zoning Section recommends designating the area surrounding the Mall of the Americas as a Metropolitan Urban Center and the area surrounding the intersection of NW 107 Avenue and West Flagler Street as a Community Urban Center. A designation as an Urban Center will provide the most comprehensive set of guidelines for redevelopment in the area which promote pedestrian and bicycle mobility. The Report also provides a set of Urban Design Guidelines to help guide the development and redevelopment in the area. The implementation of a zoning ordinance to be derived from the Urban Design Guidelines will then apply specific development requirements and restrictions, thereby creating a more livable environment.

Pedestrian and Bicycle Facilities

The Pedestrian and Bicycle Facilities Section addresses several recommendations to improve the comfort for pedestrians and bicyclists through programming of facilities such as sidewalks, crosswalks, pedestrian signals, and bicycle lanes. The Florida Department of Transportation will add the following facilities to their "pushbutton contract" in the future.

West Flagler Street Corridor Study Area

Location	Proposed Treatment
NW 87 Ave. at NW 8 St. North Intersection	Nothing. There are no existing pedestrians at this intersection. Moreover, ped activity can be accommodated at south intersection.
NW 87 Ave. at NW 8 St. South Intersection	High emphasis crosswalk over existing.
NW 87 Ave. at NW 7 St.	Already exists; however, we will refurbish markings.
NW 87 Ave. at Park Drive	High emphasis crosswalk over existing.
NW 87 Ave. at W. Flagler St.	High emphasis crosswalk over existing.
NW 87 Ave. at SW 8 St.	High emphasis crosswalk over existing.
NW 107 Ave. at NW 7 St.	High emphasis crosswalk over existing.
W. 107 Ave. at W. Flagler St.	High emphasis crosswalk over existing.
SW 107 Ave. at SW 4 St.	Already exists; however, we will refurbish markings.
SW 107 Ave. at SW 8 St.	High emphasis crosswalk over existing.
W. Flagler St. at W. 84 Ave.	High emphasis crosswalk over existing.
W. Flagler St. at W 82 Ave.	High emphasis crosswalk over existing.
W. Flagler St. at W 79 Ave.	High emphasis crosswalk over existing.
W Flagler St. at W. 72 Ave.	High emphasis crosswalk over existing.
note: high emphasis crosswalks are "zebra-striped" across a roadway.	

source: Florida Department of Transportation, District Six Office

Transportation/Parking

The Transportation Section addresses the recommendations to reduce vehicle miles traveled through the continued implementation of programs such as transit passes, flexible working hours, and carpooling/vanpooling. The Metropolitan Planning Organization is currently preparing a report addressing parking issues Countywide, which may ultimately be utilized to revise the Parking Ordinance.

Urban Design

Finally, the Urban Design Guidelines contained in this Report will help to realize a vision for the future of the study area by developing a sense of place through the mixture of land uses, sensitive integration of public space into the community, human-scaled architecture, walkable streets and blocks, shared parking, and landscaping.

Benefits

In the short term, the benefits derived from the implementation of the recommendations in the *Specific Area Planning Report for Improving Mobility for the West Flagler Street Corridor Study Area Report* include 1) the immediate attention that DPDR, MPO, MDTA, PWD, and

FDOT paid to the need of creating a more pedestrian, bicycle, and transit-friendly environment; 2) the commitment and efforts of these agencies in implementing the recommendations; and 3) the urban design guidelines to be used by DPDR staff to evaluate development and redevelopment proposals in the area.

In the long-term, adherence to these implementation measures and the development and adoption of a zoning overlay district will ultimately realize the desired livable environment and a higher quality of life the community deserves.

1.0 INTRODUCTION

BACKGROUND

Since World War II, American cities have been built in a suburban pattern with separated land uses, wide roadways, deep setbacks, ample and easily accessible parking for automobiles, and low percentages of lot coverage. The result has been long distances between homes and shopping areas, dependence on automobiles for even the simplest of trips and diminishing pedestrian and bicycle activity on streets. Much of the current emphasis of land use planning and urban design, however, focuses on creating more pedestrian, transit and bicycle-friendly environments in order to reduce dependence on the automobile.

For this reason, on May 4, 1995, the Metropolitan Planning Organization for the Miami Urbanized Area approved as part of its *Unified Planning Work Program (UPWP) for FY 1996*, funding for the Department of Planning, Development, and Regulation to prepare a prototype land use/urban design report to produce a land use pattern and development design for a transit-served location or corridor that promote mobility by means other than single-occupant vehicles.

Since 1995, the Department has completed two specific area planning reports for improving mobility. The first report, completed in September, 1996, addressed mobility, land use, and design issues in the Dadeland Regional Activity Center. The second report, completed in September, 1997, addressed similar issues in the West Flagler Street Corridor Study Area (see Figure 1). These reports identify land use, development, and mobility problems in their respective study areas, and proposed specific recommendations to address those problems. The reports further identify capital improvement needs that if addressed, would improve conditions for pedestrian and bicycle use, enhance the use of transit, and reduce traffic congestion.

OBJECTIVE AND PURPOSE

- ♦ Implementation of the recommended planning activities in the *Specific Area Planning Report for Improving Mobility for the West Flagler Street Corridor Study Area* completed in September 1997.

The purpose of the report is to implement recommendations made by in the previous report which was prepared to enhance mobility for pedestrians and bicyclists and to reduce the need for single-occupant vehicles. This report has been prepared in accordance with the Metropolitan Planning Organization's 1998 *Unified Planning Work Program (UPWP)* as Element 2.15.

WEST FLAGLER STREET CORRIDOR STUDY AREA

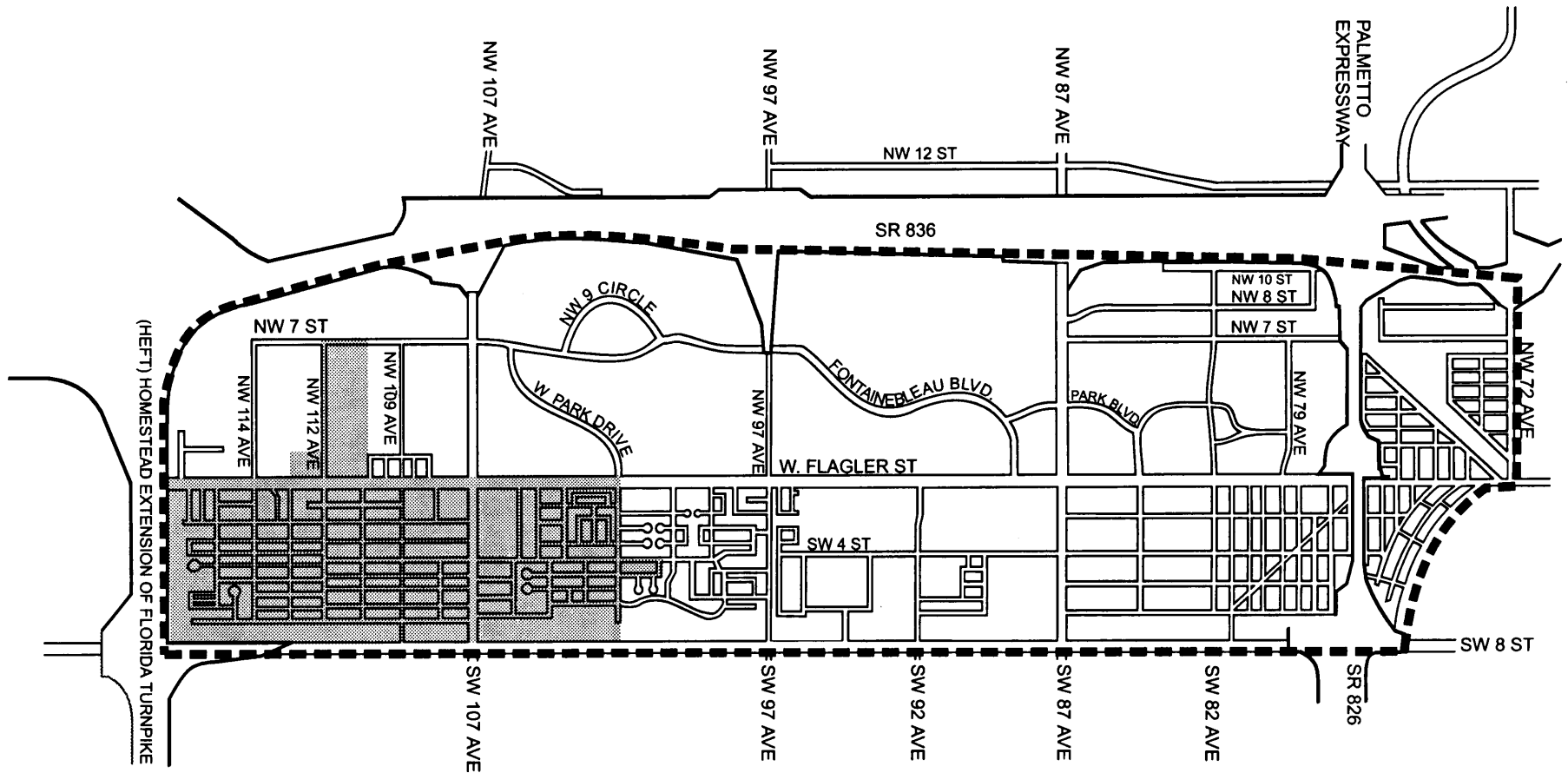
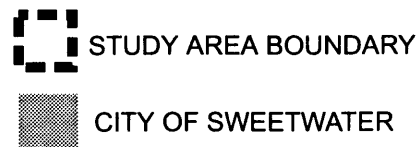


Figure 1 WEST FLAGLER CORRIDOR STUDY AREA



SCALE
0 1320' 2640'



DEPARTMENT OF PLANNING,
DEVELOPMENT AND REGULATION

THE PROCESS

1. Created a Work Group to help in developing a process to implement the recommendations proposed in the report. The Work Group included representatives of the Florida Department of Transportation, Miami-Dade Transit Agency, Miami-Dade Public Works Department, Miami-Dade Department of Planning, Development, and Regulation, and the Metropolitan Planning Organization.
2. With assistance from the Work Group, the recommendations proposed in the *Specific Area Planning Report for the West Flagler Street Corridor Study Area* were reviewed to determine the following:
 - ♦ Recommendations which have been implemented, are being implemented, and/or are programmed or planned to be implemented.
 - ♦ Feasibility of implementing those recommendations not identified in the group above, prioritization and estimation of the time frame for implementing the recommendations identified in this group.
 - ♦ Identification of alternative recommendations, if possible, to those recommendations determined infeasible, and prioritization and estimation of the time frame to implement them.
3. Utilizing the results from the tasks above, DPDR staff formulated an implementation report and developed urban design guidelines.

In order to involve the public in this process, DPDR requested the Community Council whose boundaries encompass the study area to place the project on their agendas to inform and give the Council members and the public the opportunity to learn about the Report and its planning effort and make comments on the implementation process. Presentations were made to the Westchester Community Council (10) at their non-zoning meetings on May 6, 1998 and July 1, 1998.

2.0 ANALYSIS OF RECOMMENDATIONS AND IMPLEMENTATION MEASURES

LAND USE AND DEVELOPMENT

The West Flagler Street Corridor Study Area has been developed in the classic suburban pattern: land uses are segregated, developments are disconnected, blocks are long, and the traffic circulation system is unfriendly to pedestrians, bicyclists, and transit operations and users.

Future development in the Study Area should strive for land uses and building designs which promote a pedestrian, bicycle, and transit-friendly environment. Land uses should be mixed and distances between land uses should be short to encourage people to walk.

The following recommendations were proposed in the *Specific Area Planning Report for Improving Mobility for the West Flagler Street Corridor Study Area*, hereafter referred to as "the Study."

Recommendation No. 1. Concentrate the mixture of land uses at scales and densities required to produce high levels of pedestrian activity and public transit ridership, especially along transit corridors. This can be achieved by concentrating a variety of different land uses (i.e., residential and commercial) within defined areas for maximum impact, rather than spreading single-activity uses over large areas where their impact is diluted (page 12 of the Study).

Recommendation No. 2. Encourage a variety of compatible uses within individual buildings. The uses should complement each other and the uses in adjacent areas (page 13 of the Study).

Recommendation No. 3. In multi-story/multi-use developments, restrict ground floor uses to pedestrian-oriented businesses such as convenience stores, video rentals, pharmacies, dry cleaners, bakeries, shoe repair, banks, photographic studios, movie theaters, ice cream parlors and hair salons (page 13 of the Study).

Recommendation No. 4. Insure that land uses in the Study Area are not undermined or diluted by nearby developments with similar uses (i.e., major shopping centers in close proximity to each other) (page 13 of the Study).

Recommendation No. 5. Incorporate retail uses into the ground floors of parking garages to generate usage from these structures (page 13 of the Study).

Recommendation No. 6. Allow for the development of undeveloped parcels (i.e., parking lots) with more intense/more dense uses (page 13 of the Study).

CDMP Policy Support

Land use and the development pattern in Miami-Dade County are governed by the *Miami-Dade County Comprehensive Development Master Plan (CDMP)* and the *Zoning Code*. The *CDMP* provides a set of goals, objectives, and policies to guide development toward a pattern that is socially and economically equitable and environmentally sensitive, while also promoting the County's economic growth.

The *CDMP* may be amended twice yearly. Applications to amend the *CDMP* have historically pushed development farther to the urban fringe. However, with the implementation of the recommendations like the ones contained in the *Specific Area Planning Report for Improving Mobility for the West Flagler Street Corridor Study Area* and the promotion of infill development in other areas of Miami-Dade County, urban development may be contained in a manner which still promotes economic vitality, while avoiding the socio-economic, physical, and environmental costs of urban sprawl.

The following policies of the *CDMP* Land Use Element address these recommendations:

Policy 1F promotes "the planning of residential areas as neighborhoods which include recreational, educational, and other public facilities, houses of worship, and safe and convenient circulation of automotive and bicycle traffic." Policy 1G requires the County to "vigorously promote implementation of the Guidelines for Urban Form" (this policy was adopted on October 10, 1997). Policy 1H promotes the "inclusion of a variety of housing types in all residential communities" and Policy 1I promotes the development of business in nodes at major intersections, instead of continuous strips, and further requires business developments to be "designed to relate to adjacent development." Policy 9A promotes the "facilitat(ion of) high intensity activity areas, mass transit supportive development, and mixed use projects to promote energy conservation." The inclusion of a variety of land uses facilitates the transformation of an area from automobile dependence to pedestrian-friendliness. Implementation of these Policies promotes this type of environment.

Policy 4A requires an evaluation of development based upon elements such as "height, bulk, scale of architectural elements, and landscaping," among others. This Policy promotes a development pattern which complements already existing development.

Land Use Policies 1A, 1B, 1D, 4E, 7A, 7B, 8D, 8K, and 8L, also support the recommendations of the *Specific Area Planning Report for Improving Mobility for the West Flagler Street Corridor Study Area*; however the language contained in these policies addresses the recommendations indirectly. These recommendations are further addressed by Policy 1C of the Transportation Element¹ and Policies 2D and 6F of the Traffic Circulation Subelement, Policies

¹ The Florida State Department of Community Affairs (DCA) has determined that the Transportation Element of the *CDMP* is not in compliance with Chapter 163.3177 and Rule 9J-5 of the State Statutes, as required by State Statute Chapter 163.3177(10). DCA and DPDR are currently negotiating to find the Transportation Element in compliance.

2B and 8B of the Mass Transit Subelement, as well as Policies 2C and 7C of the Housing Element.

Transportation Policy 1C requires the "adopt(ion of) land use patterns which promote the use of transit and alternative transportation modes." Traffic Circulation Policy 2D promotes the grid system of roadways as a network to allow neighborhoods to form clear boundaries. Mass Transit Policy 2B requires the "area surrounding future rapid transit stations...to be designed and developed at a minimum, as community urban centers, containing land use and development designs that promote transit use as defined in the Land Use Element." Mass Transit Policy 8B gives high priority to designs for rapid transit stations and transit centers with conveniences to transit patrons, such as cafes, newsstands, and sundries sales." As with similar Land Use Policies, these policies foster the development of a more transit-supportive, pedestrian-friendly development pattern. In particular, Housing Policy 2C seeks to "foster a diversity of housing types within areas defined by the County's *CDMP*."

Current Implementation Measures

These recommendations are implemented through the site plan review process. Site plan review entails inspecting each proposed development for compliance with the *CDMP* and the *Zoning Code* to ensure that the development does not cause adverse impacts and is compatible with surrounding developments.

Future Implementation Measures

The Land Use Interpretation Section of the *CDMP* Land Use Element designates specific areas of Miami-Dade County as "Urban Centers" (p. I-37). Within these areas, the *CDMP* encourages mixed land uses (retail, office, hotel, and residential) with moderate to high building densities, hierarchical street patterns, and pedestrian facilities to create a sense of place and identity within districts.

Three categories of Urban Centers -- Regional, Metropolitan, and Community -- are designated by the *CDMP*. The sole Regional Urban Center in Miami-Dade County is Downtown Miami. This is the largest Urban Center in Miami-Dade County, with a radius of one mile around the downtown core. The radii of Metropolitan Activity Centers extend between one-quarter to one half-mile around the core area or transit station, while the radii of Community Centers extend between 700 and 1,000 feet.

The Regional and Metropolitan Urban Centers are afforded the most intense development patterns and most diverse mixture of land uses in Miami-Dade County, allowing a full range of residential, retail, office, hotel, institutional and cultural uses. Regional Urban Centers should average a minimum floor area ratio (FAR)² of 4.0 at the core, including parking structures, and a

² Floor area ratio (FAR) is a measure of building intensity. It is the ratio of total building floor space to total lot area.

minimum of 2.0 at the edges. Metropolitan Urban Centers should average a 3.0 FAR, including parking structures, at the core and at least 0.75 at the edges. Community Centers are smaller in scale and provide a less intense development pattern and land uses with a minimum average FAR of 1.0 at the core, including parking structures, and a minimum average of 0.5 at the edges. Community Centers are intended to serve the more narrowly defined local community. "Incorporation of residential elements are encouraged in all centers, except where incompatible with airport or heavy industrial activities. Residential components are required in areas of the County where there exists much more commercial than residential development, and employment opportunities will be emphasized in areas of the County where there is much more residential development than employment opportunity." (p. I-38) Emphasis is also placed on "design and development of all centers and their individual components...to create active pedestrian environments through high quality design of public spaces as well as private buildings, human scale appointments, activities, and amenities at street level, and connectivity of places through creation of a system of pedestrian linkages."

The *CDMP* Guidelines for Urban Form also provide parameters for a generalized pattern for the location of different uses, their intensities, and density, and the interconnecting network of vehicular and pedestrian movement (see pages I-20 through I-23, *Adopted Components*, *CDMP*).

The *CDMP* does not designate any area within The West Flagler Street Corridor Study Area as an Urban Center, and therefore does not encourage the same building and street patterns as those for Urban Centers. However, the area surrounding the Mall of the Americas had been designated as an "Activity Center" (a term previously used to define Urban Centers until 1988, when the Future Land Use Plan Map was amended). This area was designated as a "Diversified Metropolitan Activity Center"³ on both the Future Land Use Plan Maps of 1975 and 1979. Diversified Metropolitan Activity Centers were intended

"to become the main hubs for future urban development intensification in (Miami)-Dade County, around which a more compact and efficient urban structure would evolve. These Activity Centers are (also) intended to be high-intensity, design-unified areas which will contain a concentration of different urban functions, integrated both horizontally and vertically. Such centers would be characterized by physical cohesiveness and intensive use of land. (1988 *CDMP*, p. I-30)."

The Mall of the Americas and the surrounding area was downgraded to a Submetropolitan Activity Center on the 1983 Future Land Use Plan Map.⁴

Although *CDMP* policies address issues of mobility and energy conservation throughout the County, they are most specifically applied in urban centers. These policies should be applied in the West Flagler Street Corridor Study Area for a pedestrian, bicycle, and transit-friendly

³ Urban Centers were identified as Activity Centers until 1995 when the *CDMP* was amended through the "Evaluation and Appraisal Report."

⁴ The identification of Activity Centers as "Diversified" or "Specialized" was removed when the *CDMP* was amended in 1983.

environment to emerge. The Mall of the Americas area should again be considered for designation as an Urban Center, as it was prior to 1988. Without a designation as an Urban Center, a suburban, automobile-oriented development pattern will likely continue. Therefore, if this area were designated as an Urban Center, staff of the Miami-Dade Department of Planning, Development and Regulation (DPDR) would be able to apply the adopted urban design guidelines in the *CDMP* so that a pedestrian-, bicycle-, and transit-friendly environment, rather than a typical suburban development pattern, is realized. An amendment to the *CDMP* would be necessary to re-designate this area as an Urban Center.

The "Urban Center" designation for the Mall of the Americas would provide the best opportunity to apply a comprehensive set of guidelines to promote pedestrian, bicycle, and transit-friendly development of all policies in the *CDMP* to this area. Other new developments may also include some of these features; however, the full range of urban development is limited outside of areas having the "Urban Center" designation on the *CDMP* (see Guidelines for Urban Form, pages I-20 through I-23, *Adopted Components*, *CDMP*).

Current development patterns indicate that two locations in the Study Area may be suitable for designation as Urban Centers, the Mall of the Americas (and its surrounding area) and the intersection of West Flagler Street and NW/SW 107 Avenue. The Mall of the Americas area experiences a high amount of economic activity and serves as a major transportation hub. In the future, a station for the East-West Corridor rail line is planned to be built east of the Palmetto Expressway as the western terminus of the line. Accordingly, this area will increasingly serve as an important transportation hub, and it should be considered for designation as a Metropolitan Activity Center. The area surrounding the intersection of West Flagler Street and NW/SW 107 Avenue also experiences substantial economic activity due to the proximity of Florida International University's (FIU) College of Engineering and Design, the FIU University Park Campus one-half mile to the south, and nearby residential communities and shopping areas.

The *CDMP* is to be evaluated every seven years⁵ through the Evaluation and Appraisal Report (EAR) process. The last EAR was completed in June 1995 and adopted by Resolution R-1477-95 of the Board of County Commissioners, effective November 1, 1995. The completion target date for the next EAR is 2002. DPDR will evaluate the recommendation for designation of the two areas mentioned above as Urban Centers during the EAR process. Following designation as Urban Centers in the *CDMP*, the recommendations will be implemented through the site plan review and zoning evaluation processes. With the area surrounding the Mall of the Americas designated as an Urban Center, site plan reviewers and zoning evaluators will be able to apply development standards which will promote a more livable environment which cannot be applied to other areas.

⁵ As part of its 1998 legislation, the Florida State Senate passed SB 2474, amending Chapter 163.3191(1), F.S. to require adoption of the EAR on a seven-year interval. This Bill was approved by Lawton Chiles, Governor of the State of Florida, on May 22, 1998. Before passage of this Bill, Chapter 163.3191(1), F.S. required adoption of the EAR every five years.

ZONING

Current zoning regulations encourage an environment in which land uses are segregated, spaced widely apart, and where buildings do not always relate well to the street. To create a pedestrian-, bicycle- and transit-friendly environment and human-scaled communities, it is necessary to bring buildings closer to the street to help define corridors and open spaces.

The following recommendations were proposed in the Study to address these issues:

Recommendation No. 1. Revise the existing Zoning Code, or devise a zoning overlay district, tailored to the West Flagler Street Corridor Study Area, to create a more pedestrian-, bicycle-, and transit-friendly design (page 22 of the Study).

Recommendation No. 2. Develop specific plans to target small areas to begin to change the character of the entire area by adopting good urban design principles addressing building mass, density, public open space, and architectural variety to create a more pedestrian-, bicycle-, and transit-friendly environment (page 22 of the Study).

CDMP Policy Support

The following policies of the *Miami-Dade County Comprehensive Development Master Plan (CDMP) Land Use Element* address these recommendations:

Policy 1C requires "land in the vicinity of rapid transit stations to be planned and developed in a manner that is compatible with and supports the transit system." Policy 1F promotes "the planning of residential areas as neighborhoods which include recreational, educational, and other public facilities, houses of worship, and safe and convenient circulation of automotive and bicycle traffic." Policy 1G requires the County to "vigorously promote implementation of the Guidelines for Urban Form" (pages I-20 through I-23, *Adopted Components*, CDMP). Policy 1H promotes the "inclusion of a variety of housing types in all residential communities" and Policy 1I promotes the development of business in nodes at major intersections, instead of continuous strips, and further requires business developments to be "designed to relate to adjacent development." These policies encourage the development of mixed uses as a transit-supportive, pedestrian-friendly environment.

Policy 8F of the *CDMP* sets a guideline for the development and "adopt(ion) of a zoning overlay ordinance or other regulations to implement the policies for development and design of Metropolitan and Community Urban Centers established in the *CDMP*." Policy 8N promotes the review and revision of the Zoning Code to "facilitate the development of better planned communities and better designed buildings" (see the Urban Design Guidelines Chapter for a description of provisions for change to the land use and development regulations). With the implementation of these policies, a zoning overlay district may be formulated that is tailored to the West Flagler Street Corridor Study Area.

Policy 8L states that "by 1998, (Miami-)Dade County shall update and enhance its land development regulations and area planning programs to facilitate development of better planned neighborhoods and communities and well designed buildings."

Current Implementation Measures

With the exception of Sec. 33C-6, the Dadeland Subzone, and Sec. 284.45, the Traditional Neighborhood Development District (TND), the Miami-Dade Zoning Code does not generally support these recommendations. The Dadeland Subzone contains provisions to create livable environments and reduced fuel consumption, including allowance for mixed use, omission of setbacks, and open space requirements. However, the Dadeland Subzone applies only to the areas immediately adjacent to the Dadeland North and Dadeland South Metrorail stations, nowhere in the Study Area. The TND promotes a livable environment consisting of mixed uses, human scale, and meaningful public space, however it applies only to developments of at least 40 acres. To date, only one application has been submitted to the Department of Planning, Development, and Regulation for the development of a TND.

Future Implementation Measures

Following acceptance of the Urban Design Guidelines contained in this Report, zoning changes may take the form of an overlay district tailored for the West Flagler Street Corridor Study Area. Following adoption of the ordinance, new development and redevelopment in the area would be scrutinized during the site plan review and zoning evaluation processes to ensure consistency with the *CDMP*, Zoning Code and compatibility with surrounding development. This process of preparing a zoning ordinance usually takes approximately two to three years.

As the Study Area is wholly located within the Westchester Community Council (Community Council 10), small-area plans may be developed when the opportunity arises within the framework of the Council's duties.

PEDESTRIAN AND BICYCLE FACILITIES

The passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) and the Clean Air Act Amendments (CAAD) renewed incentives for emphasizing walking and bicycling as significant components of the transportation mix. Miami-Dade County is directing its efforts at diversifying its transportation system.

The West Flagler Street Corridor Study for Improving Mobility indicates that some locations in the Study Area lack sidewalks on one or both sides of roadways and that the entire area lacks bicycle facilities.

The following recommendations were proposed in the Study to address this issue:

Recommendation No. 1. Provide the area with a continuous sidewalk network to link the residential areas, parks, schools, and commercial areas, using Local Option Gas Tax and Secondary Gas Tax funds for construction (page 38 of the Study).

CDMP Policy Support for Recommendation 1

Policies 1F and 8N of the Land Use Element, Policy 1D of the Transportation Element, Policies 7C and 7F of the Traffic Circulation Subelement, Policy 8B of the Mass Transit Subelement, and Policy 3A of the Recreation and Open Space Element of the *CDMP* address Recommendation No. 1. Specifically, Traffic Circulation Policy 7F requires designs "where the Land Use Element seeks to promote activity along road frontages...(to) include wide sidewalks." Mass Transit Policy 8B gives "high priority...to ample paved walkways (and) sidewalks...in the planning of rapid transit sites and stations and transit centers."

The Interpretation of the Land Use Element, Streets and Public Spaces Section places emphasis on sidewalks for development in Urban Centers...to accommodate pedestrian volumes. The Miami-Dade County Code also addresses the implementation of sidewalks. Table 4 in the *Report* (see Appendix A), lists locations where sidewalks are needed to complete the sidewalk network.

Current Implementation Measures

The Miami-Dade Public Works Department (PWD) has reviewed Table 4 (pp. 25-27 of the Study), Sidewalk Needs, to determine the feasibility for construction (see Appendix A). At present, the Public Works Department places high priority on constructing sidewalks to schools through the "Safe Routes to Schools" program. Following schools PWD places the next highest priorities for the provision of sidewalks to transit stations and then to parks. DPDR has requested the PWD to consider transit stations and parks, especially within the Dadeland Regional Activity Center area and the West Flagler Street Corridor Study Area.

Future Implementation Measures for Recommendation 1

The PWD will include construction of sidewalks in the subject area in the Miami-Dade County Transportation Improvement Program (TIP) when funding is available.⁶ Following inclusion in the TIP, sidewalks will be constructed within a five to six-year time frame.

⁶ Inclusion of sidewalks in the *TIP* is dependent on the provision of funds from the Local Option Gas Tax. Since this tax has been reduced, the ability to provide sidewalks has been constrained. Future inclusion of sidewalks in the *TIP* will depend on revenue from the gas tax, unless a new source of revenue is committed. Another alternative for implementation of sidewalks is through the creation of a special taxing district, as established by Section 18-2(1) of the Miami-Dade County Code of Ordinances. The purpose of a special taxing

Recommendation No. 2. Plant trees to shade sidewalks and pedestrian paths, and encourage colonnades and arcades in building facades to increase shading on sidewalks and pedestrian paths (page 38 of the Study).

CDMP Policy Support for Recommendation 2

Policy 9B of the *CDMP* Land Use Element specifically addresses this recommendation. This policy requires the use of "solar design guidelines...(to be) utilized in site plan review." The use of solar designs includes shading through shade trees, awnings, colonnades, arcades or other means to provide protection from the sun.

Current Implementation Measures for Recommendation 2

Chapter 18A (Landscape Ordinance) of the Code of Miami-Dade provides specific regulations for landscaping including required numbers of trees according to zoning districts. Requirements range from three trees per net acre in single-family residential districts to 28 trees per net acre for multifamily residential and office districts. The Landscape Ordinance also requires street trees to "be provided at a maximum spacing of thirty-five feet on center" [Section 18A-6 (C)(2), Code of Miami-Dade County]. Chapter 18A was last revised in 1998 and adopted by the Board of County Commissioners on January 13, 1998 as Ordinance 98-13. The effective date of the Ordinance was March 24, 1998. In addition, the PWD plants trees in the roadway rights-of-way in accordance with the *Transportation Improvement Program*.

Planting of shade trees in this area will be limited to development on the few vacant parcels in the Study Area and then any redevelopment which takes place in the future.

Future Implementation Measures for Recommendation 2

Currently, the PWD does not have any plans to plant shade trees in the Study Area. However, if landscaping with shade trees were to be included in the TIP, planting could begin in the following one to two years and continue over a five- to six-year time-frame. On County roadways in unincorporated Miami-Dade County, planting trees in the right-of-way is the responsibility of the PWD. On State roadways FDOT plants trees after entering into an agreement with the PWD or local municipality for maintenance. MPO coordinates a process for identifying and prioritizing projects under the FDOT Enhancement Funds program. Such funds may be utilized in the future for the provision of landscaping in the Study Area. One roadway currently programmed for improvements by FDOT in the study area is NW/SW 107 Avenue. The planting of shade trees along the sidewalks may be considered during the design phase of the improved roadway.

district is to "(construct and finance) public improvements and (provide) services in areas in the County where such improvements and services could not conveniently be made available (see Appendix B for special taxing district establishment procedures).

Recommendation No. 3. Enforce the standards of Chapter 18A of the Dade County Code (Landscape Ordinance) (page 38 of the Study).

CDMP Policy Support for Recommendation 3

This recommendation is addressed by Policies 1K and 9B of the Land Use Element, 6F, 6G, and 7F of the Traffic Circulation Subelement, and 8B of the Mass Transit Subelement of the *CDMP*.

Land Use Policy 1K, in particular requires site plan review to consider "urban design, water, and energy conservation and wildlife habitat" and Land Use Policy 9B requires the use of "solar design guidelines...(to be) utilized in site plan review." Traffic Circulation Policy 6G "require(s) adequate arterial road dedications to allow for linear landscaped open space adjacent to two-lane roads and for medians as well as adjacent landscaped margins for four-lane roads." Policy 7F requires "roadway designs...to protect and promote pedestrian comfort, safety, and attractiveness (through)...abundant landscaping." Mass Transit Policy 8B gives "high priority to providing a safe, attractive, and comfortable environment for pedestrians and transit users...in the planning and design of rapid transit sites and stations and transit centers...includ(ing) landscaping."

Current Implementation Measure for Recommendation 3

This recommendation is already being implemented. Chapter 18A of the Miami-Dade County Code of Ordinances provides specific regulations for the provision of landscaping to beautify and shade the surrounding environments (see Recommendation No. 2 for information on revisions to Chapter 18A. Also, Chapter 18A is included in this Report as Appendix C).

Plans are submitted for site plan review, and applicants are required to submit a letter of compliance binding them to plant the required landscaping in accordance with Chapter 18A of the *Miami-Dade County Code*. Before a certificate of occupancy is issued, a final letter of compliance, signed by the architect or landscape architect, stating that site complies with landscaping requirements is submitted.

Future Implementation Measures for Recommendation 3

DPDR staff will continue to enforce the provisions of Chapter 18A.

Recommendation No. 4. Provide striped crosswalks at all major intersections and install pedestrian crossing signals where needed (refer to Tables 6 and 7 in the Report) (page 38 of the Study).

CDMP Policy Support for Recommendation 4

This recommendation is addressed by Policies 1F and 8N of the Land Use Element, Policy 1D of the Transportation Element, and Policy 7C of the Traffic Circulation Subelement, and Policy 8B of the Mass Transit Subelement of the *CDMP*. Table 5 in the Study (pp. 29-31 of the Study) lists existing crosswalks and pedestrian signals in the Study Area and Table 7 (p. 33 of the Study) lists crosswalks and pedestrian signal needs in the Study Area.

Current Implementation Measures for Recommendation 4

The PWD provides "standard crosswalks (two 12-inch parallel white lines) at signalized intersections, some non-signalized intersections, and along principal roadways crossing stop sign-controlled cross-streets. Striped crosswalks are generally reserved for school signals at intersections and midblock locations, some midblock locations with pedestrian crossing warning signage where traffic does not stop for signals and other stop signs, and at other locations requiring special emphasis, as determined by engineering judgment." [Public Works Department memorandum to Department of Planning, Development and Regulation, June 25, 1998 (see Appendix E)].

The PWD generally provides pedestrian signals at school crossings, some intersections where the roadway width creates difficulty for the pedestrian to see the traffic signal and at "T" intersections where there is no traffic signal (*Ibid.*).

Future Implementation Measures for Recommendation 4

PWD and FDOT have reviewed crosswalks and pedestrian signals in the Study Area. Their findings are listed in Appendix E. The PWD will conduct engineering studies for each intersection to determine if the provision of crosswalks and/or pedestrian signals is warranted, and if it is, crosswalks and pedestrian signals will be included in the TIP. Striping and restriping of crosswalks and the provision of pedestrian signals will be done over a timeframe of one to six years by the PWD after the recommendation is included in the TIP.

FDOT will install high emphasis (zebra-striped) crosswalks for all intersections listed in the Study that fall under its jurisdiction, except for the intersection at NW 87 Avenue and NW 8 Street. FDOT will perform the work with its "pushbutton contract." However, there is an existing backlog of work and therefore FDOT staff could not give a definite time frame [FDOT memorandum to DPDR, August 13, 1998 (see below; see also Appendix E)].

West Flagler Street Corridor Study Area

Location	Proposed Treatment
NW 87 Ave. at NW 8 St. North Intersection	Nothing. There are no existing pedestrians at this intersection. Moreover, ped activity can be accommodated at south intersection.
NW 87 Ave. at NW 8 St. South Intersection	High emphasis crosswalk over existing.
NW 87 Ave. at NW 7 St.	Already exists; however, we will refurbish markings.
NW 87 Ave. at Park Drive	High emphasis crosswalk over existing.
NW 87 Ave. at W. Flagler St.	High emphasis crosswalk over existing.
NW 87 Ave. at SW 8 St.	High emphasis crosswalk over existing.
NW 107 Ave. at NW 7 St.	High emphasis crosswalk over existing.
W. 107 Ave. at W. Flagler St.	High emphasis crosswalk over existing.
SW 107 Ave. at SW 4 St.	Already exists; however, we will refurbish markings.
SW 107 Ave. at SW 8 St.	High emphasis crosswalk over existing.
W. Flagler St. at W. 84 Ave.	High emphasis crosswalk over existing.
W. Flagler St. at W 82 Ave.	High emphasis crosswalk over existing.
W. Flagler St. at W 79 Ave.	High emphasis crosswalk over existing.
W Flagler St. at W. 72 Ave.	High emphasis crosswalk over existing.

source: Florida Department of Transportation, District Six Office

Recommendation No. 5. Provide protected pedestrian refuges in center medians at all significant pedestrian crossings (page 38 of the Study).

CDMP Policy Support for Recommendation 5

This recommendation is addressed by Policies 1F and 8N of the Land Use Element, Policy 1D of the Transportation Element, Policy 7C of the Traffic Circulation Subelement, and Policy 8B of the Mass Transit Subelement of the *CDMP*.

Current Implementation Measures for Recommendation 5

The PWD studied and analyzed the significant pedestrian crossings in the Study Area. PWD staff concluded that dedications from private property would be necessary to implement this recommendation.

Future Implementation Measures for Recommendation 5

Due to the lack of sufficient right-of-way for roads in the Study Area, the provision of center medians is not feasible. Most roadways have been widened as much as possible so that in order to implement this recommendation, private property along the side of the roadways would have to be acquired.

Recommendation No. 6. Designate bus stops and bus shelters where necessary according to bus stop/shelter needs, particularly at section and half-section line roads and transfer points, and replace existing bus benches with bus shelters (page 39 of the Study).

This Recommendation has been moved to the Transportation Section as Recommendation No. 9.

Recommendation No. 7. Improve the information provided at bus stops (maps, schedules and signage), particularly at transfer points (page 39 of the Study).

This Recommendation has been moved to the Transportation Section as Recommendation No. 10.

Recommendation No. 8. Prohibit blank walls along the edges of sidewalks (page 39 of the Study).

CDMP Policy Support for Recommendation 8

This recommendation is addressed in the Land Use Element. The Interpretation of the Land Use Plan Map discourages the "walling off of neighborhoods from arterial roadways." (CDMP, pages I-20 through I-23).

Current Implementation Measure for Recommendation 8

The current site plan review process provides a mechanism for discouraging blank walls along the edges of sidewalks.

Future Implementation Measures for Recommendation 8

The Miami-Dade Zoning Code should be revised to prohibit blank walls along the edges of sidewalks. The time-frame for implementing this recommendation would take between two and three years. (Also, see Urban Design Guidelines, pages I-20 through I-23, Adopted Components, CDMP.)

Recommendation No. 9. Include curb cuts and wheelchair ramps, as required by the Americans With Disabilities Act (ADA), in all pedestrian facilities (page 39 of the Study).

CDMP Policy Support for Recommendation 9

This recommendation is addressed by Policies 7C and 7F of the Traffic Circulation Subelement and 5C of the Mass Transit Subelement.

Current Implementation Measures for Recommendation 9

The Florida Legislature enacted the Florida Americans with Disability Accessibility Implementation Act (Sections 553.501 to 553.513) in 1993 and revised it in 1997. This Act brings standards for State buildings and facilities in line with federal guidelines for the disabled as adopted by the United States Department of Justice in 28 Code of Federal Regulations Part 36. In addition, the PWD brings sidewalks into compliance with ADA rules through the provision of sidewalk curb cuts and ramps on County roads. On State roadways, FDOT, District Six Office ensures ADA compliance on sidewalks. These regulations are also implemented through the site plan review process.

Future Implementation Measures for Recommendation 9

The PWD and the FDOT, District 6 Office, will continue to implement this recommendation through their commitments to implement the ADA regulations by providing curb cuts and wheelchair ramps in the future. Currently, there are no immediate plans to provide facilities in the Study Area in accordance with ADA.

Recommendation No. 10. Study NW/SW 87, SW 92, 97 and NW/SW 107 Avenues, and West Flagler Street, for realignment to include integrated bicycle lanes to identify areas for cyclists on the roadways, or separated bike paths, both of which reduce interaction with automobile traffic. The inclusion of traffic calming devices should also be considered (feasibility to be determined) (page 39 of the Study).

CDMP Policy Support for Recommendation 10

This recommendation is addressed by Policy 8N of the Land Use Element, Policies 7A, 7C, and 7D of the Traffic Circulation Subelement, and Policy 8A of the Mass Transit Subelement.

Current Implementation Measures for Recommendation 10

There are no current implementation measures for Recommendation 10.

Future Implementation Measures for Recommendation 10

The firm of Barton Aschman has completed the *Bicycle Facilities Plan* for the Miami-Dade Metropolitan Planning Organization (MPO). This Plan has identified segments (see Table below) of corridors within the Study Area for bicycle facilities, except for West Flagler Street and Fountainbleau Boulevard. A Florida Department of Transportation Plan to Improve SW 107 Avenue, known as the Arterial Investment Study for NW/SW 107 Avenue indicates that the right-of-way on NW/SW 107 Avenue is insufficient to include an on-street bicycle lane. FDOT currently has no plans to develop another bicycle facility to mitigate the loss of the planned exclusive bike lane on NW/SW 107 Avenue. FDOT and MPO will research other means of providing bicycle facilities to mitigate the lack of a bicycle facility on NW/SW 107 Avenue. If determined to be feasible based on right-of-way and when the roadway undergoes reconstruction, implementation of these bicycle facilities will follow inclusion in the TIP, with construction to be accomplished over a period of five to six years.

West Flagler Street Corridor Study Area Bicycle Facilities Improvements		
Corridor	Segment	
	From	To
NW/SW 87 Avenue	SR 836	SW 8 Street
NW/SW 92 Avenue	West Flagler Street	SW 8 Street
NW/SW 97 Avenue	NW 12 Street	SW 8 Street
NW/SW 107 Avenue	NW 12 Street	SW 8 Street

Source: *Miami-Dade Bicycle Facilities Plan*

West Flagler Street (within the Study Area) and Fountainbleau Boulevard are not included in the *Bicycle Facilities Plan* at this time. Including these segments would necessitate amending the *Bicycle Facilities Plan*. If the MPO Governing Board adopts the *North Dade Greenways Plan*, the *Bicycle Facilities Plan* may then be amended to include West Flagler Street and Fountainbleau Boulevard. Following inclusion in the *Bicycle Facilities Plan*, West Flagler Street and Fountainbleau Boulevard may then be included in the *Transportation Improvement Program*.

Recommendation No. 11. Require new development and redevelopment in the Study Area to provide secured bicycle parking and encourage the provision of these facilities in existing development as well. For residential development separate fenced and gated

parking areas should be considered. Simple bicycle racks may suffice for commercial and office development (page 39 of the Study).

CDMP Policy Support for Recommendation 11

This recommendation is addressed by Policy 7C of the Traffic Circulation Subelement and 8A of the Mass Transit Subelement.

Current Implementation Measures for Recommendation 11

Through site plan review, DPDR staff encourages new development and redevelopment to provide bicycle parking.

Future Implementation Measures for Recommendation 11

The Bicycle/Pedestrian Program of Miami-Dade's MPO has drafted guidelines and researched policies in other localities in order to develop bicycle parking requirements for Miami-Dade County. Implementation of these recommendations would necessitate revising the Zoning Code to require bicycle parking. Directional signage requirements for bicycle parking would also be included in the Zoning Code, as would requirements for site plan review process.

TRANSPORTATION

Recommendations and Implementation Measures

Recommendation No. 1. Plan for maximum utilization of existing and new transportation facilities by providing and integrating all modes of transportation and facilitating transfers between modes (page 49 of the Study).

CDMP Policy Support for Recommendation No. 1

This recommendation is addressed by Policy 1B of the *CDMP* Land Use Element, Policy 1D of the Transportation Element, Policies 1F, 1I, 6E, 7A, 7B, 7C, 7D, and 7E of the Traffic Circulation Subelement, and Policies 1E, 6C, 7C, 8A, and 8E of the Mass Transit Subelement.

Transportation Policy 1B* "promote(s) improved intermodal linkages for the movement of passengers and freight...in coordination with the Aviation, Port of Miami River, and the Port of Miami Subelements and Policy 1D* directs the County to "provide for a variety of transportation options including bicycle use and pedestrian travel." Traffic Circulation Policy 1F* "implement(s)

a transportation demand management (TDM) program to reduce overall peak demand and use of single-occupant vehicles (SOVs)...includ(ing) such TDM strategies as...vanpooling and employer-based car pooling (and) subsidies for transit riders." Policy 1I* directs the County to "investigate and develop for implementation parking management strategies to promote the land use and transportation objectives of the *CDMP* to reduce the use of SOVs and highway congestion and encourage the use of transit and ridesharing." Similarly, Policy 6E addresses air quality through the "(pursuit) and support (of) transportation programs (e.g. rapid transit, express buses, high-occupancy vehicles, and bikeways." Policy 7A promotes the usage of bicycles through the "creation of a Countywide system of interconnected bicycle ways." Policy 7B* calls for the "develop(ment) of a comprehensive countywide greenways network providing continuous corridors for travel by pedestrians and non-motorized vehicles." Policy 7C* "encourage(s) inclusion in, and review, all plans and development proposals for provisions to accommodate safe movement of bicycle and pedestrian traffic, and facilities for securing non-motorized vehicles." Policy 7D promotes the inclusion of bicycle facilities by "requir(ing) the consideration of incorporating bicycle needs into the County's plans for any new road construction, widening, or reconstruction project, where designated by the *Bicycle Facilities Plan*."

Mass Transit Policy 7C promotes connections between modes of transportation by requiring the "inclu(sion) of high capacity transit modes in planned highway improvements in congested urban corridors. Policy 8A requires "mass transit facilities (to) incorporate provisions to enhance ease of transfer with other modes." Policy 8C* promotes enhanced integration of automobiles and transit vehicles by "provid(ing) parking facilities for express bus routes involving non-stop and limited stop services to major activity centers and the rapid transit system." Similarly, Policy 8E requires "highway improvements (to) be designed to include provisions for the location of bus turnout bays, bus shelters, HOV lanes, and other associated facilities to accommodate mass transit services.

Current Implementation Measures for Recommendation No. 1

All these policies are being implemented through MPO's efforts to integrate the County's multimodal transportation system in the Long Range Transportation Plan, the County's blueprint that addresses projected transportation-related needs.

Future Implementation Measures for Recommendation No. 1

Recommendations for facilitating integrating transportation modes are included in the *Alternatives for Intermodal Improvements in Miami-Dade County*, prepared by Kimley-Horn and Associates in June 1998 for the Metropolitan Planning Organization for the Miami Urbanized Area. In the

*Indicates the referenced Policy was adopted by the Miami-Dade County Board of County Commissioners on October 10, 1997. *Alternatives for Intermodal Improvements in Miami-Dade County* lists several options for implementing intermodal facilities, including West Flagler Street and NW 79 Avenue (see Transportation Recommendation No. 9).

five- to six-year timeframe, recommendations for these intermodal facilities and facilitating transfers between transportation modes will follow recommendations of that Report.

Included in the North Miami-Dade Greenways Network is the East-West Trail (see Traffic Circulation Policy 7B referenced above) which would occupy the ground level right-of-way along several segments of the proposed East-West rail line from the Florida International University - University Park Campus to the Blue Lagoon Office Park south of Miami International Airport. This Trail would connect to several other greenways, including the Snapper Creek Trail, Miccosukee Link, and Ludlam Trail.

Recommendation No. 2. Study the feasibility of implementing other strategies that: (1) increase the efficiency of the existing transportation system, and (2) do not require significant capital expenditures, such as contra-flow design in planning urban roads, establishment of exclusive rights-of-way for high-occupancy and public transportation vehicles, and improvement of traffic signal timing through commuter corridors (page 49 of the Study).

CDMP Policy Support for Recommendation No. 2

This recommendation is addressed by Policies 1E and 1F of the Traffic Circulation Subelement.

Policy 1E addresses this recommendation through the "application of low-cost transportation system management techniques including, but not limited to, improved signal timing, and intersection signing, marking, channelization." Policy 1F "implement(s) a transportation demand management (TDM) program to reduce overall peak demand and use of single-occupant vehicles (SOVs)....includ(ing) such TDM strategies as...high occupancy vehicle lanes."

Current Implementation Measures for Recommendation No. 2

MPO's Congestion Management Program promotes the usage of alternative strategies for to reduce congestion on roadways in Miami-Dade County, improve mobility of people and goods, and address issues of land use compatibility with transportation systems. These strategies promote the existing use of infrastructure without major capital expenditures. These strategies include strategies such as Transportation Demand Management (TDM), Transportation System Management (TSM), carpooling/vanpooling, and flexible or staggered work schedules.

The PWD has an ongoing program for the improvement of signal traffic signal timing. In addition, FDOT is currently conducting preliminary engineering to improve State Road 826 (Palmetto Expressway) with HOV lanes between State Road 874 and I-75.

Future Implementation Measures for Recommendation No. 2

The efficiency of traffic circulation is evaluated at intersections. Intersections in the Study Area may be included in the RUSH (Resourceful Use of Streets and Highways) Program for improving intersections, including signal timing. The RUSH Program is currently being conducted on a pilot basis for 12 locations. If additional funding is allocated for RUSH, sites within the Study Area may be considered.

FDOT also plans to improve State Road 836 with HOV lanes between LeJeune Road and the Palmetto Expressway. Also, motorists will be able to exit SR 836 to the proposed Miami Intermodal Center (MIC) where an interconnector to SR 112 will be provided. At the MIC, motorists will also be able to board rapid transit to downtown Miami and the Seaport. Construction of HOV lanes on SR 826 is scheduled to take place after the year 2000.

Recommendation No. 3. Encourage employers to institute staggered or flexible working hours to ease traffic congestion during peak hours (page 49 of the Study).

CDMP Policy Support for Recommendation No. 3

This recommendation is addressed by Policy 1F of the Traffic Circulation Subelement.

Policy 1F "implement(s) a transportation demand management (TDM) program to reduce overall peak demand and use of single-occupant vehicles (SOVs)....includ(ing) such TDM strategies as... employer-based staggered or flexible working hours.

Current Implementation Measures for Recommendation No. 3

Gold Coast Commuter Services already disseminates information on flexible or staggered working hours is disseminated to various major employers and civic associations.

Future Implementation Measures for Recommendation No. 3

If participants respond to the congestion management programs, they may be instituted in the West Flagler Street Corridor Study Area in the next one to two years.

Recommendation No. 4. Expand the incentive program offered to employers in the Study Area to subsidize transit passes to encourage the use of public transportation and/or encourage their employees to vanpool and carpool by providing preferential parking spaces for participants (page 49 of the Study).

CDMP Policy Support for Recommendation No. 4

This recommendation is addressed by Policy 1F of the Traffic Circulation Subelement.

Policy 1F "implement(s) a transportation demand management (TDM) program to reduce overall peak demand and use of single-occupant vehicles (SOVs)....includ(ing) such TDM strategies as... vanpooling and employer-based carpooling and subsidies for transit riders."

Current Implementation Measures for Recommendation No. 4

Gold Coast Commuter Services, in conjunction with MPO, also disseminates information on the benefits of carpooling and also maintains a database of commuters who sign up for carpooling programs. This database pairs individuals who live in close geographic proximity.

MDTA currently has a program for employers to purchase transit passes at discounted rates for groups of five or more employees. MPO's Congestion Management Program already promotes the use of vanpool programs in conjunction with Gold Coast Commuter Services and Vanpool Services, Incorporated (VPSI).

Future Implementation Measures for Recommendation No. 4

The MPO's congestion management program will continue to promote these strategies to reduce congestion.

Recommendation No. 5. Study the feasibility of enhancing the connectivity of the area's most important economic generators (FIU, Miami International Mall, the industrial/office areas west of the airport) to Miami International Airport, the Central Business District, the Seaport and Miami Beach (page 49 of the Study).

CDMP Policy Support for Recommendation No. 5

This recommendation is addressed by Policies 1B and 1C of the Transportation Element and Policies 2A, 2C, and 4B of the Mass Transit Subelement.

Transportation Policy 1B "promote(s) improved intermodal linkages for the movement of passengers and freight...in coordination with the Aviation, Port of Miami River, and the Port of Miami Subelements."

Mass Transit Policy 4B "provide(s) for a network of regular and/or special services to facilitate access to major centers of employment, commercial, medical, educational, governmental, and recreational activity."

Current Implementation Measures for Recommendation No. 5

At the time of publication of this Report, FDOT was preparing the Final Environmental Impact Statement for the East-West Corridor rail line. This fixed-route system would connect many of Miami-Dade County's economic generators including Miami International Airport, the Orange Bowl, the Central Business District, and the Port of Miami. Additional future extensions of this rail line may also connect Florida International University's University Park Campus and Miami Beach. A Record of Decision is expected in September 1998 by the Federal Highway Administration and Federal Transit Administration. Following the Record of Decision approving the project, MDTA will begin the process of right-of-way acquisition and final design.

Future Implementation Measures for Recommendation No. 5

MDTA will begin a comprehensive review of Metrobus service to revise the Transportation Development Plan starting October 1, 1998 with a final report due on July 1, 1999. MDTA will review bus routes and scheduling to implement a route and schedule system which best serves the needs of the transit-riding public. Also, in the long term, the fixed guideway system, commonly referred to as the East-West Corridor, is planned by FDOT, District Six Office to enhance connectivity of these activity centers and hubs.

Recommendation No. 6. Prepare criteria for the provision of mass transit facilities (such as bus pullovers and bus shelters) as an integral part of the design of major residential, commercial and industrial complexes along existing or proposed transit corridors (page 49 of the Study).

CDMP Policy Support for Recommendation No. 6

This recommendation is addressed by Policies 8A 8B, and 8E of the Mass Transit Subelement.

Mass Transit Policy 8E requires "highway improvements (to) be designed to include provisions for the location of bus turnout bays, bus shelters, HOV lanes, and other associated facilities to accommodate mass transit services."

Current Implementation Measures for Recommendation No. 6

The Miami-Dade Transit Agency does not currently follow any policy or administrative order implementing this recommendation. The provision of transit facilities within development or redevelopment is addressed on a case-by-case basis.

Future Implementation Measures for Recommendation No. 6

A study will be required to analyze the issue of providing such auxiliary mass transit facilities. Such a study would be conducted by the MDTA and/or the MPO within one to two years following inclusion in the Unified Planning Work Program. In the five- to six-year timeframe following completion of the study, transit facilities criteria may be prepared.

Recommendation No. 7. Investigate existing transportation plans and show how they support multimodalism in the Study Area (page 49 of the Study).

This recommendation was deleted since it is addressed by Transportation Recommendation No. 1.

Recommendation No. 8. Investigate the feasibility of connecting the east-west streets, particularly NW 7 Street that are interrupted by the Palmetto Expressway to improve mobility in the Study Area (page 49 of the Study).

CDMP Policy Support for Recommendation No. 8

This recommendation is addressed by Policy 2D and 7F of the Traffic Circulation Subelement.

Traffic Circulation Policy 2D seeks to establish the continuity of the street system as "the section line, half-section line, and quarter-section line road system should form a continuous network within developed areas, interrupted only when it would destroy the integrity of a neighborhood or development." The County should not approve vacation of zoned rights-of-way unless it is determined that the right-of-way is not required for present or future public use and the *CDMP* Guidelines for Urban Form will be reflected (see pages I-20 through I-23, Adopted Components, *CDMP*)."

Current Implementation Measures for Recommendation No. 8

FDOT is currently conducting preliminary engineering to reconstruct Palmetto Expressway (SR 826), adding HOV lanes. FDOT plans to elevate the Palmetto Expressway at this point to allow connections to be made with NW 7 Street.

Future Implementation Measures for Recommendation No. 8

The reconstruction of the Palmetto Expressway in the Study Area is scheduled to be begin in Fiscal Year 2003/2004, according to the 1999 *TIP*.

Recommendation No. 9. Designate bus stops and bus shelters where necessary according to bus stop/shelter needs, particularly at section and half-section line roads and transfer points, and replace existing bus benches with bus shelters (page 39 of the Study).

CDMP Policy Support for Recommendation 9

This recommendation is addressed by Policies 1A, 1C, 1D and of the Transportation Element, 1F, and 7F of the Traffic Circulation Subelement, Policies 2A, 2B, 2C, 4B, and 8B of the Mass Transit Subelement of the *CDMP*.

Mass Transit Subelement Monitoring Objective 4 requires the Miami-Dade Transit Agency (MDTA) to "annually update and identify the number and location of transit facilities and types of transit services which provide access to traffic generators such as major centers of employment, commercial, medical, educational, governmental, and recreational activity."

Current Implementation Measures for Recommendation 9

MDTA evaluates the location of bus stops on an ongoing basis to address bus service needs. The placement of bus shelters and bus benches is provided by private contractors authorized by MDTA.

At the time this Report was being produced, a new contract for the placement of bus benches was being put out for bid by MDTA in accordance with Sections 21-154, 155, and 158 of the Miami-Dade County Code of Ordinances. Implementation of this recommendation will commence following the effective date of the new contract. The contractor, however, will have control over the placement of bus benches. Bus shelters are provided by the firm of Eller Media.

Future Implementation Measures for Recommendation 9

A report, titled *Alternatives for Intermodal Improvements in Miami-Dade County*, prepared by Kimley-Horn & Associates for the Metropolitan Planning Organization (MPO), lists potential sites for intermodal improvements throughout Miami-Dade County. Included among a set of 25 sites for consideration as intermodal improvements is the Mall of the Americas at West Flagler Street and NW 79 Avenue. Although the site has bus shelters, the Draft Report asserts that an intermodal facility may be built at this intersection for an estimated cost of \$178,000 (at the time of publication of the Report). The Report also lists other possible improvements, including handicapped access, bicycle racks, benches, a clock tower, information kiosks and kiosks which display estimated times of arrival for buses, lighting, and signage. This Report recommends programming these sites through the TIP process within the next five years.

Six feet of sidewalk space are required, in addition to three feet to allow wheelchairs to pass, in accordance with requirements of the Americans with Disabilities Act.

Recommendation No. 10. Improve the information provided at bus stops (maps, schedules and signage), particularly at transfer points (page 39 of the Study).

CDMP Policy Support for Recommendation 10

This recommendation is addressed by Policies 8A, 8B, and 8E of the Mass Transit Subelement of the CDMP.

Current Implementation Measures for Recommendation 10

The current transit signage program will be replaced with an new recently-adopted program. The new signage is designed to provide comprehensive route schedule information at all 327 bus transfer points Countywide and alleviate problems with graffiti. A system of three types of signs will now be used: Type One, which will provide route numbers, final destinations, and telephone information; Type Two, which will provide bus departure times, final destinations, and telephone information; and Type Three, to be located at all major transfer points, will include route maps, schedules, fare, and telephone information. Type Three will also provide space for advertisements. These designs will also incorporate the new bus color scheme and leave no areas blank for vandalism.

Future Implementation Measures for Recommendation 10

The new and improved transit signage program will be applied throughout Miami-Dade County. The new signage program should be implemented in Fiscal Year 1998-1999.

PARKING

Recommendations and Implementation Measures

Recommendation No. 1. Review and revise as appropriate the existing Parking Ordinance or enact an Overlay Parking Ordinance for the West Flagler Street Corridor that encourages shared parking and reduces the parking requirement by at least 20 to 50 percent (page 52 of the Study).

CDMP Policy Support for Recommendation No. 1

This recommendation is addressed by Policy 8N of the Land Use Element and Policy 1I of the Traffic Circulation Subelement.

Land Use Policy 8N calls for the County to "initiate review and revision of its Zoning Code and Subdivision Regulations to facilitate the development of better planned communities...(including) changes to be considered for...parking requirements for all zoning districts to allow and retain on-street parking where appropriate."

In addition, the Interpretation of the Land Use Text for Urban Centers, Parking, "encourage(s) shared parking and reductions from standard parking requirements (to) be authorized where there is a complementary mix of uses on proximate development sites, and near transit stations" (p. I-39).

Traffic Circulation Policy 1I calls for a "(review) of parking requirements in the County's zoning regulations to encourage shared and possible on-street parking in planned Urban Centers and to moderate parking requirements where transit service exists and where developments contain complementary use mixes."

Current Implementation Measure for Recommendation No. 1

There is no current implementation measure for Recommendation No. 1. See a **Future Implementation Measure**, under Recommendation No. 4, below.

Recommendation No. 2. Provide preferential parking for high-occupancy vehicles (page 52 of the Study).

CDMP Policy Support for Recommendation No. 2

Traffic Circulation Policy 1I directs the County "to investigate and develop for implementation parking management strategies to promote the land use and transportation objectives of the CDMP to reduce the use of SOVs and highway congestion and encourage the use of transit and ridesharing." Policy 1J directs the County to "amend the Transportation Element upon completion of the Countywide Parking Policy Study, conducted by the MPO, as necessary to facilitate implementation of the study's recommendation."

Current Implementation Measure for Recommendation No. 2

There is no current implementation measure for Recommendation No. 2. See a **Future Implementation Measure**, under Recommendation No. 4, below.

Recommendation No. 3. Adopt minimum requirements and standards for bicycle and motorcycle parking (page 52 of the Study).

CDMP Policy Support for Recommendation No. 3

This recommendation is addressed by Policies 1F, 1I, and 1J and 7C of the Traffic Circulation Subelement.

Traffic Circulation Policy 7C directs the County "(to) encourage inclusion in, and review, all plans and development proposals for provisions to accommodate...facilities for securing nonmotorized vehicles."

Current Implementation Measure for Recommendation No. 3

Through site plan review, DPDR staff encourages new development and redevelopment to provide bicycle parking. However, there is no provision for the inclusion of motorcycle parking. See a **Future Implementation Measure**, under Recommendation No. 4, below.

Recommendation No. 4. Encourage shared parking in existing and new commercial, office, and industrial areas (page 52 of the Study).

CDMP Policy Support for Recommendation No. 4

This recommendation is addressed by Policy 8N of the Land Use Element and Policy 1I of the Traffic Circulation Subelement.

Land Use Policy 8N calls for the County to "initiate review and revision of its Zoning Code and Subdivision Regulations to facilitate the development of better planned communities...(including) changes to be considered for...parking requirements for all zoning districts to allow and retain on-street parking where appropriate."

In addition, the Interpretation of the Land Use Text for Urban Centers, Parking section "encourage(s) shared parking and reductions from standard parking requirements (to) be authorized where there is a complementary mix of uses on proximate development sites, and near transit stations" (p. I-39).

However, concerning recommendations 1, 4, and 5, the *CDMP* encourages shared parking in areas designated as Urban Centers. The *CDMP* does not encourage shared parking in areas designated for Business and Office use that are not also designated as Urban Centers. Therefore, in order to implement a policy of shared parking, the *CDMP* should be amended so that the Adopted Land Use Plan Map designates the area surrounding the Mall of the Americas and the intersection of NW/SW 107 Avenue as Urban Centers.

Traffic Circulation Policy 1I calls for a "(review) of parking requirements in the County's zoning regulations to encourage shared and possible on-street parking in planned Urban Centers and to

moderate parking requirements where transit service exists and where developments contain complimentary use mixes.

Current Implementation Measures for Recommendation 4

Through the site plan review process, Developments of Regional Impact are encouraged to provide shared parking.

Future Implementation Measures for Recommendation No. 1, 2, 3, and 4

Parking regulations may be reviewed for consistency with these recommendations. A study prepared for the MPO, which reviews parking Countywide, was under review at the time of publishing of this Report, with a final report to be completed in September 1998. If this study is accepted by the Board of County Commissioners, and after subsequent amendment to the Miami-Dade Parking Ordinance, an ordinance addressing these issues may be developed in the five- to six-year timeframe. After the Parking Ordinance is adopted or amended, implementation would be accomplished through Code enforcement.

Recommendation No. 5. Provide park-and-ride facilities at convenient locations and encourage shared parking (page 52 of the Study).

CDMP Policy Support for Recommendation No. 5

This recommendation is addressed by Policies 1F and 1I of the Traffic Circulation Subelement. Policy 1F "implement(s) a transportation demand management (TDM) program to reduce overall peak demand and use of single-occupant vehicles (SOVs)....includ(ing) such TDM strategies as... park-and-ride lots."

Policy 1I directs the County "to investigate and develop for implementation parking management strategies to promote the land use and transportation objectives of the *CDMP* to reduce the use of SOVs and highway congestion and encourage the use of transit and ridesharing."

Current Implementation Measures for Recommendation No. 5

MDTA attempts to provide park-and-ride facilities when opportunities to acquire land become available.

Future Implementation Measures for Recommendation No. 5

In July, 1993 the firm of Fredric R. Harris submitted the *Dade County Park-and-Ride Lot Plan* for FDOT evaluating specific locations for park-and-ride facilities. The Report determined that no site within the Study Area was suitable for development of a park-and-ride facility to alleviate existing park-and-ride lot needs in the short term (existing need). The closest sites are located at Florida International University and Miami International Mall, both located just outside the Study Area's boundaries. Although the Report determined that West Flagler Street has high demand for park-and-ride facilities, the Report concludes that West Flagler Street lacks potential sites to serve as park-and-ride facilities and other sites satisfy the demand in the short and intermediate ranges.

URBAN DESIGN

Recommendations and Implementation Measures

See page 37 for current and future implementation measures of urban design recommendations.

Recommendation No. 1. Develop neighborhoods according to urban design principles (page 63 of the Study).

CDMP Policy Support for Recommendation No. 1

This recommendation is addressed by Policies 1G, 1I, 4A, 7A, 7B, 8G, 8K, 8L, 8N, 9A, and 9B of the Land Use Element, 1C of the Transportation Element, 2D, 6F, 6G, 7C, 7D, and 7F of the Traffic Circulation Subelement, 2A of the Mass Transit Subelement, and 3A of the Recreation and Open Space Element. The recommendation is also supported by the Guidelines for Urban Form (pages I-20 through I-23 of the Land Use Element).

Land Use Policy 1G requires the County to "vigorously promote implementation of the Guidelines for Urban Form" (see Future Implementation Measures, Chapter 3 and pages I-20 through I-23, *Adopted Components*, CDMP). Policy 1I promotes business development to occur in nodes at major intersections, instead of continuous strips and further requires business developments to be "designed to relate to adjacent development." Policy 4A promotes compatibility of "proximate land uses...(by considering) noise, lighting, shadows, glare, vibration, odor, runoff, access, traffic, parking, height, bulk, scale of architectural elements, landscaping, hours operation, buffering, and safety." Policy 4D is a guideline for resolving conflicts between incompatible land uses through "design solutions...(to) integrate the compatible and complementary elements and buffer any potentially incompatible elements." Policy 7A further promotes urban design through amendment to the CDMP by "accommodating) residential development in suitable locations and densities which reflect such factors as recent trends in location and design of residential units...; proximity and accessibility to employment, commercial, and cultural centers; character of existing adjacent or surrounding neighborhoods; maintenance of quality of life and creation of amenities. Density patterns should reflect the Guidelines for Urban

Form contained in (the Land Use Element [*Adopted Components*, pages I-20 through I-23])." Policy 8G promotes a more sensitive building design through "review and revis(ion) of (the County's) development regulations to promote building designs in multi-family residential zoning districts which are more compatible with and sensitive to, surrounding neighborhoods, and to establish minimum densities for development in multifamily residential zoning districts." Policy 8N contains guidelines for revising the Miami-Dade Zoning Code and Subdivision Regulations with changes to neighborhood development parameters and amenities such as open space, diversity of uses, diversity of housing and construction types, parking requirements, and a hierarchy of street types. Policy 9A promotes the "facilitat(ion of) high intensity activity areas, mass transit supportive development, and mixed use projects to promote energy conservation." The inclusion of a variety of land uses facilitates the transformation of an area from automobile dependence to pedestrian-friendliness. Implementation of these Policies promote that environment to occur. Policy 9B sets a guideline for the inclusion of "solar design...for items as street and passageway alignments, landscaping, setbacks, building orientation and relationship to water bodies."

Transportation Policy 1C requires the "adopt(ion of) land use patterns which promote the use of transit and alternative transportation modes." Traffic Circulation Policy 2D's promotion of the grid system of roadways as a networks allows neighborhoods to form clear boundaries. Traffic Circulation Subelement Policy 6F sets a guideline to "design new roadways (to be) compatible with the surrounding environment, complement adjacent development, and provide aesthetically pleasing visual experiences to the user and the adjacent areas." Policy 7C "encourage(s) inclusion in, and review, all plans and development proposals for provisions to accommodate safe movement of bicycle and pedestrian traffic, and facilities for securing non-motorized vehicles." Policy 7D promotes the inclusion of bicycle facilities by "requir(ing) the consideration of incorporating bicycle needs into the County's plans for any new road construction, widening, or reconstruction project, where designated by the *Bicycle Facilities Plan*." Policy 7F promotes "pedestrian comfort, safety, and attractiveness (by means of) on-street parking, wide sidewalks, and abundant landscaping at the street edge."

Mass Transit Subelement Policy 2A requires that "transit improvements shall be coordinated with and support the staging and shaping of development as planned in the Land Use Element, through the County's transportation planning process."

Access to open space is addressed by Open Space and Recreation Policy 3A which directs the County to "continue to provide access to parks and recreation open space for autos, bicycles, pedestrians, and public transportation."

Recommendation No. 2. Develop with a more compact building form (page 63 of the Study).

CDMP Policy Support for Recommendation No. 2

This recommendation is addressed by Policies 1A, 1G, 1I, 1Q, 7A, 8K, and 9A of the Land Use Element, 1C of the Transportation Element, and 2A and 2B of the Mass Transit Subelement.

Policy 1G requires the County to "vigorously promote implementation of the Guidelines for Urban Form" (see Future Implementation Measures, Chapter 1 and pages I-20 through I-23, *Adopted Components*, CDMP). Policy 1I promotes business development to occur in nodes at major intersections, instead of continuous strips and further requires business developments to be "designed to relate to adjacent development." Policy 7A further promotes urban design through amendment to the CDMP by "accommodat(ing) residential development in suitable locations and densities which reflect such factors as recent trends in location and design of residential units...; proximity and accessibility to employment, commercial, and cultural centers; character of existing adjacent or surrounding neighborhoods; maintenance of quality of life and creation of amenities. Density patterns should reflect the Guidelines for Urban Form contained in (the Land Use Element [*Adopted Components*, pages I-20 through I-23])." Policy 9A promotes the "facilitat(ion of) contiguous urban development, infill, redevelopment of substandard or underdeveloped urban areas, high intensity activity areas, mass transit supportive development, and mixed use projects to promote energy conservation."

Transportation Policy 1C requires the "adopt(ion of) land use patterns which promote the use of transit and alternative transportation modes." Mass Transit Policy 2B requires the "area surrounding future rapid transit stations...to be designed and developed at a minimum, as community urban centers, containing land use and development designs that promote transit use as defined in the Land Use Element."

Recommendation No. 3. Include identifiable urban centers with clear edges in neighborhoods and distribute public spaces throughout neighborhoods (page 63 of the Study).

CDMP Policy Support for Recommendation No. 3

This recommendation is addressed by Policies 1A, 1C, 1G, 8N, and 9A of the Land Use Element, and 2B of the Mass Transit Subelement.

Policy 1G requires the County to "vigorously promote implementation of the Guidelines for Urban Form" (see Future Implementation Measures, Chapter 1 and pages I-20 through I-23, *Adopted Components*, CDMP). Policy 8N promotes the review and revision of the Zoning Code to "facilitate the development of better planned communities and better designed buildings including open space in the form of squares, plazas, or green areas in residential and commercial zoning categories."

Recommendation No. 4. Encourage mixed uses in urban centers and along major roadways (page 63 of the Study).

CDMP Policy Support for Recommendation No. 4

This recommendation is addressed by Policies 8D, 8N, and 9A of the Land Use Element, 1C of the Transportation Element, and 2B of the Mass Transit Subelement.

Land Use Policy 8N promotes the review and revision of the Zoning Code to "facilitate the development of better planned communities and better designed buildings, (including a) diversity of uses in or adjacent to residential districts, including neighborhood designs that have a mixture of retail, residential, office, institutional, and service business in close proximity." Policy 9A promotes the "facilitat(ion of) high intensity activity areas, mass transit supportive development, and mixed use projects to promote energy conservation." Transportation Policy 1C directs the County "to adopt land use patterns which promote the use of transit and alternative transit modes." Mass Transit Policy 2B provides a guideline for "the area surrounding future rapid transit stations not yet sited and depicted on the Land Use Plan Map shall be designed and developed at a minimum, as community urban centers, containing land use and development designs that promote transit use as defined in the Land Use Element."

Recommendation No. 5. Implement a street hierarchy on a modified grid (page 63 of the Study).

CDMP Policy Support for Recommendation No. 5

This recommendation is addressed by Policies 8N of the Land Use Element and 2D, 6F, and 7F of the Traffic Circulation Subelement.

Land Use Policy 8N promotes the review and revision of the Zoning Code to "facilitate the development of better planned communities and better designed buildings, (including) a hierarchy of street types and designs, ranging from pedestrian paths to boulevards that serve both neighborhood and areawide vehicular and pedestrian trip making needs by addressing cross sections, corner radii, connectivity, and rationality of street and pathway networks, and balanced accommodation of automobiles, pedestrians, bicyclists, and landscaping." Traffic Circulation Policy 2D addresses the need for a street hierarchy through "the section line, half-section line, and quarter-section line road system (which) should form a continuous network within developed areas, interrupted only when it would destroy the integrity of a neighborhood or development." The County should not approve vacation of zoned rights-of-way unless it is determined that the right-of-way is not required for present or future public use, and the *CDMP* Guidelines for Urban Form (pages I-20 through I-23, *Adopted Components*, CDMP) will be reflected.

Recommendation No. 6. Limit block length to less than 300 feet and to a maximum of 500 feet (page 63 of the Study).

CDMP Policy Support for Recommendation No. 6

The Interpretation of the Land Use Plan Map, Urban Centers - Streets and Public Spaces - states that "the size of blocks, street network, and pedestrian accessways shall be designed so that walking distances are short." (p. I-39) However, it does not give a specific range for walking distances. Routes through the center and between destinations are direct and short. More specific information is given by the *Urban Design Manual*.

Recommendation No. 7. Minimize or eliminate building setbacks to provide spatial enclosure (page 63 of the Study).

CDMP Policy Support for Recommendation No. 7

According to the Interpretation of the Land Use Plan Map: Policy of the Land Use Element, *Adopted Components*, CDMP), "buildings and their landscapes (in urban centers) shall be built to the sidewalk edge in a manner that frames the adjacent street to create a public space in the street corridor that is comfortable and interesting, as well as safe for pedestrians."

Recommendation No. 8. Incorporate amenities, such as planters, fountains, ornamental benches and lampposts, and public monuments in areas of civic importance (page 63 of the Study).

CDMP Policy Support for Recommendation No. 8

This recommendation is addressed by Policies 1K and 9B of the Land Use Element. However, the Land Use Interpretation does not make any provision for decorative or aesthetic elements.

Recommendation No. 9. Place parking behind buildings or in alleys (page 63 of the Study).

CDMP Policy Support for Recommendation No. 9

This recommendation is addressed by Policy 8N of the Land Use Element.

Policy 8N promotes the review and revision of the Zoning Code to "facilitate the development of better planned communities and better designed buildings, (including) parking requirements for all zoning districts to allow and retain on-street parking where appropriate, and to encourage off-street parking in the rear or on the sides of the developments."

The CDMP Land Use Interpretation for parking in Urban Centers also states that parking should be placed "in mid-block, block-rear, and on-street locations, and not between the street and main building entrances. More specific information will be given by the *Urban Design Manual*.

Recommendation No. 10. Encourage parallel parking and street trees to act as a buffer between pedestrians and vehicle moving lanes (page 63 of the Study).

CDMP Policy Support for Recommendation No. 10

This recommendation is addressed by Policies 8N, 9A, and 9C of the Land Use Element.

Policy 8N promotes the review and revision of the Zoning Code to "facilitate the development of better planned communities and better designed buildings, (including) parking requirements for all zoning districts to allow and retain on-street parking where appropriate, and to encourage off-street parking in the rear or on the sides of the developments."

The CDMP Land Use Interpretation for parking in Urban Centers also states that parking should be placed "in mid-block, block-rear, and on-street locations, and not between the street and main building entrances. More specific information is given by the *Urban Design Manual*."

The CDMP Guidelines for Urban Form (p. I-23) states that "along arterials, major, and high-speed roadways, pedestrian circulation should be accommodated by sheltering sidewalks from passing traffic by providing landscaping and trees at the street edge."

Recommendation No. 11. Place parking for major commercial areas (such as malls) in garages with retail uses on the ground floors. The garages should be architecturally compatible with the rest of the neighborhood (page 63 of the Study).

CDMP Policy Support for Recommendation No. 11

This recommendation is addressed by the CDMP section on the Urban Center: "parking structures should incorporate other uses at street level such as shops, galleries, offices, and public uses (page I-39).

Recommendation No. 12. Provide bus stops or vanpool stops at urban centers along major roadways (page 63 of the Study).

CDMP Policy Support for Recommendation No. 12

This recommendation is addressed by Policy 1A of the Transportation Element, Policy 1F of the Traffic Circulation Subelement, and Policies 2A and 4A of the Mass Transit Subelement.

Policy 1F "implement(s) a transportation demand management (TDM) program to reduce overall peak demand and use of single-occupant vehicles (SOVs)....includ(ing) such TDM strategies as... vanpooling or employer-based carpooling."

Current Implementation Measures for Recommendations Nos. 1 through 12

These recommendations are currently being implemented through the site plan review (see Appendix F - Administrative Site Plan Review Form) and zoning review processes in which developers and architects meet with planners of DPDR to devise means of incorporating urban design elements into building and site plans according to the principles of urban design.

Future Implementation Measures for Recommendations Nos. 1 through 12

DPDR is in the process of implementing Policy 8M of the Land Use Element through the development of an Urban Design Manual, establishing new design guidelines by December, 1998. The Manual will provide additional criteria for use in review of all new residential and commercial development in unincorporated Miami-Dade County.

Urban design guidelines, specific to this area, are provided in this Report. Within two to three years, they may be adopted as regulations. Future development would have to comply with these provisions through zoning and site plan review.

3.0 URBAN DESIGN GUIDELINES

The recommendations contained in the *Specific Area Planning Report for Improving Mobility for the West Flagler Street Corridor Study Area* are framed by the urban development pattern.

Below are specific design guidelines for the West Flagler Street Corridor Study Area. When following these guidelines for development or redevelopment, DPDR will give favorable recommendations to development proposals which adhere to these guidelines to proceed through the zoning review process.

THE WEST FLAGLER STREET CORRIDOR

Most of the West Flagler Street Corridor Study Area was developed in the 1960s, indicating that redevelopment will most likely occur in the distant future. In the short-term, therefore, urban design guidelines should be focused on areas of undeveloped land, and in the long-term on the redevelopment of built-out parcels.

Given its location and continued growth and prosperity, West Flagler Street west of the Palmetto Expressway is well suited to set an example for the reform of urban corridors in Miami-Dade County. During the development of the *Specific Area Planning Report for Improving Mobility for the West Flagler Street Corridor Study Area*, it became clear that this corridor should become the area's "Main Street." To accomplish this, several changes in the way development occurs need to take place.

DEVELOPMENT GUIDELINES

Properties located along West Flagler Street

- Development of parcels abutting West Flagler Street should allow only for mixed and vertically integrated commercial and residential uses, (except those uses identified in the General Development section as discouraging pedestrian activity).
- Single-family attached or detached residences, duplexes, and townhomes should be prohibited for lots abutting West Flagler Street.
- Buildings along West Flagler Street should not be permitted to set back on the front and side streets, except to provide sidewalks.
- Automobile parking should be located to the rear or the sides of buildings, preferably in garages.

- Colonnades or arcades, at least ten feet in height, should be provided along West Flagler Street, or in the alternative, a double row of street trees should be planted on the sidewalk. Awnings and canopies are additional recommended methods of providing necessary shade.
- Automobile drive-throughs should not be allowed to front on West Flagler Street.

Residential Districts

- Housing developments should include a mix of housing types, such as townhouses, courtyard apartments, and sideyard apartments (single or double loaded).
- Garages should be placed toward the rear property line in residential areas so they will not dominate the street.
- Multifamily apartment buildings fronting major streets should be allowed to incorporate commercial uses on the outparcels.

General Development

Land Use. A mixture of varied residential, commercial (with peak business hours at different times of day), and civic land uses should be provided within all areas to allow pedestrians to combine a number of different activities into a single trip. Mixed use may be implemented in a vertical fashion, with residences located above commercial stores, or in the alternative, residences may be located adjacent to commercial establishments. The highest intensity uses and highest building intensities should be located at the intersections of two or more section and half section line roadways and adjacent to transit stations. The ground floors of buildings on major streets should contain retail uses with residences located above. Office uses may be placed between the retail and residential uses.

Automobile sales, outdoor storage areas, junkyards, and industrial uses at transit stops and intersections should be discouraged to avoid adverse impacts to pedestrians. Future schools, parks, and cultural facilities should be located to serve as focal points within neighborhoods.

Housing. In single-family and townhome residential areas, the provision of accessory (granny flat) apartments may contribute to increased residential density without compromising the single-family character of a neighborhood. Accessory units should be developed under the same ownership as the primary residence. Walls between single-family residences along the public right-of-way should be connected to form a continuous edge along the sidewalk.

For all housing developments, corners should be defined by architectural features, such as turrets, towers, sculptures, or balconies. All buildings should be oriented to the corners and public streetfronts.

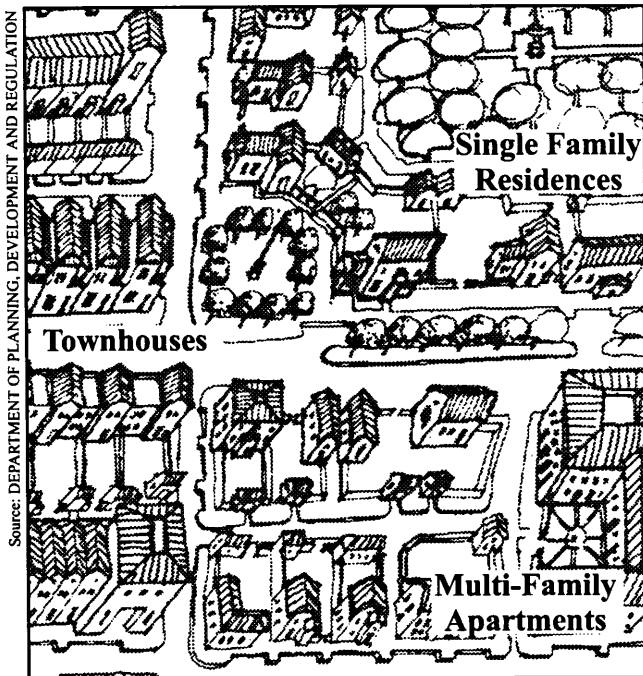


Figure 2. Mix of Housing. By following urban design principles housing may be provided at different intensities within a neighborhood while maintaining human scale and pedestrian friendly streets and also promoting a sense of place.

Parking. Surface parking should be located to the rear of buildings whenever possible, and never in the front of a building's main entrance, at a corner, or between the main entrance and the street. Surface parking lots should also be located away from intersections and screened from public view from the adjacent sidewalk by landscaping, or walls articulated with mosaics, murals, decorative masonry, sculpture, or relief sculpture (*Seattle Design Review Guidelines*, p. 44). Surface parking should not be permitted at sites which terminate street vistas, or next to public squares, plazas, or civic uses. In the short term, property owners of existing parking lots should plant shrubs and trees along the parking lot edges facing streets and sidewalks.

For new development, the minimum parking requirements of Chapter 33, (Miami-Dade County Zoning Code), should constitute maximum parking restrictions within the Study Area.

When parking garages are built, they should include street level shops or display cases. Entrances to parking are preferably located on local streets, rather than on main streets.

Garages should also reflect the architecture of surrounding buildings, so that they are architecturally integrated into the general area. Upper floors of garages should be screened from public view with landscaping, architectural features, or screening to remove automobiles from public view. Other parts of the garage structure should be architecturally emphasized over the entry way to better conceal the garage entrance from the pedestrian (*Seattle Design Review Guidelines*, p. 39).

Surface parking lots should allow for pedestrian movement with clearly marked walkways, connected to the building's main entrance. Pedestrian crosswalks should be bordered by landscaping to separate vehicular and pedestrian movement. Walkways should be raised to six inches from ground level (Miami-Dade Public Works Department standard) except where the walkway crosses a vehicular path. Where walkways cross driving aisles, they should be marked

with slip-resistant paving materials which contrast in color and texture with the vehicular moving area.

Marked crosswalks should be provided in driveways and vehicular access points to allow pedestrians to safely cross, when fronting on streets.

New development and redevelopment should contain a minimum number of curb cuts to avoid pedestrian-automobile conflicts and to minimize their becoming the visually-dominant feature of the corridor. In addition, where possible, driveways should be placed so that they may be shared between adjacent property owners, and placed on local, rather than arterial streets.

When developing individual lots, driveways may be accessed from main streets. However, when a block is fully redeveloped, vehicular access may be provided through alleys and shared driveways.

As office and retail uses experience different peak periods of parking demand, parking should be shared between different types office and retail uses within developments or in a mixed-use overlay district to encourage the maximum utilization of space.

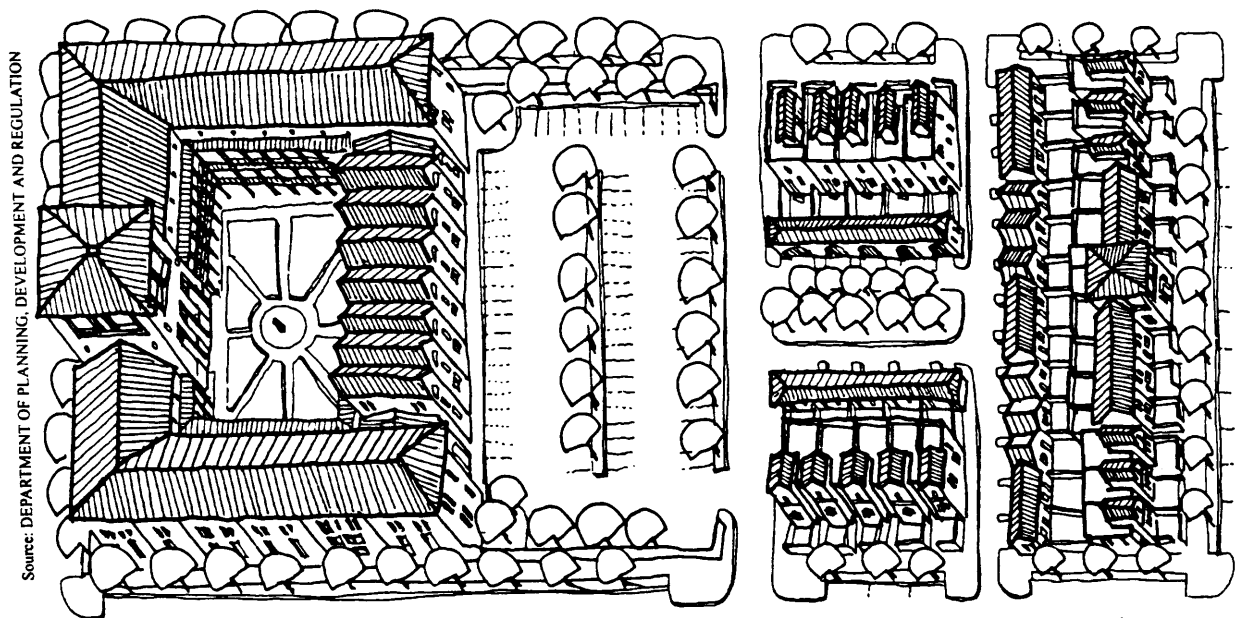


Figure 3. Convenient parking may be placed so that it does not face into the main roadway.

On-street parking should also be placed on streets whenever possible. On-street parking may satisfy parking requirements on a one-to-one basis for blocks where the on-street parking is located directly in front of the building.

Surface parking lots and alleys may serve as transition uses to more intensive uses. As market forces allow, the area used for surface parking should be converted into residential, commercial, or transit stations with reduced area reserved for parking and structured parking.

Buildings. New development should include architectural features, including details and materials, and similar rooflines, reflective of the south Florida regional style.

The ground levels of buildings should be punctuated with doors and windows every seventy-five feet, with clearly defined main entrances. Entries should be placed within a minimum of 75 feet on center. The facades of buildings may also be articulated with varying details, such as balconies and bay windows, as long as these details are consistent along the block face. Main entrances should open directly on the major street abutting the building.

Buildings shall be allowed up to a height and intensity to match the fronting right-of-way. Extra height may be granted if floors above that building height which approximates the roadway width are recessed from the ground floor building line. At minimum, building height should match half the right-of-way. Variances for building height shall be granted when providing a streetfront plaza.

Except in cases in which doing so will cause hazardous conditions, building setbacks should be eliminated or reduced in order to give pedestrians scale between the street and building, by "enclosing, defining, and providing a sense of continuity to the streetscape." (Morris, p. 10) In cases in which deep setbacks are the norm, as in single-family residential districts, the front setbacks of buildings should be accentuated with porches and patios to provide natural surveillance of the streetscape, as well as a transitional space between public and private property.

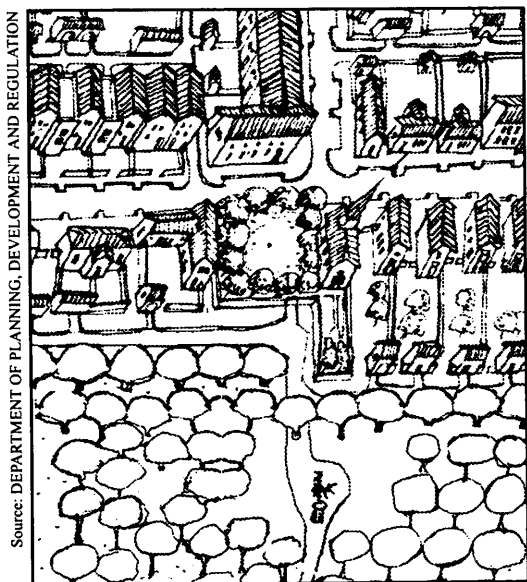


Figure 4. Civic Buildings. Civic buildings should be placed at prominent locations. A church yard doubles as a multiple use for religious and neighborhood

Where buildings terminate street vistas, they should be distinguished through height greater than that for other buildings on the same street in which the building terminates the vista or they should also feature a different architectural style to reflect the importance of the space occupied by the building.

Cellular phone towers should be incorporated into building details, such as church steeples, spires, or other monuments.

Building lot coverage should conform to an urban setting.

Complexes containing more than one building should provide a network of walkways to interconnect the buildings.

Street System. Outparcels in large developments should be developed with pedestrian uses and connected to other uses with safe and convenient access. In cases of large scale redevelopment, a modified, hierarchical and interconnected grid of streets should be implemented to provide the pedestrian with a sense of orientation, while still allowing for directional variety. Entry features and gateways should be placed along major roadways to signal the entrances to distinct neighborhoods and districts. Alleys should be provided to shorten block lengths. Uses may also be allowed in alleys including retail and residences or vehicular access and access for utility vehicles. Through streets should be provided in redevelopment plans to provide alternative routes. Curbs turning radii should be kept short to discourage high turning speeds.

Benches and bus shelters, as well as streetlamps, trash receptacles, and newspaper boxes, should lend a decorative element to the street and reflect the general architecture of the area. Streetlamps should reflect human scale, with a height of no more than 20 feet. Transit stops should be located as closely as possible to the street corner. Bus bays may also be included along the street edge.

Sidewalk width should follow a formula of one-quarter the width of the abutting right-of-way and should adjoin both sides of the street. Similar paving materials shall be utilized for each corner of the intersection; however, the use of asphalt as a paving material should be discouraged.

Block System. Block lengths should be short to accommodate a dense network of interconnected streets as a way of reducing vehicular speeds and to give pedestrians, bicyclist, and motorists a maximum number of options for completing trips and dispersing traffic throughout the network. In cases of blocks more than 600 feet in length, building pass-throughs down the center of the block should be provided.

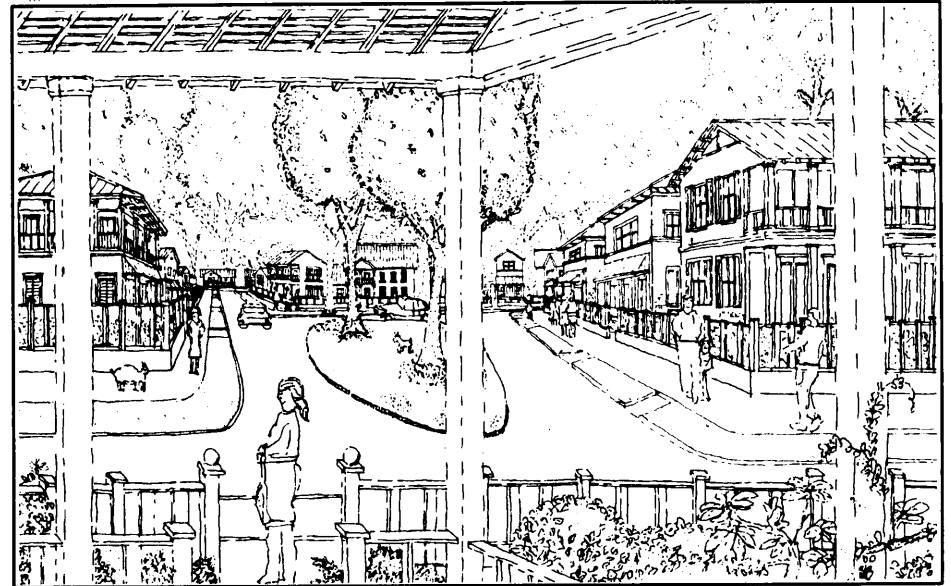
STREET AS A ROOM

The concept of the street as a room results from the definition of exterior space in the matter of interior space. Squares act as rooms while building facade form the walls. The relationship of building walls to the width of exterior space is critical to the creation of outdoor rooms.



The Streets as a "Room" in a Mixed -Used Neighborhood

This illustration of mixed-used activity center shows the basic elements of urban design such as buildings placed at the edge of the sidewalk, definition of the building base, proportion of building height to street width, landscape and an articulation of architectural details that provide interest along the street. The combination of these design elements result in defined streets and public spaces which act as outdoor rooms and provide a sense of human scale.



The Street as a "Room" in a Low-Density Residential Neighborhood

This illustration of a low-density neighborhood shows basic components of urban design. The two-story homes are placed close to the sidewalk and around a center green to create an effect of an outdoor "room" within a neighborhood. Porches provide a transitional space between the street, sidewalk and the interior of the unit. The porch provides a space that enhances interaction among neighbors, and an increased sense of safety for the neighborhood. Through surveillance.

Source: Miami-Dade County,
Department of Planning, Development
and Regulation

DISK 18: NAPOLEON. URBAN DESIGN MANUAL ILLUSTRATION FOR THE DADELAND REGIONAL ACTIVITY CENTER. 10/91

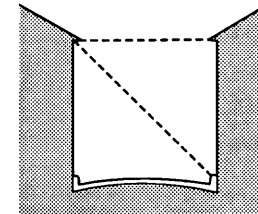
Figure 5.

STREET CROSS SECTION

The public space created by the height-to-width ratio of the road cross section is one of the most critical elements in urban design. Successful spatial definition of the public realm is a direct result of the road cross section and is critical to visual enclosure and human scale.

The sense of spatial enclosure is related to the physiology of the human eye. Research on the topic of spatial enclosure to create a sense of human scale has been thoroughly documented. Basically, if the cone of vision encompasses less street wall than sky opening, the sense of enclosure will be minimal. If the street wall is greater than the amount of sky, a sense of enclosure will result. For example, a height-to-width of 1 to 6 is the absolute maximum necessary to provide any feeling of defined space, with a 1 to 3 height-to-width ratio resulting in an effective feeling of defined space. Generally, the sense of enclosure increases as the ratio becomes tighter.

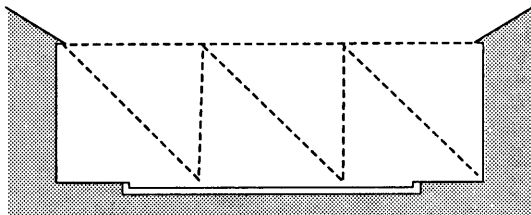
In South Florida, the use of street trees is often the element that produces positive road cross sections. This is primarily due to low building heights and relatively wide right-of-ways.



RATIO 1 : 1

1 to 1 ratio

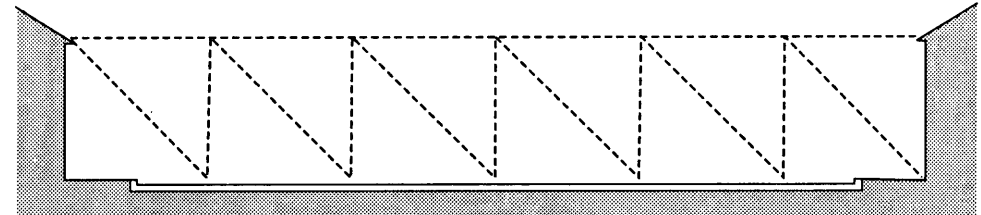
The 1 to 1 ratio is an ideal cross section resulting in a positive human scale relationship. Although this section occurs in older cities, particularly in Europe, it seldom occurs along South Florida roadways. The 1 to 1 ratio is ideal for pedestrian passages.



RATIO 1 : 3

1 to 3 ratio

The ratio of 1 to 3 is an effective minimum section for South Florida roadways. It produces a sense of enclosure and a positive human scale relationship.



RATIO 1 : 6

1 to 6 ratio

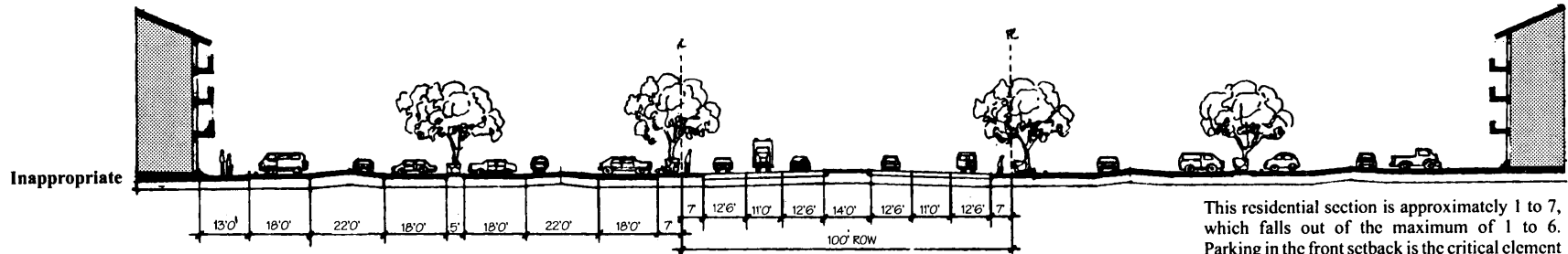
The ratio of 1 to 6 is the absolute maximum road section width to street wall. The use of street trees will enhance this section.

Gary Grenan, Andres Duany, Elizabeth Plater-Zyberk, Kamal Zaharin, Iskandar Shafie, Miami; The Cintas Foundation, Graphic Standards, New York: John Wiley & Sons, Inc., 1994

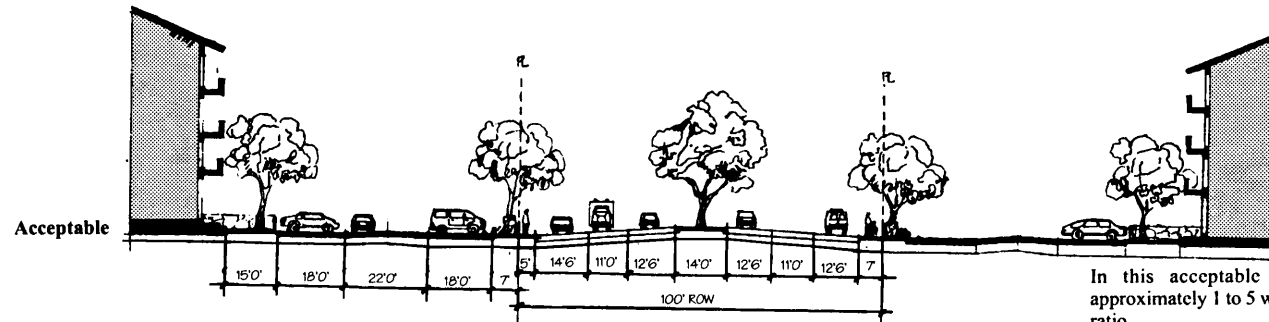
Adopted from Site Community and Urban Planning Ninth Edition of Architectural Graphic Standards by Gary Greenan, Andres Duany, Elizabeth Plater Zyberk, Kamal Zeharin and Iskander Shafie.

Figure 6.

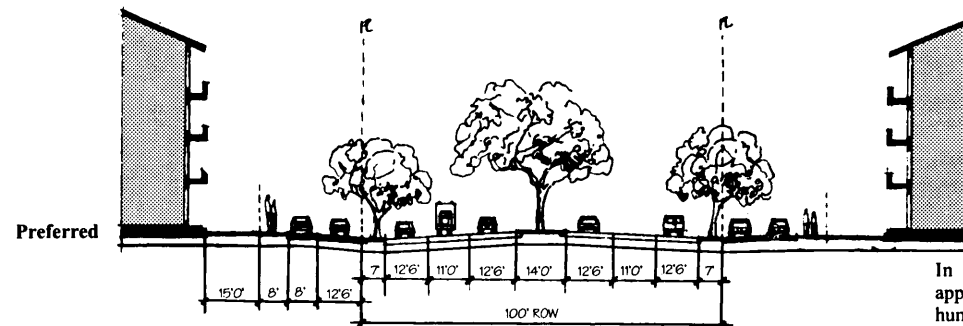
RESIDENTIAL STREET SECTIONS R.O.W. 100 FEET



This residential section is approximately 1 to 7, which falls out of the maximum of 1 to 6. Parking in the front setback is the critical element that makes this section unacceptable.



In this acceptable example, the ratio is approximately 1 to 5 which falls below the 1 to 6 ratio.



In this preferred example, the ratio is approximately 1 to 4 and results in a positive human scale. Trees and balconies further enhance human scale.

Source: Miami-Dade County,
Department of Planning, Development
and Regulation

Figure 7.

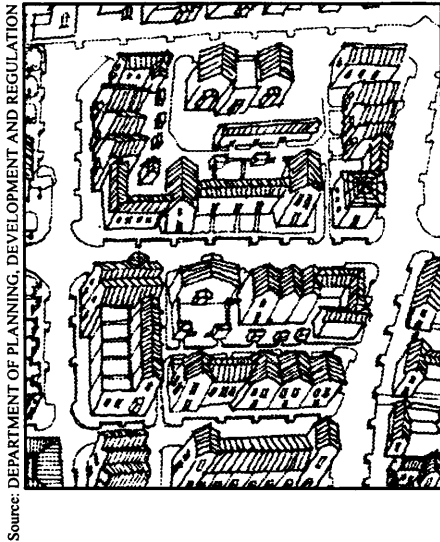


Figure 8. Blocks and Streets The street network is made up of streets and blocks. Buildings placed close to street define the street edge and create a street cross section compatible with human scale.

Public Spaces. Along section and half-section line roadways, open spaces may be defined by corner buildings on parcels at least two acres in size, by abutting buildings, or by roadways. Private common open space in the form of courtyards or atriums should receive density bonuses provided that the developer provides a system of blocks of an average maximum of 1,300 lineal feet.

Public spaces should front on main activity areas and major corridors. They are also encouraged to feature elements, such as public art and water sculptures. Public spaces should also provide access to street and block system.

Large-scale redevelopment should include community centers or greens to provide a common area for people to associate. Whenever possible, these spaces should include monuments or focal points. The spaces should also be defined by adjoining or enclosing buildings. Each side abutting or across the street from the community center or green should contain a range of uses, residential, commercial, and institutional. Institutional uses may include parks, schools, houses of worship, and cultural facilities.

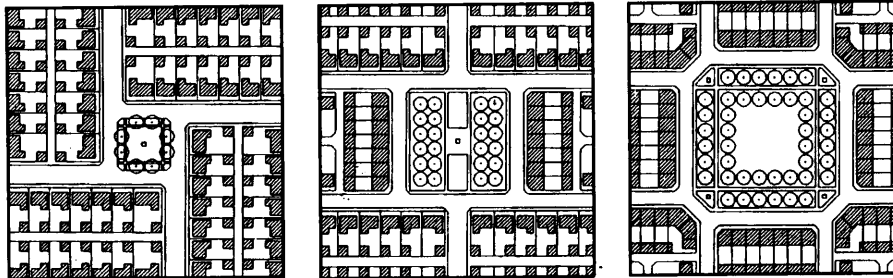
Public spaces should be provided at ground level and connected to the adjoining sidewalk with marked entries to encourage access. A network of public spaces should be provided throughout all neighborhoods, providing residents and visitors with a variety of open spaces for recreation and passive leisure.

Landscaping. In the existing residential neighborhoods, a special taxing district should be established for landscaping in the public right-of-way in conformance with Chapter 18A of the Code of Miami-Dade County. Some neighborhoods also lack sidewalks (please refer to Appendix A, Table 7 of the *Specific Area Planning Report for the West Flagler Street Corridor Study Area*) and these will be installed according to the implementation schedule referred to in Chapter 3 of this document.

OPEN SPACE TYPES

Open Space Types

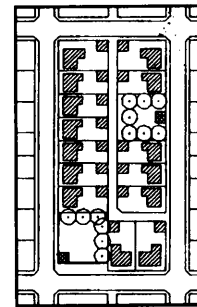
Common open space is an essential element in the design of neighborhoods. Plazas, squares, and greens provide the urban open space at the neighborhood center, while active and passive parks are situated at the edge of the neighborhood, between neighborhoods or as a part of a school site. Common open space should be designed as an integral part of the neighborhood and as residual left-over areas once all other uses have been planned. Generally, well-designed open areas are the result of clearly defined by buildings and landscape. When properly planned, open space offer areas for social encounters, placement of focal points and as foreground for civic buildings.



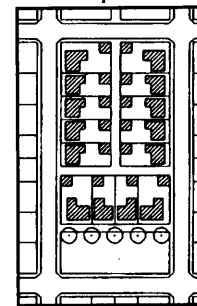
Detached Squares and Greens

Shown in this example are the various forms of detached greens as may be incorporated within the neighborhood. The central green is the most prominent social area, and its importance is enhanced by placement of civic buildings framing the edge of the green. Smaller detached and attached greens, such as small parks and medians, are evenly distributed throughout the neighborhood to offer additional outdoor space for residents.

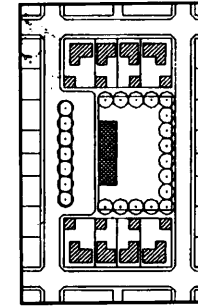
Gary Grenan, Andres Duany, Elizabeth Plater-Zyberk,
Kamal Zaharin, Iskandar Shafie, Miami; The Cintas
Foundation, Graphic Standards, New York: John
Wiley & Sons, Inc., 1994



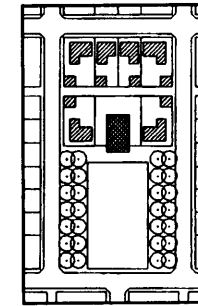
Corner Attached
Square



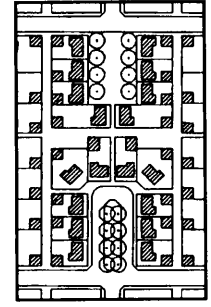
Attached Square



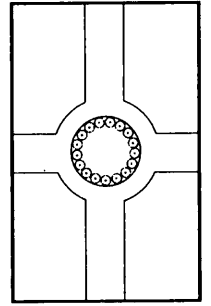
Mid-Block
Green



Attached Square
with Civic Building



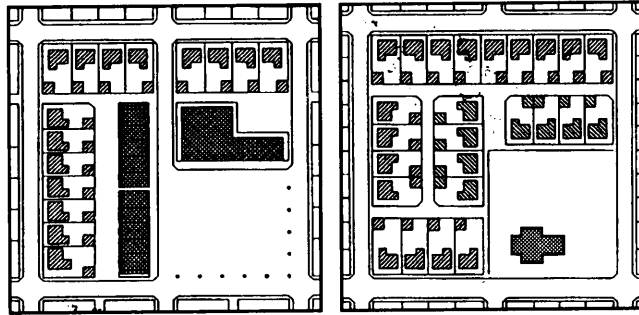
Close



A round about introduces focal points along a road network and act as "traffic calming" devices.

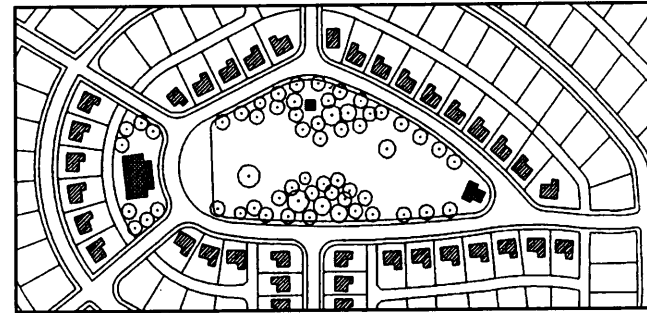
Figure 9.

OPEN SPACE TYPES



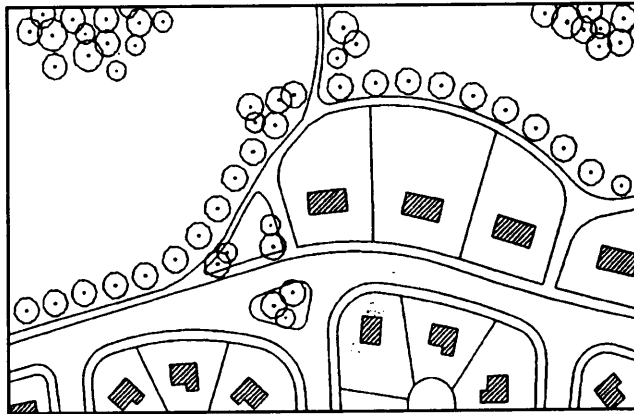
Market Plaza

The market plaza is a partially paved area for intensive use such as for weekend markets. A plaza may also be used as a place for public buildings and religious structures.



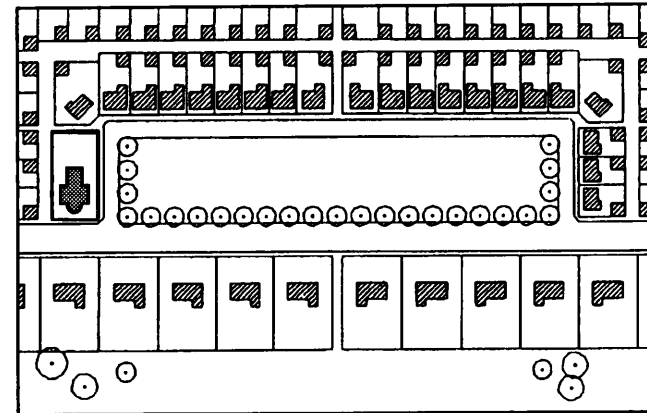
Green

Similar to the square the green is a central urban space and is interchangeable with the central square, it is the predominant form of central open space in the planning of early American towns. Central greens should be defined on all sides by a road. In this example residential has also been placed around the green.



Parks

Parks are naturalistic open spaces used for active and passive recreational use. Generally parks should be located at the edge of the neighborhood and preferably in natural or wooded areas. Parks combined with schools make a logical connection between neighborhoods.



Buffer

The buffer is a form of green that reduces the impact of traffic from residential uses. In this example, higher density residential is placed around the buffer while larger lot develop with greater front setbacks acts as a buffer to traffic noise.

Gary Grenan, Andres Duany, Elizabeth Plater-Zyberk, Kamal Zaharin, Iskandar Shafie, Miami; The Cintas Foundation, Graphic Standards, New York: John Wiley & Sons, Inc., 1994

Figure 10.

Walkways should be shaded by canopies, colonnades, arcades and shade trees. the use of vegetative cover should follow the Miami-Dade Landscape Ordinance (Code of Miami-Dade County, Chapter 18A).

Hedges, walls, and fences should be no more than four feet in height and contain decorative elements. Barbed wire, razor wire, electrified fences, and other hazardous barriers should be prohibited.

Service facilities such as dumpsters should be located away from the streetfront and visually screened to reduce impact to visual aesthetics. Screening materials should compliment surrounding architecture and/or utilize landscaping. Openings to service facility areas should be away from sidewalks.

Developments which conform to the provisions contained herein warrant an expedited site plan review and approval. Giving higher priorities to these developments over others which promote a automobile-oriented environment will encourage that these guidelines are followed.

ALTERNATIVE DEVELOPMENT SCENARIOS

To demonstrate how urban design can influence the development of neighborhoods to make them safer and more aesthetically pleasing, staff from The Miami-Dade Department of Planning, Development, and Regulation developed design case studies for two portions of the Study Area, one predominantly residential and the other predominantly commercial. These designs show how the areas could be improved with alternative designs and building forms.

The residential area is bounded by West Flagler Street on the north, Tamiami Canal on the south, SR 826 on the east, and SW 82 Avenue on the west (see Figure 11). The commercial area is bounded by NW 7 Street on the north, West Flagler Street on the south, SR 826 on the east, and NW 82 Avenue on the west (see Figure 13).

The current development scenarios (Figures 11 and 13) exhibit typical suburban patterns: segregated land uses, lack of street hierarchy, buildings which have no relation in scale to the streets, lack of clear centers to define the neighborhoods, and deficiencies of public spaces integrated into the neighborhoods.

For the residential area (Figure 12), the alternative design scenario introduces urban design elements such as a hierarchical grid of interconnected streets, a sense of scale between building and street, a mixture of housing choices (but maintaining a single-family residential character), opportunities for convenience retail, public spaces, and a central focus. Parking for new development and redevelopment is placed behind buildings and front porches provide a unifying architectural element to the neighborhood.

WEST FLAGLER STREET CORRIDOR STUDY

The illustrated neighborhood, situated between SR 826 and SW 82 Avenue and south of Flagler Street, developed along a grid of blocks consisting of an interconnected network of streets. Generally, the adoption of a grid is fundamental in establishing a good urban pattern; however, in this scenario, block design was patterned for automobile convenience and not pedestrian comfort. Streets connect and provide good traffic dispersal, but the long blocks (average 600'), absence of communal spaces, and convenience retail discourages pedestrian activity. The single diagonal street was probably introduced to create some variety in the block pattern, but failed to create public spaces of important significance while unceremoniously ending the street vista at the base of SR 826. Diagonal streets are visually dramatic when two or more converge at a street intersection, plaza or some other form of public space. In this neighborhood, the separation of uses encourages auto dependence. Convenience shopping is available only to those residents living in close proximity to Flagler Street. Additionally, the neighborhood is mostly developed with single family residential units. There is no variety of building types and there is a complete absence of human scaled building forms which are necessary to foster pedestrian activity. Single family detached homes, set back from the street, do not successfully define street spatial enclosure which can only be attained through the use of more intense building forms such as townhouses, apartments and mixed-use buildings.



1. Commercial Developments
2. Residential Single Family Detached Housing Type
3. Educational Facility (school)
4. Green Area
5. Central Blvd.
6. Canal

- Strip Commercial Development
- Interconnecting system of Blocks and Streets
- No neighborhood system
- No public plazas or parks
- Streets are simply traffic collectors
- Depend on the car for its survival

Figure 11 EXISTING DEVELOPMENT CONDITION OF A RESIDENTIAL NEIGHBORHOOD



SOURCE: DEPARTMENT OF PLANNING, DEVELOPMENT AND REGULATION

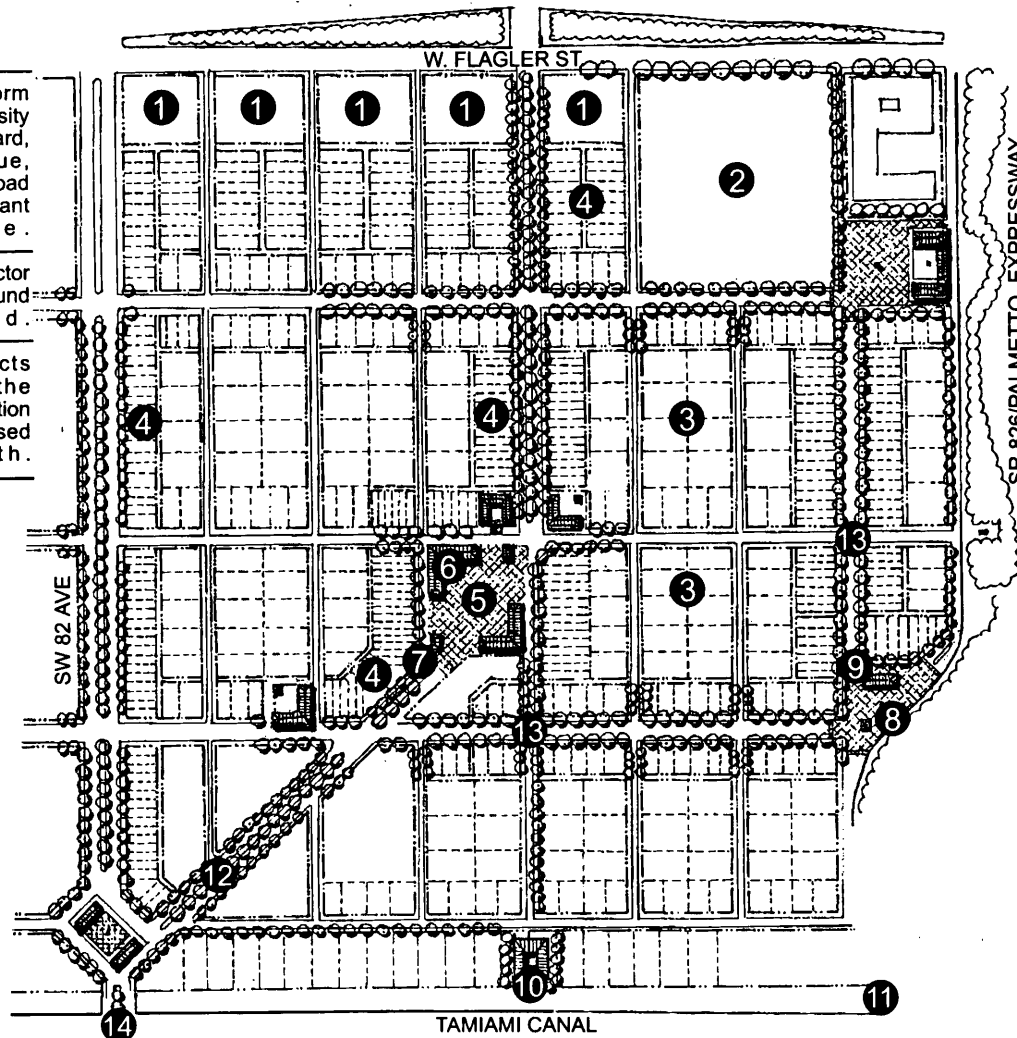
WEST FLAGLER STREET CORRIDOR STUDY

A more compact architectural form and a high level of building intensity are desirable along the Central Boulevard, SW 87 Avenue, SW 97 Avenue, West Flagler Street, and the Loop Road to provide streets with a significant degree of human scale.

The Loop Road serves as a connector to all of the major open spaces found within the neighborhood.

The Central Boulevard connects with SW/NW 79 Avenue at the Neighborhood Center. This intervention helps connect it with the proposed neighborhood to the north.

A single diagonal street is a weak urban intervention, an imperceptible moment in the urban fabric. Pedestrians and vehicular travelers perceive the visual power of diagonals when two or more converge at a street intersection, square, plaza or green. In the previous scenario (Figure 10), the diagonal commences at SW 82 Avenue and abruptly ends at SR 826, producing irregular shaped block formation and left over greens. To correct this problem, the diagonal is terminated at the main neighborhood center, the affected blocks develop along the established grid, and the "leftover" greens are incorporated within the blocks.



1. Mixed-Use (Residential above Business area office)
2. Educational Facility (school)
3. Single Family Residential Use
4. High Density Residential (i.e. Townhouses, small apartments)
5. Neighborhood Center (This area shall incorporate mixed-uses which included convenient shopping as well as buildings of civic importance.)
6. Buildings of Civic importance (i.e. Churches, meeting halls, post office)
7. Termination of streets vista through the use of architecturally important buildings
8. Neighborhood Square, Plaza or Green.
9. Focal Point (i.e. Buildings of architectural merit or elements of civic importance.)
10. Club House (i.e. Swimming pool, canoeing, etc.)
11. Canal
12. Central Boulevard
13. Loop Road
14. Pedestrian and Vehicular Bridge

- A network of streets and building types
- Streets are designed to enhance pedestrian activities.
- Crime free through environmental center
- There is a neighborhood center
- Hierarchy of plazas and squares

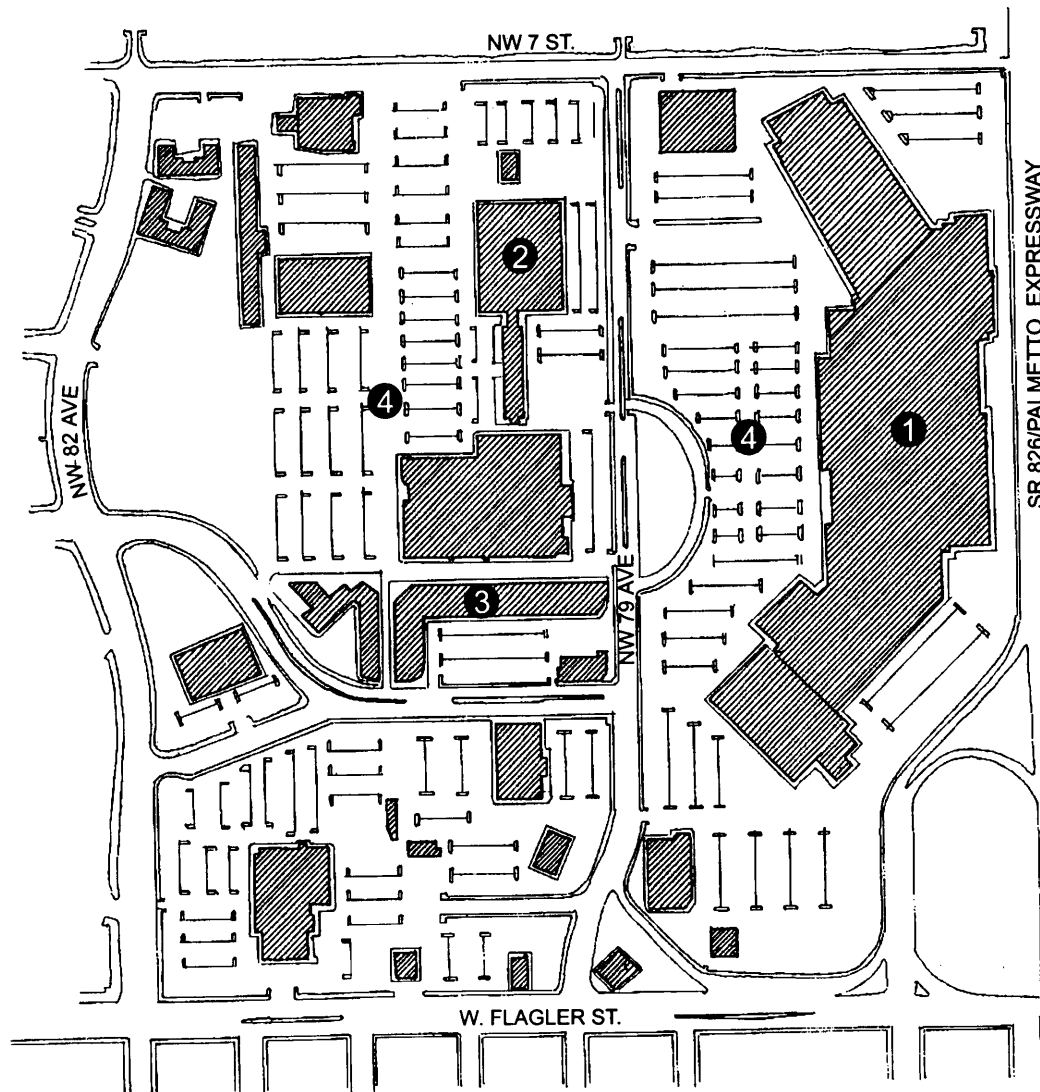
Figure 12 **MODERATE INTERVENTION TO AN EXISTING RESIDENTIAL NEIGHBORHOOD (Alternative Scenario)**

1 Proposed Neighborhood Facilities



SOURCE: DEPARTMENT OF PLANNING, DEVELOPMENT AND REGULATION

WEST FLAGLER STREET CORRIDOR STUDY



1. Mall of the Americas
2. Bell South Office Buildings
3. Strip Commercial Center
4. Surface Parking

- Streets are simply traffic collectors
- No neighborhood centers
- No public plazas or green
- Depends on the car for its survival

The sketch shows the existing development pattern for the area surrounding the Mall of the Americas. Commercial and office buildings are dispersed throughout the parcels, each having little or no relationship to the street or each other. The pervasive use of surface parking eliminates any potential for the creation of pedestrian scaled streets or any type of pedestrian activity.

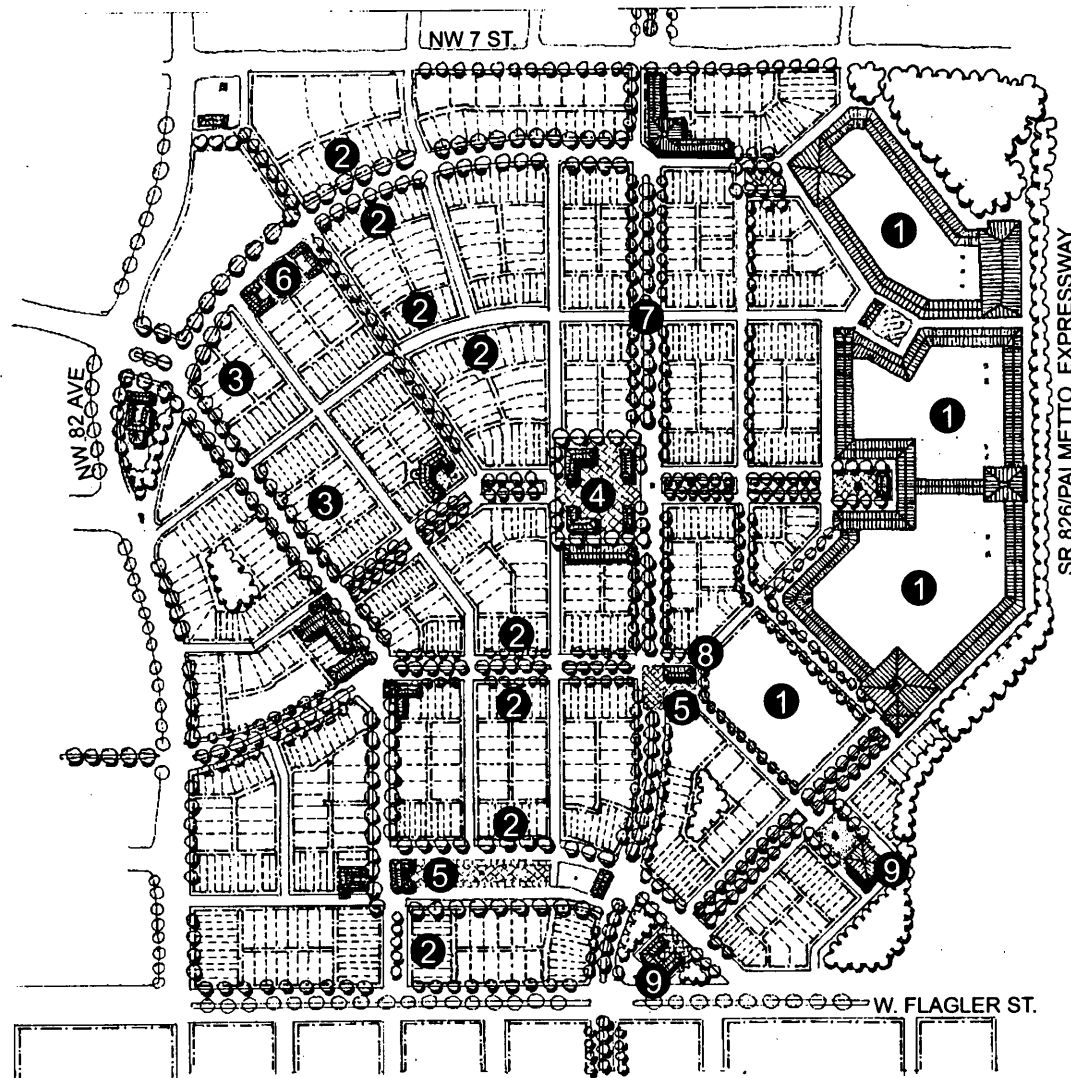
Figure 13 **EXISTING DEVELOPMENT CONDITION OF THE MALL OF AMERICAS COMMERCIAL AREA**



**SOURCE: DEPARTMENT OF PLANNING,
DEVELOPMENT AND REGULATION**

WEST FLAGLER STREET CORRIDOR STUDY

In this hypothetical scenario, a complete design for the parcels adjacent to the Mall of the America's site has been generated using urban design principles. The system of blocks is arranged along a modified grid containing curved and diagonal streets. Long vistas are deflected by the modification to the grid, affording a greater opportunity for the creation of communal focal points and a more interesting visual experience for the pedestrian due to the variety of street design. The road network is also arranged using a hierarchy of streets, some of which serve to connect to nearby neighborhoods, provide uninterrupted access throughout the proposed neighborhood, and visually as well as physically unify public spaces. In the evolution of this hypothetical neighborhood, most of the major street infrastructure was left intact and the existing tracts were then divided into the illustrated block and street system. Some streets were introduced into the existing mall to provide some connectivity on the east side of the neighborhood while the presence of blocks located immediately in front of the mall's building assemblage assist in visually reducing its scale. The parcel's proximity to higher residential commercial uses located to the north and west creates an opportunity for a more architecturally compact type of neighborhood development for this area which is envisioned as consisting of a variety of mixed-use and higher residential densities.



1. Mall of the Americas Shopping Center
 2. Mixed-use development (Residential above business and office)
 3. Parking to be provided at rear of buildings
 4. Neighborhood Center (This area shall be completely developed with mixed-use)
 5. Neighborhood Square, Plaza or Green area
 6. Buildings of civic importance.
 7. Boulevard
 8. Focal Point (buildings of architectural merit or elements of civic importance)
 9. Open space addressing corner center
- A network of streets and building types
 - Streets designed to enhance pedestrian activities
 - Cruise free through environmental design

Figure 14 **COMPLETE INTERVENTION OF THE MALL OF AMERICAS COMMERCIAL AREA**

1 Proposed Neighborhood Facilities



**DEPARTMENT OF PLANNING,
DEVELOPMENT AND REGULATION**

In the commercial area, the alternative design scenario (Figure 14) shows a hierarchical grid of streets and block systems, clear neighborhood boundaries, and public spaces. This alternative scenario also introduces residences to be developed above the commercial uses to create a true urban environment. While the residential area allows for different types of housing, single-family homes would continue to predominate. On the other hand, in the commercial area, denser housing in the form of apartment buildings, townhouses, and mixed-use buildings are more common.

These alternative development scenarios are intended to show that a different urban pattern may be developed which would encourage residents and visitors to walk or bicycle to their destinations, instead of using a single-occupant vehicle.

Sources: City of Seattle, *Design Review: Guidelines for Multifamily & Commercial Buildings*, October, 1993
Jacobs, Jane, *The Death and Life of Great American Cities*, New York: Random House, 1961
The Miami-Dade Department of Planning, Development And Regulation, *The Road Corridor*, August, 1998
The Miami-Dade Department of Planning, Development And Regulation, *Urban Design: Dade County*
Morris, Marya, *Creating Transit-Supportive Land Use Regulations*, Chicago: American Planning Association, 1996
Sucher, David. *City Comforts*, Seattle: City Comforts Press, 1995
Whyte, William, *The Social Life of Small Urban Spaces*, Washington, D.C.: The Conservation Foundation, 1980

APPENDICES

APPENDIX A

TABLE 4 - SIDEWALKS NEEDED TO COMPLETE NETWORK WEST FLAGLER STREET CORRIDOR STUDY AREA

Table 4
Sidewalks Needed To Complete Network,
West Flagler Street Corridor Study Area

Roadway	Segment		Side	Width (ft.)*
	From	To		
NW 73 Avenue	NW 6 Street	Northwest Drive	East, West	5
NW 74 Avenue	NW 6 Street	Northwest Drive	East, West	5
NW 76 Avenue	NW 4 Street	NW 3 Street	East, West	5
NW 76 Avenue	NW 2 Street	W. Flagler Street	West	5
Northwest Blvd.	NW 77 Avenue	NW 3 Street	East, West	5
Northwest Drive	NW 74 Avenue	NW 72 Avenue	West	5
NW 77 Avenue	Northwest Blvd.	NW 2 Terrace	East	5
NW 78 Avenue	NW 10 Street	NW 8 Street	East, West	5
NW 82 Avenue	NW 10 Street	NW 8 Street	East	5
NW 82 Avenue	NW 8 Street	NW 7 Street	West	5
NW 109 Avenue	NW 7 Street	W. Flagler Street	West	5
NW 112 Avenue	NW 7 Street	W. Flagler Street	East	5
NW 112 Avenue	NW 7 Street	NW 4 Terrace	West	5
NW 114 Avenue	NW 7 Street	W. Flagler Street	East	5
NW 114 Avenue	NW 4 Street	NW 2 Street	West	5
NW 117 Avenue	NW 3 Street	W. Flagler Street	West	5
NW Flagler Terrace	NW 76 Court	NW 76 Avenue	North, South	5
NW 2 Street	NW 76 Court	NW 76 Avenue	South	5
NW 2 Terrace	NW 73 Avenue	NW 72 Avenue	North, South	5
NW 3 Street	NW 77 Avenue	Northwest Blvd.	North, South	5
NW 3 Street	NW 74 Avenue	NW 72 Avenue	North, South	5
NW 4 Street	NW 77 Avenue	Northwest Blvd.	North, South	5
NW 4 Street	NW 74 Avenue	NW 72 Avenue	North, South	5
NW 5 Street	NW 77 Avenue	Northwest Blvd.	North, South	5
NW 5 Street	NW 74 Avenue	NW 72 Avenue	North, South	5
NW 6 Street	NW 74 Avenue	NW 72 Avenue	North, South	5
NW 7 Street	NW 76 Avenue	NW 72 Avenue	North, South	5
NW 7 Street	NW 79 Avenue	Palmetto Expwy.	North	5
NW 7 Street	NW 112 Avenue	NW 110 Avenue	South	5
NW 8 Street	NW 76 Avenue	NW 72 Avenue	North, South	5
NW 8 Street	NW 82 Avenue	Palmetto Expwy.	North	5

Table 4 (Cont'd)
Sidewalks Needed To Complete Network,
West Flagler Street Corridor Study Area

Roadway	Segment		Side	Width (ft.)*
	From	To		
NW 10 Street	NW 83 Avenue	NW 78 Avenue	North, South	5
Grand Canal Drive	SW 3 Street	SW 5 Street	East	5
Grand Canal Drive	SW 5 Street	Tamiami Canal	East, West	5
Florida Blvd.	SW 2 Street	SW 3 Street	East, West	5
Florida Blvd.	SW 4 Street	Palmetto Expwy.	East, West	5
SW 2 Street	SW 77 Avenue	Florida Blvd.	South	5
SW 2 Street	SW 87 Avenue	SW 78 Place	North	5
SW 2 Street	SW 87 Avenue	SW 78 Avenue	South	5
SW 4 Street	SW 87 Avenue	SW 78 Avenue	North, South	5
SW 4 Street	SW 92 Avenue	SW 87 Avenue	North	5
SW 4 Street	SW 93 Avenue	SW 89 Place	South	5
SW 5 Street	SW 87 Avenue	SW 78 Avenue	North, South	5
SW 5 Street	Florida Blvd.	Grand Canal Drive	North, South	5
SW 6 Street	SW 116 Court	SW 115 Avenue	North, South	5
SW 6 Terrace	SW 116 Court	SW 115 Avenue	North, South	5
SW 7 Street	SW 116 Court	SW 115 Avenue	North, South	5
SW 7 Street	SW 108 Avenue	SW 106 Avenue	South	5
SW 7 Street	SW 103 Court	SW 103 Avenue	South	5
SW 7 Street	SW 87 Avenue	SW 78 Avenue	North, South	5
SW 7 Terrace	SW 102 Avenue	SW 97 Court	North, South	5
SW 76 Avenue	W. Flagler Street	SW 2 Street	East, West	5
SW 76 Avenue	SW 2 Street	SW 3 Street	East	5
SW 76 Court	SW 2 Street	SW 4 Street	East, West	5
SW 77 Court	W. Flagler Street	Central Blvd.	West	5
SW 78 Avenue	W. Flagler Street	SW 5 Street	West	5
SW 78 Avenue	SW 2 Street	SW 5 Street	East	5
SW 78 Court	SW 2 Street	SW 7 Street	East, West	5
SW 78 Place	W. Flagler Street	SW 7 Street	West	5
SW 78 Place	SW 2 Street	SW 7 Street	East	5
SW 79 Avenue	W. Flagler Street	SW 5 Street	West	5
SW 79 Avenue	W. Flagler Street	Central Blvd.	East	5

Table 4
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West Flagler Street Corridor Study Area

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NW 76 Avenue	NW 4 Street	NW 3 Street	East, West	5
NW 76 Avenue	NW 2 Street	W. Flagler Street	West	5
Northwest Blvd.	NW 77 Avenue	NW 3 Street	East, West	5
Northwest Drive	NW 74 Avenue	NW 72 Avenue	West	5
NW 77 Avenue	Northwest Blvd.	NW 2 Terrace	East	5
NW 78 Avenue	NW 10 Street	NW 8 Street	East, West	5
NW 82 Avenue	NW 10 Street	NW 8 Street	East	5
NW 82 Avenue	NW 8 Street	NW 7 Street	West	5
NW 109 Avenue	NW 7 Street	W. Flagler Street	West	5
NW 112 Avenue	NW 7 Street	W. Flagler Street	East	5
NW 112 Avenue	NW 7 Street	NW 4 Terrace	West	5
NW 114 Avenue	NW 7 Street	W. Flagler Street	East	5
NW 114 Avenue	NW 4 Street	NW 2 Street	West	5
NW 117 Avenue	NW 3 Street	W. Flagler Street	West	5
NW Flagler Terrace	NW 76 Court	NW 76 Avenue	North, South	5
NW 2 Street	NW 76 Court	NW 76 Avenue	South	5
NW 2 Terrace	NW 73 Avenue	NW 72 Avenue	North, South	5
NW 3 Street	NW 77 Avenue	Northwest Blvd.	North, South	5
NW 3 Street	NW 74 Avenue	NW 72 Avenue	North, South	5
NW 4 Street	NW 77 Avenue	Northwest Blvd.	North, South	5
NW 4 Street	NW 74 Avenue	NW 72 Avenue	North, South	5
NW 5 Street	NW 77 Avenue	Northwest Blvd.	North, South	5
NW 5 Street	NW 74 Avenue	NW 72 Avenue	North, South	5
NW 6 Street	NW 74 Avenue	NW 72 Avenue	North, South	5
NW 7 Street	NW 76 Avenue	NW 72 Avenue	North, South	5
NW 7 Street	NW 79 Avenue	Palmetto Expwy.	North	5
NW 7 Street	NW 112 Avenue	NW 110 Avenue	South	5
NW 8 Street	NW 76 Avenue	NW 72 Avenue	North, South	5
NW 8 Street	NW 82 Avenue	Palmetto Expwy.	North	5

Table 4 (Cont'd.)
Sidewalks Needed To Complete Network,
West Flagler Street Corridor Study Area

Roadway	Segment		Side	Width (ft.)*
	From	To		
SW 79 Court	SW 4 Street	SW 7 Street	East	5
SW 79 Court	W. Flagler Street	SW 7 Street	West	5
SW 80 Avenue	W. Flagler Street	SW 7 Street	East, West	5
SW 81 Avenue	W. Flagler Street	SW 7 Street	East, West	5
SW 82 Avenue	W. Flagler Street	SW 7 Street	West	5
SW 82 Avenue	SW 4 Street	SW 7 Street	East	5
SW 84 Avenue	W. Flagler Street	SW 7 Street	East, West	5
Central Blvd.	SW 2 Street	SW 7 Street	North, South	5
SW 93 Avenue	SW 4 Street	SW 7 Street	East	5
SW 97 Avenue	W. Flagler Street	Tamiami Trail	East	5
SW 99 Court	SW 4 Street	SW 7 Terrace	East, West	5
SW 107 Avenue	SW 7 Terrace	Tamiami Canal	East, West	5
SW 109 Avenue	W. Flagler Street	SW 2 Street	West	5
SW 110 Avenue	W. Flagler Street	SW 2 Street	East	5
SW 112 Avenue	W. Flagler Street	SW 1 Street	East	5
SW 114 Avenue	SW 1 Street	SW 2 Street	East	5
SW 115 Avenue	W. Flagler Street	SW 1 Street	East	5
SW 115 Avenue	SW 2 Street	SW 3 Street	East, West	5
SW 115 Avenue	SW 6 Street	SW 7 Street	West	5
SW 116 Court	SW 6 Street	SW 7 Street	East, West	5
SW 7 Terrace	SW 108 Avenue	SW 107 Avenue	North	5

Source: Metro-Dade Department of Planning, Development and Regulation, July 1997.

* Minimum Width proposed to match existing sidewalk width. However, when appropriate, wider sidewalks are desirable.

APPENDIX B

THE SPECIAL TAXING DISTRICT PROCESS

MIAMI-DADE PUBLIC WORKS DEPARTMENT SPECIAL TAXING DISTRICTS DIVISION

THE SPECIAL TAXING DISTRICT PROCESS

WHAT IS A SPECIAL TAXING DISTRICT?

Special Taxing Districts are created and established throughout Miami-Dade County to provide public improvements and special services which could not conveniently or equitably be provided otherwise to residents of the district. Improvements that are presently provided through Special Taxing Districts include:

- Water systems (Unincorporated Miami-Dade only)
- Sewer systems (Unincorporated Miami-Dade only)
- Street lighting (Unincorporated Miami-Dade only) (Created in existing communities at their request; mandated by Code in new subdivisions)
- Road improvements (Unincorporated Miami-Dade only)
- Landscaping and landscape maintenance (Unincorporated Miami-Dade and in municipalities in exceptional instances when the Cities are unable to provide the service) (may include wall and graffiti maintenance for walls within or abutting the public right-of-way line)
- Security guard service (stationary and/or roving patrol) manned by off-duty police officers or commercial guards (All Miami-Dade County)
- Recreational services (All Miami-Dade County)

Special Taxing Districts are petitioned for by the property owners residing within the district boundaries and ratified by the qualified electorate within those boundaries. The improvements are paid for by the property owners through special assessments. All improvements or services must be public, usually provided within public right-of-way or public property, and therefore, no person will be prohibited access to a special taxing district.

HOW IS A SPECIAL TAXING DISTRICT CREATED?

STEP I: The Petition Process

1. Official incorporated homeowners' association, for the same area under consideration, requests a petition package from Marie Helene Cohen, Chief of the Special Taxing Districts Division, Stephen P. Clark Center Building, 111 NW 1st Street, Suite 1510, Miami, FL 33128. The request letter must describe desired improvements, district boundaries and level of service. For districts of limited size (water, sewer and road) where no association exists, the letter may be signed by 10% of the property owners desiring the improvements. Petition requestors are urged to be very specific in their requirements (for example do not say street closures; specify closure to vehicular traffic, closure to vehicular and pedestrian traffic, using landscape, guardrail, wall, etc).
2. For proposed districts in Unincorporated Miami-Dade County, the Special Taxing Districts Division prepares petition package, tailored to the request of the community as well as Public Works Department's concerns, and adjusted, for security guard districts, to reflect Police and Fire Rescue concerns. This petition will provide a description of the proposed improvements, as well as the range of assessments estimated for the project. A traffic study by an independent consultant, and at the expense of the community, may be required, in security guard districts involving street closures, prior to provision of the petition. For road improvement projects, full right-of-way dedication will be required prior to preparation of the petition package. Miami-Dade County has final jurisdiction over all decisions concerning District boundaries, administration and operation. For security guard districts to be created in municipalities, it is required that prior to the preparation of the petition package, the requestors obtain, in addition to the traffic study if deemed necessary, their City's Fire Rescue and Police Departments' approval of the plan, as well as furnish the County with a preliminary site plan of the guardhouse and any related closures for the Public Works Director's approval.

3. Community volunteers circulate petition among all district property owners. A maximum of four months is allowed for the collection of signatures. All property owners sign for or against the proposal.
4. Petition is validated by the Public Works Department's Special Taxing Districts Division. The petition must contain affirmative signatures of 50% or more of the resident property owners for process to continue. The petition and the results of the validation are filed with the Clerk of the Board.
5. If the proposed district lies within the boundaries of a municipality, said municipality must, once the petition has been validated, authorize the County, by ordinance, to create the district.

NOTE: Amendments to existing districts, which involve higher costs and/or level of service, follow the same procedure as new districts.

STEP II: Cost & Feasibility Study

1. The Public Works Department prepares a report detailing improvements, cost estimate, assessment method, district boundaries.
2. All facts pertaining to the proposal are presented to district residents at an informational community meeting held by the Public Works Department's Special Taxing Districts Division. All district property owners are invited by mail. No decision is made at that meeting. Questions by the community pertaining to the process and the proposal are entertained at that forum.
3. Public Works report is filed with the County Manager.
4. County Manager files his written report with the Clerk of the Board.

STEP III: District Creation

Board of County Commissioners conducts Public Hearing. All property owners receive an invitation to attend from the Clerk of the Board. Notices are published by the Clerk in a newspaper of general circulation. Notices are also posted in five public places within the district. If the Board decides that the proposal should move forward, an ordinance creating the district is authorized.

STEP IV: District Ratification

1. Election is conducted by mailed ballot (typically no less than 45 days after the public hearing, on the following available election date set by the County). All registered voters residing within district boundaries are eligible to vote.
2. Majority vote is needed to ratify district creation.

STEP V: Collection of Special Assessments

1. Special Taxing Districts Division calculates each district property owner's special assessment based upon the district's specific assessment method and project cost (methods used are: front footage in light, road, water projects; square footage in landscape and recreational districts; unit in security districts; and a combination of square footage and usage in sewer districts).
2. Public hearing on District Assessment Roll (equalization hearing) conducted by Board of County Commissioners, in general at the same public hearing to consider the creation ordinance. The Board will consider specific requests by property owners to review perceived inequities of assessments, deferment or abeyance of assessments and exemptions. Assessment Roll Resolution adopted by Board at same public hearing.

3. Special assessments are billed in advance for each fiscal year and are included as an itemized portion of the annual real property tax bill. They are payable at the time the real property tax bill is due. For street lighting in existing communities, landscaping and stationary security guard districts, the total capital improvement costs and one year of service are billed at the beginning of the first fiscal year after district ratification, as well as creation and other administrative costs. Service, administration and maintenance costs are billed annually each year thereafter. For capital improvement districts (water, sewer, roads), a bill is sent to the property owner. If owner decides not to pay his full share in a lump sum, he may elect to finance the cost, typically over ten years, with the first installment starting on his next November tax bill (interest will be added). If he elects to pay in a lump sum, bond costs will be deducted from his bill.

All District under and overcollections in any one year are adjusted in the following fiscal year, for undercollections by way of an increased assessment rate, and for overcollections by way of a reduced assessment rate, except that all adjustments for first year costs of stationary security guard districts will be made only after all final capital improvement costs have been entered, which may or may not be reflected in the second assessment year.

STEP VI: Service Commencement

Miami-Dade County's policy is to construct all district capital improvements in the Unincorporated area, and to enter into an interlocal agreement with a municipality to build these improvement when the district lies within its boundaries, in which case the County requires submission for County approval, of all design and plans for the district facilities.

Final Engineering (Capital Improvements)

1. Survey
2. Plans preparation

Bid Process (Capital Improvements and/or Services)

1. Contract Review Committee Meeting to set participation levels
2. Prepare specifications
3. Receive Bid
4. Award Contract (by Board of County Commissioners)
5. Preconstruction Meeting
6. Notice to proceed

Construction (Capital Improvements)

1. Commencement of construction
2. Inspection

Start of Services

For further information, please call the Special Taxing Districts Division at 375-2702.

MHC/ar
July 1997

APPENDIX C

CHAPTER 18A, CODE OF MIAMI-DADE COUNTY (LANDSCAPE CODE)

Approved _____ Mayor

Substitute

Veto _____

Agenda Item No. 4(W)
1-13-98

Override _____

ORDINANCE NO. 98 • 13

ORDINANCE PERTAINING TO LANDSCAPING REGULATIONS FOR THE INCORPORATED AND UNINCORPORATED AREA OF DADE COUNTY; AMENDING CHAPTER 18A CODE OF METROPOLITAN DADE COUNTY; AMENDING DEFINITIONS, PLANS REQUIRED, TREE REMOVAL AND PRESERVATION, MINIMUM STANDARDS, LANDSCAPE PLAN REVIEW CRITERIA, CERTIFICATE OF COMPLIANCE, COMMITTEE OF LANDSCAPE ADJUSTMENT, LANDSCAPE MAINTENANCE, PROHIBITION, ENFORCEMENT; DELETING SUNSET PROVISION PROVIDING SEVERABILITY, INCLUSION IN THE CODE AND AN EFFECTIVE DATE

BE IT ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF DADE COUNTY, FLORIDA:

Section 1. Chapter 18A of the Code of Metropolitan Dade County, Florida, (Landscape Ordinance) is hereby amended to read as follows:

Sec. 18A-1. Short Title and Applicability.

- (A) This ordinance shall be known and may be cited as the "Dade County Landscape Ordinance".
- (B) Applicability.
 - (1) This ordinance shall be a minimum standard and shall apply to both the incorporated and unincorporated areas, and in the unincorporated area shall be enforced by the County and in the incorporated areas shall be enforced by the municipalities; provided, any municipality may establish and enforce more stringent regulations as such municipality may deem necessary; and in the event the provisions hereof are not enforced within any municipality, the County shall enforce same.
 - (2) The provisions of this ordinance shall be considered minimum standards and shall apply to all public and private development when a permit is required, except for the following:
 - (a) Existing attached and detached single family and duplex dwellings, including any future additions or expansions shall be exempt from the provisions of this ordinance.

Words stricken through and/or [[double bracketed]] shall be deleted. Words underscored and/or >>double arrowed<< constitute the amendment proposed. Remaining provisions are now in effect and shall remain unchanged.

- (b) Bonafide agricultural activities. Any ~~[[portion of]]~~ property ~~[[not]]~~ receiving an agricultural classification and assessment pursuant to Sec. 193.461 F.S. ~~[[shall comply with the requirements of this ordinance.]]~~ >> substantiated by a plan submitted indicating the area with the agricultural classification.<<
- (3) Existing development as defined in Sec. 18A-3~~[[N]]~~>>(O)<< shall only be required to comply with the street tree requirements of Section 18A-6(C)(2) and parking lot buffers of Section 18A-6(I). This requirement shall not apply to existing attached and detached single family and duplex dwellings pursuant to subsection (2)(a) above. Parking lot buffer will not be required if inadequate area exists which will cause the elimination of any required parking pursuant to County or municipal code. The provisions of this subsection shall only apply where a building permit is required for external alterations or where a paving permit is required for expansion of parking areas. Routine maintenance such as re-roofing and painting shall not be considered external alterations.

Sec. 18A-2. Purpose and Intent.

It is the intent of this ordinance to establish minimum landscape standards for Incorporated and Unincorporated Dade County that enhance, improve and maintain the quality of the landscape, and to:

- (A) Promote xeriscape principles through the use of drought-tolerant landscape species, grouping of plant material by water requirements, the use of irrigation systems that conserve the use of potable and non-potable water supplies and restrictions on the amount of lawn areas. —
- (B) Use landscape material, specifically street trees, to visually define the hierarchy of roadways, and to provide shade and a visual edge along roadways.
- (C) Prevent the destruction of the community's existing tree canopy and promote its expansion.
- (D) Provide for the preservation of existing natural forest communities and specimen sized trees in conformance with Chapter 24-60, as may be amended from time to time; re-establish native habitat where appropriate, and encourage the appropriate use of native plant material in the landscape.
- (E) Promote the use of trees and shrubs for energy conservation by encouraging cooling through the provision of shade and the channeling of breezes, thereby helping to offset global warming and local heat island effects through the added absorption of carbon dioxide and reduction of heat islands.
- (F) Contribute to the processes of air movement, air purification, oxygen regeneration, ground water recharge, and stormwater runoff retention, while aiding in the abatement of noise, glare, heat, air pollution and dust generated by major roadways and intense use areas.

- (G) Improve the aesthetic appearance of commercial, industrial and residential development through the use of plant material, thereby protecting and increasing property values within the community, and protecting designated historic landscapes.
- (H) Reduce the negative impacts of exotic pest plant species and prohibit the use of noxious exotic plants which invade native plant communities.
- (I) Promote the use of trees to protect and buffer the effects of high winds on structures.
- (J) Promote the concept of planting the right tree or plant in the right place to avoid problems such as clogged sewers, cracked sidewalks and power services interruptions.

Sec. 18A-3. Definitions.

The definitions contained in Chapters 24 and 33, Code of Metropolitan Dade County, Florida, shall apply to this ordinance except as otherwise changed herein:

- (A) Accessways: The maximum width of an accessway through the perimeter landscaped strip to an off-street parking or other vehicular use area shall be determined according to the Public Works Manual, Part I, Standard Details. No more than one (1) two-way accessway shall be permitted for any street frontage up to one hundred (100) lineal feet or no more than two (2) one-way accessways shall be permitted for any street frontage up to one hundred (100) lineal feet, such standards to be applicable to any property under one (1) ownership. Where such ownership involves over one hundred (100) feet of street frontage, one (1) additional two-way or two (2) additional one-way drives may be permitted for each.
- (B) Automatic irrigation system: An irrigation system with a programmable controller or timing mechanism.
- (C) Bonafide agricultural activities: Land used for the growing of food crops, nurseries for the growing of landscape material, the raising of livestock, horse farms, and other good faith agricultural uses, except any portion of the property not eligible for agricultural exemption.
- (D) Buffer, perimeter landscape: An area of land which is set aside along the perimeter of a parcel of land in which landscaping is required to provide an aesthetic transition between different land uses and to eliminate or reduce the adverse environmental impact, and incompatible land use impacts.
- (E) >> Caliper: For trees under four (4) inches in diameter, the trunk diameter measured at a height of six inches above natural grade. For trees four (4) inches and greater in diameter, the trunk diameter measured at twelve (12) inches above natural grade.<<
- (F) >> Clearance pruning: Pruning required to avoid damage or danger related to structures, power distribution and property, as defined in the current ANSI A300 Standards.<<

- [[[E]]] >> (G) << Colonnade: A roof or building structure, extending over the sidewalk, open to the street and sidewalk, except for supporting columns or piers.
- [[[F]]] >> (H) << Common open space: Area required as open space under Chapter 33 >> or municipal codes << for various zoning districts.
- [[[G]]] >> (I) << Controlled [[P]] >> plant [[S]] >> species: Those plant species listed in the Landscape Manual which tend to become nuisances because of their ability to invade proximal native plant communities >> or native habitats, << but which, if located and cultivated properly may be useful or functional as elements of landscape design.
- [[[H]]] >> (J) << Diameter at breast height (DBH): Diameter of a tree's trunk measured at a [[point]] >> height << four and one-half (4.5) feet ~~[[from where the tree emerges from the ground at]]~~ >> above << natural grade. In the case of multiple-trunk trees, the DBH shall mean the sum of each trunk's diameter measured at [[point or points]] >> a height << four and one-half (4.5) feet ~~[[from where the tree emerges from the ground at]]~~ >> above << natural grade.
- [[[I]]] >> (K) << Differential operation schedule: A method of scheduling an irrigation system to apply different quantities of water, and/or apply water at different frequencies, as appropriate, for different hydrozones.
- [[[J]]] >> (L) << Dissimilar land uses: Proximate or directly associated land uses which are contradictory, incongruous, or discordant such as higher intensity residential, commercial or industrial uses located adjacent to lower intensity uses.
- [[[K]]] >> (M) << Drip line: An imaginary vertical line extending from the outermost horizontal circumference of a tree's branches to the ground.
- [[[L]]] >> (N) << Duplex dwelling: A residence building designed for, or used as the separate homes or residences of two (2) separate and distinct families, but having the appearance of a single family dwelling house. Each individual unit in the duplex shall comply with the definition for a one family dwelling.
- [[[M]]] ~~Effective destruction: Effective destruction shall mean cutting down, girdling, damaging of root system, or pruning not in accordance with the most recent American National Standards Institute (ANSI) A 300 Standard Practices for Tree Care Operations.]]~~
- [[[N]]] >> (O) << Existing development: Existing development shall mean a site with structures that were legally approved through the issuance of a Certificate of Use and Occupancy or a Certificate of Completion as of the effective date of this ordinance.
- >> (P) Energy conservation zone: A zone located no more than twenty-two (22) feet from a structure in a 180 degree band from due east of the northeast point of the structure, to due south, to due west of the northwest point of the structure. <<
- >> (Q) Facultative: Plants with a similar likelihood of occurring in both wetlands and uplands, which are not recognized indicators of either wetland or upland conditions. <<

- >>(R) Forbs: Herbaceous plants other than grasses.<<
- (((Θ))) >>(S)<< Geologic feature: A natural rock or mineral formation.
- >>(T) Gray water: That portion of domestic sewage emanating from residential showers, residential bathroom washbasins, or residential clothes washing machines.<<
- (((P))) >>(U)<< Ground cover: A dense, extensive growth of low-growing plants, other than turfgrass, normally reaching an average maximum height of not more than twenty-four (24) inches at maturity.
- (((Q))) >>(V)<< ~~Hatrack[[ing or topping: the removal within a one (1) year period, of more than one third (1/3) of a tree's living canopy,]]~~ >>To flat-cut the top of a tree, severing the leader or leaders,<< or the removal of any branch three (3) inches or greater in diameter at any point other than the branch collar.
- >>(W) Hazard pruning: The removal of dead, diseased, decayed, or obviously weak branches two (2) inches in diameter or greater.<<
- (((R))) >>(X)<< Heat island: An unnaturally high temperature microclimate resulting from radiation from unshaded impervious surfaces.
- (((S))) >>(Y)<< Hedge: A landscape barrier consisting of a continuous, dense planting of shrubs, not necessarily of the same species.
- >>(Z) Herbaceous plant: A plant having little or no woody tissue.<<
- >>(AA) Hvdromulch: A sprayed application of seed, mulch and water.<<
- >>(BB) Hydrozone: A zone in which plant material with similar water needs are grouped together.<<
- >>(CC) Included bark: Bark that is pushed inside a developing crotch, causing a weakened structure.<<
- >>(DD) Irrigation detail: A graphic representation depicting the materials to be used and dimensions to be met in the installation of the irrigation system.<<
- (((F))) >>(EE)<< Irrigation plan: A plan drawn at the same scale as the landscape plan, indicating location and specification of irrigation system components and other relevant information as required by this ordinance.
- (((U))) >>(FF)<< Irrigation system: A system of pipes or other conduits designed to transport and distribute water to keep plants in a healthy and vigorous condition.
- (((V))) >>(GG)<< Landscape feature: Trellis, arbor, fountain, pond, garden sculpture, garden lighting, decking, patio, decorative paving, gazebo and other similar elements.

- (((W)))>>((H))<< Landscape material: Plants such as grass, ground cover, >>forbs,<< shrubs, vines, hedges, trees and non-living material such as rocks, pebbles, sand, mulch, or >>pervious<< decorative paving materials.
- (((X)))>>((I))<< Landscape plan: A plan indicating all landscape areas, >>stormwater retention/detention areas, areas which qualify to be excluded from maximum permitted lawn area,<< existing vegetation to be retained, proposed plant material, >>landscape legend,<< landscape features, planting specifications >>and details<<, and all other relevant information in compliance with this ordinance.
- (((Y)))>>((J))<< Lawn area: An area planted with lawn grasses.
- (((Z)))>>((K))<< Manual irrigation system: An irrigation system in which control valves and switches are manually operated rather than operated by automatic controls.
- (((AA)))>>((L))<<Mixed use: A mixture of land uses such as provided in Traditional Neighborhood Development (TND), Planned Area Development (PAD), and Planned Development (PD).
- (((BB)))>>((M))<<Moisture >>and rain<< sensor switch >>es<<: (((A)))>>((D))<< (((d)))evices which ha>>ve<<(((s))) the ability to switch off an automatic irrigation controller after receiving a >>pre<<determined amount of rainfall(((+))) >>or moisture content in the soil.<<
- (((CC)))>>((N))<<Mulch: Non-living organic materials customarily used in landscape design to retard erosion, weed infestation, and retain moisture and for use in (((pathways and play))) >>planting<< areas.
- (((DD)))>>((O))<<Multifamily residential development: Any residential development other than attached or detached single family or duplex.
- (((EE)))>>((P))<< Multiple single family developments: Attached and detached single family developments that are planned as a total project and not as a single family unit on a single lot.
- (((FF)))>>((Q))<<Native habitat: An area enhanced or landscaped with an appropriate mix of native tree, shrub and groundcover species that resembles a >>native plant community or<< natural forest community in structure and composition or is naturally occurring. (((; and is smaller than the size threshold for inclusion as a natural forest community.)))
- (((GG)))>>((R))<<Native plant species: Plant species with a geographic distribution indigenous to all or part of Dade County. Plants which are described as being native to Dade County in botanical manuals such as, but not limited to, "A Flora of Tropical Florida" by Long and Lakela and "The Biology of Trees Native to Tropical Florida" by P. B. Tomlinson, are native plant species within the meaning of this definition. Plant species which have been introduced into Dade County by man are not native plant species.
- (((HH)))>>((S))<<Native plant community: A natural association of plants dominated by one or more prominent native plant species, or a characteristic physical attribute.

~~(((H)))~~>>~~(TT)~~<< Natural forest community: All assemblages of vegetation designated as Natural Forest Communities on the Dade County Natural Forest Community Maps and approved by the Board of County Commissioners, pursuant to Resolution No. R-1764-84 and further defined in Section 24-3 of the Dade County Code.

~~(((H)))~~>>~~(UU)~~<< Net lot area: For the purpose of this ordinance, net lot area shall be the area within lot boundaries of all lands comprising the site. Net lot area shall not include any portion of the abutting dedicated streets, alleys, waterways, canals, lakes or any other such dedications.

~~(((KK)))~~>>~~(VV)~~<<One family dwelling: A private residence building used or intended to be used as a home or residence in which all living rooms are accessible to each other from within the building and in which the use and management of all sleeping quarters, all appliances for sanitation, cooking, ventilating, heating or lighting are designed for the use of one family only.

>>~~(WW)~~ Overhead irrigation system: A high pressure, high volume irrigation system.<<

~~(((LL))<<Plant material zone (Hydrozone): A grouping of plant material with similar water requirements.]]~~

>>~~(XX)~~ Planting detail: A graphic representation of the plant installation depicting the materials to be used and dimensions to be met in the placement of plants and other landscape materials.<<

~~(((MM)))~~>>~~(YY)~~<< Prohibited plant species: Those plant species listed in the Landscape Manual which are demonstrably detrimental to native plants, native wildlife, ecosystems, or human health, safety, and welfare.

~~(((NN)))~~>>~~(ZZ)~~<< Shrub: A self-supporting woody perennial plant normally growing to a height of twenty-four (24) inches or greater, characterized by multiple stems and branches continuous from the base.

~~(((OO)))~~>>~~(AAA)~~<< Site plan: A comprehensive plan drawn to scale indicating appropriate site elevations, roadways, and location of all relevant site improvements including structures, parking, other paved areas, ingress and egress drives, landscaped open space and signage.

~~(((PP)))~~>>~~(BBB)~~<< Specimen tree: A tree with any individual trunk which has a DBH of eighteen (18) inches or greater, but not including the following:

- (1) All trees listed in Section 24-60(4)(f);
- (2) Non-native fruit trees that are cultivated or grown for the specific purpose of producing edible fruit, including, but not limited to, mangos, avocados, or species of citrus;
- (3) Non-native species of the genus Ficus, and .
- (4) All multitrunk trees in the palm family, except *Accelorrhaphe wrightii* which have a minimum overall height of fifteen (15) feet.

>>~~(CCC)~~ Spray head: An irrigation device which applies water to the soil or plant surface by fixed spray or mist nozzles.<<

(((QQ)))>>(DDD)<< Stabilized lawn area: An area of ground underlain with structural support in the form of grass pavers or stabilized soil prepared to withstand the load of intended vehicular use, such as automobiles, fire trucks and garbage trucks.

>>(EEE) Stormwater retention/detention area: An area designed, built and used for temporary storage of stormwater. For purposes of this ordinance, these areas are intended to be permanently exempt from wetland regulations. <<

(((RR)) ~~Street tree: A single trunk tree of a species typically grown in Dade County and normally maturing to a height of at least twenty (20) feet and having a minimum clear trunk of four (4) feet at time of planting and eight (8) feet at maturity. Such street trees shall be placed on an average spacing of thirty five (35) feet on center along roadways.]]~~

>>(FFF) Tree abuse. Tree abuse shall include:

(1) Damage inflicted upon any part of a tree, including the root system, by machinery, construction equipment, cambium layer penetration, storage of materials, soil compaction, excavation, chemical application or spillage, or change to the natural grade.

(2) Hatracking.

(3) Girdling or bark removal of more than one-third (1/3) of the tree diameter.

(4) Tears and splitting of limb ends or peeling and stripping of bark resulting from improper pruning techniques not in accordance with the current ANSI A300 Standards.<<

(((SS)))>>(GGG)<< Tree canopy cover: The aerial extent of the branches and foliage of a tree.

(((UU)))>>(HHH)<< Temporary irrigation systems: A system including surface distribution elements (hose, pipe, etc.) which may be easily removed when landscape is established.

(((VV)))>>(III)<< Understory: The complex of woody, fibrous, and herbaceous plant species that are typically associated with a natural forest community, native plant community, or native habitat.

(((WW)))>>(JJJ)<< Vegetation required to be preserved by law: Portions of a site, including but not limited to Specimen Trees, Natural Forest Communities and native vegetation which are clearly delineated on site plans, plats, or recorded restrictions, or in some other legally binding manner that are to be protected from any tree or understory removal or effective destruction and maintained without any development.

(((TT)))>>(KKK)<< ~~[[Tree]]~~ >>Vegetation<< survey: A drawing >>provided<< at the same scale as the ~~[[site]]~~ >>landscape<< plan ~~[[sufficient to provide]]~~ >>which includes<< ~~[[the following]]~~ >>relevant<< information >>as required by this ordinance<<:

- [[(+)] ~~The location, plotted by accurate techniques, in relation to existing development, of all existing trees of a four (4) inch DBH or larger including those which are proposed to be removed, relocated or preserved.~~
- (2) ~~Provide in tabular form on the tree survey the following information:~~
- ~~(a) The scientific and common name of each tree, each of which shall be numbered.~~
 - ~~(b) The diameter at breast height (DBH) of each tree, or if a multiple trunk tree, the sum DBH for all trunks.~~
 - ~~(c) An estimate of the height, canopy cover, and physical condition of each tree, and whether specimen tree(s) exist on site.~~
 - ~~(d) The boundaries of any native plant communities including any Natural Forest Community that exists on site, as determined by the Department of Environmental Resources Management.]]~~

[[((XX))]]>>((LLL))<< Vehicular Use Area: A hard surface area designed or used for off-street parking and/or an area used for loading, circulation, access, storage, including fire trucks, garbage trucks, or display of motor vehicles.

[[((YY))]]>>((MMM))<< Vine: A plant with a flexible stem which normally requires support to reach mature form.

Sec. 18A-4. Plans Required.

(A) General.

Landscape plan(s) and where required, an irrigation plan pursuant to 18A-4(D), shall be approved by the Department of Planning, Development and Regulation, or by the corresponding department (s) in the municipalities, prior to the issuance of any building permit or paving for new parking areas or expansion of existing parking areas.

(B) Landscape Plans.

[[(+)] ~~Existing Development: Landscape plans as may be required for existing development may be prepared by the owner or the owner's representative.]]~~

[[([2])>>1<<]] ~~[[New one]]~~ >>Owner - builder single<< family or duplex dwelling: ~~[[The]]~~ ~~[[1]]>>1<<andscape plan>>(s)<< submitted for [[a]] new one family or duplex dwellings may be in the form of a plot plan or drawing prepared by the owner or the owner's representative, provided however, developments requiring site plan approval pursuant to administrative site plan review or public hearing by Chapter 33 shall meet the requirements of subsection 18A-4(B)>>2<<[[3]]>> and Chapter 481, Florida Statutes.<<~~

[[([3])>>2<<]] All other ~~[[new]]~~ development: The landscape plan for ~~[[other new]]~~ development other than provided for in subsection[[s]] (1) ~~[[and (2)]]~~ above, shall be prepared by, and bear the seal of, a landscape architect licensed to practice in the State of Florida, or by persons authorized >>by Chapter 481, Florida Statutes<<, to prepare landscape plans or drawings ~~[[by Chapter 481, Florida Statutes]]~~. >>Preliminary<< ~~[[b]]>>1<<andscape plans shall be >>provided as part of the submission for site plan~~

~~approval~~<< [[submitted with the initial master plan submitted for the development.]]
>> ~~and~~<< [[Such plans]] shall:

- ~~[(a) Be drawn to scale, including dimensions and property boundaries.]~~
 - ~~(b) Include a tree survey as may be required at the same scale as the other landscape plan(s).~~
 - ~~(c) Delineate existing and proposed structures, parking spaces, or other vehicular use areas, access aisles, sidewalks, driveways, signs, the location of utilities and easements, including the height of any utility lines on the property or adjacent properties, and similar features.~~
 - ~~(d) Designate name, location, size, and quantity of living plant material proposed to be installed, or preserved in accordance with the requirements of this ordinance and Section 24-60 of the Code.~~
 - ~~(e) Identify and describe the location and characteristics of all non-living landscape materials to be used.~~
 - ~~(f) Show all landscape features, areas of vegetation required to be preserved by law, including but not limited to trees, specimen trees, natural forest communities, native habitats, wetland preservation and geologic features in context with the location and outline of existing and proposed buildings, fences, and other structural improvements upon the site.~~
 - ~~(g) Indicate method(s) to protect trees and native plant communities during construction.~~
 - ~~(h) Include a tabulation clearly displaying the relevant statistical information necessary to evaluate compliance with the provisions of this ordinance including net lot area, building coverage, amount of open space as may be required by Chapter 23; quantity, size, and species of trees to be planted or preserved, or relocated; quantity, size, and species of all other plant material to be planted, preserved, or relocated; square footage of paved areas; and such other information as may be required to make a determination that the landscape plan meets the requirements of this Code.]]~~
- >> (a) Be drawn to scale and include property boundaries, north arrow, graphic scale, and date.
- (b) Include a vegetation survey, including an aerial photograph which outlines the subject site, provided at the same scale as the landscape plan.
- (c) Delineate existing and proposed structures, parking spaces, accessways and other vehicular use areas, sidewalks, utilities, easements, height and voltage of power lines on the property or adjacent property.
- (d) Indicate the common and scientific name and quantity of plants to be installed using "Landscape Legend" code format as prescribed by the Director of the Department of Planning, Development and Regulation.

(e) Identify all landscape features and non-living landscape materials.

(f) Show all areas of vegetation required to be preserved by law, including but not limited to trees, specimen trees, native plant species, Natural Forest Communities, native habitats and wetlands.

(g) Illustrate geologic, historic and archeological features to be preserved.

(h) Depict stormwater retention/detention areas and areas excluded from maximum permitted lawn area.

(i) Document zoning district, net lot area, required open space, and maximum permitted lawn area.

(j) Show building coverage and the location and dimension of greenbelt and water areas proposed for business and industrial zones, if required by Chapter 33.

(k) Complete "Preparer's Certification of Landscape Compliance."

Final landscape plans submitted for permit shall include all of the above, as well as the following:

(a) A fully completed, permanently affixed "Landscape Legend" as prescribed by the Director of the Department of Planning, Development and Regulation.

(b) Critical layout dimensions for trees, plant beds and landscape features.

(c) Method(s) to protect and relocate trees and native plant communities during construction.

(d) Planting details and specifications.

(e) Irrigation plans, as required by the zoning district.

(f) Irrigation details and specifications, as required above.

(g) Notarized "Preparer's Certification of Landscape Compliance" at time of final inspection"<<

(C) ~~[[Tree]]~~>>Vegetation<< survey.

A ~~[[tree]]~~ >>vegetation<< survey shall be provided for >>all<< sites ~~[[with existing trees of four (4) inches DBH or greater]]~~ >>at the same scale as the<< ~~[[site]]~~ >>landscape plan. The vegetation survey shall be accompanied by an aerial photograph which outlines the subject site without obscuring its features<<. Within municipalities, surveys shall be verified by the department(s) or board(s) as deemed appropriate by the municipality. >>The vegetation survey shall provide the following information:<<

>>(1) The accurate location and graphic representation, in relation to existing development, of all existing trees of a minimum two (2) inch DBH or ten (10) foot

height or, for native trees, of a minimum one and one-half (1 1/2) DBH or eight (8) foot height, including those which are proposed to be removed, relocated or preserved on site in accordance with the requirements of this Code and Section 24-60 of the Code<<.

>>(2) The boundaries of any native habitat, native plant community, native plant species, and/or Natural Forest Community and associated understory that exists on site, as determined by the Department of Environmental Resources Management.<<

>>(3) A table showing the following information:

- (a) The scientific and common name of each tree, each of which shall be numbered.
- (b) The diameter at breast height (DBH) of each tree, or if a multiple trunk tree, the sum DBH for all trunks.
- (c) An estimate of the height, canopy cover, and physical condition of each tree, and whether specimen tree(s) exist on site.<<

(D) Irrigation Plans.

An irrigation plan shall be submitted if a sprinkler system is required by Chapter 33, or as required in the individual municipalities or where an irrigation system is to be provided regardless of code requirements. Where a landscape plan is required, an irrigation plan shall be submitted concurrently.

- (1) For a new one family or duplex dwelling the irrigation plan may be indicated on a plot plan or a separate drawing prepared by the owner or the owner's agent indicating area(s) to be irrigated, location and specifications of lines and heads and pump specifications.
- (2) All other development other than those provided in subsection (1) above shall:
 - (a) Be drawn on a base plan at the same scale as landscape plan(s),
 - (b) Delineate landscape areas>>,<< ~~[[and]]~~ major landscape features, and hydrozones ~~[[if applicable]]~~.
 - (c) Delineate existing and proposed structures, parking areas or other vehicular use areas, access aisles, sidewalks, driveways, the location of utilities and easements, and similar features.
 - (d) Include water source, design operating pressure and flow rate per zone, total volume required for typical depths of application, and application rate.
 - (e) Include locations of pipes, controllers, valves, sprinklers, back flow prevention devices and electrical supply.

>> (D) Irrigation details.<<

Sec. 18A-5. Tree Removal and Preservation.

Tree removal permits or natural forest community vegetation removal permits are required prior to the removal of trees, specimen trees, or any vegetation in a natural forest community, respectively, pursuant to Section 24-60 of the Code of Metropolitan Dade County. The Dade County Department of Environmental Resources Management is responsible for administering and enforcing these provisions.

Sec. 18A-6. Minimum Standards.

The following standards shall be considered minimum requirements ~~[[for all landscape and/or irrigation plans]]~~ unless otherwise indicated:

(A) Lawn area (turf).

- (1) Grass areas shall be planted in species well adapted to localized growing conditions in Dade County. Grass areas may be sodded, plugged, sprigged >>, hydromulched, << or seeded except that solid sod shall be used in swales or other areas subject to erosion>>, << ~~[[, and providing that i]]~~ >> << n areas where other than solid sod or grass seed is used, overseeding shall be sown for immediate effect and protection until coverage is otherwise achieved.

- ~~[[(2) Stabilized grassed area used for parking and/or areas used for organized sports, playgrounds or picnic areas as may be approved at public hearing, if required, shall not be counted toward the maximum permitted lawn areas. Grassed areas used for organized sports at schools and public parks shall not count toward the maximum permitted lawn area.]]~~

>> (2) Exclusions from maximum permitted lawn areas:

(a) Stabilized grassed area used for parking;

(b) Grassed areas designated on landscape plans and actively used for sports, playgrounds or picnic areas;

(c) Grassed areas in the right-of-way;

(d) Stormwater retention/detention areas planted in grasses which are very drought tolerant, as referenced in the Landscape Manual, as well as tolerant to wet soils.<<

- (3) >> Maximum permitted lawn area << ~~[[F]]~~ >> f << or all residential and mixed uses in the unincorporated area >> is referenced in Table A. << ~~[[, lawn area shall be limited to a maximum of forty (40) percent of the required landscaped open space as required in Chapter 33. In those residential zoning districts where landscaped open space is not specified, lawn area shall be restricted to a maximum of thirty (30) percent of the net lot area.]]~~

- (4) >> Maximum permitted lawn area << ~~[[F]]~~ >> f << or all office, commercial, and industrial uses ~~[[i]]~~ >> is as referenced in Table A. << ~~[[lawn area shall be limited to a maximum of twenty (20) percent of the required landscaped open space as required in Chapter~~

~~22.]]~~ >> Very drought tolerant grasses and low growing native plants, including grasses and forbs, as referenced in the Landscape Manual, may be used as groundcover beyond the maximum permitted grass area specified in Table A.<<

- (5) In municipalities, the maximum amount of lawn area for residential and mixed uses shall be limited to a maximum of ~~[[forty (40)]]~~ >> sixty (60)<< percent of the landscaped open space required in the individual municipal code(s). In those residential and mixed use zoning districts where landscaped open space is not specified, lawn areas shall be restricted to a maximum of ~~[[thirty (30)]]~~ >> fifty (50)<< percent of the net lot area. >> Lawn areas in<< ~~[[G]]~~>> commercial, office and industrial ~~[[uses]]~~ >> zones<< shall be limited to a maximum of twenty (20) percent of the open space required by the individual municipalities. >> In those commercial, office and industrial zones<< ~~[[W]]~~>> where landscape>> d<< open space is not specified, lawn area shall be restricted to a maximum of twenty (20) percent of the net lot area less the area covered by buildings. >> Very drought tolerant grasses and low growing native plant species, including grasses and forbs, as referenced in the Landscape Manual, may be used as groundcover beyond the maximum permitted grass area.<<

(B) Irrigation.

- (1) All newly-planted and relocated plant material shall be watered by temporary or permanent irrigation systems until such time as they are established.
- (2) Irrigation shall be prohibited within native plant communities and natural forest communities >> except for temporary systems needed to establish newly planted material. Temporary irrigation systems shall be disconnected immediately after establishment of plant communities.<<
- (3) Irrigation systems shall be designed to >> conserve water by<< allow>> ing<< differential operation schedules ~~[[for high and low water requirement areas]]~~ >> based on hydrozone.<<
- (4) Irrigation systems shall be designed >> operated<< and maintained ~~[[with heads which do]]~~ >> to<< not overthrow >> or overflow on<< to impervious surfaces.
- (5) Low trajectory >> spray<< heads, and/or low volume water distributing or application devices, shall be used. ~~[[Aerial]]~~ >> Overhead<< irrigation systems shall >> only<< be permitted ~~[[for]]~~ >> in bonafide agricultural activity<< areas>> << ~~[[planted with grass, trees, and/or shrubbery which are one half (1/2) acre or larger in size.]]~~
- (6) Gray ~~[[non-potable]]~~ water shall be used where approved systems are available.
- ~~[[7)]~~ Automatic irrigation systems shall be capable of being switched to manual during rainy periods, and manual irrigation systems shall be equipped with automatic shutoff devices.]]
- >> (7) During dry periods, irrigation application rates of between one (1) and one and one half (1 1/2) inches per week are recommended for turf areas.<<

- (8) ~~[[To avoid operation of the system during periods of increased rainfall, a]] >>Δ<< moisture >>or rain<< sensor [[switch]] >>device<< shall be required on all irrigation systems equipped with automatic controls. ~~[[The moisture sensor switch shall be adjusted to the soil type and set to turn off the irrigation system when a maximum of one half (1/2) inch of rain has fallen.]]~~~~
- (9) Irrigation systems shall be timed to operate only during hours and on days permitted under Chapter 32 of the Code.
- (10) If an irrigation system is not provided, a hose bib shall be provided within seventy-five (75) feet of any landscape area.

(C) Trees.

- (1) Tree size. All trees, except street trees~~[[;]]~~ >>and trees located beneath power lines<< shall be a minimum of ten (10) feet high and have a minimum ~~[[diameter at breast height (DBH)]]~~ >>caliper<< of two (2) inches at ~~[[the]]~~ time of planting except that thirty (30) percent of the tree requirement may be met by native species with a minimum height of eight (8) feet and a minimum ~~[[DBH]]~~ >>caliper<< of one and one-half (1 1/2) inches at time of planting.

~~[[(2) Street tree size and spacing. Street trees shall have a clear trunk of four (4) feet, an overall height of twelve (12) feet and a minimum DBH of two (2) inches at time of planting and shall be provided along all roadways at a maximum average spacing of thirty-five (35) feet on center. Where trees are planted on private property, they shall be placed within seven (7) feet of the edge of the dedicated right of way or within seven (7) feet of the edge of the roadway and/or inside edge of a sidewalk on private roads. Street trees are not required when a colonnade open to the public is located within four (4) feet of the edge of the roadway. The thirty-five (35) foot average spacing requirement for multiple single family units such as zero lot line and townhouse shall be based on the total lineal footage of roadway for the entire project and not based on individual lot widths.]]~~

- >>(2) Street tree size and spacing. Street trees shall be of a species typically grown in Dade County which normally mature to a height of at least twenty (20) feet. Street trees shall have a clear trunk of four (4) feet, an overall height of twelve (12) feet and a minimum caliper of two (2) inches at time of planting, and shall be provided along all roadways at a maximum average spacing of thirty-five (35) feet on center, except as otherwise provided in this Chapter. Street trees are not required when a colonnade open to the public is located within four (4) feet of the edge of the roadway. The thirty-five (35) foot average spacing requirement for multiple single family units such as zero-lot-line and townhouse shall be based on the total lineal footage of roadway for the entire project and not based on individual lot widths. Street trees shall be placed within the swale area or shall be placed on private property where demonstrated to be necessary due to right-of-way obstructions as determined by the Public Works Department or the appropriate authority within the municipality. Street trees planted along private roadways shall be placed within seven (7) feet of the edge of roadway pavement and/or where present within seven (7) feet of the sidewalk.<<

>>(3) Power lines. Where the height and location of overhead powerlines requires the planting of low growing trees, street trees shall have a minimum height of eight (8) feet, a minimum caliper of one and one-half (1 1/2) inches at time of planting, and shall meet the following requirements:

(a) Single trunk trees clear of lateral branches to four (4) feet and/or multi trunk trees or tree/shrubs, as referenced in the Landscape Manual, cleared of foliage to a height of four (4) feet.

(b) A maximum average spacing of twenty-five (25) feet on center.

(c) Maturing to a height and spread not encroaching within five (5) feet of overhead power distribution lines.

(d) Under high voltage (50kV and above) transmission lines installed independent of underbuilt distribution lines, tree height and spread shall not exceed the minimum approach distances specified in the current ANSI (American National Standards Institute) Z133.1 Standards, as referenced in the Landscape Manual.<<

>> (4) Palms. Palms which meet all of the following requirements shall count as a required street tree on the basis of one (1) palm per tree.

(a) Minimum canopy of fifteen (15) feet at maturity.

(b) Provided at an average maximum spacing of twenty-five (25) feet on center.

(c) Fourteen (14) foot minimum overall height or minimum caliper of four (4) inches at time of planting.<<

>> It is provided however that queen palms (Syagrus romanzoffiana) shall not be allowed as street trees.<<

(((3)))>>(5)<< Minimum number of trees. Within Unincorporated Dade County, the minimum number of >>required<< trees >>, in addition to street trees,<< ~~[[shall be required as]]~~ >>is referenced in Table A.<< ~~[[follows:]]~~

[[Land Use or Zoning District GU Interim* AU Agriculture**	Number of Trees Required per Net Acre or per lot 9 trees per Acre of net Lot Area
Single Family	3 per lot
Residential and Duplex	
RU-1	
RU-1M(a)	
RU-1M(b)	
RU-1Z	4 per lot

RU 2 ~~3 per lot~~

Clustered Developments

RU TH ~~28 trees per acre of net lot area~~

Estate Use ~~9 trees per acre of net~~

EU M

lot area

EU S

EU T

EU 2

EU 1G

Multi family Residential ~~28 trees per acre of net lot area~~

RU 3

RU 3M

RU 3B

RU 4L

RU 4M

RU 4

RU 4A

Office ~~28 trees per acre of net lot area~~

RU 5

RU 5A

OPD

Commercial ~~22 trees per acre of net lot area~~

BU 1

BU 1A

BU 2

BU 3

Industrial ~~15 trees per acre of net lot area~~

IU 1

IU 2

IU 3

IU G ~~22 trees per acre of net lot area~~

Miscellaneous Zoning Districts and Land Uses

Planned Developments ~~28 trees per acre of net lot area~~

Planned Area ~~28 trees per acre of net lot area~~

Private Educational Facilities ~~28 trees per acre of net lot area~~

Traditional Neighborhood Development ~~28 trees per acre of net lot area (See TND for additional requirements)~~

All other zoning districts ~~28 trees per acre of net lot area and/or uses not listed including the Governmental Property District.~~

~~* Use depends on character of neighborhood, otherwise EU 2 standards apply.~~

~~11 Residential five (5) gross acres.))~~

TABLE A (See Note below regarding street trees)

>>LAND USE OR ZONING DISTRICT	NUMBER OF TREES REQUIRED		MAXIMUM LAWN AREA	
	Per Acre of Net Lot Area	Per Lot	Percent of Net Lot Area	Percent of Required Open Space
SINGLE FAMILY RESIDENTIAL AND DUPLEX				
RU-1	-	3	50%	-
RU-1M(a)	-	3	35%	-
RU-1M(b)	-	3	35%	-
RU-1Z	-	3	35%	-
RU-2	-	3	50%	-
TOWN HOUSE				
RU-TH	28	-	-	60%
ESTATE USE				
EU-M	9	-	50%	-
EU-S	9	-	50%	-
EU-1	9	-	60%	-
EU-2	9	-	60%	-
EU-1C	9	-	60%	-
MULTI-FAMILY RESIDENTIAL				
RU-3	28	-	60%	-
RU-3B	28	-	60%	-
RU-3M	28	-	-	60%
RU-4L	28	-	-	60%
RU-4M	28	-	-	40%
RU-4	28	-	-	40%
RU-4A	28	-	-	40%
OFFICE				
RU-5	28	-	-	30%
RU-5A	28	-	-	30%
OPD	28	-	-	30%
COMMERCIAL				
BU-1	22	-	-	20%
BU-1A	22	-	-	20%
BU-2	22	-	-	20%
BU-3	22	-	-	20%
INDUSTRIAL				
IU-1	15	-	-	20%
IU-2	15	-	-	20%
IU-3	15	-	-	20%
IU-C	22	-	-	20%
MISCELLANEOUS ZONING DISTRICTS AND LAND USES				
Planned Developments	28	-	-	40%
Planned Area Developments	28	-	-	40%
Private Educational Facilities	28	-	-	40%
TND	28	-	-	40%
GU Interim *	9	-	60%	-
AU Agriculture (Residential Use)	9	-	60%	-
All Other Zoning Districts	28	-	60%	-

- * Use dependent on character of neighborhood, otherwise EU-2 standards apply.
- ** Unusual uses must comply with the requirements of underlying zoning district.

In addition to the number of trees indicated in Table A, additional trees (street trees) may be required as provided in Section 18A-6(C). <<

- (((4)))>>(6)<< Grassed areas that are to be used for organized sports such as football and soccer or other similar sports or playgrounds, that are clearly identified on a ~~[[site]]~~ >>landscape<< plan ~~[[specifically for active sports activities or playgrounds,]]~~ shall not be counted toward calculating tree requirements.
- (((5)))>>(7)<< Trees shall be planted to provide shade to residential structures of a height of thirty-five (35) feet or less. >>At least two required lot trees shall be positioned in the energy conservation zone as defined herein.<< All exterior air conditioning units, except for air conditioning units placed on the roof, shall be shaded by trees and/or shrubs >>as referenced in the Landscape Manual<<.
- (((6)))>>(8)<< Palms of a ten (10) foot minimum overall height ~~[[at time of planting,]]~~ or ~~[[of a]]~~ minimum ~~[[DBH]]~~ >>caliper<< of three (3) inches at time of planting shall count as a required tree on the basis of two (2) palms per tree, >>except as provided herein for palms used as of street trees.<< No more than thirty (30) percent of the minimum tree requirements may be met by palms.
- (((7)))>>(9)<< Existing trees required >>by law<< to be preserved on site ~~[[by law]]~~ and that meet the requirements of Section 18A-6(C), may be counted toward fulfilling the minimum tree requirements.
- (((8)))>>(10)<< Prohibited and controlled tree species shall not be counted toward fulfilling minimum tree requirements. Prohibited trees shall be removed from the site.
- (((9)))>>(11)<< Thirty (30) percent of the required trees and/or palms shall be native species.
- (((10)))>>(12)<< ~~[[No more than twenty (20) percent of the native tree requirements shall be Sabal Palmetto (Cabbage) Palm.]]~~ >>In order to prevent adverse environmental impacts to existing native plant communities, only existing Sabal Palmettos (Cabbage Palms) shall be used to satisfy minimum tree and native plant requirements, except that Cabbage Palms which are rescued from government approved donor sites, transplanted within the site, or commercially grown from seed shall be counted towards the minimum tree and native plant requirements.<<
- (((11)))>>(13)<< When trees are planted within the right-of-way, the owners of land adjacent to the areas where street trees are planted must maintain those areas, including the trees, plants and sod >>using pruning methods specified in this Code<<. A covenant executed by those owners is required, or a Special Taxing District must be created to maintain these areas. Where the State, County or municipality determines that the planting of trees and other landscape >>material<< is not appropriate in the public right-of-way, they may require that said trees and landscape >>material<< be placed on private property.
- (((12)))>>(14)<< ~~Required street trees and trees for shading of structures shall be counted toward the minimum tree requirements.]]~~
- (((13)))>>(14)<< Consideration shall be given to the selection of trees, plants and planting site to avoid serious problems such as clogged sewers, cracked sidewalks, and power service interruptions.

~~(((+4)))>>(15)<<~~ Municipalities shall meet all the above requirements in the corresponding zoning districts or land use categories of the particular municipality.

(D) Shrubs ~~[[and Hedges]]~~

~~[[Shrubs shall be a minimum of eighteen (18) inches in height when measured immediately after planting. Hedges, where required, shall be planted at a maximum spacing of thirty (30) inches on center, and maintained so as to form a continuous, unbroken and solid visual screen within a maximum of one (1) year after time of planting. Shrubs and hedges shall not be necessarily of the same species. Shrubs shall be provided at a ratio of seven (7) per required tree. Thirty (30) percent of the shrubs and hedges shall be native species.]]~~

- >> (1) All shrubs shall be a minimum of eighteen (18) inches in height when measured immediately after planting. Shrubs shall be provided at ratio of ten (10) per required tree. Thirty (30) percent of the shrubs shall be native species.
- (2) When used as a visual screen, buffer, or hedge, shrubs shall be planted at a maximum average spacing of thirty (30) inches on center or if planted at a minimum height of thirty-six (36) inches, shall have a maximum average spacing of forty-eight (48) inches on center and shall be maintained so as to form a continuous, unbroken and solid visual screen within one (1) year after time of planting. Shrubs used as a buffer, visual screen, or hedge need not be of the same species.<<

(E) Vines.

Vines shall be a minimum of twelve (12) inches in length immediately after planting and may be used in conjunction with fences, screens, or walls to meet physical barrier requirements as specified. >>Planting of perimeter walls with vines is recommended as a deterrent to painting of graffiti.<<

(F) Ground Covers.

Ground cover plants used in lieu of grass, in whole or in part, shall be planted in such a manner as to present a finished appearance and reasonably complete coverage within one (1) year after planting. ~~[[Ground cover may be substituted for thirty (30) percent of the required shrubs at a rate of three (3) ground cover plants per shrub.]]~~

(G) Mulch.

>>(1)<<Weed-free mulch shall be applied >>and maintained<< in a minimum >>three (3) inch layer under and around all trees and shrubs, and in a minimum<< two (2) inch layer under and around all [[planting areas]] >>ground cover.<<

>>(2) The use of mulch shall be restricted to planting areas.<<

>>(3) Cypress mulch shall not be used because its harvest degrades cypress wetlands.<<

(H) Buffers Between Dissimilar Land Uses.

Where dissimilar land uses exist on adjacent properties, and where such areas will not be entirely visually screened by an intervening building or structure from abutting property, that portion of such area not so screened shall be provided with a buffer consisting of a six (6) foot wall or fence with a life expectancy of at least ten (10) years, or ~~[[a hedge]]~~ >>shrubs<< which normally grow to a minimum height of six (6) feet. Where chain link fencing is used, ~~[[a hedge]]~~ >>shrubs<< shall also be required. ~~[[All-s]]~~ >>S<<hrubs used as a buffer shall be a minimum of thirty (30) inches in height at time of planting, and shall be planted at a maximum >>average<< spacing of thirty-six (36) inches on center >>, or a minimum of thirty-six inches in height at time of planting and planted at a maximum average spacing of forty-eight (48) inches on center<<. Said buffer shall form a continuous screen between the dissimilar land uses within one (1) year after planting. Buffers screening dissimilar uses shall include trees planted at a maximum average spacing of thirty-five (35) feet on center within a minimum five (5) foot landscaped strip.

(I) Parking Lot Buffers.

All parking lots adjacent to a right-of-way or private street shall be screened by a continuous ~~[[hedge]]~~ >>planting<< and/or three (3) foot high wall with a seven (7) foot landscaped strip incorporating said [[hedge]] >>planting<< and/or wall on private property. ~~[[Hedge]] >>Planting<< material [[shall be a minimum height of eighteen (18) inches]]~~ at time of planting >>shall be either a minimum height of eighteen (18) inches<< with a maximum >>average<< spacing of thirty (30) inches on center[[.]] >>, or a minimum height of thirty-six (36) inches with a maximum average spacing of forty-eight (48) inches on center.<<

(J) Landscaped Areas in Parking Lots.

~~[[All parking lots shall be required to provide ten (10) square feet of landscaped area for each parking space.]]~~ >>Ten (10) square feet of landscaped area per parking space shall be provided within a parking lot. In order to maximize the distribution of shade, trees shall be planted throughout the interior of the parking lot at a minimum density of one tree per eighty (80) square feet of landscaped area, exclusive of parking lot buffers. Planting areas for each tree shall have a minimum width of five (5) feet, exclusive of the curb dimension, and shall be planted or covered with other landscape materials.<< [[Said space may be placed anywhere within a parking lot subject to Landscape Plan Review as provided herein.]] This requirement is in addition to any applicable required open space as provided in Chapter 33 of the Code of Metropolitan Dade County or applicable municipal code. ~~[[Any planting area shall be a minimum of twenty-five (25) square feet.]]~~

(K) Plant Quality.

>>(1)<< Plants installed pursuant to this Code shall conform to, or exceed, the minimum standards for Florida Number One as provided in the most current edition of "Grades and Standards for Nursery Plants, Part I and II," prepared by the State of Florida Department of Agriculture and Consumer Services.

>>(2) Trees installed pursuant to this Code shall have one primary vertical trunk and secondary branches free of included bark up to a height of six (6) feet above natural grade.<<

- ~~((L)) Prohibited and Controlled Plant Species.
Prohibited species shall not be planted and shall be removed from any site which is subject to the requirements of this ordinance. Controlled species shall not be planted within five hundred (500) feet of a Natural Forest Community or native habitats as defined herein.~~
- ~~((M)) Pruning.
Hatracking or topping shall not be permitted providing that crown reduction in excess of one third (1/3) of a tree's living canopy shall be permitted for the following site conditions:~~
- ~~(1) If a tree interferes with utility lines or utility structures.~~
 - ~~(2) If a tree has a crown dieback of greater than one third (1/3).~~
 - ~~(3) If a tree has storm damage.~~
- ~~((N)) Tree Destruction.
The effective destruction of trees designated to be planted, preserved, or relocated under the provisions of this ordinance shall not be permitted.]]~~
- >>((L)) Stormwater Retention/Detention Areas
- (1) Stormwater retention/detention areas shall be designed to maximize the perimeter dimension, where feasible.
 - (2) Stormwater retention/detention areas shall be planted throughout with native herbaceous facultative plants, with the following exceptions:
 - (a) In areas that are designated and actively used for play and/or picnic areas, overflow parking, or sports shall be planted with grasses which are very drought tolerant, as referenced in the Landscape Manual, as well as tolerant to wet soils.
 - (b) In areas where the minimum required stormwater retention capacity would be adversely affected.
 - (3) The minimum required number of native herbaceous facultative plants shall be one plant per square foot of retention/ detention area, including the slope. Minimum required herbaceous plant container size shall be one and one-half (1 1/2) inches, commonly referred to as a liner. Sprigging, seeding, plugging, hydro-mulching or sodding with native herbaceous facultative plants grown from local seed sources may be used in lieu of liners. Herbaceous plants shall be planted in such a manner as to present a finished appearance and reasonably complete coverage within one (1) year after planting.
 - (4) Native facultative trees or shrubs may be used in lieu of native herbaceous facultative plants, provided that the minimum required stormwater retention capacity is not adversely affected.<<

Sec. 18A-7 Landscape Plan Review Criteria.

In the unincorporated area-all landscape plans shall be reviewed by the Department of Planning, Development and Regulation, and where existing trees or natural forest communities are involved, the Department of Environmental Resources Management. In the case of a municipality, landscape plans shall be approved by the department(s) or board(s) as deemed appropriate within the

municipality. Landscape plans shall be reviewed in accordance with the following goals and objectives and the guidelines and illustrations provided in the Landscape Manual:

- (A) Landscape design shall enhance architectural features, relate structure design to the site, visually screen dissimilar uses and unsightly views, reduce noise impacts from major roadways and incompatible uses, strengthen important vistas and reinforce neighboring site design and architecture.
- (B) Existing specimen trees, native vegetation (including canopy, understory, and ground cover) and Natural Forest Communities shall be preserved to the maximum extent possible and all requirements of Section 24-60 of the Code.
- (C) In order to conserve water, >>reduce maintenance, and promote plant health, plant species shall be selected and installed based on their water needs, growth rate and size, and resource inputs. Plants with similar water needs shall be grouped in hydrozones. Adequate growth area, based on natural mature shape and size shall be provided for all plant materials.<< ~~[[the plan shall demonstrate an emphasis on the use of drought-tolerant species. Plants with similar water requirements shall be grouped together to reduce the amount of water necessary for irrigation.]]~~
- (D) The plan shall include the use of native plant species in order to reestablish an aesthetic regional quality and take advantage of the unique diversity and adaptability of native species to the environmental conditions of South Florida. Where feasible, the re-establishment of native habitats shall be incorporated into the landscape plan.
- (E) Trees and shrubs shall be >>planted in the energy conservation zone where feasible, in order<< [[used]] to reduce energy consumption by shading buildings and >>shall be used to reduce heat island effects by shading<< paved surfaces.
- (F) Street trees shall be used to shade roadways and provide visual order. Where feasible, selected species shall be used to establish a road hierarchy by defining different road types.
- (G) ~~[[Plant species appropriate to a site's particular conditions shall be used.]]~~ Special attention shall be given to the use of appropriate species >>located<< under, or >>adjacent to<< over>>head<< [[utility]] >>power<< lines, and near native plant communities and near [[septic tanks and sewer lines]] >>underground utility lines.<< Adequate growth area shall be provided for all plant materials. ~~[[Trees shall not encroach at a distance greater than ten (10) feet from any overhead utility line at maturity.]]~~
- (H) Landscaping shall be designed in such a way as to provide safe and unobstructed views at intersections of roadways, driveways, recreational paths and sidewalks in accordance with Section 33-11 of the Code.
- (I) Historic landscapes and landscape features designated by local, State or federal governments shall be preserved.

Sec. 18A-8 ~~[[Certificate of compliance]]~~
>>Preparer's Certification of Landscape Compliance<<

- (A) A ~~[[certificate of compliance]]~~ >>Preparer's Certification of Landscape Compliance<< ~~[[in the form of a letter]]~~ bearing the original letterhead of the designing firm and licensing number shall be submitted to and approved by the Department of Planning, Development and Regulation prior to issuance of any final Certificate of Use and Occupancy or Certificate of Completion. The ~~[[Certificate of Compliance]]~~ >>Preparer's Certification of Landscape Compliance<< shall contain a statement, signed and sealed by the landscape architect or by person(s) authorized to prepare plans by Chapter 481, Florida Statutes, who prepared the approved plans, that the landscape and irrigation plans have been implemented and that all requirements of this ordinance have been met. Any changes or substitutions to the approved plan shall be approved by the original designing firm prior to the implementation of said changes and substitutions. All changes or substitutions to the approved plan shall be noted on all copies. Changes and substitutions of plant material shall be of similar quality, quantity and size, as originally approved and shall be in compliance with the intent and requirements of this ordinance.
- (B) For a new single family, duplex residence on its own lot or applicable existing development, the owner or owner's agent may certify in writing that landscape and irrigation have been installed according to approved plan(s).
- (C) The Department of Planning, Development and Regulation shall have the right to inspect all projects for compliance prior to issuance of a Certificate of Use and Occupancy or Certificate of Completion.
- (D) Municipalities are not required to establish a ~~[[certificate of compliance]]~~ >>Preparer's Certification of Landscape Compliance<< procedure.

Sec. 18A-9. Committee of Landscape Adjustment.

- (A) In unincorporated Dade County, the members of the Executive Council of the Developmental Impact Committee or their designees shall constitute the Committee of Landscape Adjustment.
- (B) The Committee of Landscape Adjustment, upon receipt of an application for adjustment of landscaping requirements shall have the authority and duty to consider and act upon such application. The application shall be filed on forms prescribed by the County, executed and sworn to by the owner or tenant of the property concerned, or by authorized agents as evidenced by written power of attorney, and accompanied by a fee for processing of the application, as provided by Administrative Order.
- (C) In the application, the applicant shall state clearly and in detail what adjustment of landscaping requirements are being requested and the reasons such adjustments are warranted, and shall accompany the application with such supplementary data, such as sketches, surveys and statistical information as is deemed necessary to substantiate the adjustment.

- (D) The Committee of Landscape Adjustment may approve, modify or deny the requested adjustment, but shall approve or modify such request only if it determines that approval of any adjustment would not be contrary to the public interest and would be in keeping with and would preserve the intent of this ordinance. The Committee of Landscape Adjustment shall not consider requests for variance from the requirements of Chapter 24, the Dade County Environmental Protection Code, including specimen tree and natural forest community variance requests. Any such requests shall be made according to the provisions of Sections 24-48 and 24-49 of the Code. Additionally, the Committee of Landscape Adjustment shall not have authority to modify or adjust any part of Chapter 33 of the Dade County Code.
- (E) Committee of Landscape Adjustment shall meet on a regular basis to act on pending application(s), and shall post their decision in the form of a short, concise statement of the action taken on a conspicuous bulletin board that may be seen by the public at reasonable times and hours in the office of the Department of Planning, Development and Regulation.
- (F) Within fourteen (14) days after posting of decision, but not thereafter, any decision of the Committee of Landscape Adjustment may be appealed to the appropriate Community Zoning Appeals Board as prescribed in Chapter 33 for appeals of administrative decisions; otherwise, it shall become final.
- (G) The Community Zoning Appeals Boards or the Board of County Commissioners shall have the authority to grant adjustment from this chapter as part of a zoning application.
- (H) Each municipality may establish or assign an existing board, committee, or other similar body to review adjustments and to establish criteria for landscape adjustment.

Sec. 18A-10. Landscape Manual.

The Department of Planning, Development and Regulation, in cooperation with other County departments shall prepare a landscape manual and make the same available to the public. The landscape manual shall be adopted by resolution of the Board of County Commissioners. Said manual shall provide an illustrative interpretation of the standards provided herein and suggested guides for landscaping in accordance with the above standards.

Sec. 18A-11. Landscape Maintenance.

- (A) An owner is responsible to ensure that landscaping required to be planted pursuant to this ordinance, or the ordinances which were in effect prior to the effective date of this ordinance, is: (1) installed in compliance with the Landscape requirements; (2) maintained as to present a healthy, vigorous, and neat appearance free from refuse and debris; and (3) sufficiently fertilized and watered to maintain the plant material in a healthy condition.

- (B) If any tree or plant dies which is being used to satisfy current landscape code requirements, such tree or plant shall be replaced with the same landscape material >>or an approved substitute.<<

>>(C) Trees shall be pruned in the following manner:

(1) All cuts shall be clean, flush and at junctions, laterals or crotches. All cuts shall be made as close as possible to the trunk or parent limb, without cutting into the branch collar or leaving a protruding stub.

(2) Removal of dead wood, crossing branches, weak or insignificant branches, and sucker shall be accomplished simultaneously with any reduction in crown.

(3) Cutting of lateral branches that results in the removal of more than one-third of all branches on one side of a tree shall only be allowed if required for hazard reduction or clearance pruning.

(4) Lifting of branches or tree thinning shall be designed to distribute over half of the tree mass in the lower two-thirds (2/3) of the tree.

(5) No more than one-third (1/3) of a tree's living canopy shall be removed within a one (1) year period.

(6) Trees shall be pruned according to the current ANSI A300 Standards and the Landscape Manual.<<

>>Sec. 18A-12. Prohibitions.<<

>>(A) Prohibited Plant Species.

Prohibited species shall not be planted and shall be removed from any site which is subject to the requirements of this ordinance.

(B) Controlled Plant Species

Controlled species shall not be planted within five hundred (500) feet of a Natural Forest Community or native habitats as defined herein.

(C) West Indian Mahogany

West Indian Mahogany, Swietenia mahagoni, shall not be planted within 500 feet of a rockland hammock or pine rockland.

(D) Tree Abuse

Tree abuse is prohibited. Abused trees shall not be counted toward fulfilling the minimum tree requirements.<<

Sec. 18A-1~~[[2]]~~3. Enforcement.

- (A) ~~[[The Dade County Department of Planning, Development and Regulation shall withhold issuance of a final Certificate of Use and Occupancy or Certificate of Completion until a Certificate of Compliance has been approved.]]~~
>>The Dade County Department of Planning, Development and Regulation shall withhold approval of a final building inspection prior to the issuance of a Final Certificate of Use and Occupancy or Certificate of Completion until a Preparer's Certification of Landscape Compliance has been approved.<<
- (B) The Department of Planning, Development and Regulation shall have the right to inspect the lands affected by this ~~[[ordinance]]~~ >>Code<< and to issue cease and desist orders and citations for violations.
- (C) Failure to install or maintain landscaping according to the terms of this ordinance shall constitute a violation of this Code. Also, failure to plant, preserve, or maintain each individual tree shall be considered to be a separate violation of this Code. Each day in which either landscaping or individual trees are not installed or maintained according to the terms of this ordinance shall constitute a continuing and separate violation of this Code.
- (D) In the municipalities, enforcement shall be performed by the Department within the municipality as may be deemed appropriate by the municipality, and in the event the provisions hereof are not enforced within the municipality, the County shall enforce same.

Sec. 18A-1>>4<<~~[[3]]~~. Conflicts With Other Ordinances or Regulations.

If this chapter conflicts with other ordinances or regulations, the more stringent limitation or requirement shall govern or prevail to the extent of the conflict.

Section 2. Section 18A-14 of the Code of Metropolitan Dade County, Florida is hereby repealed as follows:

~~[[Sec. 18A-14. Sunset Provisions.~~

~~This ordinance shall stand repealed three (3) years from its effective date.]]~~

* * *

Section 3. If any section, subsection, clause, provision or part of this Code shall be held invalid for any reason, the remainder of this Code shall not be affected thereby, but shall remain in full force and effect.

Section 4. It is the intention of the Board of County Commissioners, and it is hereby ordained that the provisions of this ordinance, including any Sunset provision, shall become and be made a part of the Code of Metropolitan Dade County, Florida. The sections of this ordinance may be renumbered or relettered to accomplish such intention, and the word "ordinance" may be changed to "section", "article", or other appropriate word.

Section 5. This ordinance shall become effective seventy (70) days after the date of enactment provided however this ordinance shall not apply to projects for which prior to the effective date of this ordinance: (1) an application for a building permit has been filed; (2) a building permit has been issued and is in effect; (3) the Zoning Appeals Board, Community Zoning Appeals Boards, or Board of County Commissioners has by resolution approved a project site plan; (4) a site plan which has received Administrative Site Plan approval; or (5) a zoning application has been filed prior to March 11, 1998 that includes detailed site and landscape plans.

Section 6. This ordinance does not contain a sunset provision.

PASSED AND ADOPTED: JAN 13 1998

Approved by County Attorney as
to form and legal sufficiency. EAC

Prepared by: CK

LSCODEX7.SAM

kkt

APPENDIX D

TABLE 7 - CROSSWALK AND PEDESTRIAN SIGNAL NEEDS WEST FLAGLER STREET CORRIDOR STUDY AREA

Table 7
Crosswalk and Pedestrian Signal Needs,
West Flagler Street Corridor Study Area

Road To Cross	Intersecting Road	White-line Crosswalk	Striped Crosswalk	Pedestrian Signal
NW 8 Street	NW 87 Avenue	Yes	No	No
NW 8 Street	NW 82 Avenue	Yes	No	No
NW 8 Street	NW 109 Avenue	Yes	No	No
NW 7 Street	NW 107 Avenue	No	Yes	No
NW 7 Street	NW 87 Avenue	No	Yes	No
NW 7 Street	NW 82 Avenue	Yes	No	No
NW 7 Street	NW 79 Avenue	Yes	No	No
Fontainebleau Blvd.	W. Park Drive	No	Yes	No
Fontainebleau Blvd.	NW 97 Avenue	No	Yes	Yes
Fontainebleau Blvd.	Park Blvd.	No	Yes	No
Park Blvd.	NW 87 Avenue	No	Yes	No
Park Blvd.	NW 84 Avenue	No	Yes	Yes
Park Blvd.	NW 82 Avenue	No	Yes	Yes
NW 2 Street	NW 82 Avenue	Yes	No	No
NW 2 Street	NW 79 Avenue	No	Yes	Yes
W. Flagler Street	NW/SW 107 Avenue	No	Yes	No
W. Flagler Street	W. Park Dr./ SW 102 Ave.	No	Yes	No
W. Flagler Street	NW/SW 97 Avenue	No	Yes	No
W. Flagler Street	SW 92 Avenue	No	Yes	No
W. Flagler Street	Fontainebleau Blvd.	No	Yes	No
W. Flagler Street	NW/SW 87 Avenue	No	Yes	No
W. Flagler Street	NW/SW 84 Avenue	No	Yes	No
W. Flagler Street	NW/SW 82 Avenue	No	Yes	No
W. Flagler Street	NW/SW 79 Avenue	No	Yes	No
W. Flagler Street	NW/SW 72 Avenue	No	Yes	No
SW 107 Avenue	SW 4 Street	No	Yes	No
SW 107 Avenue	SW 8 Street	No	Yes	No
West Park Drive	Fontainebleau Blvd.	Yes	No	No
SW 92 Avenue	SW 4 Street	No	Yes	No
SW 92 Avenue	SW 8 Street	No	Yes	No
SW 87 Avenue	SW 8 Street	No	Yes	No

Source: Metro-Dade Department of Planning, Development and Regulation, July 1997.

APPENDIX E

DEPARTMENTAL MEMORANDUMS REVIEW OF SPECIFIC AREA PLANNING REPORT FOR IMPROVING MOBILITY FOR THE WEST FLAGLER STREET CORRIDOR STUDY AREA

- ♦ MIAMI-DADE TRANSIT AGENCY,
June 8, 1998
- ♦ FLORIDA DEPARTMENT OF TRANSPORTATION,
August 13, 1998
- ♦ MIAMI-DADE PUBLIC WORKS DEPARTMENT,
June 25, 1998
- ♦ MIAMI-DADE DEPARTMENT OF PLANNING,
DEVELOPMENT AND REGULATION,
September 23, 1998

M E M O R A N D U M

To: Napoleon Somoza
Department of Planning,
Development and Regulation

Date: June 8, 1998

From: Mario G. Garcia, Chief
Transit Planning Division
Miami-Dade Transit Agency

 **Subject:** Staff
Recommendations

The following information further summarizes our staff recommendations as previously presented to Mr. Walter Geiger, in our letter dated February 10, 1998. These comments referred to previously discussed items which were agreed upon during a meeting attended by MDTA and DPDR staff members, on Feb. 3, 1998.

Should any additional issues need review, please contact my office at ext. 1193.

Specific Planning Areas:
Dadeland Regional Activity Center and
West Flagler Street Corridor
Summary of information

Items under discussion:

1. A letter signed by Danny Alvarez was prepared and forwarded to Mr. Pedro Hernandez, P.E., Director of Public Works, indicating our support for programming sidewalk installation/development near the Dadeland North Metrorail Station, on S.W. 68th Court, between U.S. 1 and No. Kendall Drive. See attached copy.
2. MDTA staff met with staff from the SFWMD local office and inquired as to the right-of-way details of the Snapper Creek Canal between S.W. 72 & S.W. 70 Avenues, specifically any easements for crossing the FEC tracks in the area that is adjacent and runs parallel to S.W. 70 Avenue. Mr. Roman Gastesi, Director Miami Dade Regional Service Center, informed us of the possibility of working with MDTA to develop some proposal(s) to improve the pedestrian access to the Dadeland North station by using the Snapper Creek Canal right-of-way.
3. MDTA staff performed a field check at the Dadeland South Metrorail Station, for the existence, or lack thereof, of sidewalk segments linking the south entrance to the station, along Datran Drive to US 1 and points east of US 1. MDTA staff also checked same sidewalk links and safety issues at north end of station, specially the interface with the South Dade Busway turn around

road and the sidewalks linking the station with points to the east, e.g., Shorty's Restaurant, and path of travel across US 1 to the Border's Bookstore & Burger King restaurant.

The results of this field check are that there is no sidewalk linking the south entrance to the station. There is a sidewalk on MDTA's property along Datran Drive; however, once it gets into Shorty's property it turns into a parking lot with about three feet left between the parking concrete stops and the actual street. The street has round metal bumps marking the beginning of the drive area. There is no sidewalk in Dadeland Blvd., except in front of the Marriott Hotel.

As you are aware, there currently is a study underway in the form of a Charrette, with results being presented to the public in June 12, 1998. This study has the potential to recommend many amenities for pedestrians in the Downtown Kendall area.

4. It was recommended in the Final Report for Improving Mobility, (Dadeland Regional Activity Center, page 31; and West Flagler Street Corridor Study, page 34) that MDTA establish a priority ranking for installation of bus benches and shelters. However, establishing a priority ranking for benches and shelters may prove problematic because both benches and shelters are revenue items that are handled under contract. The former contractor for benches, Bench Ads, is in default with MDTA. Currently, there is a bid process for a new contractor.

Shelters are furnished by Eller Media and are emplaced where space allows. Under ADA requirements, there must be three feet of space for a wheelchair to pass by a bus shelter. The shelters require about six feet of space on the sidewalk. There are few, if any, areas of sidewalk on Kendall Drive that could support these requirements. There is another type of shelter: the slimline. It is implemented when MDTA has the funds to pay Eller Media to maintain the shelters.

5. A memo was sent to Wilson Fernandez, Project Manager for the Transit Development Plan (TDP) requesting that a recommendation from the Special Area Planning Task Force be added to the 1998 TDP Update, to improve transit headways along N. Kendall Drive during peak hours to 10 min. (See attached memo)

6. The agency's efforts regarding the monthly corporate pass program along the Kendall Corridor, specifically with employers like Baptist Hospital, the Datran Center, the Dadeland (North) Station stores, and the Flagler corridor employment centers have been minimal.

The corporate incentive program offers a discounted Metropass card to employers who purchase them for five or more employees. Currently, there are 109 employers using this program. Baptist Hospital and Datran Center have not registered with MDTA.

As part of a prior study, 1000 brochures were sent to employers and were followed by presentations at hotels on Miami Beach. The response was modest.

7. The new and improved signage plan applies throughout the county, not just areas around rail stations. MDTA's new bus stop sign program is a result of research done with the objective of improving customer satisfaction and improving the agency's public image. Two areas of concentration were found that warranted improvement in order to meet the objectives: 1) provide comprehensive route schedule information at all 327 bus transfer points, and 2) research, design, and produce a unique system that will alleviate the extensive graffiti problems. The new bus stop sign system is believed to meet these objectives.

Three types of signs were created. Type One displays route numbers and final destinations and will be located at most stops throughout the county. Type Two provides more detailed information and includes bus departure times. It will be installed at most transfer points. Type Three will be located at major bus transfer points and will include route maps, schedules, fare and telephone information. This type also has advertising space available. All three signs are constructed out of fiberglass. The design incorporates the new bus color scheme into the signs and leaves no areas blank for possible vandalism.

The possible implementation date for the new bus stop signs would be beginning of next fiscal year.

8. MDTA staff have nothing new to report on the efforts to provide premium parking for HOVs at Dadeland North and Dadeland South Metrorail stations. The planning staff is scheduling a meeting with the Facilities Maintenance Division to discuss these issues.

9. On the feasibility of off-peak, non-transit uses of garage(s): after hours, weekends, etc., for Dadeland North and Dadeland South Metrorail stations, MDTA sees a possibility for off-peak uses of both stations. During peak hours, Dadeland North is 85 - 90 % full; Dadeland South is 100 % full. After 6:00 p.m. both lots empty out, except for some special events. Bed, Bath, and Beyond has expressed interest in holiday leasing. Also, a hotel has expressed interest in leasing 200 spaces. The main concern would be to insure adequate controls so that Metrorail riders have priority during workday peak hours.

FLORIDA

ANTONIO CHILES
GOVERNOR

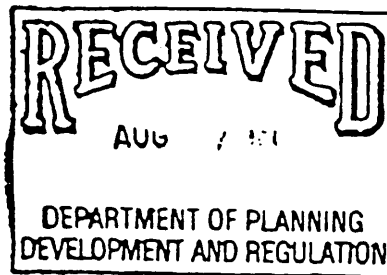


DEPARTMENT OF TRANSPORTATION

<http://www.dot.state.fl.us>

THOMAS F. BARRY, JR.
SECRETARY

District Traffic Operations Office
1000 NW 111 Avenue, Room 6202
Miami, Florida 33172-5800
Telephone 470-5335



August 13, 1998

Mr. Guillermo E. Olmedillo
Director
Department of Planning, Development and Regulation
111 NW 1 Street, Suite 1110
Miami, Florida 33128-1974

Dear Mr. Olmedillo:

SUBJECT: Dadeland Regional Activity Center/ Flagler Street Corridor Study Reports
(CTP 1998-03-0011)& (CTP 1998-06-0035)

The Department has completed its evaluation of your request for high emphasis crosswalks, pedestrian signals, etc. for the intersections outlined in the two above referenced studies. We will accommodate some of your requests as shown in the attached table.

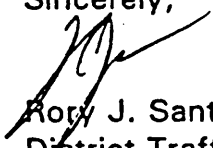
For all of the intersections referenced in the Dadeland Regional Activity Center that fall under our jurisdiction, we intend to install high emphasis crosswalks over the existing ones. We did not find a need to mark all four legs of the intersections as requested in the report. With the exception of US 1 at Datran Drive and SW 98 Street, supplemental pedestrian heads are not warranted at this time. However, by copy of this letter we are seeking concurrence from Miami Dade County Public Works Department (Traffic Signals & Signs Division) for the installation of these supplemental pedestrian features and for eventual maintenance.

We intend to also install high emphasis crosswalks for all the intersections listed in the Flagler Street Corridor Study that fall under our jurisdiction except for the intersection at NW 87 Avenue and NW 8 Street (North Intersection).

Mr. Olmedillo
August 13, 1998
page -two-

We are willing to perform this work with our "pushbutton contract." However, there is an existing backlog of work so we cannot give you a definite time frame. As an option we would grant permission to Miami Dade County Public Works Department to perform this work. The Department appreciates the opportunity to have addressed this matter for you. If we can offer further assistance please feel free to contact us at the above number.

Sincerely,



Rory J. Santana, P.E.
District Traffic Operations Engineer

RJS/JSG

attachment

cc: Robert Williams, Traffic Signals and Signs Division, MDCPW (w/ attachment)
Rafael DeArazoza, District Planning Manager (w/ attachment)
Javier Gonzalez, Ass't District Traffic Operations Engineer (w/ attachment)

Dadeland Regional Activity Center	
Location	Proposed Treatment
US 1 at SW 98 Street	High emphasis x-walk over existing and supplemental ped heads & buttons for S & N legs
US 1 at Datran Drive	High emphasis x-walk over existing and supplemental ped heads & buttons at SE corner
US 1 at Dadeland Blvd	High emphasis x-walk over existing
US 1 at Kendall Drive	High emphasis x-walk over existing
US 1 at SW 67 Avenue	High emphasis x-walk over existing
US 1 at SW 80 Street	High emphasis x-walk over existing
Kendall Drive at SW 7500 Blk	High emphasis x-walk over existing
Flagler Street Corridor Study	
Location	Proposed Treatment
NW 87 Ave at NW 8 St North Intersection	Nothing. There are no existing pedestrians at this intersection. Moreover, ped activity can be accommodated at south intersection
NW 87 Ave at NW 8 St South Intersection	High emphasis x-walk over existing
NW 87 Ave at NW 7 St	Already exists, however we will refurbish markings
NW 87 Ave at Park Drive	High emphasis x-walk over existing
NW 87 Ave at W Flagler St	High emphasis x-walk over existing
SW 87 Ave at SW 8 St	High emphasis x-walk over existing
NW 107 Ave at NW 7 St	High emphasis x-walk over existing
W 107 Ave at W Flagler St	High emphasis x-walk over existing
SW 107 Ave at SW 4 St	Already exists, however we will refurbish markings
SW 107 Ave at SW 8 St	High emphasis x-walk over existing
W Flagler St at W 84 Ave	High emphasis x-walk over existing
W Flagler St at W 82 Ave	High emphasis x-walk over existing
W Flagler St at W 79 Ave	High emphasis x-walk over existing
W Flagler St at W 72 Ave	High emphasis x-walk over existing

MEMORANDUM

TO Mr. Napoleon Somoza
Planning Development & Regulation

DATE June 25, 1998

FROM Gaspar Miranda, P.E., Head
Planning Section, Highway Division
Public Works Department

SUBJECT West Flagler Street Corridor Study
Crosswalk and Pedestrian Signal
Needs

In response to your request, we have reviewed Table 7 of the above subject study, and we would like to make the following comments:

General

Crosswalk Type

One of the columns on the table indicates "White-line Crosswalk," which represents a "standard" crosswalk, consisting of a pair of twelve inch white parallel crosswalk lines. Another of the columns on the table indicates "Striped Crosswalk," which represents what is colloquially described as a "zebra" crosswalk, consisting of a sequence of twenty-four inch white bars, laid side by side.

Departmental policy generally provides for standard crosswalks at signalized intersections, some non-signalized intersections, and along principal roadways crossing Stop-sign-controlled cross-streets. Zebra crosswalks are generally reserved for: school signals at intersections and midblock locations; some midblock locations with pedestrian crossing warning signage where traffic does not stop for signals or Stop signs; and at other locations requiring special emphasis, as determined by engineering judgement.

We have been unable to determine what criteria your report uses to differentiate its recommendation for one type of crosswalk over the other. Most of the locations in Table 7 have one or the other type of crosswalk, and the types are generally consistent with our standards. Specific locations with exceptions to standard crosswalk across all legs are mentioned below.

Signalization

The last column on the table indicates "Pedestrian Signal," which, as our staff confirmed with you verbally, represents "Walk/Don't Walk" signal displays intended for pedestrians. Departmental policy generally provides for pushbuttons (but not Walk/Don't Walk displays) for pedestrian use when there are standard crosswalks and when the signal phasing would not otherwise provide sufficient green-time for crossing the road. By pressing the pushbutton, the signal controller equipment will increase the amount of time normally provided for vehicular traffic to clear the intersection, to a time consistent with walking across the street. When crossing a minor cross-street, there is generally sufficient minimum green time to obviate the need for pushbuttons. In most cases, the pedestrian can see the red-yellow-green signal display, and can begin crossing with parallel vehicular traffic when the light turns green. At certain locations, we provide the Walk/Don't Walk displays, including: school crossings; some intersections where the roadway width creates difficulty for the pedestrian to see the red-yellow-green signal display; and at "T"-intersections, where there is no red-yellow-green signal display. Most of the signalized locations in Table 7 have pushbuttons for crossing the major roadway, and do not have Walk/Don't Walk displays. Specific locations with exceptions are mentioned below.

Individual Locations

<u>Road To Cross</u>	<u>Intersecting Road</u>	<u>Remark</u>
NW 8 Street	NW 82 Avenue	This location has Stop signs for east and westbound traffic, has no crosswalks and is not signalized. An engineering study will be performed to determine whether there is a need for marked crosswalks.
NW 7 Street	NW 109 Avenue	This is a typographical correction of the nonexistent third row entry, which is described as NW 8 Street. This location has been recently signalized with crosswalks and pushbuttons.
NW 7 Street	NW 87 Avenue	This intersection has zebra crosswalks and Walk/Don't Walk displays for all directions.
NW 7 Street	NW 82 Avenue	This intersection has standard crosswalks and Walk/Don't Walk displays for all directions.
NW 7 Street	NW 79 Avenue	This non-signalized intersection has recently been reconstructed. Due to the free-flow condition for vehicles turning from eastbound to southbound, there are no crosswalks across either the south or west legs of this intersection, and pedestrians are not encouraged to make this crossing for safety reasons.
Fontainebleau Blvd	West Park Drive	This location has Stop signs for northbound traffic, has no crosswalks across Fontainebleau Blvd and is not signalized. An engineering study will be performed to determine whether there is a need for marked crosswalks.
Fontainebleau Blvd	Park Blvd	This intersection has standard crosswalks and Walk/Don't Walk displays for all directions.
Park Blvd	NW 87 Avenue	Pedestrians are not permitted to cross the north leg of this intersection.
Park Blvd	NW 84 Avenue	There is no crosswalk across the north leg of this signalized intersection.
Park Blvd/NW 3 Street	NW 82 Avenue	This location, listed as Park Blvd at NW 82 Avenue, is currently under design for traffic signalization.
Flagler Park Blvd	NW 82 Avenue	This location is listed as NW 2 Street at NW 82 Avenue. No crosswalks are proposed to cross NW 82 Avenue at this non-signalized intersection.

<u>Road To Cross</u>	<u>Intersecting Road</u>	<u>Remark</u>
W Flagler Street	W Park Dr/102 Ave.	There are zebra crosswalks for all legs of this signalized intersection and pushbuttons to cross W Flagler Street.
W Flagler Street	NW/SW 97 Avenue	There are zebra crosswalks and Walk/Don't Walk displays for all legs of this signalized intersection.
W Flagler Street	NW/SW 92 Avenue	There is no crosswalk across the west leg of this signalized intersection.
W Flagler Street	Fontainebleau Blvd	There is no crosswalk across the east leg of this signalized "T"-intersection. An engineering study will be performed to determine whether there is a need for Walk/Don't Walk displays.
W Flagler Street	NW/SW 84 Avenue	There is no crosswalk across the east leg of this signalized intersection. There are Walk/Don't Walk displays for the west leg.
W Flagler Street	NW/SW 82 Avenue	There are standard crosswalks across all legs of this signalized intersection. There are Walk/Don't Walk displays for the west leg.
W Flagler Street	NW/SW 79 Avenue	There are standard crosswalks and Walk/Don't Walk displays for the north, south and west legs of this signalized intersection.
W Flagler Street	NW/SW 72 Avenue	There are standard crosswalks and Walk/Don't Walk displays for all legs of this signalized intersection.
SW 107 Avenue	SW 4 Street	There are zebra crosswalks and Walk/Don't Walk displays for all legs of this signalized intersection.
West Park Drive	Fontainebleau Blvd	See the entry above for Fontainebleau Blvd at West Park Drive.
SW 92 Avenue	SW 4 Street	No crosswalks are proposed to cross SW 92 Avenue at this non-signalized intersection.

In addition to the above subject matter, we were also contacted by your office about the possibility of providing wider median refuge areas for pedestrians at major signalized intersections. Most of the principal roadways in the study area have already been fully widened to the extent allowed by existing right of way, and absent a voluntary dedication of private property by all four corner property owners, no further widening is possible. However, at those locations with pushbuttons and crosswalks, the signals will provide sufficient time to cross the street without trapping pedestrians in the median area.

Flagler Street Corridor Study
Crosswalk and Pedestrian Signal Needs
June 26, 1998
Page 4 of 4

We trust the above information has been helpful. If you have any additional questions, please contact Mr. Jeffrey Cohen, P.E., of my staff, at 305-375-1912.

GM/jlc



STEPHEN P. CLARK CENTER

DEPARTMENT OF PLANNING, DEVELOPMENT AND REGULATION

111 NW 1ST STREET

SUITE 1110

MIAMI FLORIDA 33128-1974

(305) 375-2500

FAX (305) 375-2795

September 23, 1998

Mr. Jose Abreu, District Secretary
Florida Department of Transportation, District Six
1000 NW 111 Avenue, Room 6207
Miami, Florida 33172

Dear Mr. Abreu:

As part of the Implementation Measures of the *Specific Area Planning Report for the West Flagler Street Corridor Study Area*, to be completed this month, this department requests that the Florida Department of Transportation investigate the possibility of including shade trees along the sidewalks of NW/SW 107 Avenue during the design phase for the programmed improvement.

Planting shade trees along the sidewalks further implements the policies of the *Miami-Dade County Comprehensive Development Master Plan (CDMP)* and the provisions of Chapter 18A, the Landscape Ordinance, of the Miami-Dade County Code. This Ordinance requires street trees "... along all roadways at a maximum average spacing of thirty-five feet on center [Sec. 18A-6(C)(2) of the Code]."

Thank you for your attention to this matter.

Sincerely,

A handwritten signature in black ink, appearing to read "Guillermo E. Olmedillo", with a large, stylized "G" and "O".

Guillermo E. Olmedillo
Director

GEO:MB

cc: Rene DeHuelves, Project Manager
NW/SW 107 Avenue Arterial Investment Study

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APPENDIX F

ADMINISTRATIVE SITE PLAN REVIEW FORM

**DEPARTMENT OF PLANNING, DEVELOPMENT AND REGULATION
PLANNING REVIEW SECTION
PLANNING DIVISION**

ADMINISTRATIVE SITE PLAN REVIEW

Development Type:

- | | |
|--|--|
| <input type="checkbox"/> Commercial
<input type="checkbox"/> Industrial | <input type="checkbox"/> Residential
<input type="checkbox"/> Hotel / Motel |
|--|--|

Project Number: _____	Folio # _____
Project Name: _____	STR: _____
Received Date: _____	Date of Review: _____
Amount of Fee: _____	Reviewed By: _____
Zoning: _____	
Subject Property: _____	Number of Units: _____
Area: _____	

KEY: A = Acceptable R = Rejected N/A = Not Applicable * = Needs Improvement

	A	R	N/A	*	COMMENTS
1. <u>Compatibility with Surrounding Development and / or Zoning</u>					
2. <u>Density</u>					
3. <u>Building and Site Design</u>					
a. Buildings as related to each other and to adjacent properties					
b. Building design to reflect subtropical characteristics such as use of balconies, porches, roof decks, awnings, large overhangs, etc.					
c. Floor Plans					
d. Elevations					
e. Use of Materials					
f. Energy Consideration					
<input type="checkbox"/> Siting for prevailing breezes					
<input type="checkbox"/> Siting for sun angles and shading					
<input type="checkbox"/> Landscaping for shade					
4. <u>Methods of drainage including location of water retention areas</u>					

KEY: A = Acceptable R = Rejected N/A = Not Applicable * = Needs Improvement

	A	R	N/A	*	COMMENTS	
5. Circulation						
a. Auto						
<input type="checkbox"/> Ingress and egress						
<input type="checkbox"/> loading and unloading zones						
<input type="checkbox"/> Visibility at intersections						
<input type="checkbox"/> Elimination of through traffic on minor residential streets						
b. Pedestrian						
<input type="checkbox"/> Walks						
<input type="checkbox"/> Rest areas with benches						
c. Bicycle						
<input type="checkbox"/> Paths						
<input type="checkbox"/> Racks						
d. Public Transportation						
<input type="checkbox"/> Bus Stops						
<input type="checkbox"/> Shelters and Benches						
e. Adequate turning radii and turn-around for trucks						
f. Roads						
<input type="checkbox"/> Public right-of-way dedication						
<input type="checkbox"/> Private road width						
6. Parking						
a. Number, size and location of spaces						
<input type="checkbox"/> Standard						
<input type="checkbox"/> Handicapped						
7. Existing Trees and Other Vegetation						
a. To remain in place						
b. Surface treatment						
c. To be removed						

KEY: A = Acceptable R = Rejected N/A = Not Applicable * = Needs Improvement

	A	R	N/A	*	COMMENTS
8. Amenities					
a. Art displays and features					
b. Surface treatment					
c. Entrance features					
d. Street furniture					
e. Lighting (streets, signs, etc.)					
9. Access for Emergency Equipment and Services					
10. Project and Building Identification					
11. Service Areas					
a. Loading and unloading					
12. Buffering Elements					
a. Living plant materials					
b. Non-living materials (walls, fences, etc.)					
c. Greenbelts					
13. Open Space					
a. Relation to natural characteristics of site					
b. Area provided					
c. Recreational facilities					
14. Landscape treatment					
a. Provide shade					
b. Enhance architectural treatment					
c. Relates structure to site					
d. Screens non-compatible uses					
e. Attenuate noise					
f. Adequacy of species and size in terms of design purposes to be served					
g. Proposed irrigation					

h. <u>Plant Material</u>		# Required	# Provided	Native Species Y/N		Height Required	Height Provided	Diameter (DBH)
Trees								
Street Trees								
Shrubs								
Hedges								
Berms								

SUMMARY OF COMMENTS

MIAMI-DADE COUNTY DEPARTMENT OF PLANNING, DEVELOPMENT, AND REGULATION
PLANNING DIVISION

Guillermo E. Olmedillo, Director
Carey L. Rawlinson Jr., Acting Assistant Director for Planning

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Mark R. Woerner, Section Supervisor
Jerry Bell, Principal Planner
Patrick Moore, Principal Planner
Bruce Epperson, Senior Planner
Gianni Lodi, Senior Planner
Frank McCune, Senior Planner
Barbara Da Silva, Planning Technician
Andrew Lewis-El, Planning Technician

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Manuel Armada, Principal Planner
Panos Efstathiou, Senior Planner
Omar Velasco, Junior Planner
Judith Charles, GIS Graphics Tech. II
Ronaldo Acle, Planning Technician
Donna Pinsky, Planning Technician
Angel Rivera, Planning Technician
Lourdes Maribona, Clerk II

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Michael Bregman, Senior Planner*
Pearl J. Lazarus, Senior Planner
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Gilberto Blanco, Principal Planner
Maria Crowley, Principal Planner
Earl Scofield, Principal Planner
Thomas Spehar, Principal Planner

GRAPHICS

Claudio Fuente, Graphics Supervisor
George Ruggiano Jr., Graphics Technician II

SECRETARIES

Dianne Hough, Department Head Secretary II
Grayce V. Macauley, Administrative Secretary I
Kimberly M. Keels-Thompson, Office Support Specialist II

*Project Managers

