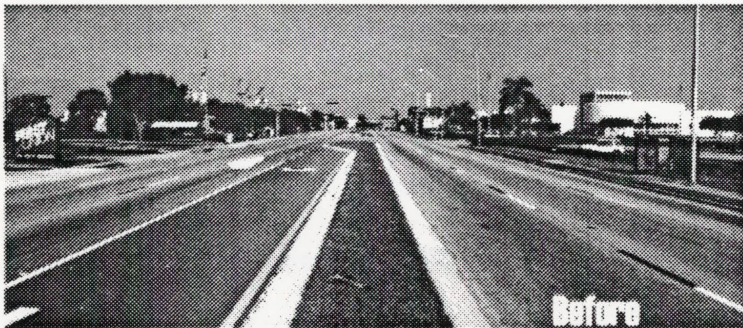
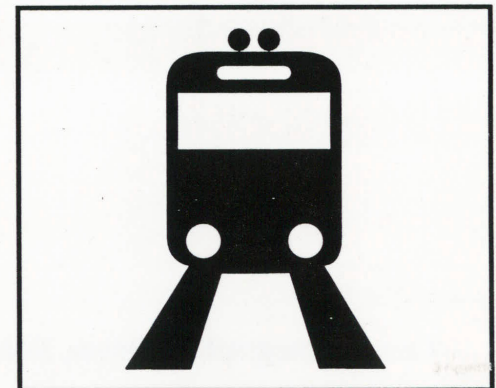
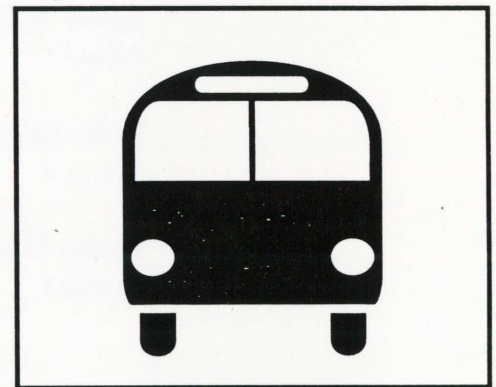
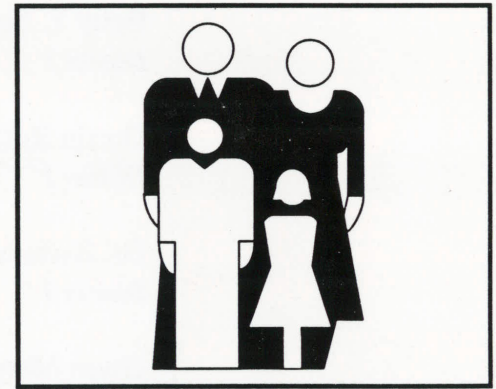


DADELAND REGIONAL ACTIVITY CENTER: IMPLEMENTATION MEASURES REPORT



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 Dadeland Regional Activity Center* in September, 1996. That Report was prepared under the auspices of the Metropolitan Planning Organization's *1996 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 metropolitan urban center or Metrorail station 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.

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 Dadeland Regional Activity Center* and the *Specific Area Planning Report for Improving Mobility for the West Flagler Street Corridor Study Area*. For each recommendation in the Report for the Dadeland Regional Activity Center, 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 West Flagler Street Corridor Study Area.

Methodology

A Work Group composed of several different agencies, including the Miami-Dade Department of Planning, Development and Regulation, the Secretariat of the Metropolitan Planning Organization for the Miami Urbanized Area, the Miami-Dade Transit Agency, the Miami-Dade Public Works Department, and the Florida Department of Transportation, District Six Office formulated a process over a series of meetings to develop these implementation measures to address the recommendations formulated in the *1996 Specific Area Planning Report for Improving Mobility for the Dadeland Regional Activity Center*.

The Department of Planning, Development and Regulation disseminated information on this Report and the implementation process to the community through presentations made to the East Kendall Community Council (Community Council 12) on May 20, 1998, when the Department presented the Report, explained the implementation process, and requested input from the Council, and July 15, 1998 when the results of a charrette (see following page) for the Dadeland area were presented to the Council.

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 Dadeland Regional Activity Center 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.

To formulate an urban design plan for the area the firms of Dover, Kohl & Partners and Duany, Plater-Zyberk & Company conducted a charrette for the Dadeland area, dubbed "Downtown Kendall," from June 5, 1998 to June 12, 1998. The charrette was funded by the Florida Department of Community Affairs, the Miami-Dade Transit Agency, the South Florida Water Management District, and Chamber South. Representatives of government agencies, local architects and designers, and members of the community participated in the weeklong process to synthesize their visions for the area, resulting in a future plan for the area.

Findings

This Report addresses a total of thirty-three recommendations designed to transform the Dadeland Regional Activity Center into an area conducive to the use of alternative modes of transportation. Of these recommendations, twenty-six (approximately 79%) are currently being implemented by one or more various agencies. Seven recommendations (approximately 21% of total) are not being implemented at the present time. All thirty-three (100%) of the recommendations are programmed to be implemented or may be implemented through the inclusion of additional programming in the future. However, for some of the recommendations the present implementation measure may differ from the future implementation measure.

Land Use and Development Pattern

The Land Use and Development Pattern Section addresses recommendations to incorporate an urban development pattern, such as mixed use, high lot coverage, and human scale. The charrette also followed these precepts in formulating the future vision and Urban Design Guidelines for the area, resulting in a plan which emphasizes pedestrian mobility and comfort. 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.

Dadeland Regional Activity Center

Location	Proposed Treatment
US 1 at SW 98 Street	High emphasis crosswalk over existing and supplemental ped heads & buttons for S & N legs.
US 1 at Datran Drive	High emphasis crosswalk over existing and supplemental ped heads & buttons at SE corner.
US 1 at Dadeland Blvd.	High emphasis crosswalk over existing.
US 1 at Kendall Drive	High emphasis crosswalk over existing.
US 1 at SW 67 Avenue	High emphasis crosswalk over existing.
US 1 at SW 80 Street	High emphasis crosswalk over existing.
Kendall Drive at SW 7500 Blk.	High emphasis crosswalk over existing.

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.

Also, the Miami-Dade Transit Agency is currently studying the Kendall Drive Corridor as part of a Major Investment Study (MIS) for Kendall Drive. The MIS will consider the recommendations formulated by the Downtown Kendall Charrette discussed below.

Urban Design

Finally, the Urban Design Implementation Concepts 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, one of the benefits derived from the implementation of the recommendations in the Mobility Report for the Dadeland Regional Activity Center was the charrette and the "Downtown Kendall Master Plan" proposed to create a more pedestrian, bicycle, and transit-friendly Dadeland Regional Activity Center. A second phase to implement the concepts of this Plan through the development of an overlay zoning ordinance is scheduled to take place

during fiscal year 1998-1999. In addition, the *Specific Area Planning Report for Improving Mobility for the Dadeland Regional Activity Center* Report incurs benefits including 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 Implementation Concepts 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 development and adoption of a zoning overlay district will ultimately realize the desired livable environment and a higher quality of life the community deserves.

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. Fortunately, much of the current emphasis of land use planning and urban design focuses on creating more pedestrian and bicycle-friendly environments, in order to reduce dependence on the automobile.

For this reason, in May 4, 1995, the Metropolitan Planning Organization for the Miami Urbanized Area approved a request from the Department of Planning, Development, and Regulation for the preparation of 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 (SOV's).

Since 1995, the The Miami-Dade Department of Planning, Development, and Regulation (DPDR) 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. 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 to improve pedestrian and bicycle facilities to enhance the use of transit and therefore, reduce traffic congestion.

BOUNDARIES

The boundaries of the study area are described as follows:

Beginning at the intersection of S.W. 80 Street and U.S. 1, as the northeast corner, then south on S.W. 65 Avenue to S.W. 84 Street, west on S.W. 84 Street to S.W. 67 Avenue, south on S.W. 67 Avenue to S.W. 88 Street, west on S.W. 88 Street to S.W. 68 Avenue, south on S.W. 68 Avenue to the south property line of the Town House Apartments, west along the Town House Apts. property line to S.W. 69 Avenue, south on S.W. 69 Avenue to S.W. 90 Street, west on S.W. 90 Street to S.W. 70 Avenue, south on S.W. 70 Avenue to S.W. 92 Street, west on S.W. 92 Street to S.W. 72 Avenue, south on S.W. 72 Avenue to S.W. 73 Road, southwest on S.W. 73 Road to S.W. 73 Avenue, west along the property line of Dadeland Plaza Shopping Center to the Palmetto

Expressway, south along the northbound leg of the Palmetto Expressway to U.S. 1, then north along the southbound leg of the Palmetto Expressway to S.W. 80 Street, and then east on S.W. 80 Street to U.S. 1 (see Figure 1).

OBJECTIVE

- ♦ Implementation of the recommended planning activities in the Specific Area Planning Report for Improving Mobility for the Dadeland Regional Activity Center in September, 1996.

PROJECT SCOPE

This report has been prepared in accordance with the Metropolitan Planning Organization's *1998 Unified Planning Work Program for Transportation for the Miami-Dade County (UPWP)*, Task No. 2.15. The purpose of the report is to implement the recommendations made by in the report prepared to enhance mobility for pedestrians and bicyclists and to reduce the need for single-occupant vehicles (SOV's).

THE PROCESS

1. A Technical Work Group was created to help the department in developing a process to implement the recommendations proposed in the reports. 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 attached recommendations proposed in the Specific Area Planning Report for the Dadeland Regional Activity Center were reviewed in order 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 and prioritization and estimation of the time frame, cost, and availability of funds for implementing those recommendations identified in this group.
 - ♦ Identification of alternative recommendations, if possible, to those recommendations determined infeasible, and prioritization and estimation of the time frame, cost, and availability of funds to implement them.

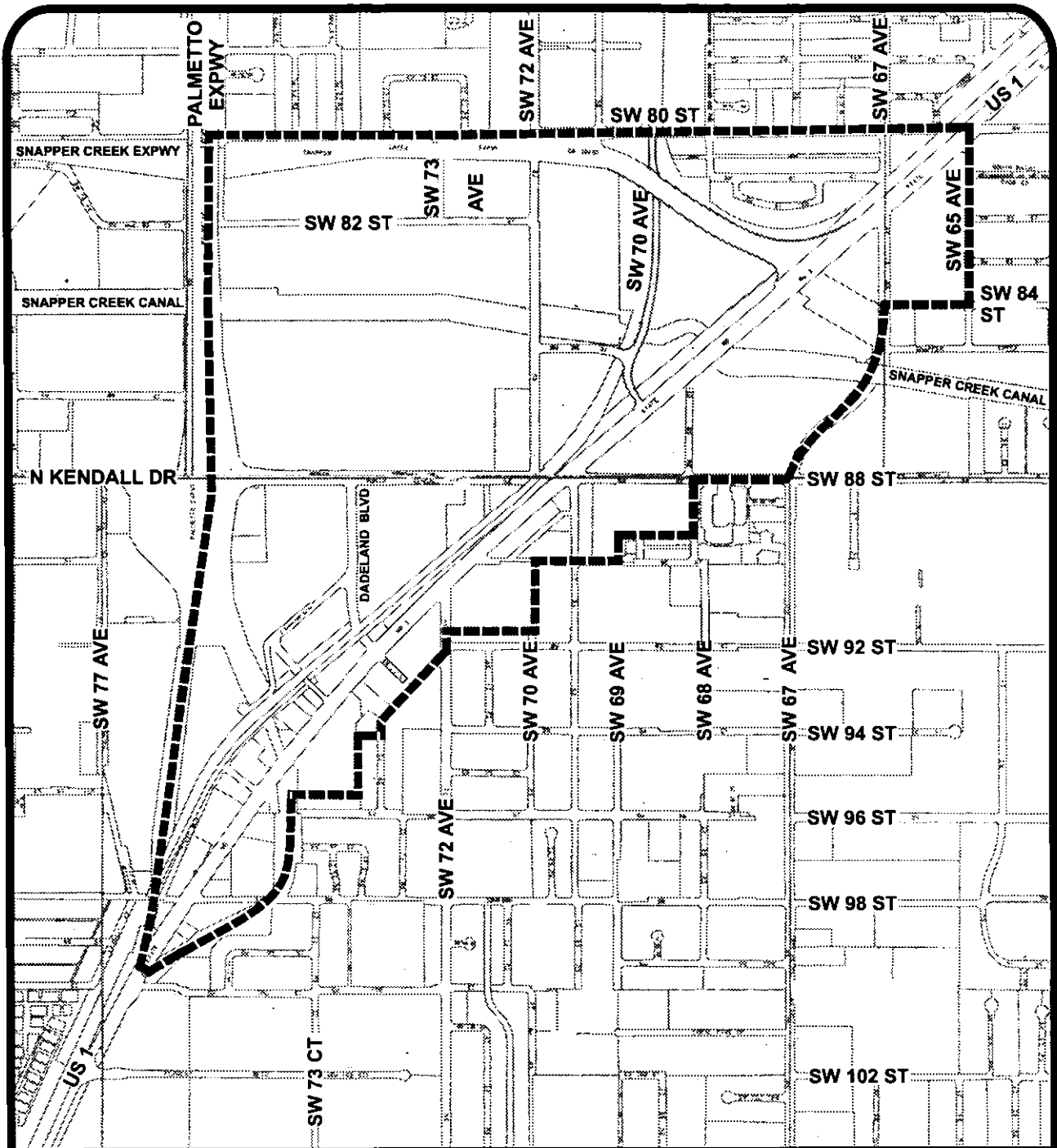
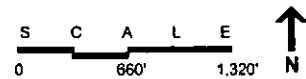


Figure 1

**DADELAND REGIONAL
ACTIVITY CENTER STUDY AREA**

 STUDY AREA BOUNDARY



**DEPARTMENT OF PLANNING,
DEVELOPMENT AND REGULATION**

3. Utilizing the results from the tasks above, the DPDR compiled the present report and formulated urban design guidelines.

In order to involve the public in this process, DPDR requested Community Council 12, whose boundaries encompass the study area, to place this project on their agendas of May 20, 1998, and June 5, 1998, to inform and give the public the opportunity to learn about and comment on the implementation process.

2.0 ANALYSIS OF IMPLEMENTATION

LAND USE AND DEVELOPMENT

The Dadeland Regional Activity Center 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 both pedestrians and bicyclists.

Future development in the Study Area should strive for land uses and building designs which would 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.

Recommendations

The following recommendations were proposed in the Specific Area Planning Report for Improving Mobility for the Dadeland Regional Activity Center (hereafter referenced as "the Report").

Recommendation No. 1: Concentrate the mix of land uses at a scale and density appropriate to the area to produce a high level of pedestrian activity and public transit ridership. These uses should be concentrated within defined areas for maximum impact, rather than over large areas which dilute their impact (page 15 of the Report).

Recommendation No. 2: Encourage multiple, compatible uses within buildings. The mix of land uses should complement each other and the adjacent areas (page 15 of the Report).

Recommendation No. 3: Insure that land uses in the area, especially around the stations, are not undermined by nearby developments with similar uses (page 15 of the Report).

Recommendation No. 4: Restrict ground floors to pedestrian-oriented uses such as convenience stores, video rentals, pharmacies, dry cleaners, shoe repair, photography studios, banks, movie theaters, ice cream parlors, etc. (page 15 of the Report).

Recommendation No. 5: Parking structures, if placed along streets, should incorporate active ground floor uses along street frontages (page 15 of the Report).

CDMP Policy Support

Land use and its 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 incline development toward a pattern in way

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 further to the urban fringe. However, with the implementation of the recommendations contained in the *Specific Area Planning Report for Improving Mobility for the Dadeland Regional Activity Center* and possible subsequent development patterns 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 Adopted Future Land Use Plan Map of Miami-Dade County, Florida designates the Dadeland area as a Chapter 380 Regional Activity Center. The designation of a Regional Activity Center, authorized by Chapter 380.06(2)(e), Florida Statutes (F.S.) and Chapter 28-24.014 of the Florida Administrative Code "changes the circumstances under which proposed developments in the designated area would have to be reviewed through F.S. Chapter 380 Development of Regional Impact process" (*CDMP*, P. I-40). However, "(it) does not change the *CDMP* Land Use Plan Map designation of any land, nor does it change uses or intensities of development authorized by the *CDMP*." (*Ibid.*)

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)¹ of 4.0 at the core, including parking structures and a 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. Emphasis is also placed on "design and development of the centers and its 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 provide parameters for the entire range of development patterns within Urban Centers.

Several policies of the Land Use Element support the recommendations contained in the Land Use And Development Chapter in the *Report*.

Policy 1F of the *CDMP* 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" (see Future Implementation Measures below). Policy 1H promotes the "inclusion of a variety of housing types in all residential communities" and Policy 1I promotes business development to occur in nodes at major

¹Floor area ratio (FAR) is a measure of building intensity. It is the ratio of total building floor space to total lot area.

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 promote that environment to occur.

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 Dadeland Regional Activity Center*; however the language contained in these policies addresses the recommendations indirectly.

These recommendations are further addressed by Policy 1C of the Transportation Element² and Policies 2D and 6F and 6G of the Traffic Circulation Subelement, Policies 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." Like 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

Policy 1G was adopted by the Miami-Dade County Board of Commissioners on October 10, 1997. This policy enables Miami-Dade County to utilize the zoning and site plan review processes as mechanisms for promoting urban design techniques in the development of the community. (see Appendix F for site plan review criteria).

²The 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.

Since the Dadeland Regional Activity Center is already designated as a Chapter 380 Regional Urban Center, a set of guidelines is already in place to facilitate the development of the area with a more pedestrian, bicycle, and transit-friendly design. Future implementation of these recommendations will be accomplished through the zoning evaluation and site plan review processes.

ZONING

Current zoning regulations encourage an environment in which land uses are segregated, spaced widely apart, and where buildings do not relate well to the street. To create a pedestrian-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 Report in order to address these issues:

Recommendation No. 1: Enact a zoning overlay district addressing such factors as transit-oriented uses, building mass, height, density, floor area ratio, setback, lot coverage, parking, and public and open spaces. The proposed Zoning Overlay District should include reference and requirements for the following:

Land Uses. The land use recommendations proposed above [sic].

Lot Coverage. Increase the permitted lot coverage requirements to fifty percent or more, (variances granted in the area have permitted an average of 54 per cent.

Building Height. Permit building heights to equal the width of the widest adjacent street, with additional height permitted in accordance with lot size.

Floor Area Ratio. Modify F.A.R. requirements to allow buildings with taller profiles. The CDMP allows for up to 4.0 F.A.R. within the center of the Regional Activity Center and to 2.0 F.A.R. at the periphery.

Setbacks. Eliminate setback requirements and require them only when necessary to ensure compatibility with surrounding development or to prevent visual hazards of pedestrians and vehicles.

Building Design. Prohibit blank walls which front streets and require facades of buildings to have windows and doors to create a more interesting and human-scaled streetscape.

Architectural Variety. Provide for architectural variety to keep the interest of the pedestrian and shorten the sense of walking trips.

CDMP Policy Support

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

Specifically, 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" (see Future Implementation Measures below). Policy 1H promotes the "inclusion of a variety of housing types in all residential communities" and 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." These policies encourage the development of mixed use as part of 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 Section for a description of provisions for change to the land use and development regulations). With the implementation of these policies, a zoning overlay district will be formulated that is tailored to the Dadeland Regional Activity Center.

The recommendations are also addressed by Policy 4A of the Housing Element and Policy 4B of the Recreation and Open Space Element.

Open Space and Recreation Policy 4B advances the joint use of school facilities for park programming. This policy allows public open space to be utilized more efficiently and in a way that supports the integrity of the neighborhood.

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, a limited area within 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.

Current Implementation Measures

Between June 5, 1998 and June 12, 1998 the architecture/planning firms of Dover-Kohl & Partners and Duany, Plater-Zyberk & Company conducted a charrette to create a vision plan for the Dadeland Regional Activity Center area and its environs. Participants in the charrette included various members of governmental agencies including Miami-Dade County, the South Florida Water Management District, the South Florida Regional Planning Council, as well as Chamber South, and residents and property owners of the surrounding communities.

The consultants presented the vision plan to the Miami-Dade County Planning Advisory Board (PAB) on September 9, 1998 for its review and recommendation to the Board of County Commissioners. "The PAB endorse(d) the implementation concepts embodied in the Downtown Kendall Master Plan and encourage(d) the Board of County Commissioners to implement the concepts through the adoption of appropriate development regulations" (see Appendix G).

Future Implementation Measures

On September 17, 1998, the Miami-Dade Board of County Commissioners approved funding (\$125,000) the implementation of the recommendations of the charrette. Miami-Dade County will prepare a zoning overlay district tailored for the Dadeland Regional Activity Center based on the charrette's recommendations. This zoning district may contain additional detail and criteria to implement the future vision. Following adoption of the ordinance, new development and redevelopment in the area would be scrutinized through the site plan review process to ensure consistency with the Zoning Code and compatibility with surrounding development. This process will take approximately one to two years.

PEDESTRIAN AND BICYCLE FACILITIES

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

The Specific Area Planning Report for Improving Mobility for the Dadeland Regional Activity Center 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.

Recommendation No. 1: Complete the sidewalk network in order to link the residential and commercial areas with the Metrorail transit stations that serve the Dadeland area (Table 6 in the Report: Sidewalk Needs). (page 32 in the Report)

CDMP Policy Support

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 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.

Table 5 in the *Report* (page 27), lists sidewalk locations which are needed to complete the sidewalk network.

Current Implementation Measures for Recommendation No. 1

The Miami-Dade Public Works Department places the highest priority on constructing sidewalks to schools, following the "Safe Routes to Schools" program. After schools, the next highest priorities for constructing sidewalks are those leading to transit stations, and parks. In particular, sidewalks are needed for SW 68 Court between U.S. 1 and North Kendall Drive to serve the Dadeland North Metrorail Station and on the south and north sides of the Dadeland South Metrorail Station (See Appendix A, "Sidewalk Needs" and Appendix E, Public Works Department Memo to Department of Planning Development and Regulation, concerning sidewalk, crosswalk, and pedestrian signal needs).

Future Implementation Measures for Recommendation No. 1

Construction of new sidewalks will be included in future versions of the Miami-Dade Transportation Improvement Program (TIP)³ when funds are committed. Following inclusion in the TIP, sidewalks will be constructed within a five to six-year time frame.

Recommendation No. 2: Require new developments and redevelopment to provide shaded or covered walkways with a minimum width of five feet; however, wider sidewalks should be encouraged (page 32 of the Report).

³Inclusion of sidewalks in the *TIP* will depend on the provision of money 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.

CDMP Policy Support

Land Use Policy 9B, Policies 7C and 7F of the Traffic Circulation Subelement, and Policy 8B of the Mass Transit Subelement address this recommendation.

Land Use Policy 9B 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.

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."

Current Implementation Measures for Recommendation 2

Implementation of this recommendation is encouraged through the site plan review process. However, enforcement of Chapter 18A (Landscape Ordinance) of the Miami-Dade County Code of Ordinances remains an ongoing procedure.

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 vacant parcels in the Study Area and then any redevelopment which takes place in the future.

Future Implementation Measures for Recommendation 2

This recommendation and CDMP policies will continue to be implemented through the site plan review, zoning evaluation, and code enforcement processes.

Recommendation No. 3: (page 32 of the Report). Prohibit blank walls along the edges of sidewalks.

CDMP Policy Support

This recommendation is addressed by Policies 1C, 1K, 8D, 8E, 8F, and 8G of the Land Use Element. In addition, the Interpretation of the Land Use Plan Map discourages the "walling off of neighborhoods from arterial roadways." (*CDMP*, p. I-23)

Current Implementation Measures for Recommendation 3

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

Future Implementation Measures for Recommendation 3

The Miami-Dade Zoning Code will need to be revised by The Miami-Dade Department of Planning, Development, and Regulation to ensure implementation of this recommendation. The time-frame for implementation will be one to two years. (Also, see Urban Design Guidelines in this Report).

Recommendation No. 4: Repaint and restripe existing faded crosswalks. (page 32 of the Report).

Recommendation No. 5: Provide new crosswalks and crossing signals where warranted (see Table 7 in the Report: Crosswalks and Pedestrian Signal Needs, page 32 of the Report).

CDMP Policy Support

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 Report lists existing crosswalks and pedestrian signals in the Study Area and Table 7 lists crosswalks and pedestrian signal needs in the Study Area (see Appendix D).

Current Implementation Measures for Recommendations 4 and 5

FDOT has completed a review of Table 7 in the *Specific Area Planning Report for Improving Mobility for the Dadeland Regional Activity Center*, evaluating the need for crosswalks and pedestrian signals at intersections on State roadways within the Study Area. As shown by their findings listed in Appendix E, high emphasis (zebra-striped) crosswalks are proposed over existing

crosswalks; however, only the intersections of U.S. 1 at Datran Drive and U.S. 1 at SW 98 Street are proposed to feature pedestrian signals.

The Public Works Department (PWD) has reviewed crosswalks and pedestrian signal needs in the Study Area for County roadways. Their findings are listed in Appendix E. The PWD will conduct engineering studies at the designated intersections to determine which improvements are necessary.

Future Implementation Measures for Recommendations 4 and 5

Striping and restriping of crosswalks and provision of new pedestrian facilities may be included in the TIP and would be conducted over a time frame of one to six years after inclusion in the TIP.

Recommendation No. 6: (page 32 of the Report). Provide safe pedestrian refuges in center medians at all significant roadways with pedestrian crossings.

CDMP Policy Support

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 6

FDOT has reviewed roadways in the Study Area for the placement of crosswalks (see Appendix E). When implementing crosswalks, FDOT will then take appropriate measures to allow pedestrian passage through the center medians.

Future Implementation Measures for Recommendation 6

Implementation of pedestrian refuges in center medians may be included in the *TIP*, in conjunction with providing sidewalks. Following inclusion in the *TIP*, sidewalks may be implemented over a period of one to six years.

Recommendation No. 7 has been moved to the Transportation and Parking Section as Recommendation No. 1A.

Recommendation No. 8: Provide a pedestrian pathway from the Dadeland Boulevard Driveway to the Dadeland Mall main entrance – has been deleted as it essentially makes the same recommendation as Recommendation No. 12.

Recommendation No. 9: All pedestrian improvements should include curb cuts and wheelchair ramps as required by the 1991 Americans with Disabilities Act (ADA). (page 35 of the Report).

CDMP Policy Support

This recommendation is addressed by Policy 1A of the Transportation Element, Policy 7F of the Traffic Circulation Subelement, and Policy 5B 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 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 at 28 Code of Federal Regulations Part 36.

When designing improvements to pedestrian features, FDOT and the Miami-Dade Public Works Department incorporate features to comply with ADA standards on an ongoing basis.

Future Implementation Measures for Recommendation 9

Implementation of this recommendation will continue by addressing these policies in new construction. Adherence to these policies will be accomplished through the site plan review process as new applications are reviewed by the Miami-Dade Department of Planning, Development, and Regulation.

FDOT and the Miami-Dade Public Works Department will continue to address ADA regulations on a continuing basis.

Recommendation No. 10: Plant shade trees on sidewalks along N Kendall Dr., U.S. 1, and Dadeland Blvd. (page 35 of the Report).

CDMP Policy Support

Policy 8L of the Land Use Element, Policies 6F 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 10.

Specifically, Land Use Policy 9B 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 10

All new development and redevelopment in Miami-Dade County must meet the requirements of Chapter 18A (the Landscape Ordinance) of the Code of Miami-Dade County.

FDOT and the Miami-Dade Public Works Department now also include landscaping in new roadways and reconstruction of existing roadways.

Future Implementation Measures for Recommendation 10

Planting of shade trees may begin in 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.

Recommendation No. 11: Require all new development and redevelopment to provide shade trees along their streetfronts and encourage existing developments to do the same. (page 35 of the Report).

Recommendation No. 12: Provide a shaded pedestrian pathway from Dadeland Boulevard to the Dadeland Mall main entrance. (page 35 of the Report).

CDMP Policy Support

These recommendations are addressed by Policies 1K, 8L, and 9B of the Land Use Element, and Policies 6F and 6G of the Traffic Circulation 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."

Current Implementation Measures for Recommendation 11

Chapter 18A (Landscape Ordinance) of the Miami-Dade County Code of Ordinances provides specific regulations for landscaping including required numbers of trees according to zoning districts. Requirements range from three tree per net acre in single-family residential districts to twenty-eight trees per net acre for multifamily residential and office districts. Chapter 18A was last revised in 1998 incorporating requirements intended to beautify the County and provide necessary shade. The Ordinance was adopted by the Board of County Commissioners on January 13, 1998 as Ordinance 98-13. The effective date of the Ordinance is March 24, 1998. In addition, the Public Works Department plants trees in the roadway rights-of-way in accordance with landscaping rights-of-way in the *Transportation Improvement Program*. The Florida Department of Transportation also dedicates 1.5 percent of total funding costs of new projects for landscaping. Requirements of Chapter 18A are implemented through the site plan review process.

Future Implementation Measures for Recommendation 11

Enforcement of the ordinance will continue to be effected through site plan review. Implementation will be accomplished as an ongoing process of code enforcement.

Current Implementation Measures for Recommendation 12

There is no current implementation measure for Recommendation 12.

Future Implementation Measure for Recommendation 12

In the future, when Dadeland Mall submits new plans for expansion or renovation, this recommendation will be addressed through site plan review.

Recommendation No. 13: The pedestrian pathway from Dadeland Mall to the Dadeland North Metrorail Station should be bicycle friendly as well. (page 37 of the Report).

Current Implementation Measure for Recommendation 13

The pedestrian pathway to Dadeland Mall from the Dadeland North Metrorail Station has been constructed to include bicycle paths.

Future Implementation Measure for Recommendation 13

The additional provision of bicycle racks by Dadeland Mall at the termini of this pathway will further enhance the bicycle facilities of the pathway by providing a place to secure bicycles while the bicyclist visits the Mall.

Recommendation No. 14: Improve S.W. 80th and 88th Streets and S.W. 67th and 72nd Avenues to accommodate bicyclists. (page 37 of the Report).

Recommendation No. 15: Complete the M-Path connection from S.W. 67th Avenue to Datran Drive. (page 37 of the Report).

CDMP Policy Support

These recommendations are addressed by Policy 8N of the Land Use Element, Policy 1D of the Transportation Element, Policies 7A, 7C, and 7D of the Traffic Circulation Subelement, and Policy 8A of the Mass Transit Subelement.

Current Implementation Measures for Recommendation 14

There is no current implementation measure for recommendation 14.

Future Implementation Measures for Recommendation 14

The firm of Barton Aschman has completed the *Bicycle Facilities Plan* for the Bicycle/Pedestrian Program of the Miami-Dade Planning Organization. Currently, SW 80 Street between SW 72 Avenue and U.S. 1 and SW 88 Street between SW 87 Avenue and U.S. 1 are not included in the *Bicycle Facilities Plan*. A request to include SW 80 Street as a segment of a long-range facility may be proposed to amend the *Bicycle Facilities Plan* and bicycle facilities for SW 88 Street may be considered as part of the *Kendall Drive Major Investment Study*. Both SW 67 Avenue between SW 80 and SW 95 Streets and SW 72 Avenue between SW 72 and SW 85 Streets are proposed for long-range-on-road bicycle facilities. Implementation of bicycle facilities for SW 67 and SW 72 Avenues will then follow in accordance with the *Bicycle Facilities Plan* and would be included in the 1999 TIP.

Current Implementation Measure for Recommendation 15

The M-Path project is currently funded in the *TIP* for Fiscal Year 2000-20001. The total length of the segment is 1.1 miles.

Future Implementation Measure for Recommendation 15

The M-Path is scheduled to be constructed in Fiscal Year 2000-2001.

Recommendation No. 16: Provide a new pedestrian/bicycle path from the Dadeland Mall to the Dadeland North Station along the south bank of the Snapper Creek Canal. (page 39 of the Report).

Current Implementation Measures for Recommendation 16

The Snapper Creek Canal is an integral part of the implementation concept conceived by the Downtown Kendall (Dadeland) Charrette. The final proposal recommends promenades on both sides of the Canal with aesthetic treatment (see Section 3.0, Urban Design Guidelines).

Future Implementation Measures for Recommendation 16

Implementation of this recommendation is currently being investigated by the by the South Florida Water Management District and the Miami-Dade Transit Agency to provide improved access to the Dadeland North Metrorail Station.

Recommendation No. 17: Require new development and redevelopment in the area to provide secured bicycle parking and encourage the provision of these facilities in existing development as well. Simple bicycle racks may suffice for commercial and office development. For residential development, separate fenced and gated parking areas should be considered. (page 39 of the Report).

CDMP Policy Support

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

Current Implementation Measures for Recommendation 16

Through site plan review, The Miami-Dade Department of Planning, Development and Regulation staff encourages new development and redevelopment to provide bicycle parking.

Future Implementation Measures for Recommendation 16

The Bicycle/Pedestrian Program of Miami-Dade's Metropolitan Planning Organization has drafted guidelines for researched policies in other localities in order to develop bicycle parking requirements for Miami-Dade County. Implementation of these recommendations will require revision of the Zoning Code to require bicycle parking which will then be enforced through code enforcement. Directional signage requirements for bicycle parking will also be included in the Zoning Code.

TRANSPORTATION AND PARKING

Recommendation No. 1: Improve the Kendall Area Transit (KAT) headway service from fifteen to ten or five minutes. (page 48 in the Report).

Current Implementation Measure for Recommendation 1

Peak headways for buses are currently running at ten minutes, fulfilling this recommendation.

Future Implementation Measure for Recommendation 1

Peak headway will be evaluated as an ongoing process.

Recommendation No. 1A: Replace existing bus benches with covered bus shelters (Table 8 in the Report: Existing Bus Benches/Shelters, page 32 of the Report).

CDMP Policy Support

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

Mass Transit Subelement Policy 8B requires that in the planning and design of rapid transit sites and stations and transit centers high priority shall be given to providing a safe, attractive and comfortable environment for pedestrians and transit users. Such amenities shall include weather protection, ample paved walkways, sidewalks, lighting and landscaping and ancillary uses that provide conveniences to transit patrons.

Current Implementation Measures for Recommendation 1A

The Miami-Dade Transit Agency (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.

Future Implementation Measures for Recommendation 1A

At the time this Report was being produced, a new contract for the placement of bus benches was put out for bid 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. However, the contractor will have control over the placement of bus benches. Bus shelters are provided by the firm of Eller Media and are placed where there are six feet of space on the sidewalk and there must be three feet of space for a wheelchair to pass by the shelter in accordance with requirements of the Americans with Disabilities Act.

Recommendation No. 2: Establish exclusive right of way for high occupancy vehicle and public transportation vehicles. (page 48 of the Report).

CDMP Policy Support

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 (SOV's)...includ(ing) such TDM strategies as high occupancy vehicle lanes."

Current Implementation Measure for Recommendation 2

The Florida Department of Transportation has plans to widen the Palmetto Expressway from four to six lanes to include HOV.

Future Implementation Measures for Recommendation 2

At the time of the publishing of this report, the Miami-Dade Transit Agency had commenced a Major Investment Study (MIS) for the Kendall Drive Corridor. Findings and recommendations of the MIS may result in the implementation of high-occupancy-vehicle lanes.

Recommendation No. 3: Area employers should institute staggered or flexible working hours to ease traffic congestion during peak hours. (page 48 of the Report).

CDMP Policy Support

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 (SOV's)...includ(ing) such TDM strategies as employer-based staggered or flexible working hours."

Current Implementation Measures for Recommendation 3

The Metropolitan Planning Organization for the Miami Urbanized Area already has a program in place for congestion management whereby information on ways to reduce congestion is disseminated to various major employers and civic associations. Programs for congestion management may be instituted in the Dadeland Regional Activity Center in the next one to two years as part of an ongoing process.

Future Implementation Measures for Recommendation 3

The Metropolitan Planning Organization will continue to promote the usage of staggered and flexible working hours to major employers and civic associations.

Recommendation No. 4: Provide incentives to employers to subsidize transit passes to encourage use of public transportation. (page 48 in the Report).

CDMP Policy Support

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 (SOV's)...includ(ing) such TDM strategies as subsidies for transit riders."

Current Implementation Measures for Recommendation 4

MDTA offers a corporate discount program whereby employers may buy Metropass cards in groups of five or more. The Metropass card entitles the bearer access to Metrorail, Metrobus, and Metromover services.

Future Implementation Measures for Recommendation 4

The Metropolitan Planning Organization for the Miami Urbanized Area's and MDTA congestion management program promotes these strategies to reduce congestion.

Recommendation No. 5: Encourage employees to van pool and car pool, and include preferential parking spaces for participants. (page 48 in the Report).

CDMP Policy Support

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 (SOV's)...includ(ing) such TDM strategies as vanpooling and employer based carpooling."

Current Implementation Measures for Recommendation 5

MPO's Congestion Management Program already promotes the use of vanpool programs in conjunction with the Gold Coast Commuter Services and Vanpool Services, Incorporated (VPSI).

Future Implementation Measures for Recommendation 5

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 as a pilot project in twelve locations. If additional funding is allocated for RUSH, sites within the study area may be considered.

Recommendation No. 6: Enact a Parking Overlay Ordinance for the Dadeland Area that reduces parking requirements by fifty (50) percent and non-office business and industrial uses by twenty-five (25) percent. (page 51 of the Report).

CDMP Policy Support

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, Parking section "encourage(s) shared parking and reductions from standard parking requirements (to) be authorized where there is a complimentary 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 complimentary use mixes.

Current Implementation Measures for Recommendation 6

There is no current implementation measure for Recommendation 6. For a **Future Implementation Measure**, see below.

Recommendation No. 7: Encourage shared parking. "Kiss-and-Ride" parking facilities can be used by local merchants during off-peak hours and long-term commuter parking can be used by local merchants on evenings, weekends, and holidays. Distinctions should be made between commuter permit parking, daily parking, and short-term parking. (page 51 of the Report).

CDMP Policy Support

The Interpretation of the Land Use Text, Parking section "encourage(s) shared parking and reductions from standard parking requirements (to) be authorized where there is a complimentary 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 complimentary use mixes.

Current Implementation Measures for Recommendation 7

There is no current implementation measure for Recommendation 7. For a **Future Implementation Measure**, see below.

Recommendation No. 8: Provide preferential parking for high-occupancy vehicles. (page 51 of the Report).

CDMP Policy Support

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 SOV's and highway congestion and encourage the use of transit and ride-sharing." Policy 1J directs the County to "amend the Transportation Element upon completion of the Countywide Parking Policy Study, conducted by the Miami-Dade County MPO, as necessary to facilitate implementation of the study's recommendation."

Current Implementation Measures for Recommendation 8

There is no current implementation measure for Recommendation 8. For a **Future Implementation Measure**, see below.

Recommendation No. 9: Adopt minimum requirements and standards for bicycle parking. (page 51 of the Report).

CDMP Policy Support

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 Measures for Recommendation 9

There is no current implementation measure for Recommendation 9. For a **Future Implementation Measure**, see below.

Future Implementation Measures for Recommendation 6, 7, 8, and 9

Parking regulations may be reviewed for consistency with these recommendations. A study, prepared by The Metropolitan Planning Organization, reviewing 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 for parking may be developed, in the five to six year time-frame, which addresses these issues. After the Parking Ordinance is adopted or amended, implementation would be accomplished through Code enforcement.

Recommendation No. 10: Study the possibility of establishing a Transportation Management Association (TMA) in the Dadeland area. (page 51 of the Report).

CDMP Policy Support

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 (SOV's)...includ(ing) such TDM strategies as transportation management associations (TMA's)."

Current Implementation Measure for Recommendation 10

The Metropolitan Planning Organization Secretariat (MPO) administers a program for the provision of TMA's. MPO assists employers in the establishment of TMA's with technical support.

Future Implementation Measure for Recommendation 10

MPO will continue to assist prospective employers interested in creating TMA's with technical support in the formation of TMA's

Recommendation No. 11: Amend current policy regarding street closure by enacting an ordinance adopting the procedure recommended in the 1996 Street Closure Study and require that street closure be the final alternative for traffic calming after all possibilities have been exhausted. (page 51 of the Report).

CDMP Policy Report

Policy 2D of the Traffic Circulation Subelement addresses recommendation 11. This policy calls for "section line, half-section line, and greater-section line road systems to form a continuous network within developed areas, interrupted only when it would destroy the integrity of a neighborhood or development."

Current Implementation Measure for Recommendation 11

The Miami-Dade Public Works Department follows a procedure for street closures in which area residents may petition for street closure and hire an independent consultant to study the possibility

of street closure as a traffic calming device. However, the Public Works Department requires that street closure to be the final option, after other options have been exhausted.

Future Implementation Measure for Recommendation 11

Implementation of this recommendation will continue to follow the current procedure.

3.0 URBAN DESIGN GUIDELINES

DADELAND REGIONAL ACTIVITY CENTER

The Miami-Dade Department of Planning, Development, and Regulation prepared the *Specific Area Planning Report for Improving Mobility for the Dadeland Regional Activity Center*, in September, 1996, including a section on urban design. These spaces are enhanced by ornamental amenities such as public art and street furniture (streetlights, benches, bus shelters, trash receptacles, newspaper boxes, mailboxes).

In response to the need for a more livable community, the South Florida Regional Planning Council (SFRPC), the Florida Department of Community Affairs, the Miami-Dade Transit Agency, and Chamber South sponsored a design charrette for the Dadeland area. The charrette took place from June 5, 1998 to June 12, 1998. In addition to the SFRPC, MDTA, DCA and Chamber South, various members of the development community, citizens, and other governmental agencies participated in design sessions in which participants exchanged ideas for the future vision of the area. These sessions culminated in a final design vision for the Dadeland area, the Downtown Kendall Master Plan prepared by the firms of Dover-Kohl & Partners and Duany, Plater-Zyberk & Company.

In general, the recommendations of the charrette will transform the area to feature a more traditional, pedestrian-friendly development pattern. Specific recommendations are made for South Dixie Highway, Kendall Drive, Dadeland Boulevard, and the Snapper Creek Expressway. The recommendations also allow for the area to gradually develop a more traditional building pattern over time with the year 2034 as a target date for the completion of this future vision of the area.

Kendall Drive and South Dixie Highway are proposed to be redesigned as "grand boulevards," featuring wide, shaded sidewalks; landscaped medians, mixed use, and the highest building intensities in the Dadeland area. "Kendall Boulevard" would also be served by a light rail system to connect the Dadeland area with the communities to the west and the Metrorail and South Dade Busway to the east. The intersection of the two boulevards is distinguished by a town square which marks the entrance to the Dadeland area. The Snapper Creek Canal is proposed to contain an esplanade on the south side lined with shops, trees, and places for sitting and strolling. The north side of the Canal, already proposed to be redeveloped with newer housing developments would contain grand residences, neighborhood squares, and pedestrian/bicycle paths. Dadeland Mall would be connected to the esplanade by converting the ground floor of the parking garage into shops and building an outdoor plaza to connect to the rest of the mall.

Newer development would also conform to a different set of building regulations. Buildings would be developed at the sidewalk edge. Land uses will be mixed to shorten trip lengths and streets made interesting through storefronts with frequent doors and windows.

Distances between buildings will become shorter and shaded with landscaped streets, making trips more convenient and comfortable for pedestrians. Traffic will be "calmed" by redesigning streets to reduce speed and off-street parking will be placed behind buildings to eliminate the visual

aesthetic detraction. Open space will be provided in aggregate and defined by architecture to heighten the sense of place to these areas. Another recommendation reforms the local land development regulations, making them easier to understand.

Implementing these recommendations will realize an environment which encourages residents, workers, and visitors to walk to reach their destinations. In so doing, the streets will be occupied more often and during greater parts of the day, making them livelier and safer. As a result the Dadeland area will become more memorable and a desirable place for people to live, work, shop, and visit.

IMPLEMENTATION CONCEPTS⁴

1. Make Pedestrians The Number One Priority.

- The walk between buildings is typically a long, hot, intimidating journey.

Action: People are more likely to walk if the journey is short, shaded, comfortable, and safe. People will walk farther if there are interesting things to see along the way, such as shopfronts and lobbies. New buildings should be located close together. A long building two (2) to six (6) stories in height, wrapping the edges of the block, is better than one tall highrise situated within a big parking lot.

- Sidewalks are not protected from sun and rain.

Action: Sidewalks should have colonnades or arcades. Alternatively, a continuous tree canopy planted along sidewalks provides shade from the sun and makes the street more attractive.

- Fences, hedges, and "superblocks" create barriers between properties, forcing walks to be excessively long.

Action: Create an open network of smaller blocks; foster access via new sidewalks and bicycle/pedestrian pathways.

- The Palmetto and Snapper Creek Expressways form barriers that isolate Downtown Kendall from the immediately adjacent neighborhoods.

Action: Make US 1 safer to cross by re-designing several intersections with clearly marked crosswalks. For neighborhoods west of Downtown Kendall, bicycle and pedestrian connections should be built across the Palmetto Expressway.

⁴ Implementation Concepts generated from the Kendall Charrette by Dover, Kohl & Partners and Duany, Plater-Zyberk & Company for the Kendall Council of Chamber South (September, 1998).

2. Put The Motor Car In Its Place.

- Roads are excessively wide and "friction-free," a clear invitation to driving faster than the posted limit.

Action: *Work with the Florida Department of Transportation (FDOT) to reduce the lanes, expand the median, and add on-street parking and trees as traffic calming measures.*

- Oversized parking lots along streets look bad and diminish the "sense of place."

Action: *In the short term: Get property owners to plant trees and shrubs along the edges facing streets and sidewalks. For the long term: New buildings should front the property lines, with parking hidden in the rear or in parking garages with liner buildings.*

- Large turning radii at intersections. This invites motorists to turn corners too quickly, creating safety hazards.

Action: *When the street is improved, reconstruct curbs with smaller radii at intersections. This will slow down motorists' turns and shorten crosswalks.*

- Many adjoining parking lots do not have cross access. This adds more traffic congestion to the street because driving from one parking lot to the next interrupts the flow of through-traffic on the street.

Action: *Property owners should encourage cross access between their parking lots and that of their neighbors.*

Action: *As development grows, parking capacity needs to be managed by a participant's organization.*

3. Improve The Pedestrian Corridors.

- The four primary corridors (Kendall Drive, Dadeland Boulevard, US 1, and Snapper Creek Canal) do not provide pedestrian comfort.

Action: *Initial investment in capital improvements to increase pedestrian comfort and safety should be focused on these corridors. Blank walls, parking structures, and surface parking lots should be replaced by pedestrian-oriented building fronts.*

Action: *Get FDOT to work with the County Public Works Department to plan and build pedestrian improvements within the rights-of-way.*

Action: *US 1 should be generously landscape along its sides and in the median.*

Action: *A "memo of understanding" should be obtained from the South Florida Water Management District that states their commitment to the long-term vision outlined in this document. Also, request a list of acceptable engineering options for re-shaping the canal.*

- The pedestrian network will need to be complete.

Action: *Improve the network of secondary pedestrian corridors. These corridors should be set up to extend existing patterns of movement, including additional streets within the downtown and additional crossing of the Palmetto Expressway and US 1.*

4. Aggregate Open Space For Squares And Plazas.

- As Downtown Kendall increases in density, the squares and plazas become more important for residents, office workers and visitors. These open spaces become the event centers, the places to meet friends, and landmarks to orient oneself.

Action: *Promote activity and natural surveillance by making sure the plazas are open to the public and level with the grade of the sidewalk, not elevated above the ground on top of the building or parking structure.*

- Logical connections are needed, creating a legible network of open spaces.

Action: *Instead of requiring simplistic percentages of open space on each lot, the open space should be aggregated into useful shapes at the right locations. Thus the obligation to provide open space need not necessarily be satisfied on every development site. Several strategies are possible to achieve the open space network. These may include the use of a regulating plan which identifies specific required open spaces, a system of credits toward open space requirements, or other options. Further study will determine the most feasible option.*

5. Extend Transit, At A Variety Of Scales And Modes Of Travel.

- Downtown Kendall should take advantage of the many corridors which lead to it and through it. Easy access to transit is needed to reduce parking requirements.

Action: *Make sure that the concepts in this plan are prominently considered in the Kendall/Airport Major Investment study.*

Action: *Add a light rail system or trolley along Kendall Drive and connect it to the existing Metrorail and Busway. Increased transit ridership will facilitate growth and mobility without un-manageable traffic congestion.*

Action: *Add a rail connection to Miami International Airport (and future Miami Intermodal Center) using the Florida East Coast Railroad (FEC) alignment near SW 70th Avenue, or using the Palmetto Expressway right-of-way.*

- Reach out with transit to the neighborhoods and circulate within Downtown Kendall.

Action: *Implement a circulator system, such as a narrow-gauge trolley system (functioning*

like a "horizontal elevator," bringing riders to the regional system). In addition, the Busway buses can be used for local service before turning around to head south.

6. Attack Visual Blight.

- Kendall Drive, US 1, and the Palmetto Interchange look barren and incomplete.

Action: *Promote infill development along the edges of blocks to define street space.*

Action: *Design a simple but elegant street planting scheme. Trees are most effective when planted in aligned rows with regular spacing.*

- Vacant lots are overgrown with weeds and bushes. Pavement is cracked and broken.

Action: *In the near term, property owners should be compelled to clean up and maintain their vacant parcels. Over time, these parcels should be filled in with street fronting development.*

7. Reform The Local Land Development Rules.

- Buildings are regulated by the wrong code criteria. Abstract tools such as "FAR" (floor area ratio), "lot coverage," "setbacks," and "density" alone do not address design and do not guarantee a coordinated build-out.

Action: *Adopt a simplified, result-oriented, crystal-clear code that regulates:*

***Building Position;** via "Build-to Lines", which could be drawn on an official map and be adjusted from time to time;*

Building Height;

***Parking Locations;** via mid-block placement rules for lots and "liner building" requirements for parking structures; and*

***Building Frontage Requirements;** via architectural standards.*

- Further study is needed for determining building volume.

Action: *Use massing studies to find appropriate building volumes that also wrap the block edges. The equivalent FAR can be codified in addition to the other criteria.*

- Land uses need further mixing. The balance between shops, eating and entertainment establishments, offices, hotels, rowhouses, apartments, and government/civic uses should be allowed to flexibly adjust to an evolving marketplace. A vertical mix of uses within the same building is ideal. Apartments above shops or offices maintain street activity during the evening and weekend hours, making the streets safer.

Action: *Regulations should include incentives for the vertical mixing of uses.*

- Building fronts must do their part to enhance the experience of walking down the street.

Action: *Architectural standards required by code should include:*

Shade and Rain Protection for Pedestrians. This should include colonnades, arcades, marquees, second floor balconies, or wide awnings.

Build-to lines. Buildings should be positioned along the sidewalks at a deliberate alignment, giving a designed shape to the public space.

Frequent Doors and Windows. Doors spaced at close intervals generate activity, direct views to merchandise, and make the walk sufficiently interesting.

Minimizing Vehicular Entries to Parking Areas. Too many curb cuts or excessively wide driveways diminish pedestrian mobility and erode the public space; these should be consolidated wherever practical.

Appropriate Building Heights at Street Fronts. The degree of spatial enclosure profoundly affects the quality of the environment. Building heights should be tall enough to satisfy a minimum proportion of building height to street width of 1:3.

- The application process is long and costly.

Action: *Shorten and simplify the County's application review process for applicants that follow the plan!*

A rendering of a hypothetical evolution of development in the Dadeland Regional Activity Center is shown as Figure 2, page 34.

8. Stay Organized.

Beginning with the current Kendall Charrette Steering Committee, a leadership task force should continue the work begun here, to explore implementation issues of funding, regulating, and coordinating improvements over time. This could evolve into a development authority, development review body, parking management system, or some other form of permanent arrangement.

Figure 2. Hypothetical Evolution of a Development Site.

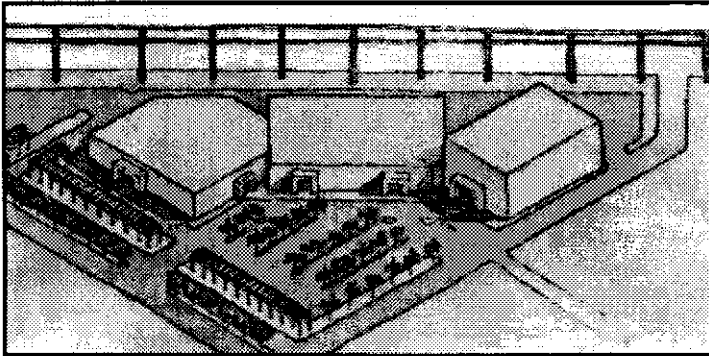


Figure A. Large footprint buildings of a single use should be discouraged because they do not create a downtown character. If this arrangement is unavoidable on previously approved projects, the developer should at least provide a covered walkway over the sidewalk.

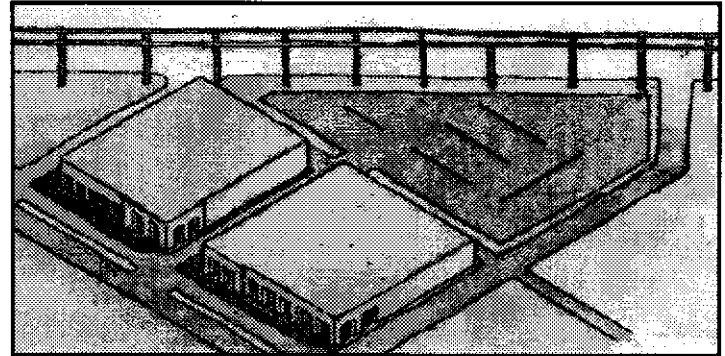


Figure B. These buildings should be built up to the street, with their main entrances facing the street and parking in the rear. A colonnade over the sidewalk protects the pedestrian from the hot sun or sudden rain storms.

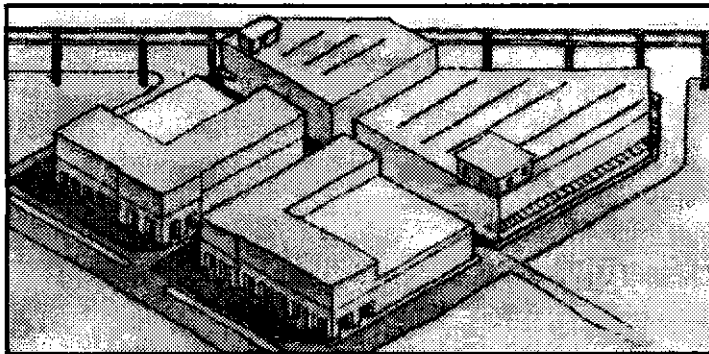


Figure C. Mixing uses within the buildings has many benefits, including efficient shared parking, added natural surveillance, and increased pedestrian activity. Parking garages should have "liner buildings" or, at an absolute minimum, storefronts along the ground floor.

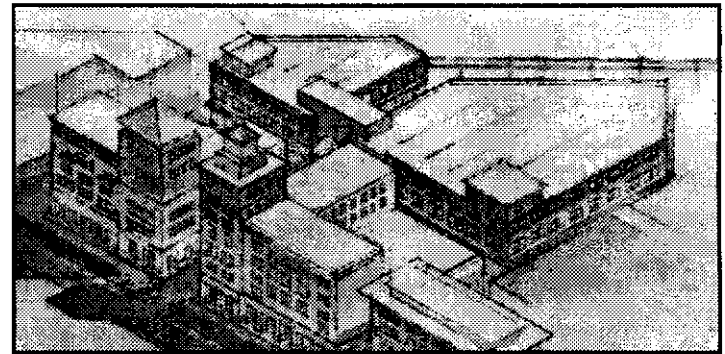


Figure D. A heightened sense of identity boosts public perception and partly determines whether people will come here, invest here, or return.

FUTURE MEASURES

As part of its budget for Fiscal Year 1998-1999, the Miami-Dade County Board of Commissioners has allocated \$125,000 for the next phase of the development regulations, the preparation of a zoning ordinance for the Dadeland area. This zoning ordinance will be based on the Plan for Downtown Kendall, prepared by Dover-Kohl & Partners and Duany, Plater-Zyberk & Company as a product of the Downtown Kendall Charrette . The preparation of the zoning ordinance will take place in the next one to two years.

APPENDICES

APPENDIX A

**TABLE 5 - SIDEWALKS NEEDED TO
COMPLETE NETWORK
DADELAND ACTIVITY CENTER AREA**

Table 5
Sidewalk Needs To Complete Network
Dadeland Activity Center Area

Road	Segment		Side	Width (ft.)*
	From	To		
U.S.1	SW 80 Street	SW 90 Street	West	5
SW 65 Avenue	SW 80 Street	SW 84 Street	East, West	5
SW 67 Avenue	SW 80 Street	U.S.1	West	5
SW 67 Avenue	SW 84 Street	SW 88 Street	West	5
SW 68 Court	U.S.1	SW 88 Street	East, West	5
SW 68 Court	SW 88 Street	SW 90 Street	West, along Town House Apartments	5
SW 80 Street	SW 67 Avenue	SW 70 Avenue	South	5
SW 69 Avenue	SW 80 Street	SW 81 Street	East, West	5
SW 69 Court	SW 88 Street	SW 90 Street	West along 8821 SW 69 Court	5
SW 69 Court	SW 90 Street	SW 92 Street	East, West	5
SW 70 Avenue	SW 80 Street	Snapper Creek Canal	East, West	5
SW 72 Avenue	U.S.1	SW 92 Street	East, along Kendall House Apartments	5
SW 77 Avenue	SW 88 Street	SW 90 Street	West	5
SW 77 Avenue	SW 9400 Block	SW 95 Terrace	West	5
Old Dixie Hwy	Datran Drive	SW 98 Street	East	5
Old Dixie Hwy	Datran Drive	Dadeland Towers Office Complex	West	5
S. Dadeland Blvd.	Dadeland Blvd.	Datran Dr	South	6
SW 81 Street	SW 67 Avenue	SW 70 Avenue	South	5
SW 81 Street	SW 67 Avenue	SW 69 Avenue	North, South	5
SW 81 Terrace	SW 67 Avenue	SW 69 Avenue	South	5
SW 82 Street	SW 72 Avenue	SW 73 Avenue	South	5
SW 82 Street	SW 73 Avenue	SW 76 Avenue	South'	5
SW 84 Street	SW 65 Avenue	SW 67 Avenue	North, South	5
SW 90 Street	U.S.1	SW 69 Court	North, South	5
Datran Dr	Busway	U.S.1	North, South	5
SW 95 Street	Old S. Dixie Hwy.	S. Dixie Highway	North, South	5
SW 98 Street	U.S.1	SW 73 Court	North, South	5
Dadeland Blvd	Busway	U.S. 1	North, South	5

* Minimum width proposed to match existing sidewalk widths. 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.

APPENDIX C

**CHAPTER 18A, LANDSCAPE ORDINANCE,
CODE OF MIAMI-DADE COUNTY**

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)]~~>>(Q)<< 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.<<

- >>(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.

Substitute
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Page No. 7

- [[[H]]]>>[[T]]<< 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.
- [[[J]]]>>[[U]]<< 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.
- [[[K]]]>>[[V]]<<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.
- >>[[W]] Overhead irrigation system: A high pressure, high volume irrigation system.<<
- [[[L]]<< ~~Plant material zone (Hydrozone): A grouping of plant material with similar water requirements.]~~
- >>[[X]] 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.<<
- [[[M]]]>>[[Y]]<< 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.
- [[[N]]]>>[[Z]]<< 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.
- [[[O]]]>>[[A]]<< 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.
- [[[P]]]>>[[B]]<< 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.
- >>[[C]] 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.

~~(((FF)))>>(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<<:

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 33; 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.

>> (f) 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]]~~ >> <<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]]~~ >> <<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~~

~~33-]]~~ >>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]]~~>>w<<here 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	Number of Trees Required
GU Interim*	9 trees per Acre of net
AU Agriculture**	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~~
~~EU-M~~
~~lot area~~
~~EU-S~~
~~EU-1~~
~~EU-2~~
~~EU-1G~~

~~9 trees per acre of net~~

~~Multi family Residential~~
~~RU-3~~
~~RU-3M~~
~~RU-3B~~
~~RU-4L~~
~~RU-4M~~
~~RU-4~~
~~RU-4A~~

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

~~Office~~
~~RU-5~~
~~RU-5A~~
~~OPD~~

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

~~Commercial~~
~~BU-1~~
~~BU-1A~~
~~BU-2~~
~~BU-3~~

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

~~Industrial~~
~~IU-1~~
~~IU-2~~
~~IU-3~~
~~IU-C~~

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

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

~~Miscellaneous Zoning Districts and Land Uses~~

~~Planned Developments~~
~~Planned Area~~
~~Private Educational Facilities~~
~~Traditional Neighborhood Development~~
~~All other zoning districts~~

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

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

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

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

~~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.

~~22 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]] 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~~[[s]]~~ to a minimum height of six (6) feet. Where chain link fencing is used, ~~[[a-hedge]]~~ ~~>>shrubs<<~~ shall also be required. ~~[[All-s]]~~ ~~>>S<<~~ shrubs 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.~~<<~~

- ~~((b) 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. SAC

Prepared by: [Signature]

LSCODEX7.SAM

kkt

APPENDIX D

**TABLE 7 - CROSSWALK AND PEDESTRIAN SIGNAL NEEDS
DADELAND ACTIVITY CENTER AREA**

Table 7
Crosswalk And Pedestrian Signal Needs
Dadeland Activity Center Area

Road to Cross	Intersecting Road	Striped Crosswalk	Pedestrian Signal
U.S.1	SW 80 Street	✓	✓
U.S.1	SW 67 Ave	✓	✓
U.S.1	N. Kendall Dr	✓	✓
U.S.1	Dadeland Boulevard	✓	✓
U.S.1	Datran Dr	✓	
U.S.1	SW 98 St	✓	
SW 70 Ave	SW 80 St	✓	
SW 82 St	SW 72 Ave, W Side	✓	✓
SW 82 St	SW 72 Ave, W Side	✓	
SW 88 St	SW 68 Ct	✓	✓
SW 88 St	SW 69 Ct	✓	✓
SW 88 St	7500 Blk	✓	
S Dadeland Blvd	Dadeland Blvd	✓	✓

Source: The Metropolitan Dade County Department of Planning, Development, and Regulation

APPENDIX E

DEPARTMENTAL MEMORANDUMS REVIEW OF SPECIFIC AREA PLANNING REPORT FOR IMPROVING MOBILITY FOR THE DADELAND REGIONAL ACTIVITY CENTER AREA STUDY

- **MIAMI-DADE TRANSIT AGENCY**
June 8, 1998
- **FLORIDA DEPARTMENT OF TRANSPORTATION**
August 13, 1998
- **MIAMI-DADE PUBLIC WORKS DEPARTMENT**
September 29, 1998

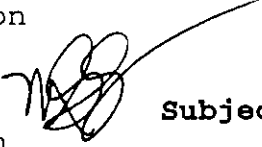
M E M O R A N D U M

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

WTON CHILES
GOVERNOR

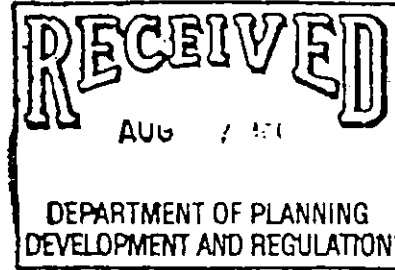


DEPARTMENT OF TRANSPORTATION

<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.

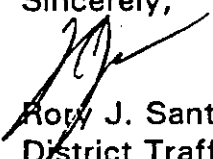
For all of the intersections referenced in the Dadeland Regional Activity Center that fall under our jurisdiction, we intend to install high emphasis crosswalks over the existing ones. We did not find a need to mark all four legs of the intersections as requested in the report. With the exception of US 1 at Datan 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,



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

RJS/JSG

attachment

cc: Robert Williams, Traffic Signals and Signs Division, MDCPW (w/ attachment)
Rafael DeAraza, 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 Michael Bregman
Planning Development & Regulation Department

DATE September 29, 1998

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

SUBJECT Dadeland Regional Activity Center
Mobility Improvement Study

The Public Works Department (PWD) Highway Planning Section has reviewed the report's sidewalk, crosswalk and pedestrian signal needs components of the study.

Sidewalk Needs to Complete Network

The majority of corridor segments listed as needing sidewalks are along existing, developed residential, business, or industrial frontage. PWD's historic policy has been to maintain existing sidewalks, as budget permits, but not to provide new sidewalk, unless as part of a roadway construction project. More recently, PWD initiated a process of constructing sidewalks along Safe Routes to Schools, and constructing pedestrian ramps and curb cuts along full- and half-section line collector and arterial roadways.

In general, we have no objection to the report's recommended locations for sidewalk, with some revisions. We have the following additional comments:

Sidewalk Corridors

- *US 1 from SW 80 St to SW 90 St* – This corridor segment comes under the jurisdiction of the Florida Department of Transportation (FDOT). The report should be provided to that agency for their review and determination of improvements along their right of way.
- *SW 67 Ave from SW 84 St to SW 88 St* – There is a bridge crossing the Snapper Creek Canal along this corridor segment. We are requesting our Bridge Section inspect this bridge for the potential of using existing concrete deck on the west side of the bridge as a walkway surface. PWD will then investigate the cost and scheduling of providing necessary bridge railing and sidewalk at the west side bridge approaches, to be connected by any future private property construction to the north and south.
- *SW 70 Ave from SW 80 St to Snapper Creek Canal* – There is already existing sidewalk on the east side of this corridor segment. PWD recommends PDR investigate sidewalk needs south of the canal to US 1.
- *SW 77 Ave from SW 9400 Block to SW 95 Ter* – PWD recommends PDR investigate sidewalk needs south of SW 95 Ter to SW 98 St.
- *Old Dixie Hwy from Datran Dr to Dadeland Towers Office Complex* – Old Dixie Hwy does not connect to the Dadeland Towers Office Complex. The only roadway connecting these two intersections is South Dadeland Blvd; which has an asphalt walkway currently. Commercial construction is presently being considered at the northwest corner of South Dadeland Blvd and Datran Dr. A walkway system is being proposed with this development.
- *S. Dadeland Blvd from Dadeland Blvd to Datran Dr* – A segment of existing sidewalk extending west from Dadeland Blvd could be connected to the development's internal

walkway system on the west side of the driveway where the sidewalk currently ends. PWD recommends PDR investigate sidewalk needs along the north side of this corridor segment.

- *SW 81 St from SW 67 Ave to SW 70 Ave* – This corridor does not extend west to SW 70 Ave, and is repeated on the next line with a west endpoint at SW 69 Ave. Is this line a restatement of the “SW 80 St” line above on the list?
- *Datran Dr from Busway to US 1* – We have no objection. Additionally, the proposed commercial construction at South Dadeland Blvd and Datran Dr will include a sidewalk along the west side of Datran Dr from South Dadeland Blvd to the Busway.

Crosswalk and Pedestrian Signal Needs

PWD has the following intersection comments:

- *US 1 at SW 80 St; at SW 67 Ave; at N. Kendall Dr; at Dadeland Blvd; at Datran Dr; and at SW 98 St* – These intersections come under the jurisdiction of the Florida Department of Transportation (FDOT). The report should be provided to that agency for their review and determination of improvements along their right of way.
- *SW 70 Ave at SW 80 St* – The east leg has crosswalk markings to access the east-west sidewalk on the north side of SW 80 St. There is no sidewalk on the south side of SW 80 St west of the southwest corner, which precludes the need for a crosswalk at this time. If sidewalk is constructed to the west or to the south from the southwest corner, a crosswalk should be included at that time.
- *SW 82 St at SW 72 Ave, W Side* – This location already has crosswalk and pedestrian signals. However, the south leg of this intersection has a crosswalk without pedestrian signals. Our traffic engineers will review this location for necessary improvements
- *SW 82 St at SW 72 Ave, W Side* – This designation is repeated.
- *SW 88 St at SW 68 Ct; at SW 69 Ct; and at 7500 Blk* – These intersections come under the jurisdiction of the Florida Department of Transportation (FDOT). The report should be provided to that agency for their review and determination of improvements along their right of way.
- *S Dadeland Blvd at Dadeland Blvd* – Our traffic engineers will review this location for necessary improvements.

We appreciate the opportunity to look into this matter for you.

cc: M. Hasan, Traffic Engineering Section
E. Nunez, Bridge Section

GM/JLC

APPENDIX F

ADMINISTRATIVE SITE PLAN REVIEW FORM

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

ADMINISTRATIVE SITE PLAN REVIEW

Development Type:

- Commercial Residential
 Industrial 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

APPENDIX G

**PLANNING ADVISORY BOARD RESOLUTION
RECOMMENDING TO THE MIAMI-DADE COUNTY
BOARD OF COUNTY COMMISSIONERS
IMPLEMENTATION OF THE CONCEPTS IDENTIFIED
BY THE DOWNTOWN KENDALL CHARRETTE**



MEMORANDUM

To: Honorable Chairperson and Members
Board of County Commissioners

Date: September 16, 1998

From: Merrett R. Stierheim
County Manager

Subject: Planning Advisory Board
Resolutions

A handwritten signature in black ink, appearing to read "M. Stierheim", written over the typed name and title.

The Planning Advisory Board adopted the attached resolutions at its meeting of September 9, 1998. The Chair and members have asked that it be distributed to the Board of County Commissioners prior to Commission discussion of the budget next week.

Attachments

RESOLUTION REGARDING IMPLEMENTATION OF THE
CONCEPTS IDENTIFIED BY THE DOWNTOWN KENDALL
CHARRETT

WHEREAS, the Chair and Members of the Planning Advisory Board entertained a presentation by Chamber SOUTH; Duany, Plater-Zyberk & Company, and Dover, Kohl & Partners regarding the Downtown Kendall Master Plan, which was the result of the Downtown Kendall Charrette; and,

WHEREAS, the Chair and members of the Planning Advisory Board received comments from members of the public in attendance at the meeting; and,

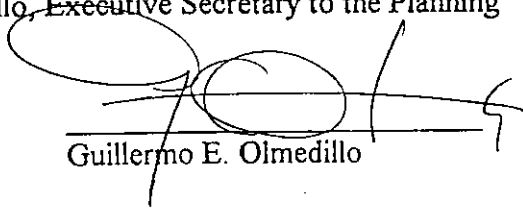
WHEREAS, the Chair and members of the Planning Advisory Board encourage the further intensification of designated urban centers in a manner that promotes quality urban design and the utilization of public transit;

NOW THEREFORE BE IT RESOLVED that the Planning Advisory Board endorses the implementation concepts embodied in the Downtown Kendall Master Plan and encourages the Board of County Commissioners to provide the necessary resources to implement the concepts through the adoption of appropriate development regulations.

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

Pablo Alvarez	Absent	Alicio Piña	Aye
Dorothy Cook	Absent	Jose Rojas	Aye
Anthony Fraga	Aye	Gonzalo Sanabria	Absent
Charles George	Aye	Carlos Sires	Absent
Ken Guldstrant	Aye	Earl Wells	Absent
Rod Jude	Absent		
	Jay Sosna, Chair	Aye	

The above action was taken by the Planning Advisory Board at its meeting of September 9, 1998 and is certified correct by Guillermo E. Olmedillo, Executive Secretary to the Planning Advisory Board.


Guillermo E. Olmedillo

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

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

METROPOLITAN PLANNING SECTION

Robert Usherson, Chief
Howard D. Williams, Section Supervisor
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

RESEARCH SECTION

Dr. Charles W. Blowers, Chief
Oliver Kerr, Section Supervisor
Frank Baumann, Principal Planner
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

AREA/SPECIAL STUDIES SECTION

John Cox, Principal Planner
Napoleon Somoza, Principal Planner*
Michael Bregman, Senior Planner*
Pearl J. Lazarus, Senior Planner
Gary Greenan, Consultant

ZONING EVALUATION/PLAN REVIEW

Greg Adkins, Section Supervisor
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

