

DADELAND REGIONAL ACTIVITY CENTER

Specific Area Planning Report For Improving Mobility

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

September 1996

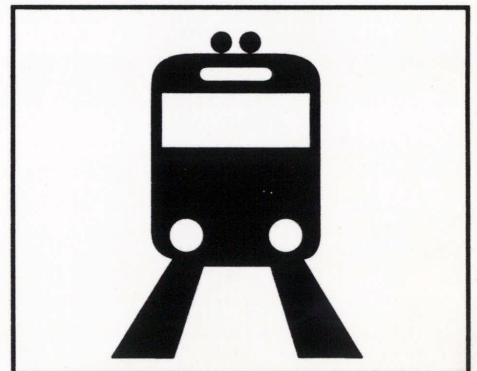
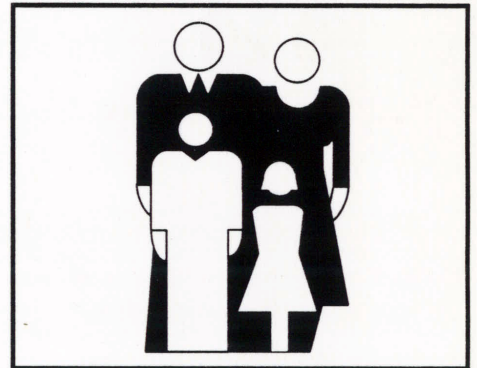
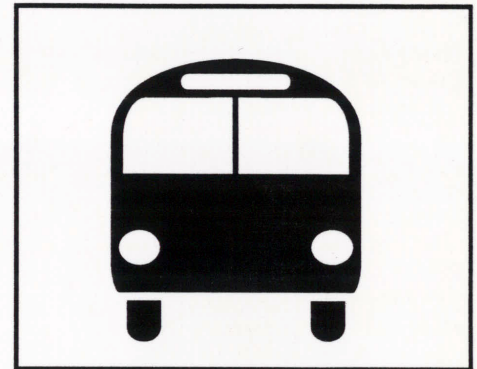


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EXECUTIVE SUMMARY

The purpose of this report is to seek solutions to mobility problems through the revision of land development policies and regulations. The Metro-Dade Metropolitan Planning Organization has identified in its 1996 Unified Planning Work Program (UPWP) Task 2.15, Specific-Area Planning and Design for Improved Mobility. Although this project addresses only the Dadeland Regional Activity Center, it will seek to maximize its demonstration value and transferability to other locations in the County.

STUDY GOALS

- To identify area planning problems and opportunities with special attention to issues related to the area's land use and development patterns, and the network of pedestrian, bicycle, public transit, parking, and roadway systems in the area.
- To prepare a specific area planning response to the identified problems and opportunities that will promote a development pattern that is supportive of public transit service and improves mobility by means other than single-occupant vehicles (SOVs).

THE PROCESS

The first step in this study was the selection of the study area by staff of the Department of Planning, Development and Regulation in consultation with staff of the Florida Department of Transportation, the Metropolitan Planning Organization, the Metro-Dade Transit Agency, and Public Works Department. In addition, meetings were held with faculty of the University of Miami and members of the Chamber South (the local business association) to request their cooperation and participation in the process. The second step was the preparation of a preliminary draft which identified the area's mobility problems and opportunities, and made preliminary recommendations to address them. Additional meetings held with these agencies and groups to present the preliminary Area Planning Report and proposed recommendations and to receive comments resulted in a revised report.

CONCLUSIONS AND RECOMMENDATIONS

The conclusions and recommendations of this study are:

Land Use and Development Patterns

A) Land Use

The study area contains a mixture of predominantly retail, service, office, hotel and residential uses with large areas comprised entirely of single land uses. This indicates a need to further consolidate land uses to reduce the automobile's advantage over public transit, pedestrian and bicycle usage. Moreover, the area lacks land uses that generate continuous activity and ridership throughout the day, evening and night.

Recommendations:

- Concentrate the mixture of land uses at scales and densities required to produce high levels of pedestrian activity and public transit ridership. This can be achieved by concentrating single-activity uses within defined areas for maximum impact, rather than over large areas where their impact is diluted.
- Encourage a variety of compatible uses within individual buildings. The uses should complement each other and the uses in adjacent areas.
- In multi-story, multi-use developments, restrict ground floor uses to pedestrian-oriented businesses such as convenience stores, video rentals, pharmacies, dry cleaners, bakeries, shoe repair, banks, photographic studios, movie theaters, and ice cream parlors.
- Insure that land uses in the area, especially around the Metrorail stations, are not undermined or diluted by similar, nearby developments, with similar uses.

These land use recommendations should be established and encouraged through zoning controls and site plan approval.

B) Zoning

The Dade County Zoning Code generally encourages separation of land uses. Those instances where allowances are made for mixed uses within the same zoning district are limited and restricted. Business zoning allows for retail, service, convenience and large-scale commercial activities. While some of these uses may generate pedestrian activity and encourage public transit usage, other uses, such as automobile sales, rental and repair, do not, and they should not be located in areas where high levels of pedestrian and public transit usage are desired.

Most buildings in the study area comply with use, setback, and height provisions of the Zoning Code. However, the scale of many of the buildings in relation to the streets is low and not intensive, creating an environment that is not conducive to pedestrian use. The lot coverage requirements of the Zoning Code cause the buildings to be spaced far apart, requiring pedestrians to walk farther distances. In addition, the buildings have deep setbacks which creates an environment that discourages people from walking to the public transit stations and commercial areas.

Recommendations:

Enact a zoning overlay district that should include reference and requirements for the following:

- ♦ The land use recommendations proposed above.
- ♦ Increase the permitted lot coverage to fifty percent or more. (Variances granted in the area have permitted an average of fifty-four percent lot coverage.)
- ♦ Permit building heights to equal the width of the widest adjacent street, with additional height permitted in accordance with lot size.
- ♦ Modify floor area ratio (FAR) requirements to allow buildings with taller profiles. The Comprehensive Development Master Plan allows up to 4.0 FAR within the center of the Regional Activity Center and 2.0 FAR at the periphery.
- ♦ Eliminate setback requirements and require them only when necessary to ensure compatibility with surrounding development or to prevent visual hazards of pedestrians and vehicles.
- ♦ Prohibit blank walls which front streets and require facades to have windows and doors to create a more interesting and human-scale streetscape.
- ♦ Provide for architectural variety to keep the interest of the pedestrian and to help shorten the sense of walking distances.

Pedestrian and Bicycle Facilities**A) Pedestrian System**

The Dadeland area generally discourages people from walking to their destinations in favor of driving to them. The provision of a network of shaded sidewalks with other amenities, safe and signalized crosswalks, and parking lots behind the businesses rather than in front of them, will make walking, bicycling, and the use of public transit in this area more attractive.

Recommendations:

- ♦ Complete the sidewalk network to link the residential and commercial areas with the Metrorail stations that serve the Dadeland area.
- ♦ Require new developments and redevelopments to provide shaded or covered walkways with a minimum width of five feet; however, wider sidewalks should be encouraged.
- ♦ Prohibit blank walls along the edges of the sidewalks.
- ♦ Repaint and restripe existing faded crosswalks.
- ♦ Provide new crosswalks and crossing signals where warranted.

- ♦ Provide safe pedestrian refuges in the center medians at all significant roadways with pedestrian crossings.
- ♦ Provide a shaded pedestrian pathway from the Dadeland Boulevard to the Dadeland Mall main entrance.
- ♦ All pedestrian improvements should include curb cuts and wheelchair ramps as required by the 1991 American with Disabilities Act (ADA).
- ♦ Plant shade trees along sidewalks on North Kendall Drive, U.S. 1 and Dadeland Boulevard.
- ♦ Require all new developments and redevelopments to provide shade trees along their streetfronts, and encourage existing developments to do the same.
- ♦ Replace existing bus benches with covered bus shelters.

B) Bicycle System

Bicycling is not a preferred mode of transportation in Dade County, and the Dadeland area is not an exception. However, the County is committed to the provision of facilities for the safe and convenient movement of bicycles as an alternative to the use of automobiles. At the present time, the study area is served by Dade County's two highest quality bicycle facilities, the existing "M-Path" and the newly constructed Busway Bike Path along U.S. 1. Together, these facilities are seventeen miles long and span from Downtown Miami south to Cutler Ridge. Unfortunately, there is a small gap between the two, from S.W. 67th Avenue to Dadeland Drive. Construction of this connecting segment is planned, but the final alignment has not been determined.

Recommendations:

- ♦ The proposed pedestrian pathway from Dadeland Mall to the Dadeland North Metrorail station should be bicycle friendly as well.
- ♦ Improve S.W. 80th and 88th Streets, and S.W. 67th and 72nd Avenues to accommodate bicyclists.
- ♦ Complete the M-Path from S.W. 67th Avenue to Datan Drive.
- ♦ Provide a new bicycle/pedestrian path from the Dadeland Mall to the Dadeland North Station along the south bank of the Snapper Creek Canal.
- ♦ Require new developments and redevelopments to provide secured bicycle parking, and encourage the provision of these facilities in existing developments as well.

Transportation and Parking

A) Transportation

The Dadeland Activity Center area is accessible by Metrorail, the South Dixie Busway, Metrobus, and the Kendall Area Transit (KAT) as well as several major regional roadway systems.

Recommendations

- ♦ Improve the Kendall Area Transit (KAT) headway service from fifteen minutes to ten or five minutes.
- ♦ Establish exclusive right of way for high occupancy and public transportation vehicles.
- ♦ Area employers should institute staggered or flexible working hours to ease traffic congestion during peak hours.
- ♦ Provide incentives to employers to subsidize transit passes to encourage use of public transportation.
- ♦ Encourage employees to van pool and car pool, and include preferential parking spaces for participants.

B) Parking

There are approximately 26,000 parking spaces available in the commercial sections of the Dadeland area; however, Code requirements provides only 22,300, indicating a surplus of approximately 3,700 spaces. Careful management of the supply of parking spaces can increase public transit ridership. Moreover, as urban land becomes more valuable, there is incentive for landowners to reduce the amount of space devoted to surface parking in favor of more profitable uses.

Recommendations:

- ♦ Enact a Parking Overlay Ordinance for the Dadeland area that reduces parking requirements for residential and office uses by 50 percent and non-office business uses and industrial uses by 25 percent.
- ♦ 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.
- ♦ Provide preferential parking for high-occupancy vehicles.
- ♦ Adopt minimum requirements and standards for bicycle parking.

- ♦ Study the possibility of establishing a Transportation Management Association (TMA) in the Dadeland area.

Urban Design

Although the Dadeland area currently exhibits unfavorable conditions for walking and bicycling as modes of transportation, the area provides a unique opportunity to demonstrate the advantage associated with an alternative development form over current practices. With potential for redevelopment, the area could be broken down into a network of pedestrian-friendly blocks interconnected by streets to encourage pedestrian activities and to create an urban pattern that physically defines public spaces. Building form and design will incorporate concepts conducive to walking and bicycling, including colonnades, awnings, arcades, limited setbacks, and proper scale.

In the future, the area will appear different with clearly defined boundaries, a central focus, walkable distances, a wider range of housing types, and an interconnecting network of streets, pedestrian links, and public spaces.

Recommendations

- ♦ The Department of Planning, Development and Regulation should collaborate with the Chamber South, Dadeland's residents and property owners, and other interested organizations to: 1) detail a specific urban design proposal for the area; 2) determine the feasibility of implementing the proposal; and, 3) formulate a program for accomplishing the proposal.

IMPLEMENTATION

Implementation of the recommendations for the Dadeland Regional Activity Center will be accomplished over a number of years, depending on their individual complexity. Some recommendations can be implemented fairly quickly, such as the restriping of faded pedestrian crossings. Others, such as changing the mixture of uses in predominantly single-use areas, will take more time and will depend on how quickly the Zoning Code can be modified and the older uses phased out. In addition, inter-agency cooperation will have an effect on how quickly the implementation of certain of these recommendations occur, and the degree to which consultants will need to be hired for subsequent studies.

1.0 INTRODUCTION

As the most heavily populated County in the State of Florida, Metropolitan Dade County has taken an active role in planning its future, recognizing the need to coordinate land use and transportation in an environmentally sensitive area. Therefore, this report, prepared by the Metropolitan Dade County Department of Planning, Development and Regulation (DPDR), is another effort to satisfy that need.

This report is to assist Dade County in further implementing the objectives and policies adopted in the Metro-Dade Transportation Plan and in the Metro-Dade Comprehensive Development Master Plan (CDMP) to improve mobility, and to implement newly adopted rules and procedures promulgated under the federal Intermodal Surface Transportation Efficiency Act (ISTEA), other recent federal and state legislation, and established local goals. This planning activity is listed in the Metropolitan Planning Organization's 1996 UPWP as element 2.15

1.1 Objectives

- To identify area planning problems and opportunities with special attention to issues related to the area's land use and development patterns, pedestrian, bicycle, public transit, parking, and roadway circulation systems in the area.
- To prepare a specific area planning response to the identified problems and opportunities that will promote a development pattern that is supportive of public transit service and improves mobility by means other than single-occupant vehicles (SOVs)

1.2 Selection of the Area to be Studied

The Department (DPDR), in consultation with the Metro-Dade Transit Agency (MDTA), Metropolitan Planning Organization (MPO), the Florida Department of Transportation (FDOT), and the Metro-Dade Public Works Department (PWD) established the criteria used for the selection of the area to be studied. These criteria, presented in Appendix A, include among other considerations, that the selected area be one of the following: a) a Metropolitan Activity Center delineated in the CDMP; b) a Metrorail station area (up to one-quarter of a mile); or c) a public transit corridor heavily served by Metrobus. In addition, the area should be located in unincorporated Dade County and north of Dadeland South Metrorail Station. This last criterion was adopted in consideration of other ongoing planning efforts in the south Dade area. Therefore, those activity centers and Metrorail stations located in unincorporated, Dade County, north of SW 98th St., were evaluated during the selection process.

Metropolitan Activity Centers. Activity centers are areas identified in the Adopted 2000 and 2010 Land Use Plan map to become the main hubs for future urban development intensification in Dade County around which a more compact and efficient urban structure will evolve. Fifteen

activity centers are identified in the Adopted Land Use Plan map. Of these, seven are located in unincorporated Dade County, north of the Dadeland South Metrorail station. These activity centers are: Joe Robbie Stadium, Miami-Dade Community College North Campus, Miami International Airport/Le Jeune Road, Miami International Mall, Kendale Lakes Shopping Plaza, Town and Country Shopping Center, and Dadeland Mall.

Metrorail Stations. Metrorail stations are very important to the areas adjacent to them and the people who live and/or work within convenient walking distance from the stations. Smaller neighborhood urban centers are being planned around the stations, serving as transitional areas between the station and the surrounding neighborhoods to provide accessible retail and service businesses to the residents of the area and to the public transit users. Six Metrorail stations are located in unincorporated Dade County: Northside, Martin L. King, Jr. Plaza, Brownsville, Earlington Heights, Dadeland North, and Dadeland South.

Each Metropolitan activity center and Metrorail station was evaluated using the following criteria: the potential for development or redevelopment, accessibility, public transit availability, employment, intensity of use, opportunity for improving pedestrian and bicycle mobility, and demonstration value. Of all the areas evaluated, the Dadeland Activity Center proved to be the area with the highest potential for a demonstration project (see Appendix B).

Area to be Studied.

The area selected is designated in the CDMP as "**Dadeland Chapter 380 Regional Activity Center**". This area is located within the Urban Infill Area (UIA)¹ in unincorporated Dade County. The study area comprises approximately 520 acres, or 0.81 square miles.

The Dadeland area has one of the highest concentrations of public transit facilities available in the County. This activity center is accessible by Metrorail, Metrobus, the Kendall Area Transit (KAT), and the South Dixie Highway Exclusive Busway (currently under construction). The area also has the best highway accessibility in the County, with U.S. 1, North Kendall Drive, the Palmetto Expressway and the Snapper Creek Expressway providing the area with easy access to the rest of the County and the South Florida region. In addition, the M-Path, a path for non-motorized movement laying at the northeastern edge of the study area, and the newly constructed bike path along the South Dade Busway will link the Activity Center with the surrounding neighborhoods and beyond.

The area is a large employment center with a mixture of commercial, professional office, hotel, and residential uses.

The Dadeland area is emerging as the regional hub for professional office, retail, and entertainment land uses in the Kendall area. This activity center is currently undergoing redevelopment.

¹ That part of Dade County located east of , and including, SR 826 (Palmetto) Expressway and NW/SW 77 Avenue.

Developments proposed in the area include two hotels with 398 rooms, 1,569,257 sq. ft of retail use, and 260,000 sq. ft. of office use. The new development will provide the opportunity to coordinate improvements to the pedestrian, bicycle, and traffic circulation systems with developers.

Boundaries

The boundaries of the study area were extended to include the multifamily developments in the northwest corner of the Activity Center. The study area is described below :

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. The boundaries of this activity center are depicted in Figure 1.

On June 11, 1996, the County filed an application with the South Florida Regional Planning Council (SFRPC) to seek Regional Development District (RDD) designation for the Dadeland Activity Center to allow increased Development of Regional Impact (DRI) threshold for hotel and office development. Designation of the area as a RDD will promote continued urban infill and redevelopment within the district and will help to ease pressure for development at the urban fringe.

1.3 The Process

The process of preparing the Area Planning Report for Improving Mobility in the Dadeland Activity Center involved the following steps: (1) examination of existing conditions in the Activity Center; (2) identification of major problems and opportunities; (3) responding to these problems and opportunities with recommendations for specific actions.

Major problems and opportunities were determined primarily by conducting field inspections of the area and comments made at meetings with the Metro-Dade Transit Agency and Public Works

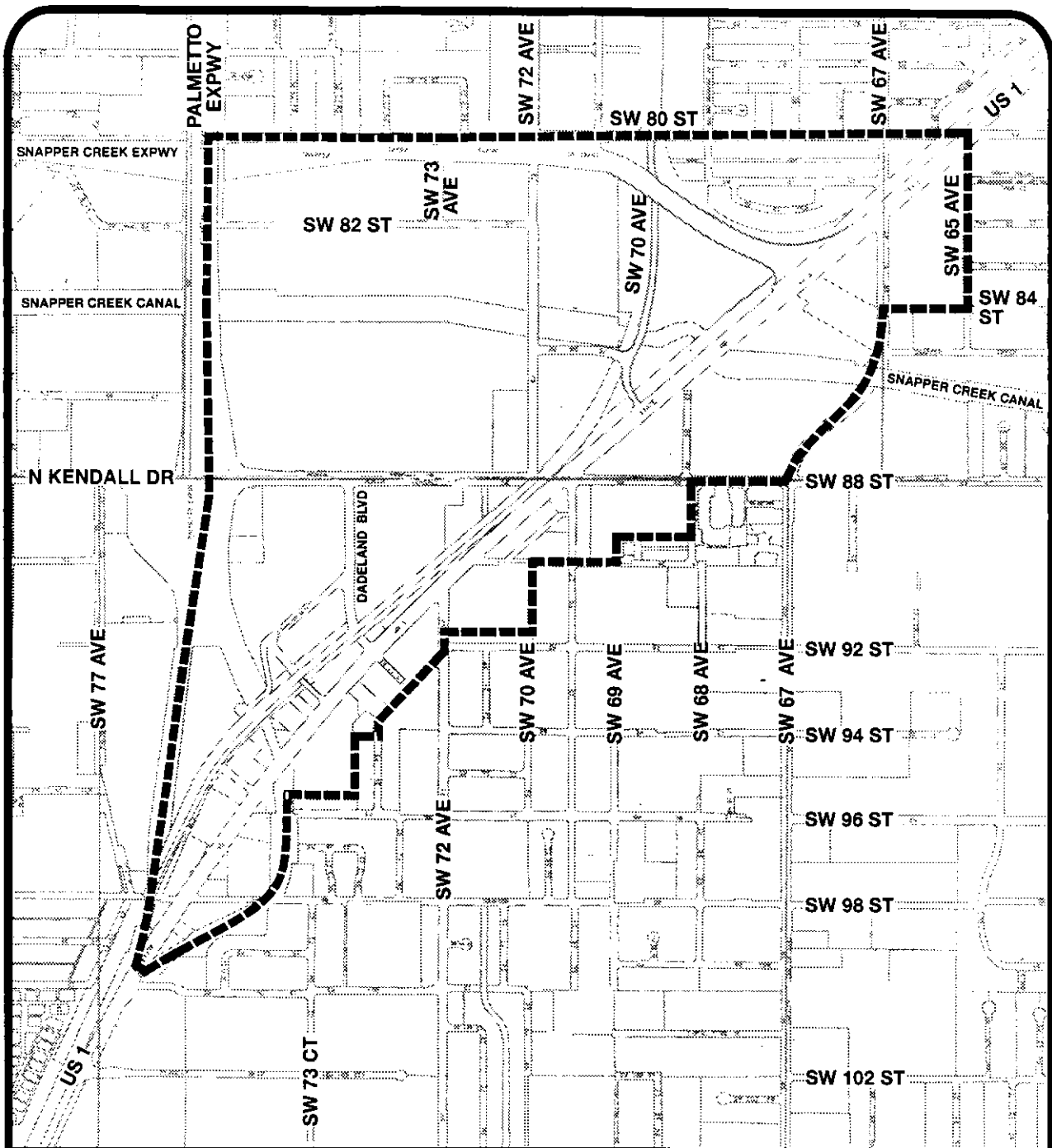
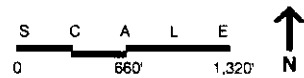


Figure 1

**DADELAND REGIONAL
ACTIVITY CENTER STUDY AREA**

 STUDY AREA BOUNDARY



**DEPARTMENT OF PLANNING,
DEVELOPMENT AND REGULATION**

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Department, the Florida Department of Transportation, the Metropolitan Planning Organization, and the Chamber-South (the local business association).

Responses to the problems and opportunities identified were formulated by the The Department of Planning, Development, and Regulation staff based primarily on existing programs and facilities, programmed and planned improvements, and comments received at meetings with the above agencies and group on the *Preliminary Report*. Where appropriate recommendations for action were made.

The following chapters analyze existing and future conditions in the area and a series of planning tools and techniques that can help to create a transit-supportive environment, encourage pedestrian and bicycle mobility, public transit usage, reduce automobile trips, and recommendations for implementation in the Dadeland Regional Activity Center.

2.0 LAND USE AND DEVELOPMENT PATTERN

2.1 Land Use

Transit-friendly communities feature land uses that encourage residents, workers, and visitors to use public transit as an alternative to the automobile for at least one or more of their trips. They also contain combinations of land uses in ways that encourage the use of public transit. Residents, workers, visitors and others will be encouraged to use public transit based on the presence of some or all of the following²:

- A mix of land uses, including retail, housing, offices and other employment centers, and such special uses as government offices, health care facilities, schools, or tourist or recreational uses;
- Essential services and conveniences that are located in close proximity to the public transit station, such as day care centers and dry cleaners, facilitating "trip-linking" and thus eliminating the need to make additional stops during the trip; and
- An overall environment that is active, human scaled, visually diverse and interesting where people are encouraged to walk.

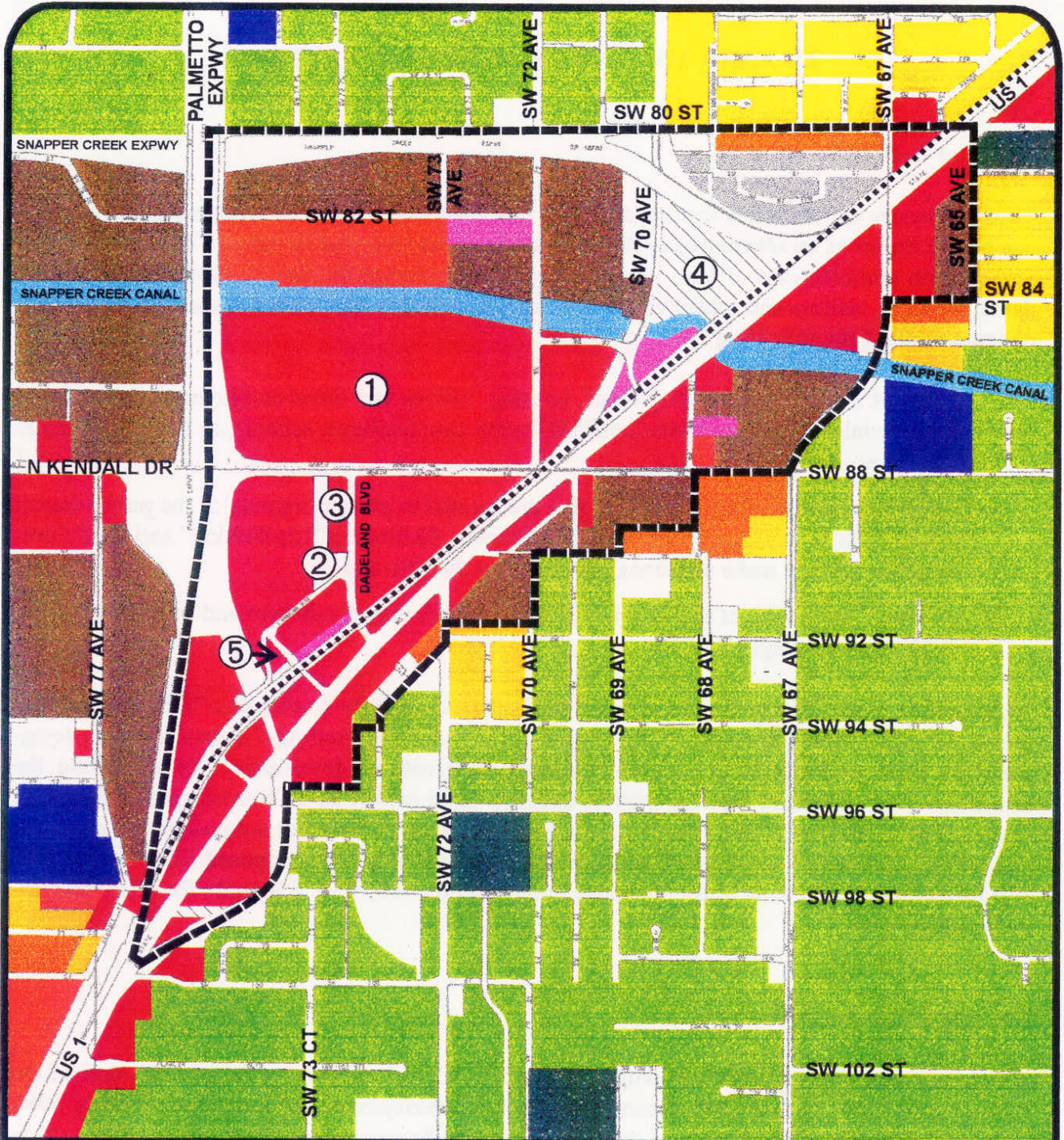
Metropolitan Dade County has designated the Dadeland Activity Center as a "Chapter 380 Regional Activity Center" pursuant to Section 380.06 (2) (e), F. S. Activity Centers are areas designated by local government to encourage a higher intensity of development by increasing the threshold of development size required to undergo State review as a Development of Regional Impact (DRI). Increased DRI review thresholds are already in place for the residential, commercial, office, and mixed use developments in the Dadeland area. The proposed RDD designation will further increase review thresholds pursuant to Section 380.0651, F.S., only for office and hotel developments.

Existing Land Use

A field survey of all the land uses within the Activity Center area was conducted by staff of the Metropolitan Dade County Department of Planning, Development and Regulation in May 1996 (see Appendix B). The purpose of this survey was to determine how land in the study area is currently utilized. An analysis of the land uses in this area shows a mixture of predominantly retail, service, office, and residential uses. Figure 2 depicts existing land uses found both within and adjacent to the Activity Center.

² *Planning for Transit-Friendly Land Use, A Handbook For New Jersey Communities*, Federal Transit Agency, U.S. Department of Transportation, June, 1994.

DADELAND REGIONAL ACTIVITY CENTER STUDY AREA



**Figure 2 EXISTING LAND USE
RESIDENTIAL COMMUNITIES**

| | | | |
|--|---------------------|-----------|--------|
| | ESTATE DENSITY | UP TO 2.5 | DU/AC* |
| | LOW DENSITY | UP TO 6 | DU/AC |
| | LOW-MEDIUM DENSITY | UP TO 13 | DU/AC |
| | MEDIUM DENSITY | UP TO 25 | DU/AC |
| | MEDIUM-HIGH DENSITY | UP TO 125 | DU/AC |

* DWELLING UNITS PER ACRE

- INDUSTRIAL AND OFFICE
- BUSINESS AND OFFICE
- INSTITUTIONAL AND PUBLIC FACILITY

- PARKS AND RECREATION
- TRANSPORTATION
- METRORAIL PHASE 1
- UNDER CONSTRUCTION
- WATER
- VACANT
- STUDY AREA BOUNDARY

SCALE ↑
0 660' 1,320' N

① PROPOSED DEVELOPMENT

**DEPARTMENT OF PLANNING,
DEVELOPMENT AND REGULATION**

Of the total 520 acres, 161.3 acres, or approximately 31 percent, are devoted to commercial use, 123 acres, or approximately 24 percent, are devoted to residential use, and 22.8 acres, or four percent, are devoted to office use. Table 1 summarizes all land uses in the Activity Center area.

Table 1
Existing Land Use
Dadeland Regional Activity Center

| LAND USE | ACRES | PERCENT |
|------------------------------|---------|---------|
| RESIDENTIAL | 123.1 | 23.7% |
| Single Family | (4.8) | (0.9%) |
| Multifamily | (118.3) | (22.8%) |
| COMMERCIAL | 161.3 | 31.0% |
| OFFICE | 22.8 | 4.4% |
| INDUSTRIAL | 9.8 | 1.9% |
| PARKS AND RECREATION | 10.6 | 2.0% |
| TRANSPORTATION AND UTILITIES | 169.1 | 32.5% |
| VACANT | 2.0 | 0.4% |
| WATER | 21.3 | 4.1% |
| TOTAL | 520.0 | 100.0% |

Source: Planning Division, Metropolitan Dade County Department of Planning, Development and Regulation, May, 1996

Ninety-five percent of the Activity Center's area has been developed with urban uses; the remainder is inland water and vacant land. Existing uses are largely commercial and office, the largest of which is the Dadeland Mall with 1,414,277 sq. ft. and the Datran Center, a mixed commercial, office, and hotel facility with 1,000,000 sq. ft. A small area of light and medium industrial uses is located in the northeastern quadrant of the Activity Center.

Residential development within the study area is essentially multifamily, with the exception of a small area of single-family residences and duplexes located at the northern boundary along S.W. 80th Street. Concentrations of apartments exist along the Activity Center's fringes in the northern portion of the Activity Center between the Snapper Creek Canal and the Snapper Creek Expressway, and along the Center's eastern boundary to the rear of the business developments along U.S. 1.

The area north of the Snapper Creek Canal and west of S.W. 70th Avenue has been developed with multifamily apartment and condominiums. Densities range from 16 dwelling units (du's)/acre (Dadeland Gardens Apartments) to 49 du's/acre (Dadeland Apartments). These

Medium and Medium-High Residential developments can support all types of public transportation, such as express bus and rail service³.

Even more than residential densities, public transit usage increases as employment density increases. The report, *Where Transit Works: Urban Densities for Public Transportation*, states that high residential density by itself will do little for public transit if there is no dominant employment or commercial destination. The Dadeland Regional Activity Center is a dominant employment center and a commercial destination.

A remnant pine rockland community, owned by Dade County, is located at S.W. 80th Street and S.W. 70th Avenue (see Figure 2). This site does not have any Federally Endangered or Threatened species; however, it contains a mature canopy of slash pine with a subcanopy comprised primarily of hardwood trees and shrubs. Following Hurricane Andrew, seeds from the mature slash pines located on this property were collected and used for public and private restoration in South Dade County. Because the site can continue to serve as a valuable source of pine seed, the Department of Environmental Resources Management (DERM) is recommending that the site be retained as a pineland restoration and seed collection site.

The Snapper Creek Canal runs across the northern area of the Activity Center (see Figure 2). This canal is under the jurisdiction of the South Florida Water Management District (SFWMD). Navigability of this canal is limited by the lack of access and low bridge clearances at S.W. 72nd Avenue and the Metrorail Dadeland North Station. Any development that encroaches on this canal or its right-of-way will require an occupancy permit from the SFWMD.

Only a few parcels of vacant land remain in the area: two at the intersection of S.W. 70th Avenue and S.W. 80th Street, another vacant parcel at the intersection of S.W. 82nd Street and S.W. 72nd Avenue, and a small parcel on U.S. 1 and S.W. 95th Street. However, there is potential for redevelopment in this area, as new development and redevelopment/expansion recently approved indicate. Developments approved include the Dadeland Mall expansion, the Chase Federal Building expansion, the Dadeland Pavilion redevelopment and the Dadeland Station project, currently under construction.

Adjacent Land Uses

Properties adjacent to the Dadeland Activity Center have been predominantly developed with single family and multifamily units (see Figure 2). Estate and low density residential units are found to the north and east of the Center, while multifamily developments are found to the west. One institutional use, the Immanuel Presbyterian Church, adjoins the study area's eastern boundary. Additionally, the northeastern boundary of the study area abuts Fuchs Park, a small neighborhood park facility.

³ *Where Transit Works: Urban Densities for Public Transportation*, The Regional Plan Association, December 1989.

The Palmetto Expressway buffers the medium-high density residential developments to the west. Properties located at the confluence of the Palmetto Expressway and South Dixie Highway are a conglomeration of commercial, institutional and residential uses. Another institutional use the Wayside Baptist Church, adjoins the Activity Center, to the southwest of the Center's western boundary.

Future Conditions

The Comprehensive Development Master Plan (CDMP), as adopted by the Board of County Commissioners in December 1988 and continually updated since, provides a generalized guide for future development in Metropolitan Dade County, Florida. The 2000 and 2010 Land Use Plan (LUP) map designates the Dadeland area as a Chapter 380 Regional Activity Center. It also identifies the various land uses and intensities of use that will be permitted to occur in the area. The sole purpose of designating the area as a Regional Development District is to increase Development of Regional Impact (DRI) review thresholds. It does not change the CDMP Land Use Plan designation, nor does it change the uses or intensities of development authorized in the CDMP. Figure 3 shows the pattern of development that will be permitted to occur in the study area and the surrounding area.

Residential. The Future Land Use Plan shows six residential density categories which are depicted on the LUP map by different colors. Each residential category is defined in terms of the maximum allowable gross density, expressed as the number of dwelling units per gross acre up to the specified maximum for the category. The portion of the map within the Dadeland Activity Center shows two residential density categories: Medium Density and Medium-High Density Residential.

Medium Density. This residential category allows up to 25 dwelling units per gross acre. The type of housing structures typically permitted in this category include townhouses and low-rise (one and two stories) and medium-rise (three and four stories) apartments. There is one area designated Medium Density residential use within the study area, the area east of U.S. 1 between S.W. 65th Avenue and S.W. 90th Street.

Medium-High Density. This residential use category accommodates apartment buildings with densities up to 60 dwelling units per gross acre. The area north of the Snapper Creek Canal between S.W. 70th Avenue and the Palmetto Expressway is designated Medium-High Density Residential.

Business And Office. This land use category allows a full range of sales and services, residential uses and the mixing of residential use with commercial uses, offices and hotels. Such uses "... may occur in self-contained centers, high-rise structures, ... or strips along highways." (Land Use Element, page I-18). In the Dadeland Regional Activity Center, the core area and the area both sides of U.S. 1 are designated for Business and Office on the Adopted Land Use Plan map (see Figure 3).

DADELAND REGIONAL ACTIVITY CENTER STUDY AREA

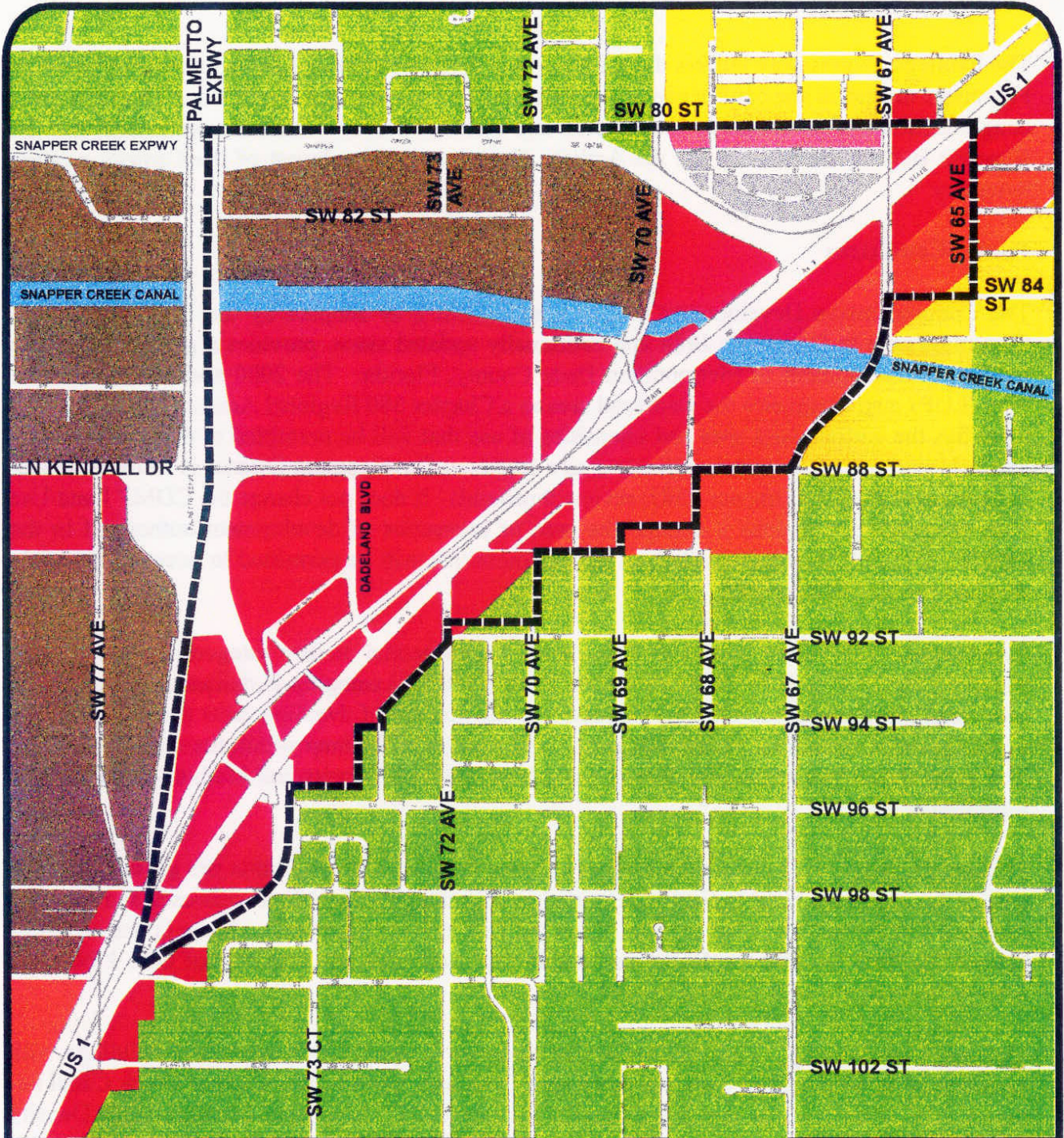
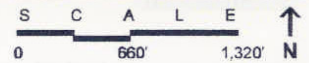


Figure 3 **ADOPTED 2000 & 2010 LAND USE PLAN**



- | | |
|---|---|
| <ul style="list-style-type: none"> ESTATE DENSITY LOW DENSITY MEDIUM DENSITY MEDIUM-HIGH DENSITY INDUSTRIAL AND OFFICE BUSINESS AND OFFICE OFFICE/RESIDENTIAL | <ul style="list-style-type: none"> WATER STUDY AREA BOUNDARY |
|---|---|

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Industrial and Office. Industries, manufacturing operations, warehouses, mini-warehouses, office buildings, wholesale showrooms, distribution centers, merchandise marts and similar uses are permitted in this land use category. Also included are construction and utility-equipment, maintenance yards, utility plants, and public facilities. In the Dadeland Regional Activity Center, a small area between S.W. 67th Avenue and S.W. 70th Avenue and north of the Snapper Creek Expressway is designated for industrial use.

Several developments are in the planning stages, or have been recently approved for the Dadeland area (see Figure 2). These developments include the following:

1. **Dadeland Mall Expansion.** An 800,000 sq. ft. expansion of an existing 1,414,277 sq. ft. mall through the addition of a second story to the existing mall;
2. **Dadeland Pavilion.** An urban infill mixed use development which includes a complex of 419,357 sq. ft. retail and entertainment, and a 98-room hotel;
3. **Addition to Chase Federal Building.** A proposed five-story parking garage with 30,000 sq. ft. of retail to the existing Chase Federal Building;
4. **Dadeland Station.** A 319,900 sq. ft. retail development (currently under construction); a professional office and 300-room hotel complex proposed for development adjacent to the Dadeland North Metrorail Station; and
5. **Datran Center Expansion.** Proposed development of an additional professional office tower at the existing Datran Center.

Table 2 lists the development increment contemplated to be constructed within the Dadeland Activity Center.

Table 2
Proposed Development
Dadeland Regional Activity Center

| Land Use | Development Intensity |
|---------------------|-----------------------|
| Retail | 1,569,257 sq. ft. |
| Professional Office | 260,000 sq. ft. |
| Hotel | 398 rooms |

Source: Dade County Department of Planning, Development, and Regulation, July, 1996.

Compliance With Local Comprehensive Plan

The area has an established commercial character in the "core" of the Center formed by the Snapper Creek Canal, Palmetto Expressway, and U.S. 1, and a multifamily residential character in the northern and eastern portions of the Activity Center. The development of vacant parcels and the redevelopment of older buildings are intensifying the density in the area. However, these new developments are mostly single-land use type of developments.

The portion of the Activity Center east of U.S 1 and south of the Snapper Creek Canal is located within the boundaries of the newly incorporated Village of Pinecrest. The Village, incorporated on March 12, 1996, has yet to develop and adopt a comprehensive plan and land use development regulations. In the interim, Dade County's CDMP and land development regulations govern new developments and redevelopment. When the Village of Pinecrest adopts a comprehensive plan, it will have the discretion to adopt the Regional Development District (RDD) designation for the portion of the District within its corporate limits.

Summary

Development within the Activity Center and surrounding areas has been generally guided by the CDMP and previous comprehensive plans; however, there is need to further consolidate uses in order to reduce the automobile's advantage over public transit. Public transit is more highly utilized where activities are mixed and the user can walk between activities. The Dadeland Activity Center currently has large areas comprised entirely of single land uses. This practice leaves the Center inactive for long periods of the day and evening. The Dadeland Activity Center, however, has an overall mix of uses that is pedestrian-oriented and transit-supportive, such as medium and medium-high density residential uses and commercial uses that create a market for retail uses and public transit ridership. Future developments and redevelopments anticipated for the area will provide mixed-use developments. However, the area lacks uses that provide ridership in off-peak hours (i.e. evening hours and weekend) such as entertainment and recreational uses.

The major land use issues in the area are:

- Residential, commercial, office and retail service uses within the Activity Center are in relatively close proximity, but segregated; thus, strategic mixing of these land uses is needed to encourage people to undertake multiple activities on foot;
- Single-use development, such as office buildings, should be encouraged to have complementary uses such as day care, restaurants, and retail stores to help reduce automobile trips; and
- The Regional Activity Center lacks land uses that generate continuous pedestrian activity over the course of the day, evening, and night. Example of such uses include entertainment and recreational uses that can enliven the area, and stimulate pedestrian activity.

Recommendations

- ♦ Concentrate the mix of land uses at a scale and density appropriate to the area to produce a high level of pedestrian activity. Rather than concentrating single-activity uses over a large area and diluting their impact, concentrate these uses within defined areas for maximum impact.
- ♦ Encourage multiple, compatible uses within buildings. The mix of land uses should complement each other and the adjacent areas.
- ♦ Insure that land uses in the area, especially around the stations, are not undermined by similar developments nearby.
- ♦ 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.
- ♦ Parking structures if placed along streets should incorporate active ground floor uses along street frontages.

The implementation of these recommendations should be through zoning and site plan approval.

2.2 Zoning

Chapter 33, the Zoning Code, of the Code of Metropolitan Dade County, contains all descriptions, regulations and development standards for each zoning classification. All of the zoning districts, boundaries and classifications in the Activity Center and surrounding area are shown on the zoning map reproduced in Figure 4.

Uses Permitted

The Dade County Zoning Code generally promotes single types of land uses. Although it makes allowances for mixed uses, these are limited and restricted. Residential districts found within the Activity Center include RU-4L (Limited Apartment House District), RU-4M (Modified Apartment House District) and RU-4 (Hotel Apartment House District), and RU-2, single-family duplexes. Table 3 lists all the zoning districts, density, and permitted uses in the Dadeland Regional Activity Center.

In 1972, the Board of County Commissioners amended the RU-4 and RU-4A zoning districts to reduce densities in these districts. Higher densities were permitted in these districts as they were adopted in 1957. Some of the major features of the amended ordinances include: reduction of density from a possible 87 dwelling units per net acre to 50 dwelling units per net acre; a minimum of 40 percent clear open space unencumbered with cars or building and a review of

DADELAND REGIONAL ACTIVITY CENTER STUDY AREA

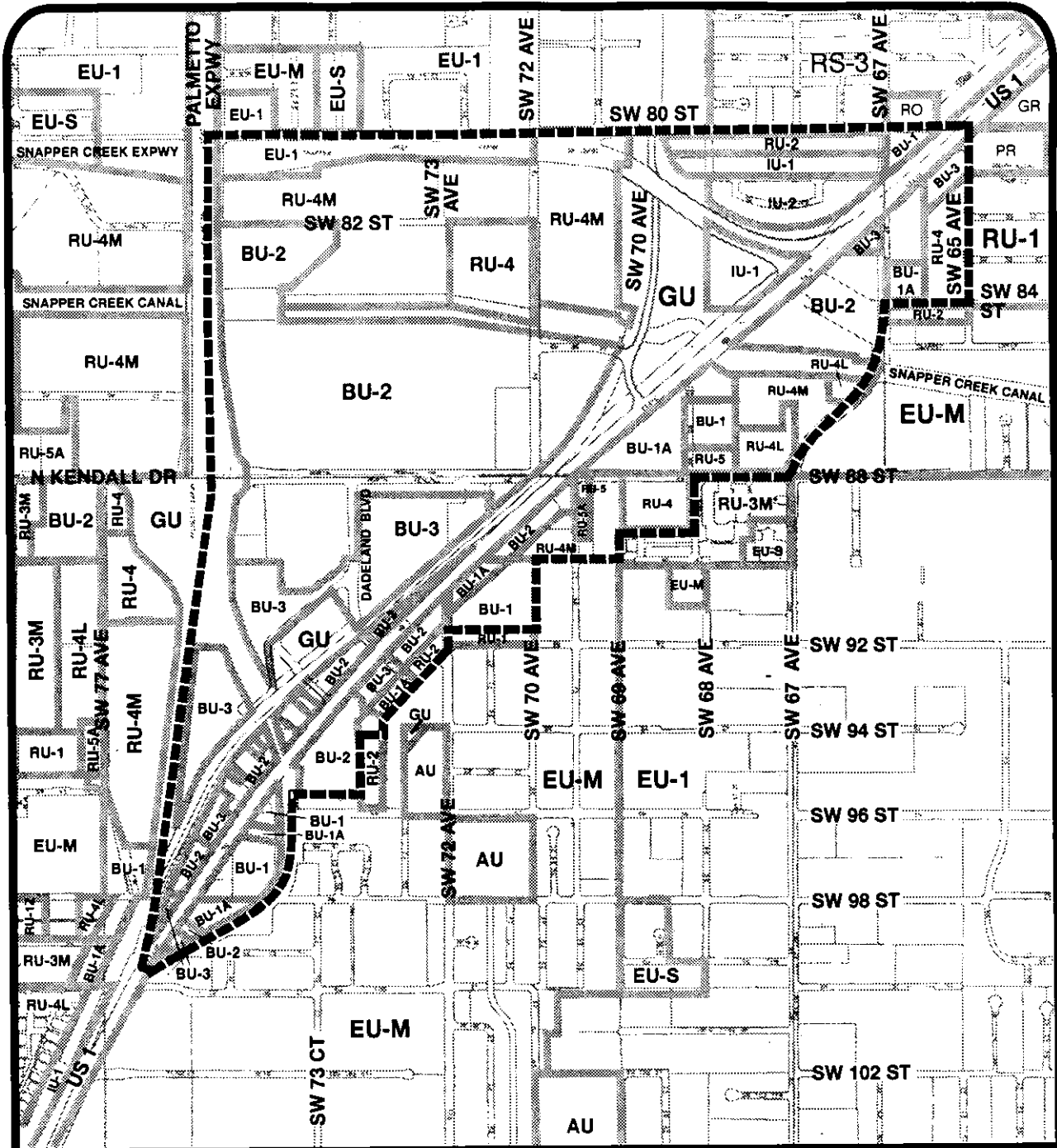
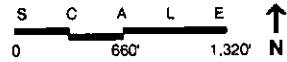


Figure 4 **EXISTING ZONING DISTRICTS**

| | |
|-------------------------|---------------------------------------|
| RESIDENTIAL | OFFICE / RESIDENTIAL |
| EU-1 ESTATE ONE FAMILY | RU-5 RESIDENTIAL / SEMI- PROFESSIONAL |
| EU-S ESTATE SUBDIVISION | RU-5A SEMI-PROFESSIONAL OFFICES |
| EU-M ESTATE MODIFIED | |
| RU-1 SINGLE FAMILY | BUSINESS / OFFICE |
| RU-2 TWO-FAMILY | BU-1 NEIGHBORHOOD BUSINESS |
| RU-12 ZERO LOT LINE | BU-1A GENERAL BUSINESS |
| RU-3M MINIMUM APTS. | BU-2 SERVICE BUSINESS |
| RU-4L LIMITED APTS. | BU-3 LIBERAL BUSINESS |
| RU-4M MODIFIED APTS. | |
| RU-4 HIGH DENSITY APTS. | |
| RU-4A HOTEL APTS. | |



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site plans for all development proposals. The RU-4A district also permits 75 units per net acre for hotels, motels, and apartment hotels.

As indicated in Table 3, residential districts mostly allow residential uses; exceptions include day care, recreational uses, houses of worship, and retail and service convenience for developments over 300 units. The Office/Residential zoning district (RU-5) allows a mix of professional offices and residences. And, depending on lot area available, the Semi-Professional Office District (RU-5A), allows for the occupant of an office to have an accompanying residential use.

Business zoning districts allow for retail, service, convenience, and large scale commercial activities. Business districts within the core area include BU-2 (Special Business District) and BU-3 (Liberal Business District). These districts typically permit a wide variety of activities not permitted in more restricted business districts such as BU-1 (Neighborhood Business District), and BU-1A (Limited Business District). For example, bars, liquor stores, adult-oriented activities, and major department stores are not permitted in the BU-1 and BU-1A districts, but are allowed in the BU-2 and BU-3 districts. The BU-3 district also permits more intensive uses such as automobile sales lots, large scale commercial facilities and office parks, all of which are present in the Activity Center.

Residential uses may also be permitted in the BU-1 district as a combination of permitted business uses and residential uses housed in the same building; however, the floor area of the residential use shall not exceed fifty percent of the floor area of the building. Residential uses are permitted in the BU-1A and BU-2 districts subject to approval at a public hearing, and are prohibited in the BU-3 district.

Within the Village of Pinecrest, zoning along U.S. 1 include BU-1, BU-1A, BU-2, and BU-3. The BU-1 (Neighborhood) and BU-1A (Limited Business) districts permit a variety of retail and service convenience uses intended to satisfy the essential and frequent needs of the adjacent residential neighborhoods and public transit users. U.S. 1, South Dixie Highway, contains various retail establishments, restaurants, automobile sales, rentals, repair and service stations, offices, convenience food stores, dry cleaners, banks, and a few bars and lounges. Some of these uses may generate pedestrian activity and encourage public transit usage. However, there are some uses in this area that are not appropriate, such as automobile sales, rentals and repair. These type of uses do not encourage public transit usage. Others, such as restaurants and bars draw some patronage for public transit, but are limited in the amount of public transit riders they draw in the evenings and on weekends.

As discussed in the Land Use Section, more pedestrian and public transit-oriented uses are needed in the Dadeland Regional Activity Center area, specially around the Metrorail stations. As some areas are redeveloped with more intense land uses, priority should be given to those uses that compliment each other and the adjacent area.

Table 3
Zoning Districts
Dadeland Regional Activity Center

| Land Use Category | Zoning District | Permitted Density | Typical Permitted Uses* |
|--|---|---|---|
| Residential | EU-1 Single Family One Acre District | 1 unit/ gross acre | one family residence, |
| | EU-M Estate Modified District | 1 unit/net 15,000 sf | one family residence |
| | EU-S Estate Use Suburban District | 1 unit/gross 25,000 sf | one family residence |
| | RU-1 Single Family Residential District | 1 unit/net 7,500 sf | one family residence, day care |
| | RU-1Z Single Family Zero-Lot-Line District | 1 unit/net 5,000 sf | one family zero lot line residence |
| | RU-2 Two Family Residential District | 2 unit/net 7,500 sf | duplex, 2 family residence, garage apartment |
| | RU-TH Townhouse District | 8.5 units/ net acre | townhouse |
| | RU-3M Minimum Apartment House District | 12.9 units/ net acre | multifamily apartment house, community residential facilities |
| | RU-4L Limited Apartment House District | 23 units/ net acre | one BU-1 retail use per development multiple family apartment house community residential facility |
| | RU-4M Modified Apartment House District | 35.9 units/ net acre | multifamily apartment house, community residential facility |
| | RU-4 High Density Apartment House District | 50 units/ net acre | multifamily apartment house, community residential facility |
| | RU-4A Hotel Apartment House District | 50 units/net acre 75 units/ net acre | multifamily apartment house, apartment-hotel, hotel, motel, convalescent home, hospital, private clubs |
| | Office/ Residential | RU-5 Residential-Semi-professional Office District | |
| RU-5A Semi-professional Office District | | | professional offices, banks, travel agency |
| Business and Office | BU-1 Neighborhood Business District | | mixed use (residence/business), retail and service convenience facilities, offices |
| | BU-1A General Business District | | retail and service convenience facilities, service stations, health clubs, animal hospitals, supermarkets, movie theaters |
| | BU-2 Special Business District | | larger scale commercial facilities and offices parks, pubs and bars |
| | BU-3 Liberal Business District | | larger scale commercial facilities, adult-oriented retail/service, lumber yard, pawnbroker** |
| Industrial and Office | IU-1 Light Manufacturing District | | watchman's quarters, showroom, commercial, machine shop, steel fabrication, warehouse |
| | IU-2 Heavy Manufacturing District | | sawmills |

* Zoning is cumulative. Therefore, with the exception of agricultural uses, uses allowed in one district are generally allowed in the next most intensive district.

** requires a special exception

Source: Chapter 33, Zoning, of the Code of Metropolitan Dade County, July, 1996

Building Content and Setbacks

Table 4 shows all the zoning districts, lot size, design standards, lot coverage, building height, building setbacks, floor area ratio (FAR), and open space. The effect of these regulations has been to promote building designs that are more comfortable to motorists than to pedestrians and development patterns that are low in intensity.

Lot Coverage. In the RU-2, RU-3M, RU-4L, and RU-4M Districts, lot coverage is restricted to 30 percent of the total lot area. In the RU-4, RU-4A, RU-5, and all BU districts, this requirement is 40 percent of the total lot area. Adherence to this policy creates a building form in which buildings and land uses are placed farther apart. This creates a typical suburban pattern of widely spaced buildings, rather than a more compact, urban pattern. As a result, walking distances increase, discouraging pedestrians from walking to their destinations. In most compact urban areas, buildings cover most of the entire lot and are adjacent to each other.

Building Height. Height requirements vary for zoning districts. In the BU-1 District, buildings may reach a maximum height of two stories or thirty-five feet. In BU-1A, height may reach four stories or forty-five feet, and in more liberal business zoning districts, such as BU-2 and BU-3, height is not restricted; it is determined by lot size and other standards, such as floor area ratio and lot coverage.

In residential districts, height is less restrictive as zoning becomes more liberal. Table 4 shows that the RU-2 and RU-3M Districts allow only two stories or thirty-five feet. More intense residential zones allow greater building heights. In the RU-4L and RU-4M Districts, buildings may reach six stories or seventy five feet and eight stories or 100 feet, respectively. RU-4 and RU-4A Districts allow building heights to reach 100 feet or more depending on the property size.

In the RU-5 district height is restricted to two stories or thirty-five feet; in the RU-5A district height is restricted to twenty-four feet .

Most buildings in the Dadeland area meet the provisions of the zoning ordinances. But in some instances, building heights are inappropriate, as is the case of the low-rise (usually one story) buildings along U.S. 1. These buildings, located in BU-1 districts, where the maximum building height is two stories, does not relate well to the 116-foot width of the roadway.

Setbacks. Building setback is one of the design characteristics typical of modern suburbia. Setbacks are required in most zoning districts on all sides: front, rear, and sides. Setbacks at ground level, especially in the front of major streets, separate buildings from the street and cause the pedestrian to lose perspective.

Front Setback. Requirements for the front setback range from twenty feet for Business and Industrial districts to twenty- five feet for Residential and Office districts. In the RU-4 and RU-4A Districts, minimum front setback is twenty-five feet increased by forty percent if height of the building is over thirty-five feet high. Maximum setback distance is fifty feet.

Table 4
Building Content, Setbacks, and Lot Area

| Building Characteristic | Zoning District | | | | | | | | | | | | | |
|---|-----------------------|-----------------------|--|---|--|--|--------------------------|--------------------------|--|--|--|--|---|---|
| | RU-2 | RU-3M | RU-4L | RU-4M | RU-4 | RU-4A | RU-5 | RU-5A | BU-1 | BU-1A | BU-2 | BU-3 | IU-1 | IU-2 |
| Minimum Lot Area (square feet) | 7,500 | 16,884 | 10,000 | 10,000 | 10,000 | 10,000 | 10,000 | 10,000 | 5,000 corner 7,500 | 5,000 corner 7,500 | 5,000 corner 7,500 | 5,000 corner 7,500 | 7,500 | 7,500 |
| Max. Lot Coverage | 30% | 30% | 30% | 30% | 40% | 40% | 40% | 40% | 40% | 40% | 40% | 40% | no limit | no limit |
| Maximum Height | 2 stories or 35 ft | 2 stories or 35 ft | 6 stories or 75 ft | 8 stories or 100 ft | 100 ft if >100 ft shadow controlled by 41° angle | 100 ft if >100 ft shadow controlled by 41° angle | 2 stories or 35 ft | 2 stories or 35 ft | 2 stories or 35 ft | 4 stories or 45 ft | no limit | no limit | equal to width of widest adj street | equal to width of widest adj street |
| Front Setback (ft)* | 25 | 25 | 25 | 25 | 25 if height ≤ 35 ft 25 ft + 40% of height if height > 35 ft maximum 50 ft | 25 if height ≤ 35 ft 25 ft + 40% of height if height > 35 ft, maximum 50 ft | 25 | 24 | 20 | 20 | 20 | 20 | 20 | 20 |
| Rear Setback (ft) | 25 | 25 | 25 | 25 | 25 if height ≤ 35 ft 25 ft + 40% of height if height > 35 ft | 25 if height ≤ 35 ft 25 ft + 40% of height if height > 35 ft | 25 | 25 | 20 if adj to RU/EU 5 if adj to BU/IU (walls w/ opening) 0 if adj to BU/IU (walls w/o opening) | 20 if adj to RU/EU 5 if adj to BU/IU (walls w/ opening) 0 if adj to BU/IU (walls w/o opening) | 20 if adj to RU/EU 5 if adj to BU/IU (walls w/ opening) 0 if adj to BU/IU (walls w/o opening) | 20 if adj to RU/EU 5 if adj to BU/IU (walls w/ opening) 0 if adj to BU/IU (walls w/o opening) | 20 if adj to RU/EU 5 if adj to BU/IU (w/o wall opening) maximum 35 | 20 if adj to RU/EU 5 if adj to BU/IU (w/o wall opening) maximum 35 |
| Interior Side Setback (ft) | 7.5 | 20 | 2 story 15 >2 story 20 | 2 story 15 >2 story 20 | 25 or line formed by sun angle of 63° | 25 or line formed by 63° angle | 15 | 15 | 15 if adj to RU/EU 5 if adj to BU/IU (walls w/ opening) 10 if BU contains residential use 0 if adj to BU/IU | 15 if adj to RU/EU 5 if adj to BU/IU (walls w/ opening) 10 if BU contains residential use 0 if adj to BU/IU | 15 if adj to RU/EU 5 if adj to BU/IU (walls w/ opening) 10 if BU contains residential use 0 if adj to BU/IU | 15 if adj to RU/EU 5 if adj to BU/IU (walls w/ opening) 10 if BU contains residential use 0 if adj to BU/IU | 0 BU/IU 5 w/o wall opening 10 for res portion 15 if adj RU/EU | 0 BU/IU 5 w/o wall opening 10 for res portion 15 if adj RU/EU |
| Side Street Setback (ft) | 15 | 25 | 25 | 25 | 25 or line formed by 63° angle | 25 or line formed by 63° angle | 15 | 15 | 15 25 if adj to RU/EU | 15 25 if adj to RU/EU | 15 25 if adj to RU/EU | 15 25 if adj to RU/EU | 15 25 if adj to RU/EU | 15 25 if adj to RU/EU |
| Maximum F A R | na | 1 ft 30 2 ft 50 | 1 story 30 2 story 50 3 story 75 4 story 80 5 story 85 6 story 90 | 1 story 30 2 story 50 3 story 75 4 story 80 5 story 85 6 story 90 7 story 95 8 story 1.0 | 1 story 40 2 story 60 3 story 80 4 story 1.0 5 story 1.2 6 story 1.4 7 story 1.6 8 story 1.8 9 story 2.0 | 1 story 40 2 story 60 3 story 80 4 story 1.0 5 story 1.2 6 story 1.4 7 story 1.6 8 story 1.8 9 story 2.0 | 1 story 40 2 story 60 | 1 story 40 2 story 60 | 1 story 40 >1 story 11 for each additional story | 1 story 40 >1 story 11 for each additional story | 1 story 40 2-8 story 11 for each additional story 9+ story 06 for each additional story | 1 story 40 2-8 story 11 for each additional story 9+ story 06 for each additional story | no limit | no limit |
| Minimum Open Space (percentage of total lot area) | na | 25% | 1-4 story 25 >4 story 35 | 1-4 story 25 5-6 story 30 >6 story 35 | 40 | 40 | 25 | 25 | 1 acre 18 >1-5 acres 16 >5-25 acres 14 >25 acres 12 add 1.5% per story | (one story) 1 acre 18 >1-5 acres 16 >5-25 acres 14 >25 acres 12 (2-8 stories) add 1.5% per story | (one story) 1 acre 18 >1-5 acres 16 >5-25 acres 14 >25 acres 12 (2-8 stories) add 1.5% per story (9+ stories) add 2.5% per story | (one story) 1 acre 18 >1-5 acres 16 >5-25 acres 14 >25 acres 12 (2-8 stories) add 1.5% per story (9+ stories) add 2.5% per story | 10% 15% if abuts RU/EU | 10% 15% if abuts RU/EU |

* Setbacks in BU and IU districts are determined by adjacent zoning districts where noted.

Source: Chapter 33, Zoning, Code of Metropolitan Dade County

Interior Setbacks. The minimum setback distances and spacing requirements for all business and industrial uses (except IU-C) range from five feet (no minimum if a side wall has no openings and meets fire regulations), if adjacent property is zoned BU or IU, to fifteen feet if adjacent property is zoned RU or EU. For residential districts, the setback ranges from seven and a half feet for RU-2 to twenty feet for RU-3M. In RU-4L and RU-4M Districts the minimum interior side setback is fifteen feet for one and two story buildings, and twenty feet for buildings over two stories. For RU-4 and RU-4A, minimum interior side setback is twenty-five feet or measured by building containment within a line formed by a vertex of a sixty-three degree angle at the property line and the ground. For office districts, the minimum interior side setback is fifteen feet.

Side Street Setback. The minimum distance a building should be placed from the right-of-way is fifteen feet in BU and IU districts, and twenty-five feet, if the adjacent property is zoned residential district. In the RU-5 and RU-5A districts, the minimum side street setback distance is fifteen feet.

Floor Area Ratio. Floor area ratio (F.A.R.) becomes less restrictive as zoning districts become more liberal. F.A.R. ranges from .30 for one story buildings in the RU-4M District to 2.0 in the RU-4 and RU-4A Districts. F.A.R. in office districts permits .40 for one story buildings and increases to .60 for two story buildings.

Business zoning districts utilize a more complicated formula for F.A.R. In the BU-2 and BU-3 districts, F.A.R. starts at .40 for one story, increases .11 for each additional story up to the eighth story and thereafter increases by .06 for each additional story. Thus, a four story building would have a floor area ratio of .73, while a ten story building in the BU-2 or BU-3 District would have a floor area ratio of 1.29.

Landscaped Open Space. All zoning districts in the Dadeland Activity Center area, except RU-2, require the provision of landscaped open space. In the residential districts, minimum landscaped open space ranges from twenty-five percent of total lot area in the RU-3M District to forty percent in the RU-4A District. In the office districts, twenty-five percent is required.

In all BU Districts, the minimum landscaped open space for one story buildings occupying one acre is eighteen percent of total lot area and decreases, on lots greater than one acre and up to five acres, to sixteen percent; on more than five acres and up to twenty-five acres, fourteen percent; and on lots greater than twenty-five acres, twelve percent. These minimum requirements are increased by one and one-half percent for each additional story. In BU-2 and BU-3 Districts, the landscaped open space is increased by two and one-half percent for additional stories after the eighth story.

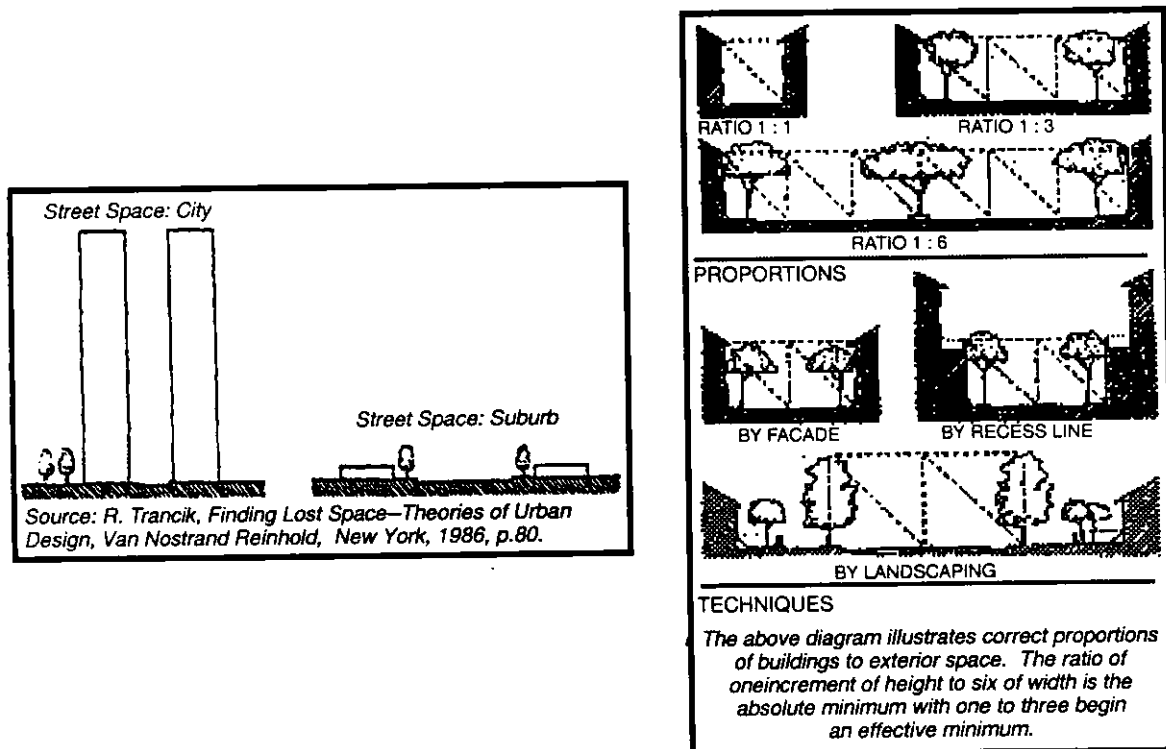
In industrial districts the minimum landscaped open space requirement is ten percent of the net lot area (20 percent in the IU-C District) and increases to fifteen percent if the use abuts a residentially zoned or developed property.

The provision for landscaped open space beautifies the environment and provides shade for pedestrians. However, in more urbanized areas, this requirement is tailored to the conditions of the area. Colonnades can provide sun and rain protection as well as human scale.

All these regulations have produced a scale of buildings that are inappropriate to the area as the low rise buildings (often one story) do not relate well to the width of streets. Various sources cite different scales as ideal, ranging from ratios of one increment of height to one increment of width to one increment of height to six increments of width⁴. However, as this ratio tightens, the sense of place is strengthened⁵.

The purpose of providing scale which relates buildings to the street is to create a sense of place by defining spatial enclosure (see figure 5). Utilizing proper scale, which relates well to the street creates a sense of place, which is necessary to promote favorable walking conditions.

Figure 5
Proportions Of Building Exterior Space



⁴ Reid Ewing, *Pedestrian and Transit Friendly Design*, March, 1996, p. 27.

⁵ Charles George Ramsay and Harold Reeve Sleeper, *Architectural Graphic Standards*, Ninth Edition, American Institute of Architects, p. 86.

Rights-of-way on the Dadeland area's two most recognizable corridors, South Dixie Highway and North Kendall Drive, are 116 and 110 feet wide, respectively. If the one to one ratio were applied, buildings fronting on these corridors would be at least ten stories high. Yet these corridors are generally dominated by one story buildings.

Summary

Most buildings in the Dadeland Regional Activity Center area meet the provisions of the Zoning Code. In general, the scale of the buildings is so low that they fail to define the corridors and do not provide a sense of place. The lot coverage requirements cause buildings to be spaced far apart, requiring the pedestrian to walk farther distances. Buildings are set back more deeply from the street, separating buildings from the sidewalk, creating an environment which discourages people from walking to the public transit stations and commercial establishments. The lack of a sense of place, wide spacing of land uses, and poor relationships between streets and buildings discourage residents and visitors from walking and cause them to utilize private vehicles for even the shortest of trips.

The buildings and structures fronting the main corridors in the area should help to define these corridors, while reinforcing a human scale environment. Buildings should be located closer to the street, and their height should relate to the street and the context of the area. In the case of very tall buildings, a setback of no more than twenty feet from the street line should be permitted. For uses that generate a high percentage of auto trips, deeper setbacks may be permitted; however, parking within the setback should be restricted or eliminated.

Building profiles should reinforce the sense of place needed to pedestrianize the Dadeland Activity Center area. Buildings fronting on major corridors, such as North Kendall Drive and South Dixie Highway, should be built at a scale which defines the corridor by providing enclosure. On the other hand, buildings should not be so tall as to completely overwhelm pedestrians and the street to become canyon-like. A careful balance must be maintained between human scale and the scale of the area. In addition, buildings should include, at the street line, design elements that encourage pedestrian interest such as large display windows, multiple entries, and clear signage. Building entries may be screened into the facade and partially covered, allowing pedestrians to congregate or escape inclement weather.

Recommendations

- Enact a zoning overlay district addressing such factors as public 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 in Section 2.1.

- ♦ Lot Coverage. Increase the permitted lot coverage to fifty percent or more. (Variances granted in the area have permitted an average of fifty-four percent lot coverage.)
- ♦ 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 to help shorten the sense of walking distances..

3.0 PEDESTRIAN AND BICYCLE FACILITIES

One of the major components of transforming an area whose mode of transportation is dominated by the automobile into a more attractive and pedestrian-friendly area is the provision of pedestrian and bicycle facilities. These facilities include sidewalks, covered walkways, bike paths, crosswalks with crossing signals, promenades, shade, and sheltered bus stops, as well as facilities designed to slow automobiles, including traffic lights, stop signs, and yield signs. In the Dadeland area pedestrian facilities are mostly provided on major corridors.

The CDMP provides a policy that emphasizes the placing of pedestrian facilities "with width and street edge necessary to accommodate pedestrian volumes or to enhance safety or comfort of pedestrians on sidewalks along any high-speed roadways. Crosswalks will be provided, and all multi-lane roadways shall be fitted with protected pedestrian refuges in the center median at all significant pedestrian crossings." (Land Use Element, Page I-21.1.)

3.1 Pedestrian Facilities

Sidewalks

Sidewalks are provided on corridors such as U.S. 1, North Kendall Drive, S. W. 67th Avenue, S.W. 72nd Avenue, S.W. 77th Avenue, and on minor corridors including S.W. 80th Street, S.W. 82nd Street, and S.W. 92nd Street (see Figure 6). However, large segments of these roadways lack sidewalks or have sidewalks on only one side of the street. In most locations, sidewalks are of good quality, without major cracks, impediments, or interruptions; nevertheless, these conditions do occur.

Where new development will take place, developers have agreed to provide sidewalks in several locations. The Equitable Life Assurance Society of U.S., developers of the Dadeland Mall, will provide a new sidewalk encircling the existing mall and its expansion connecting the mall to Kendall Drive and a covered walkway connecting the mall to the Dadeland North Station. A new sidewalk is to be built on South Dadeland Boulevard south of the new development approved for the Homart Corporation. And, a new sidewalk will be built along S.W. 70th Avenue north of the Dadeland North Station by the Berkowitz Development Group (see Figure 6).

More sidewalks are needed in many locations. One of the major areas lacking sidewalks is the U.S. 1 corridor, especially on the west side between S.W. 80th Street and S.W. 90th Street. Other corridors lacking sidewalks include South Dadeland Boulevard, S.W. 67th Avenue, between U.S. 1 and S.W. 80th Street, S.W. 77th Avenue, and S.W. 82nd Street, on the south side.

Table 5 lists all improvements needed to complete the sidewalk network in the Dadeland area.

DADELAND REGIONAL ACTIVITY CENTER STUDY AREA

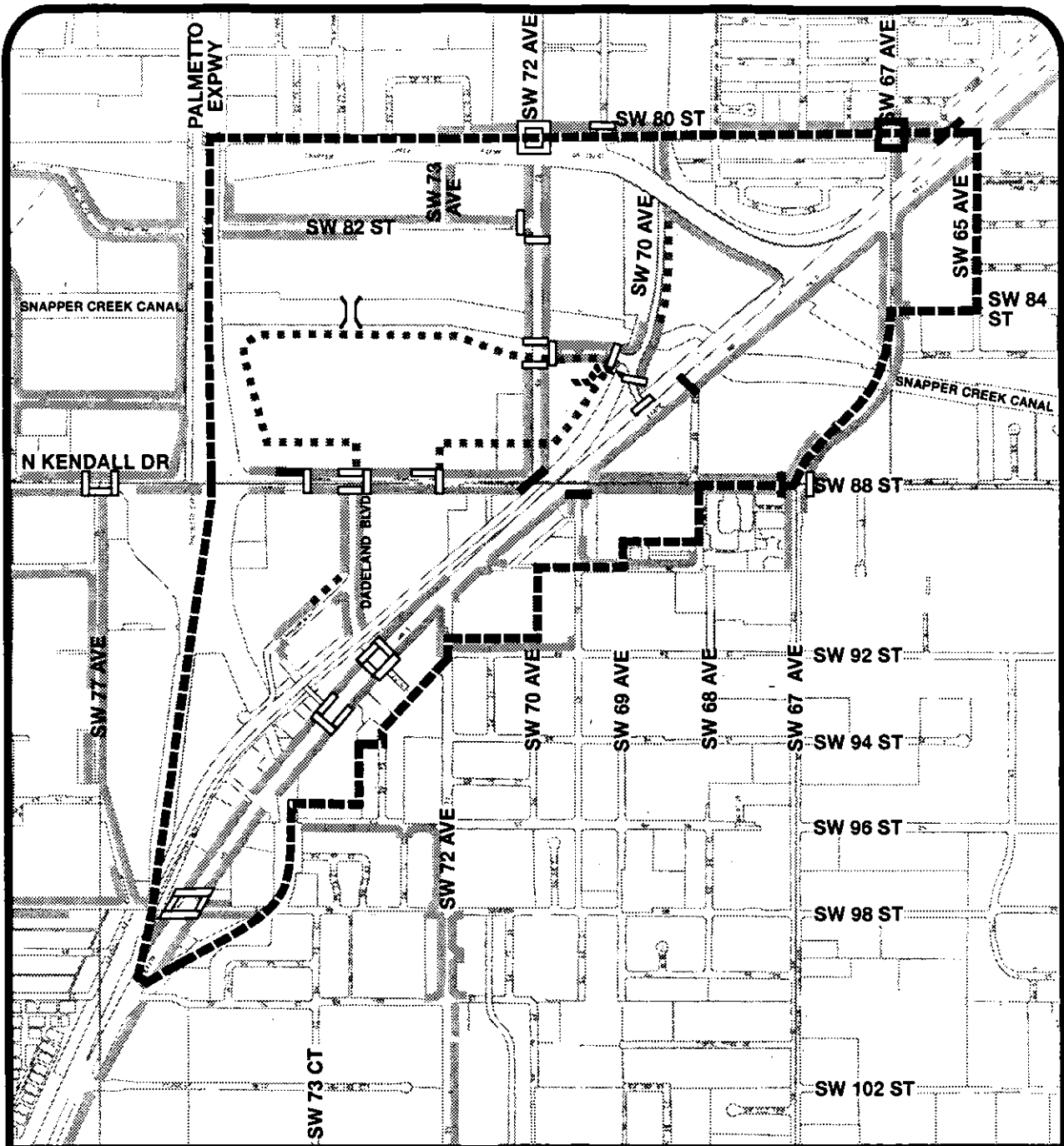






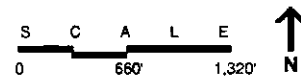


Figure 6 **SIDEWALKS AND CROSSWALKS**

-  EXISTING SIDEWALK
-  PROPOSED SIDEWALKS
-  PROPOSED COVERED PEDESTRIAN PATHWAY
-  STRIPED CROSSWALK
-  CROSSWALK WITH SOLID WHITE LINES
-  PEDESTRIAN BRIDGE

 STUDY AREA BOUNDARY



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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.

Source: Metropolitan Dade County Department of Planning, Development, and Regulation, April, 1996

Crosswalks and Crossing Signals

Striped crosswalks and crossing signals are provided at some major intersections in the area (see Figure 6). Table 6 shows all crosswalks and pedestrian signal locations in the Dadeland area. However, more crosswalks are needed to allow people to safely cross roads.

Striped crosswalks and crossing signals are needed at the intersections of U.S. 1 and S.W. 80th Street and S.W. 67th Avenue, North Kendall Drive, Dadeland Boulevard, and S.W. 98th Street to facilitate pedestrian access from all residential areas east of U.S. 1 to the commercial areas in the Activity Center and Metrorail stations (see Figure 7). The intersections of U.S. 1 and S.W. 67 Avenue and North Kendall Drive are particularly dangerous. Table 7 lists all crosswalk and pedestrian signal needs.

Bus Benches and Shelters

Another important element lacking in the district is the provision of adequate public transit waiting areas. Public transit stops must be located within walking distance in order to attract ridership. Since maximum walking distance is generally considered to be one quarter-mile, bus stops should be located every half-mile. Where bus stops are not located within walking distance, people will use their cars to reach destinations. The Metropolitan Dade County Transit Agency strives to place bus stops every one eighth of a mile in urbanized areas.

The provision of bus stops with benches or shelters as opposed to signs alone attracts ridership. The provision of shelters is one important aspect in transit planning.⁶ Shelter provides protection from the rain and sun. Riders are also attracted by aesthetically pleasing shelters, with decorative elements.

Policy III-1A of The Adopted Metropolitan Dade County Comprehensive Development Master Plan calls for bus stops every mile in areas with 10,000 residents and employees combined per square mile. The Dadeland Activity Center area contains approximately 317 acres with a combined resident/employee total of approximately 28,000 people. This figure translates into 88 people per acre. Research published recently indicated a minimum figure of 23 residents or employees per acre necessary to support minimum bus service,⁷ a figure easily met by the Dadeland Activity Center area.

Currently, the only road segment which has bus benches or shelters at least every half mile is Kendall Drive west of U.S.1. More frequent location of bus benches and shelters will encourage more public transit usage. Locations of bus stops and shelters in the Dadeland Activity Center area are listed in Table 8.

⁶ Ewing, p. 29

⁷ *Ibid.*, p. 6

Bus stops should be placed as closely as possible to the entrances of shopping centers. Placing public transit stops close to shopping center entrances will further encourage people to use public transit and walk to their destinations.

Table 6
Existing Crosswalk And Pedestrian Signal Locations
Dadeland Activity Center Area

| Road | Intersecting Road | Striped Crosswalk | Partially Marked | Pedestrian Signal |
|-----------|-------------------|-------------------|------------------|-------------------|
| SW 67 Ave | SW 80 St | ✓ | | H |
| SW 67 Ave | SW 88 St | ✓ | ✓ | P |
| SW 69 Ct | SW 88 St | ✓ | | |
| SW 70 Ave | SW 80 St | | | P |
| SW 70 Ave | SW 85 St | | ✓ | |
| SW 72 Ave | SW 80 St | | ✓ | H |
| SW 72 Ave | SW 82 St | | ✓ | |
| SW 72 Ave | SW 85 St | | ✓ | P |
| SW 88 St | U.S.1 | | | |
| SW 88 St | 7300 Block | | ✓ | H |
| SW 88 St | Dadeland Blvd | | ✓ | H |
| SW 88 St | 7500 Block | ✓ | ✓ | H |
| SW 88 St | SW 77 Ave | | ✓ | P |
| U.S.1 | SW 80 St | ✓ | | |
| U.S.1 | SW 68 Ct | ✓ | | XH |
| U.S.1 | SW 70 Ave | | ✓ | |
| U.S.1 | Dadeland Blvd | | ✓ | |
| U.S.1 | Datran Dr | | ✓ | |
| U.S.1 | SW 95 St | | ✓ | P |

Notes: H - Pedestrian Heads

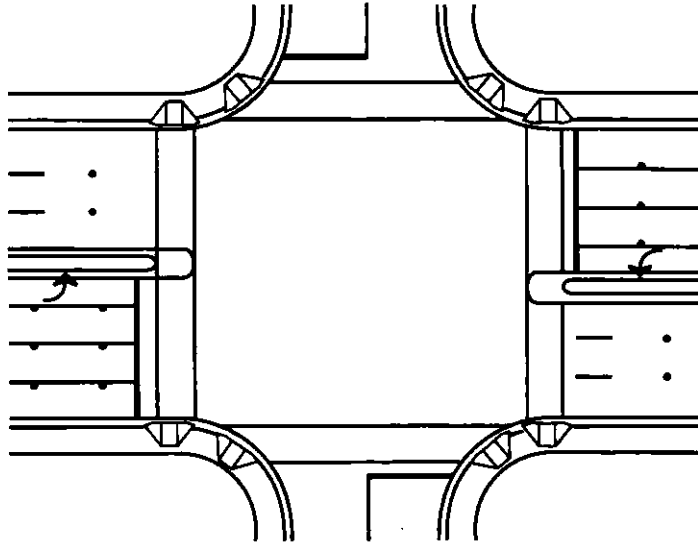
P - Pedestrian Buttons without Pedestrian Heads

X - Exclusive Pedestrian Heads

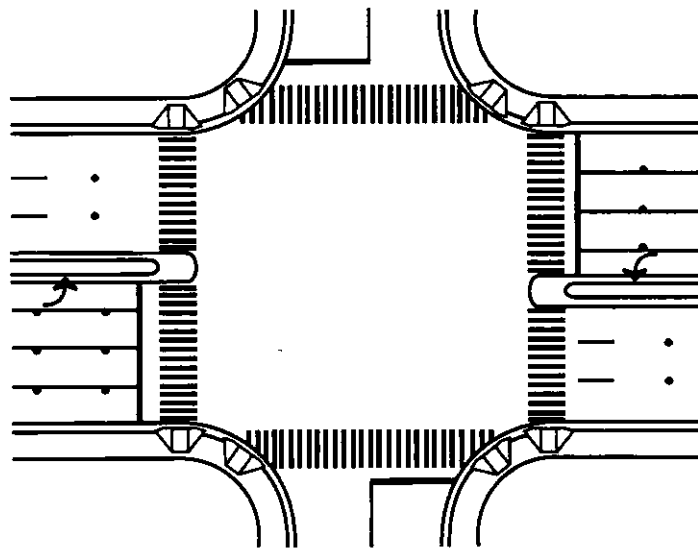
Source: The Metropolitan Dade County Department of Planning, Development, and Regulation and Department of Public Works, June, 1996.

Figure 7

CROSSWALK IMPROVEMENTS NEEDED TO SAFELY CROSS US 1 AND NORTH KENDALL DRIVE



EXISTING CROSSWALKS WITH SOLID WHITE LINES



RECOMMENDED CROSSWALKS WITH WHITE LONGITUDINAL LINES

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

Table 8
 Existing Bus Bench/Shelter Locations
 Dadeland Activity Center Area

| Road | Nearest Intersecting Road | Side of The Street |
|---------------|---------------------------|--------------------|
| SW 67 Ave | U.S.1 | East |
| SW 80 St | SW 69 Ave | South |
| SW 72 Ave | SW 80 St | East, West |
| SW 72 Ave | SW 82 St | East, West |
| Dadeland Blvd | SW 88 St | East, West |
| SW 88 St | 7300 Block | North |
| SW 88 St | Dadeland Boulevard | North |
| SW 88 St | 7500 Block | North, South |
| SW 88 St | SW 79 Ave | North, South |
| SW 88 St | U.S.1 | North, South |
| U.S.1 | SW 98 St | East, West |

Source: The Metropolitan Dade County Department of Planning, Development, and Regulation, May, 1996

Shade

A significant problem for the area is the lack of street trees to provide shade along sidewalks. In warm climates, such as in south Florida, shade is one of the most important elements to encourage walking or bicycling as a mode of transportation. Unshaded corridors are uncomfortable and defeat the purpose of encouraging the use of sidewalks. With shaded sidewalks, people are more inclined to walk or bicycle to their destinations.

S.W. 88th Street has some good shade east of U.S.1, mostly on the south side, but it lacks shade west of U.S. 1. A few residential streets, including S.W. 90th Street provide good shade, but in general, the area lacks shade (see Figure 8).

More shade is needed throughout the Dadeland area. However, priority should be given to U.S.1, North Kendall Drive, Dadeland Boulevard, and South Dadeland Boulevard which are almost completely lacking in shade trees. In addition, developers should take advantage of building design to provide shade by including colonnades and awnings to make the area more comfortable and encourage people to walk to their destinations.

Summary

In general, the Dadeland area lacks adequate facilities to encourage people to walk or bicycle to their destinations than to drive to them. The provision of facilities for non-motorized movement with shade will increase comfort and encourage mobility. With a more comfortable and inviting environment including more sidewalks, shade, crosswalks and crossing signals, and covered bus stops, more people will consider other modes of transportation than the automobile to arrive at their destinations (see Figure 9).

Recommendations

- ♦ Complete the sidewalk network to link the residential and commercial areas with the Metrorail transit stations that serve the Dadeland area (see Table 6, Sidewalk Needs).
- ♦ Require new developments and redevelopment to provide shaded or covered walkways; with a minimum width of five feet, however wider sidewalks should be encouraged.
- ♦ Prohibit blank walls along the edges of sidewalks.
- ♦ Repaint and restripe existing faded crosswalks.
- ♦ Provide new crosswalks and crossing signals where warranted (see Table 7, Crosswalks and Pedestrian Signal Needs)
- ♦ Provide safe pedestrian refuges in the center medians at all significant roadways with pedestrian crossings.
- ♦ Replace existing bus benches with covered bus shelters (see Table 8).

DADELAND REGIONAL ACTIVITY CENTER STUDY AREA

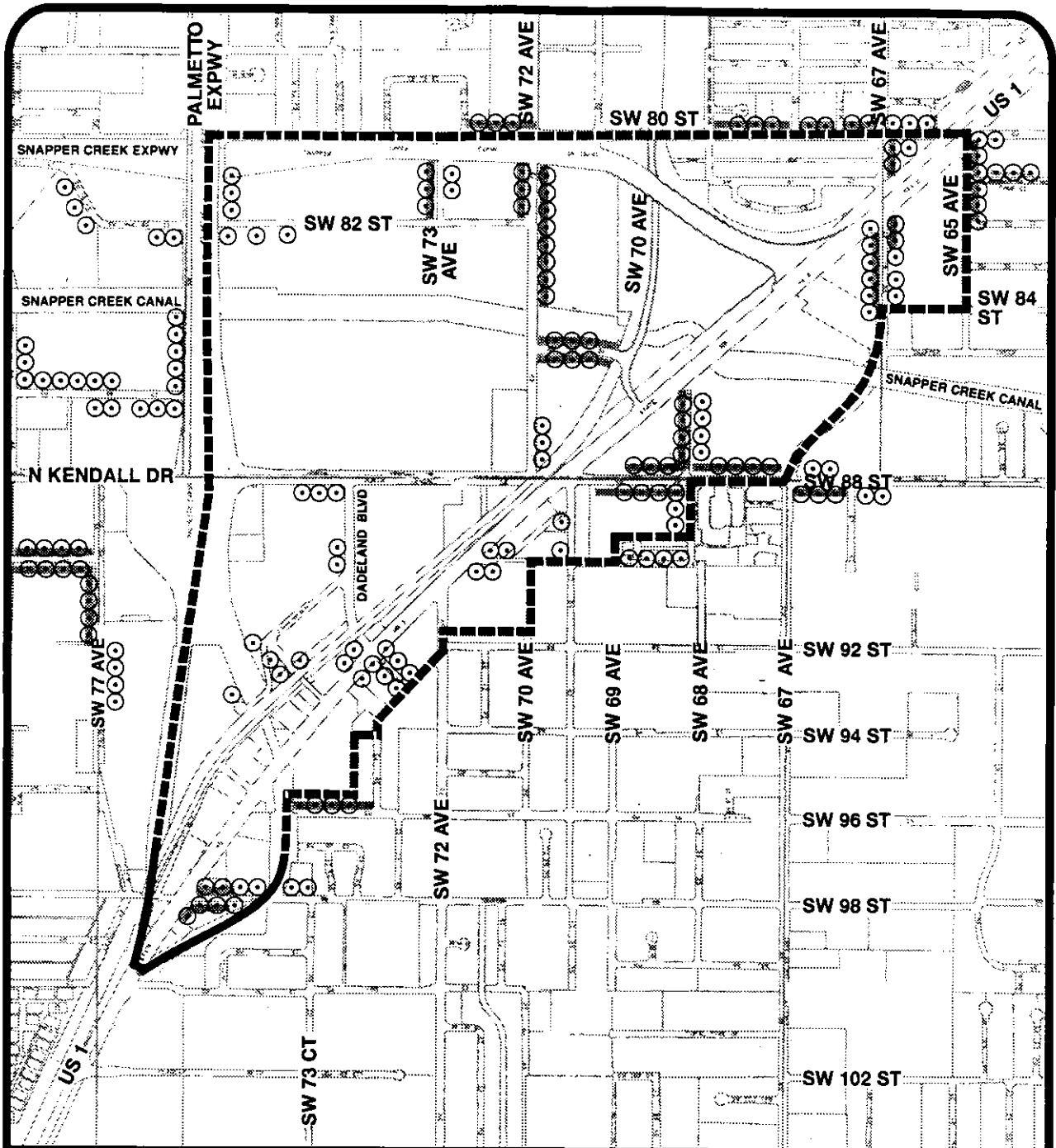


Figure 8 **EXISTING SHADED CORRIDORS**

 CORRIDORS WITH
 SHADE TREES

 STUDY AREA BOUNDARY

S C A L E
 0 660' 1,320'



DEPARTMENT OF PLANNING,
DEVELOPMENT AND REGULATION

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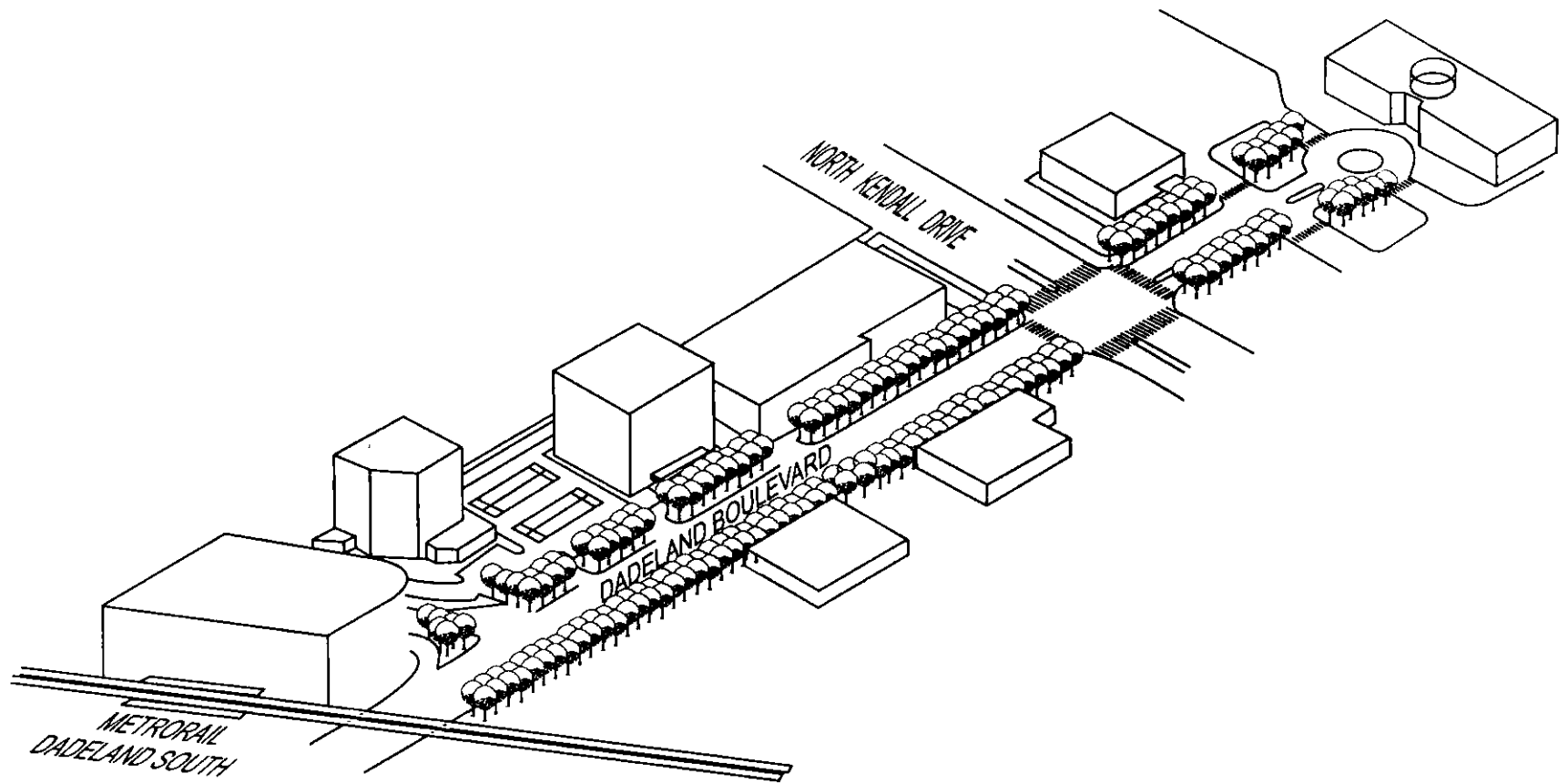


Figure 9
DADELAND BOULEVARD PEDESTRIAN STUDY: AXONOMETRIC

- Provide a pedestrian pathway from the Dadeland Boulevard Driveway to the Dadeland Mall main entrance.
- All pedestrian improvements should include curb cuts and wheelchair ramps as required by the 1991 American with Disabilities Act (ADA).
- Plant shade trees on sidewalks along North Kendall Dr., U. S. 1 and Dadeland Boulevard.
- Require all new development and redevelopment to provide shade trees along their street-fronts and encourage existing developments to do the same.
- Provide a shaded pedestrian pathway from Dadeland Boulevard to the Dadeland Mall main entrance (see Figure 9).

3.2 Bicycle Facilities

Bicycling is not currently a preferred mode of transit in the Dadeland area. However, Dade County is committed to provide safe and convenient movement of bicycles. Consistent with this objective, the MPO Governing Board approved the Metro-Dade Bicycle Facilities Plan on July 20, 1995. The purpose of this Plan is to establish a County-wide system of bicycle facilities that provides a safe and efficient use of bicycles by users while providing a more balanced multi-modal transportation system for Dade County

Existing Conditions

The Metro-Dade Bicycle Facilities Plan shows few streets in the Dadeland area as suitable for bicycle travel. Currently, no roadway in the Dadeland area contains an exclusive bicycle lane. The Metro-Dade Bicycle Facilities Plan, prepared by Barton-Aschman Associates for the Metropolitan Planning Organization, lists five categories of roadways for bicycle suitability ranging from best provisions and conditions to worst provisions and conditions. Table 9 lists provisions and conditions for several major corridors within the study area:

Most roadway segments are unsuitable for bicycle travel. But, S.W. 80th, 84th, and 104th Streets provide the best biking provisions and conditions in the area. U.S. 1 and S.W. 67th Avenue exhibit hazardous conditions for use by bicyclists.

Construction is almost complete on a new multi-use bicycle path provided along the South Dade Busway from the Palmetto Expressway to Cutler Ridge. This facility utilizes a separated path adjacent to the South Dade Busway beginning at Datran Drive, the northern terminus of the Busway.

Table 9
Bicycle Provisions and Conditions
Dadeland Activity Center Area

| Road | Provisions/ Conditions | Limits | |
|-----------|---------------------------|-----------|------------------|
| | | From | To |
| SW 80 St | 2 | SW 67 Ave | US-1 |
| SW 84 St | 2 | SW 72 Ave | Ponce de Leon Rd |
| SW 88 St | 3 | SW 67 Ave | US-1 |
| SW 88 St | 3 | US-1 | SW 72 Ave |
| SW 88 St | 3 | SW 72 Ave | SR 826 |
| U.S.1 | 5 | SW 67 Ave | SW 104 St |
| SW 104 St | 2 | SW 82 Ave | US-1 |
| SW 67 Ave | 5 | SW 80 St | US-1 |
| SW 67 Ave | 5 | SW 88 St | US-1 |
| SW 72 Ave | 3 | SW 80 St | SW 88 St |
| SW 72 Ave | 3 | US-1 | SW 112 St |

Provisions/Conditions:

1. Best (suitable roadway conditions requiring the least amount of traffic interaction)
2. Fair (Less suitable roadway conditions requiring a low to moderate amount of traffic interaction)
3. Marginal (Unsuitable roadway conditions requiring a moderate to high amount of traffic interaction)
4. Poor (Inadequate roadway conditions requiring a high to extremely high amount of traffic interaction)
5. Worst (Hazardous roadway conditions requiring an extreme amount of traffic interaction)

Source: *Bicycle Facilities Plan*, Barton-Aschman Associates, adopted July, 1995

At the present time, M-Path, the asphalt paved bicycle path under Metrorail, begins at the Miami River, traverses the Vizcaya Metrorail station on the north and ends at S.W. 67th Avenue and U.S. 1 on the south.

The MPO's Bicycle/Pedestrian Program removed all bicycle lockers due to construction in the Dadeland North and Dadeland South Metrorail Stations. As of September 30, 1996, these lockers had not been replaced. However, there are plans to do so when construction at the stations is over. Construction is scheduled to end late this year. A total of 58 lockers were removed, thirty from the Dadeland North Station and twenty-eight from the Dadeland South Station.

Bicyclists in the south Dadeland area will soon be able to utilize Metrobus by fastening their bicycles to racks placed on the front of buses. This service is available on Route 87, which runs between the Dadeland North Metrorail Station and the Okeechobee Metrorail Station.

Additional routes with this service are Route 35, which serve Homestead, Florida City, Cutler Ridge, and Miami-Dade Community College's Kendall Campus; Route 70 serving Miami-Dade South, Florida City, Homestead, and Cutler Ridge; and Route 73 serving the Dadeland South and Okeechobee Metrorail Stations, and Miami Lakes.

Future Conditions

Off-road corridors in the area include the Snapper Creek Canal, the F.E.C. Railroad right-of-way, and the M-Path route underneath the Metrorail. A continuation of the M-Path south on U.S. 1 is planned as a short range improvement. For future on-road bicycle facilities, S.W. 67th and 72nd Avenues and S.W. 80th and 88th Streets may accommodate bicycle traffic. However, accommodation of bicycle-friendly facilities on these streets is anticipated as part of conventional road improvements.

The missing M-Path segment from S.W. 67th Avenue to Datan Drive is planned, but a final alignment has yet to be selected (see Figure 10)

In the future, as roadways are improved in the area, consideration should be given to providing bicycle facilities. These facilities may include simple, low cost measures such as restriping of roadways to provide an exclusive bike lane or more capital-intensive improvements to include paved shoulders and extra-wide curb lanes.

A new trail is recommended for the north side of the Snapper Creek Canal from Red Road to S.W. 107th Avenue. This will connect to the existing multi-use trails, as well as the planned multi-use trail connecting the Dadeland South Metrorail Station and further north to the existing M-Path at S.W. 67th Avenue. This new trail will provide pedestrian and bicycle linkages to existing and future pedestrian and bicycle facilities. Another possible multi-use trail is the F.E.C. corridor under a "Rails to Trails" conversion. This trail would link to Miami International Airport.

Application and implementation of these concepts in the Dadeland area will lead to an environment more comfortable for bicyclists and pedestrians. Several facility improvements are necessary to make the area more bicycle friendly.

Recommendations

- The proposed pedestrian pathway from Dadeland Mall to the Dadeland North Metrorail Station should be bicycle-friendly as well.
- Improve S.W. 80th and 88th Streets and S.W. 67th and 72nd Avenues to accommodate bicyclists.
- Complete the M-Path from S.W. 67th Avenue to Datan Drive.

DADELAND REGIONAL ACTIVITY CENTER STUDY AREA

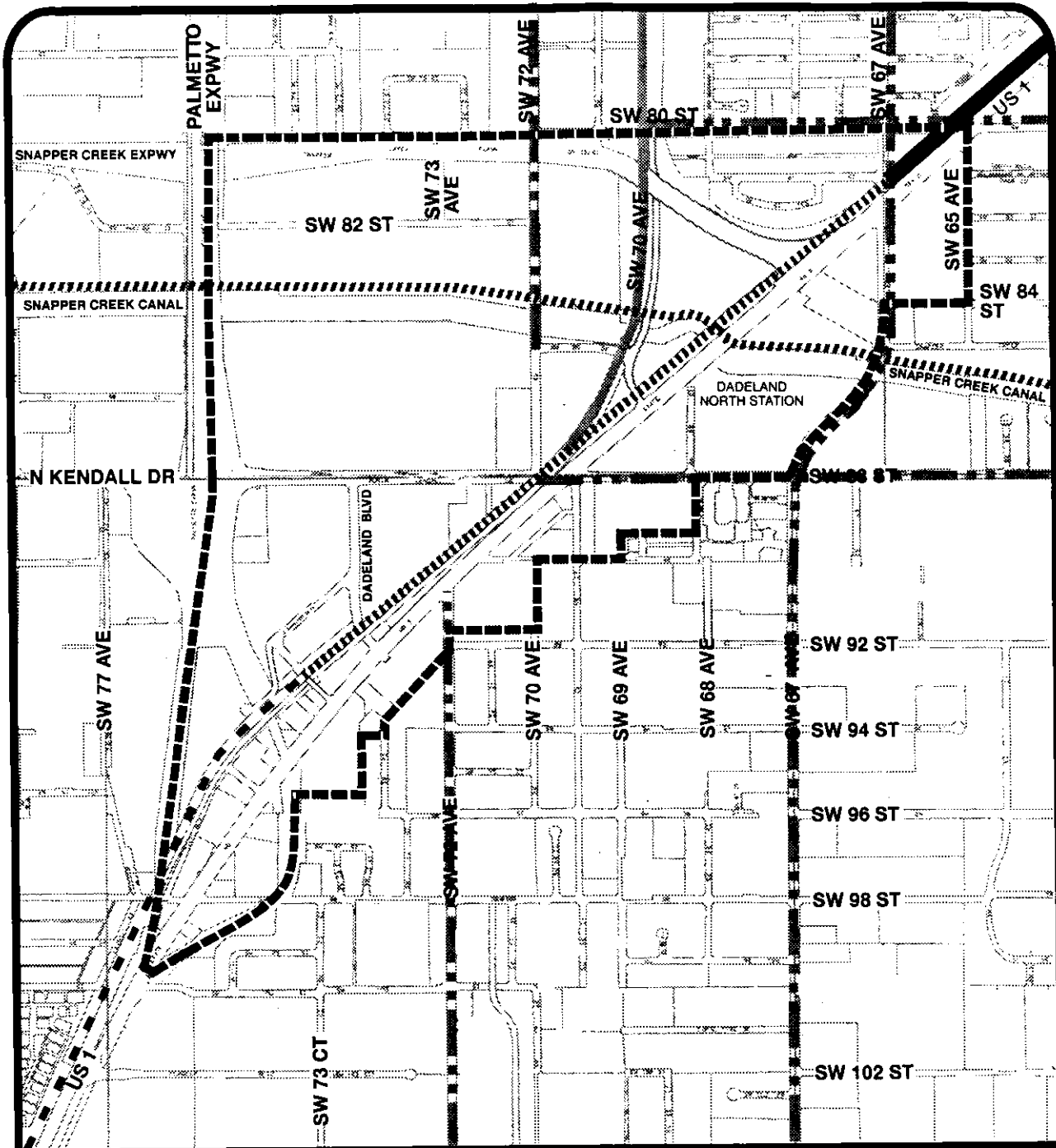



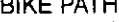


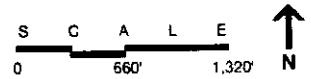


Figure 10 **BICYCLE FACILITIES**

-  EXISTING BIKE PATH
-  BIKE PATH UNDER CONSTRUCTION
-  PROPOSED LONG-RANGE ON-ROAD FACILITIES
-  PROPOSED LONG-RANGE OFF-ROAD FACILITIES
-  PROPOSED SHORT-RANGE ON-ROAD FACILITIES
-  PROPOSED SHORT-RANGE OFF-ROAD FACILITIES

 STUDY AREA BOUNDARY



**DEPARTMENT OF PLANNING,
DEVELOPMENT AND REGULATION**

- Provide a new bicycle/pedestrian path from the Dadeland Mall to the Dadeland North Station should be provided along the south bank of the Snapper Creek Canal.
- 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.

4.0 TRANSPORTATION AND PARKING

The "Dadeland Triangle" is served by multi-modal transportation facilities: two expressways, the Palmetto Expressway and the Snapper Creek Expressway; two Metrorail stations, Dadeland North and Dadeland South; two major arterial roads, N. Kendall Drive and the South Dixie Highway (U.S.1); the multi-use M-Path Trail and, the new public transit corridor, the South Dade Busway/bikeway.

4.1 Roadways

Table 10 provides a listing of each road, its functional classification, the number of lanes and its level of service. Figure 11 displays the existing major roadways, and their levels of service. South Dixie Highway (U.S. 1) from S.W. 67th Avenue to S.W. 98th Street, a six-lane principal arterial road, forms the southeast side of the triangle. The Palmetto Expressway (SR 826) a four-lane limited access principal arterial road forms the west side of the triangle and the Snapper Creek Expressway (SR 878), a four lane limited access principal arterial road forms the north side of the triangle. North Kendall Drive, a six lane principal arterial road bisects the triangle from east to west. There are several County collector roads that traverse and feed into the area.

Planned and Programmed Improvements

The only programmed road capacity improvements indicated in the 1996 Transportation Improvement Program are:

- ♦ SR 826 from U.S. 1 to S.W. 72nd Street, widen to 6 lanes. This project is currently under construction.
- ♦ S.W. 80th Street from U.S. 1 to S.W. 72nd Avenue, widen to 5 lanes. This project is in the preliminary engineering phase.

The following road improvements are privately-financed public transportation investments:

- ♦ Dedication of right-of-way for the future development of Dadeland Circle.
- ♦ The improvement to the SR 826 Interchange providing a south bound ramp directly onto a frontage road to be named Dadeland Circle for direct access to Dadeland Mall, the Dadeland North Metrorail Station and a new eastbound ramp to north bound SR 826.

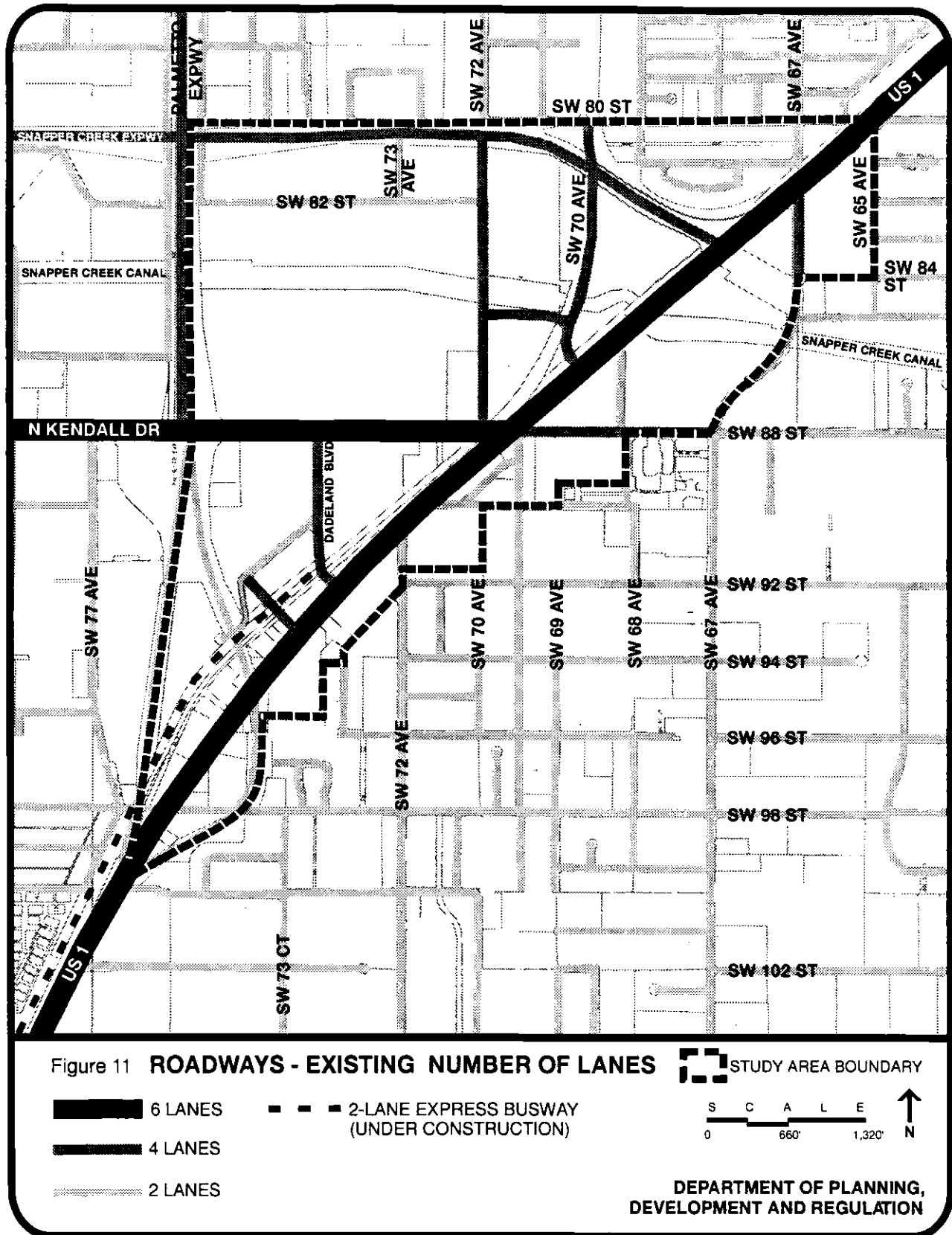
Table 10
Existing Major Roadways
In the Dadeland Area

| State Roads | Functional Classification | Lanes | LOS¹ |
|--|-------------------------------------|--------------|------------------------|
| S. Dixie Highway (U.S. 1) from SW 67 Avenue to SW 98 Street -F; from SW 98 Street to SW 112 Street -D | Principal Arterial | 6 | F |
| N. Kendall Drive (West of U.S. 1) | Principal Arterial | 6 | D |
| Snapper Creek Expressway (SR 878) | Principal Arterial - Limited Access | 4 | A |
| Palmetto Expressway (SR 826) ² | Principal Arterial - Limited Access | 4 | D |
| County Roads | | | |
| SW 80 Street | Collector | 4/2 | N/A |
| SW 82 Street | Collector | 2 | N/A |
| Dadeland Boulevard | Collector | 5 | N/A |
| Datran Boulevard | Collector | 4 | N/A |
| SW 67 Avenue | Minor Arterial | 5 | N/A |
| SW 70 Avenue | Collector | 4 | N/A |
| SW 72 Avenue | Collector | 5 | N/A |
| ¹ All of these roads are inside the Urban Infill Area (UIA) and due to their proximity to Metrorail and Metrobus routes are permitted to operate up to 150 percent of their capacity without violating LOS standards. | | | |
| ² SR 826 from South Dixie Highway to SW 72 Avenue is currently under construction for widening to 6 lanes with new ramps into the Dadeland Mall. | | | |

Source: Metropolitan Dade Department of Planning, Development, and Regulation and Public Works Department, June, 1996.

There are no roadway capacity improvements scheduled for this area in the Planned Year 2015 Metro-Dade Transportation Plan. The closing of S.W. 72nd Avenue will not occur until the road to be known as Dadeland Circle has been dedicated, fully improved and accepted by Dade County.

DADELAND REGIONAL ACTIVITY CENTER STUDY AREA



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4.2 Public Transit

As previously discussed the Dadeland area is accessible by Metrorail, the South Dixie Highway Busway, Metrobus, and Kendall Area Transit (KAT) as well as several major regional roadway systems (see Figure 12). An analysis of each of these systems is presented below.

Metrorail

The Dade County Metrorail System, which has been in operation since 1987, consists of twenty-one stations and spans from the City of Hialeah (Okeechobee Station) to the Dadeland area (Dadeland North and South Stations). The Metrorail system links to Metromover, the system's downtown light-rail system as well as Tri-Rail, a commuter-rail line that runs from the Miami International Airport to the City of West Palm Beach in Palm Beach County.

Metrorail and Metromover have experienced steady increases in ridership over the past decade. Metrorail's ridership increased from approximately 10.2 million passengers in 1987 to 14.2 million in 1995, an increase of nearly 40 percent over the analysis period.

The Dadeland North and Dadeland South Metrorail Stations are on average the second and third busiest stations on the system. Average weekday boardings in November, 1995, were 5,839 and 4,828, respectively. Only the Government Center Station, with 10,233 boardings on average, had higher ridership. Both Dadeland Metrorail Stations receive a large proportion of ridership from persons commuting to Downtown Miami from south Dade County.

The following transit development activities are anticipated during the next five years:⁸

- ♦ Metrorail improved service frequency, principally during the midday period from fifteen to ten minutes.
- ♦ A Major Investment Study for transportation improvements in the Kendall Corridor (study includes review of extension of Metrorail or a dedicated busway along North Kendall Drive).

Metrobus and Kendall Area Transit (KAT)

Table 9 presents all the bus routes currently serving the Dadeland area. Bus availability and ridership are expected to increase significantly after the completion of the South Dixie Highway Dedicated Busway.

⁸ 1996 Transit Development Program, Metro-Dade Transit Agency, June 1996.

DADELAND REGIONAL ACTIVITY CENTER STUDY AREA

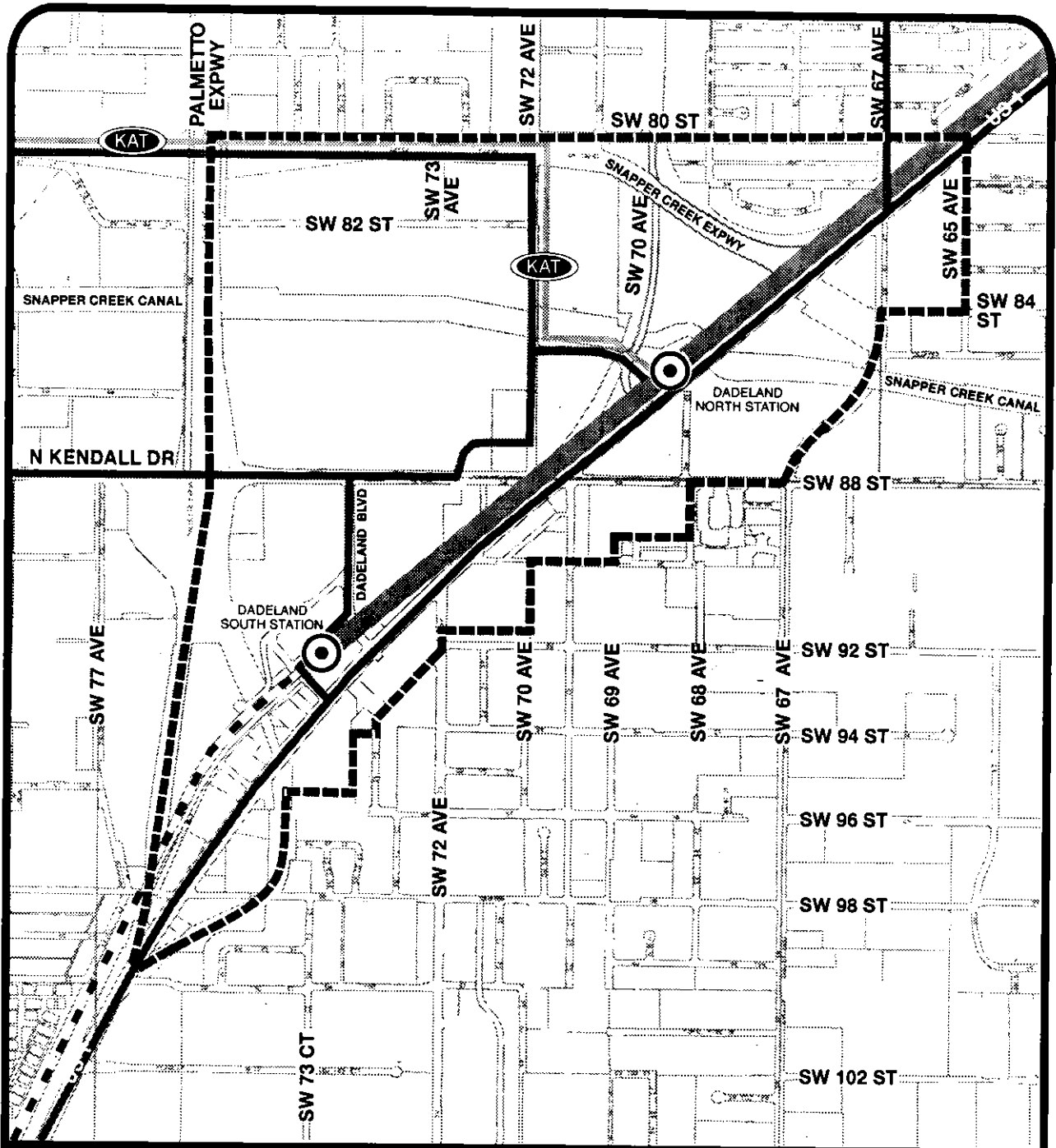



Figure 12 **TRANSIT ROUTES AND FACILITIES**

 METRORAIL

 METRORAIL STATION

 SOUTH DIXIE HIGHWAY EXCLUSIVE BUSWAY

 SUNSET, KENDALL & KILLIAN KAT

 METROBUS ROUTES

 STUDY AREA BOUNDARY

SCALE
0 660' 1,320' N

DEPARTMENT OF PLANNING,
DEVELOPMENT AND REGULATION

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Table 11
Existing Metrobus Service
Dadeland Activity Center Area

| Route | Headway (in minutes) | | | Metrorail Station |
|-------------|----------------------|----------|--------------|-------------------|
| | Peak-Hour | Off-Peak | Service Type | |
| 1 | 7½ | 30 | M | N/S |
| 38 | 20 | N/S | M, E | N |
| 52 | 30 | 60 | M | S |
| 73 - B | 60 | 60 | M | S |
| 87 - B | 60 | 60 | M | N |
| 88 | 15 | 30 | M | N |
| 104 | 60 | 60 | M | N |
| Sunset KAT | 15 | N/S | M | N |
| Kendall KAT | 15 | N/S | M | N |
| Killian KAT | 15 | N/S | M | N |
| Zoobus | 60 | 60 | M | N |

Notes: M = Metrorail Feeder Service
 E = Express Service
 N = Dadeland North Station
 S = Dadeland South Station
 N/S = Both Dadeland North and Dadeland South Stations
 B = Buses with bicycle racks on front

Source: Metro-Dade Transit Agency, June, 1996.

Service Improvements

The South Dade Busway/Bikeway is currently under construction adjacent to U.S. 1, (South Dixie Highway), between the Dadeland South Metrorail Station and Cutler Ridge. Service on the Busway is anticipated to begin December 1996 or January 1997.

The opening of the South Dade Busway will be coordinated with a restructuring of existing bus routes that currently serve the Dadeland North and Dadeland South Metrorail stations to and from South Dade County. The effect of these subsequent route changes can not be known at this time.

The proposed service plan for the South Dade Busway restructures existing south Dade bus routes and adds new service to provide faster and more frequent public transit service on both the Busway and the feeder bus routes in south Dade. Travel time saving between Cutler Ridge and the Dadeland South Metrorail Station is estimated to be ten minutes.

All buses currently operating on South Dixie Highway will be moved to the Busway. Feeder bus routes will either stop at or near Busway stations. Park-and-Ride lots and bicycle racks will be built at selected stations.

These Park-and-Ride sites have not been identified. The Base Service Plan for the South Dade Busway adds three new routes and replaces the current Route 38 Express with the Busway Max. This new plan will realign bus routes to the Busway and is expected to increase South Dade bus route service by 27 percent. Table 12 shows the proposed service plan for the South Dade Busway.

Table 12
Proposed Service Plan for South Dade Busway

| STATION | BUSWAY ROUTES | Average Minutes Between Buses | | | |
|---|--|-------------------------------|---------|-----|-----|
| | | PEAK | MID DAY | SAT | SUN |
| Dadeland South | Bswy MAX, Bswy Local, SBay MAX, CReef MAX, 1, 52,65 | 4 | 10 | 11 | 11 |
| SW 104 Street | Bswy MAX*, Bswy Local, SBay MAX, CReef MAX, 1, 52,65 | 5 | 10 | 11 | 11 |
| SW 112 Street | Bswy MAX*, Bswy Local, SBay MAX, CReef MAX, 1, 52,65 | 5 | 10 | 11 | 11 |
| SW 117 Street | Bswy MAX*, Bswy Local, SBay MAX, CReef MAX, 1, 52,65 | 5 | 10 | 11 | 11 |
| SW 124 Street | Bswy MAX*, Bswy Local, SBay MAX, CReef MAX, 1, 52,65 | 5 | 10 | 11 | 11 |
| SW 128 Street | Bswy MAX*, Bswy Local, SBay MAX, CReef MAX, 1, 52,65 | 5 | 10 | 11 | 11 |
| SW 136 Street | Bswy MAX*, Bswy Local, SBay MAX, CReef MAX, 1, 52,65 | 5 | 10 | 11 | 11 |
| SW 144 Street | Bswy MAX*, Bswy Local, SBay MAX, CReef MAX, 1, 52 | 5 | 10 | 11 | 11 |
| SW 152 Street | Bswy MAX, Bswy Local, SBay MAX, CReef MAX, 1, 52 | 4 | 11 | 11 | 11 |
| SW 160 Street | Bswy MAX, Bswy Local, SBay MAX, 1 | 6 | 15 | 20 | 20 |
| SW 168 Street | Bswy MAX, Bswy Local, SBay MAX, 1 | 6 | 15 | 20 | 20 |
| SW 173 Street | Bswy MAX, Bswy Local, 1 | 7 | 15 | 20 | 20 |
| Indigo Street | Bswy MAX, Bswy Local | 10 | 15 | 30 | 30 |
| SW 184 Street | Bswy MAX, Bswy Local, 35 | 8 | 20 | 30 | 30 |
| Marlin Road | Bswy MAX, Bswy Local, 35 | 8 | 15 | 30 | 30 |
| Caribbean Blvd. | Bswy MAX, Bswy Local, 35 | 8 | 15 | 30 | 30 |
| Cutler Ridge Terminal | Bswy MAX, Bswy Local, 35 | 8 | 15 | 30 | 30 |
| Busway Max: Busway Busway local: Busway local CReef: Coral Reef SBay: Saga Bay Max: Metro Area Express. The MAX is considered an intermediate improvement between an express and local bus services | | | | | |
| *Busway MAX will serve Busway Stations between SW 152 Street and the Dadeland South Metrorail Station. Operating headways for the peak period would be 20 minutes and 60 minutes for the off-peak periods. | | | | | |

Source: Metropolitan Dade County Transit Authority

Recommendations

- ♦ Improve the Kendall Area Transit (KAT) headway service from fifteen minutes to ten or five minutes.
- ♦ Establish exclusive right of way for high occupancy and public transportation vehicles.
- ♦ Area employers should institute staggered or flexible working hours to ease traffic congestion during peak hours.
- ♦ Provide incentives to employers to subsidize transit passes to encourage use of public transportation.
- ♦ Encourage employees to van pool and car pool, and include preferential parking spaces for participants.

4.3 Parking

Parking is recognized to play an important role in fostering more efficient modes of travel, primarily through provisions favoring shared parking, ride sharing, and public transit.

Parking in the Dadeland Regional Activity Center area is provided by both the private and public sectors. Requirements for parking are based on standards set forth in Article VII, Off-Street Parking, of the Code of Metropolitan Dade County. The Code does not have any prohibition for the provision of parking in excess of the minimum requirement. Table 13 summarizes these standards.

Table 13
Existing Off-Street Parking Standards

| Uses | Requirement |
|---|---|
| Single Family Residence | 2 spaces per unit |
| 2 - 4 Unit Dwellings | 2 spaces per unit |
| Townhouse ¹ | 2 spaces per unit |
| Zero Lot Line Residence ² | 2 spaces per unit |
| Multifamily Residence (Efficiency/One-Bedroom Unit) | 1.5 spaces per unit |
| Two-Bedroom Unit | 1.75 spaces per unit |
| Three-Bedroom Unit | 2 spaces per unit |
| Retail | 1 space per 250 sq ft of gross floor area |
| Enclosed Mall (300,000+ square feet) | 1 space per 350 sq ft of gross floor area |
| Professional/Other Office | 1 space per 300 sq ft of gross floor area |
| Industrial | 1 space per 1,000 sq ft of gross floor area |
| Notes: ¹ In addition, a minimum of one visitor parking spaces for every four units | |
| ² Zero lot line residences on public streets do not require visitor parking spaces | |

Source: Chapter 33, Zoning, Code of Metropolitan Dade County, Florida, July, 1996

Currently, Metro-Dade County is considering changes to the Parking Ordinance to include minimum bicycle parking requirements pending the completion of the Bicycle Parking Study. Bicycle Parking has not traditionally been included within the planning process. However, bicycle parking is needed to further support the overall effort to improve mobility.

Parking Analysis

Since 1964, the Dade County Parking Ordinance has been amended several times to require more parking. Before 1964, the Code required single family and multifamily developments to provide one parking space per unit. In October, 1969, the Parking Ordinance was amended to require multifamily developments to provide 1.25 parking spaces per unit, commercial development to provide one parking space for every 300 square feet of gross floor area, and professional and other offices to provide one parking space for every 400 square feet of gross floor area.

In 1991, the Ordinance was again amended to require single family dwellings to provide two parking spaces per unit, commercial uses to provide one parking space per every 250 square feet of gross floor area, and professional and other office uses to provide one parking space for every 300 square feet of gross floor area. In addition, in BU districts, parking is permitted between the building setback and official right-of-way lines, provided that a continuous, intensively planted greenbelt of not less than seven feet is placed along the property line.

The intent of these amendments to the Parking Ordinance has been to provide sufficient parking for peak period parking demand for every building or land use. Since one of the objectives of this study are to improve pedestrian and bicycle mobility and to encourage public transit usage, it is necessary to implement transit-supportive planning policies. Surface parking is very land intensive while a creative accommodation of parking requirements will allow that land to be utilized more efficiently.

In preparation of this study, an inventory of all existing parking spaces within the Dadeland Activity Center area was conducted (see Appendix C). Analysis of field data indicates that there is an abundance of parking in the Dadeland area. Approximately 26,000 spaces are available in the commercial areas. According to code requirements approximately 22,300 spaces would have been required to serve this area. That is 3,700 more parking spaces than required. This oversupply of parking spaces includes parking spaces at the Dadeland North and the Dadeland South Metrorail Parking Garages, 1,990 and 1,280 spaces, respectively.

The commercial area, which lies within U.S. 1, the Palmetto Expressway, and the Snapper Creek Canal contains the greater portion of the parking in the entire area, with approximately 19,000 spaces, or 73 percent of the total parking spaces, approximately 1,400 more than required. A new development, currently under construction, will provide about 2,114 parking spaces, although none are required, as it is located in the Dadeland Subzone of the Rapid Transit Zone. In this Subzone, parking may not be required for uses other than residential, office and hotel, as it is assumed that these other uses will draw from patrons of public transit and/or will draw patronage

during periods when transit parking spaces will be available. An additional 8,000 spaces will be built at Dadeland Mall when the proposed expansion is built. With an oversupply of parking, people are much less inclined to walk, bike, or use public transit as they will ultimately view driving as more expedient and convenient.

Long-term commuter parking should be shared with short-term local business parking during off-hours, allowing for a more efficient use of land that would otherwise be devoted to additional parking. The provision of large amounts of non-commuter parking in close proximity to public transit facilities also discourages public transit use. Therefore, there is a need to limit the supply of parking in the Dadeland area (residential and non-residential areas) when opportunities for re-development occur in order to encourage the use of public transit.

Another planning tool that may be used to reduce automobile trips and, therefore, the need for parking, is the establishment of Transportation Management Associations (TMAs). TMAs are organizations, formed by local businesses, corporate employers, and developers to address transportation problems. These organizations are grounded in the common principle that reducing congestion is a private, as well as a public responsibility. The objective of TMAs is to encourage the use of public transit.

The potential exists to transform the Dadeland Regional Activity Center into an area that is more friendly to pedestrians, bicyclists, and public transit users. In order to change present conditions, it is necessary to amend the Parking Ordinance to reduce the parking standards that will create the conditions which will encourage pedestrians to walk and more people to walk, bike, or ride the Metrorail.

A proposed reduction of current standards will reverse the increment adopted by the Board of County Commissioners in 1991. Thus, the parking requirement for retail uses should be decreased from one parking space for every 250 square feet of gross floor area to one parking space for every 300 square feet of gross floor area.

The City of Miami has adopted parking requirements for the Downtown Area to encourage people to walk and use public transit. For example, retail uses cannot provide more than one space for every 500 square feet of gross floor area. One space for every 500 square feet of gross floor area represents a 50 percent reduction from one space for every 250 square feet of gross floor area currently required by the County.

Also, Transportation Management Plans can be adopted to give preference to vehicles bound for the station area. Transportation Management Plans are an effective technique to favor public transit and pedestrian travel and to improve circulation in and around the station area by prioritizing the different modes of transportation as alternatives to the automobile. Such techniques include the provision of transit priority lanes for high-occupancy vehicles; the provision of direct links between major commuter arterial roads and park-and-ride facilities; and the provision of direct and safe access to the stations.

Recommendations

- 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.
- 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.
- Provide preferential parking for high-occupancy vehicles.
- Adopt minimum requirements and standards for bicycle parking.
- Study the possibility of establishing a Transportation Management Association (TMA) in the Dadeland area.

4.4 Street Closure And Traffic Calming

Street Closure

In many areas of Dade County, some residents are asking the County to restrict or completely eliminate automobile through traffic on some streets. A common method of restricting automobile travel is to close streets by erecting barriers to prevent vehicular access. In the Dadeland area, a wall was constructed along S.W. 73rd Road to prevent access to S.W. 72nd Court. This wall has had the effect of impeding, not only automobile access, but also pedestrian and bicycle access to the commercial areas on U.S.1 and the Dadeland South Metrorail station.

The reasons cited for requesting street closure usually include excessive vehicle speeds, cut-through traffic or traffic intrusion, safety of pedestrians and bicyclists, perception of increasing crime, high truck traffic, increased noise from traffic, volume, perceived fluctuation of property values, decreased emergency response time, personal safety, and general degradation of quality of life. Although street closures reduce traffic on particular streets, they also have repercussions affecting entire communities and larger areas.

A grid network of many streets provides connectivity for motorists to reach a destination using several different options. Reducing these options places more vehicles on particular streets resulting in higher volumes of traffic on some streets, causing more congestion, and making them more difficult for pedestrians and bicyclists to cross.

On the other hand, complaints about street closures vary from decreased emergency response time, deterioration of levels of service on adjoining streets and intersections, delays in other services, such as waste removal, school bus service, hurricane evacuation, and the motorist's right to accessibility.

Street closure is not necessarily the only answer to protect neighborhoods from traffic intrusion. Alternatives to street closure provide the same benefits in reducing vehicle speeds and volumes without the cost of barricading communities. "Passive" methods (those with the least amount of traffic control), such as education and speed watch programs may not be effective in the long term; however, more "active" methods (those with the most control) have higher associated costs.

Traffic Calming

Traffic calming techniques have both positive and negative effects on communities. For example, one-way streets can increase traffic speeds and movement restrictions cause greater traffic volumes on other streets. Multi-way stop signs cause more air pollution, fuel consumption, and noise. However, all of these measures have positive effects on calming traffic on certain streets.

The effectiveness of speed bumps is questionable. A study done in San Jose, California determined that speed bumps have no effect on vehicle speeds⁹. However, anecdotal information has shown that corrugated speed bumps, in use in Mexico, force reductions in speed.

There is no "best alternative." Each situation should be analyzed with regards to traffic volume, speed, land use, and calming objectives.

Traffic Calming In Dade County

In Dade County, when a community desires to close a street to vehicular traffic, the County follows established procedure in which the Public Works Department circulates a memorandum to other departmental representatives requesting comment on the impacts of the closure. Following approval of the street closure by the Board of County Commissioners, right-of-way of the particular road segment is reverted to the adjacent property owners. Pedestrian access is not considered unless the community requests an easement to provide pedestrian access.

The County currently follows this process for street closure:

1. In unincorporated Dade County, citizens submit requests to the Public Works Department
2. Public Works Department requests other departments to comment on the impact of the closing.
3. Creation of a special taxing district
4. Reverting the right-of-way to adjacent property owners

⁹ *Street Closure Study: Implementation Procedures for Street Closure or Traffic Flow Modifications*, Frederic R. Harris, July, 1996.

Proposed policies on street closure should strive to maintain the regional road network, avoid closure, and follow these objectives:¹⁰

- Address issues thoroughly with participation by all affected parties
- Allow local government to prudently regulate traffic on streets under their jurisdiction by utilizing a variety of proven passive and active traffic calming measures, enabling streets to remain fully or partially open to traffic. The failure of alternative traffic calming may result in closure or vacation of a public street.
- Preserve emergency vehicle access and fire hydrant accessibility for all residents, local businesses, and other services.
- Recognize that every local neighborhood is unique; adopt and implement a policy that allows for a flexible process to be used when addressing petition requests for local traffic control.
- Encourage intergovernmental coordination and cooperation and with private citizens in planning and implementation measures to avoid jurisdictional conflicts.
- Preserve quality of life, safety, and the physical environment in residential neighborhoods by reducing traffic intrusion, speeding, and excessive volume.
- Address residential traffic problems while minimizing traffic control, public expenditures for capital improvements and maintenance, required enforcement, and disruption to essential service.

Currently, the County is considering changing the process for street closure following the findings of the *Street Closure Study* prepared by the Frederic R. Harris Corporation for the Metro-Dade Public Works Department and the Metropolitan Planning Organization. This study recommends the following application process for street closures:

1. Receive citizen input or proposal;
2. Preliminary review by the appropriate government agency;
3. Establish type of request by defining the traffic problem or other perceived problems;
4. Identify the potential traffic impacts associated with the request by a before-study to determine expected impacts;
5. Identify alternative traffic calming and traffic control situations (see Appendix D);
6. Obtain petitions from a majority of all affected property owners prior to implementing traffic calming alternatives;
7. Perform an after-study to evaluate impacts of implemented alternative solutions.

¹⁰ *Ibid*

Recommendation

- ♦ 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 other possibilities have been exhausted.

5.0 URBAN DESIGN

The detail design of communities has a significant impact on their livability. In recognition of this, Metropolitan Dade County adopted a Policy on Activity Centers in its CDMP, which advocates that the "Emphasis in design and development of all centers and all of their individual components shall be to create active pedestrian environments through high-quality design of public spaces as well as private buildings; human scale appointments, activity and amenities at street level; and connectivity of places through creation of a street system and pedestrian linkages" (p. I-21.)

Staff of the Department of Planning, Development and Regulation (DPDR), in acknowledging this, analyzed the Dadeland Activity Center to determine what design considerations could potentially be applied to improve its functions, sense of place, and appearance. In the preparation of this analysis, the concepts that over the years have been found to be embodied in lasting, successful traditional neighborhoods throughout the nation were applied. Because of the time limitations, much of the information is illustrative and not intended to represent an actual proposal for the redevelopment of the area.

Urban Design

The lack of urban design standards and current zoning requirements have failed to create in Dadeland the urban form necessary to create public enclosures. The perception of street as "outdoor room" is lost due to the large expanse of surface parking, deep building setbacks, visual discontinuity of urban form and inconsistent building scales which range from one-story retail establishments to multistory office buildings. The problem can be solved by reclaiming the street for the pedestrian through careful manipulation of the building fabric and allocation of open space. In an attempt to map out a new direction for redevelopment in this Activity Center, DPDR provides the following case study to illustrate that the area:

- ♦ needs clear boundaries and central focus;
- ♦ could be redesigned to establish and reinforce public space and public domain;
- ♦ should be dimensioned to be walkable so that all daily conveniences can be easily reached by residents of the surrounding neighborhoods (even by those who do not own a car);
- ♦ should have a mix of uses and a full range of housing types; and
- ♦ should contain a network of interconnecting streets, pedestrian linkages and public spaces that will meet the needs of the pedestrian as well as the bicyclist and motorist.

The study area provides a unique opportunity to demonstrate the advantages associated with an alternative development form over current practices. With potential for redevelopment, the area's constraints are mainly external. Currently, the area is mainly developed with commercial uses

and extensive surface parking. Since the area is largely underdeveloped there is opportunity for redesign.

Boundaries. The area selected for the case study is a triangular portion of the activity center limited to the north by Snapper Creek Canal, to the east by U.S. 1 and to the west by the Palmetto Expressway. The case study was approached from the perspective of a trend scenario and alternate scenario. The Existing-Conditions Scenario is a collage of pre-existing developments. The Alternative Scenario is a counter-proposal in which public spaces, blocks, and street network are detailed on a master plan.

Scenarios

Existing Conditions Scenario. This plan presents the existing conditions in the area. It is a collage of pre-existing developments, street network, intensity of use, and opportunities for redevelopment. Three major arterial roads transverse the area. (See Figure 13.)

Alternative Scenario. A town grid has been super-imposed on the area in order to break down the existing parcels into a network of pedestrian-friendly blocks interconnected by streets to encourage pedestrian activities and to create an urban pattern that can physically define public spaces. It also considers the impact of the surrounding development, and takes advantage of existing surface parking facilities as an opportunity for more intense and compact redevelopment. This type of development will provide employment, convenience retail, offices and residential uses that are proportionally mixed to produce development that has beauty and character. (See Figure 14.)

Land Use Scenario. The combination of retail, office and residential uses will permit the presence of small investors in the area, encourage pedestrian activity, and create a "sense of place" that will benefit both the community and public transit.

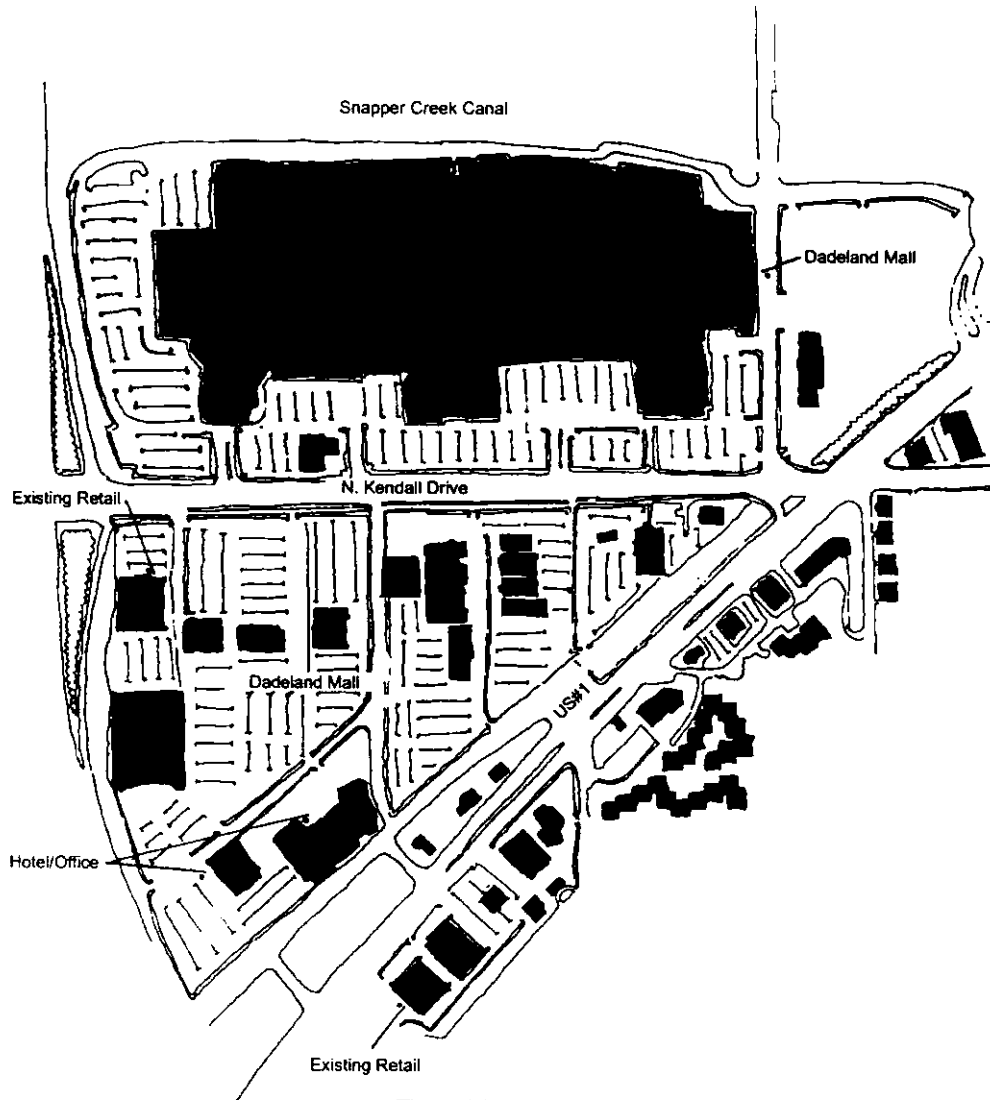
Blocks. The center shall evolve along a network of blocks and interconnected streets. In general, the size of the blocks should encourage pedestrians to walk. Historic precedents prescribe sizes ranging from 200 ft. x 400 ft. to 400 ft. x 400 ft.

The block pattern can be rectilinear or curvilinear and can be adjusted to accommodate pre-existing conditions. They shall be designed in such a way that the street edges define public space, such as streets, squares and plazas.

Open Space. A hierarchy of public open spaces in the form of squares or plazas shall be provided throughout the Activity Center. A central square of no less than 20,000 sq. ft. shall be the most important public space. It should be situated near the entrance to Dadeland Mall or Metro-rail stations. A higher intensity development should be encouraged around the square. Retail or entertainment uses should also be encouraged.

Figure 13
EXISTING CONDITIONS SCENARIO

**DADELAND ACTIVITY CENTER
EXISTING CONDITIONS**



The activity center consists mostly of commercial and retail establishments completely surrounded by surfaced parking. Pedestrian activity has been internalized in structures such as Dadeland Mall. Auto storage, mobility and access have become the main focus of the area.



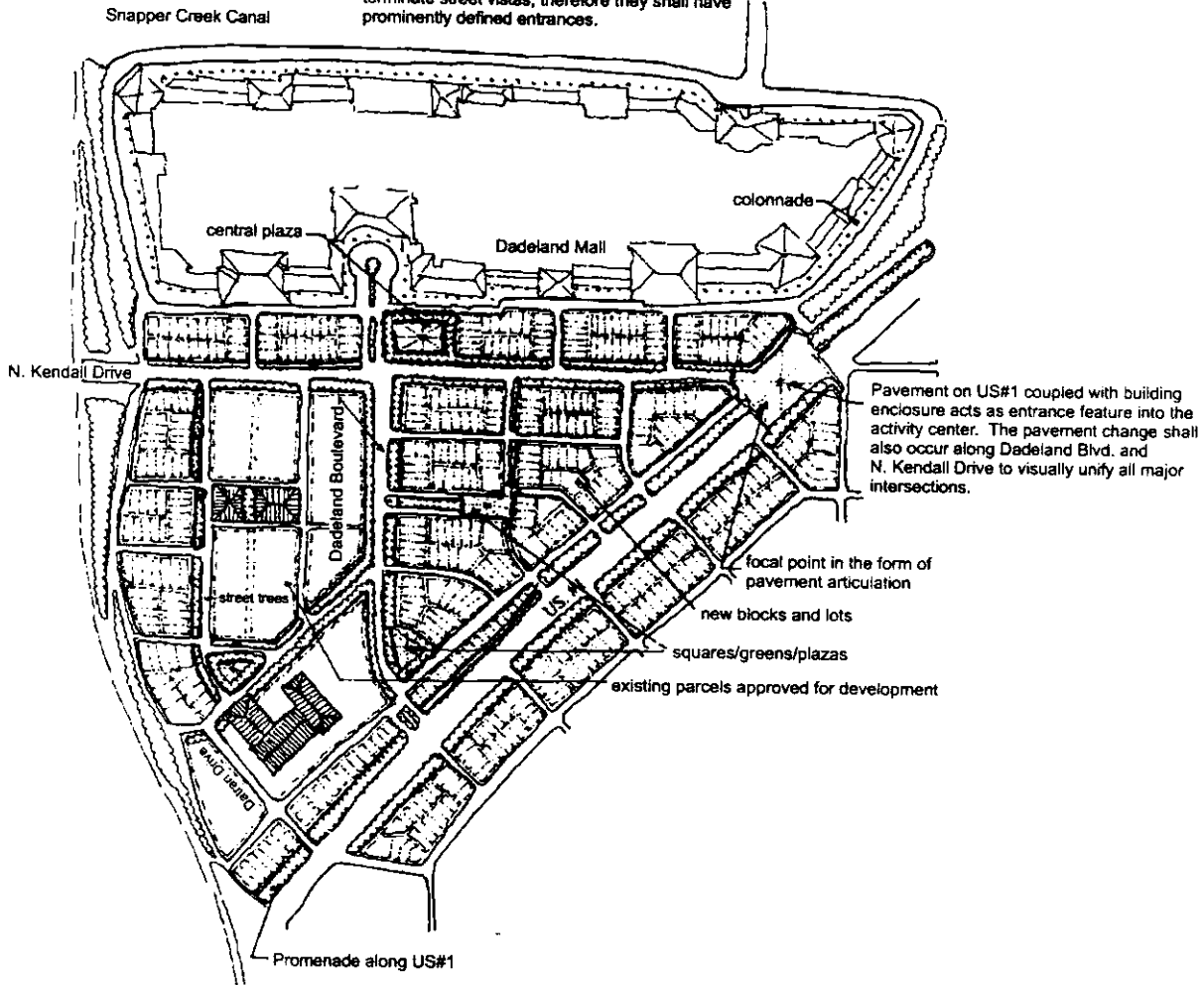
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Figure 14
ALTERNATIVE SCENARIO

**DADELAND ACTIVITY CENTER
 URBAN RECONSTITUTION**

SKETCH A: CASE STUDY AREA AFTER
 APPLICATION OF URBAN DESIGN CONCEPTS

The Dadeland Mall structure is physically unified by incorporating a colonnade; the mall's buildings terminate street vistas; therefore they shall have prominently defined entrances.



Pavement on US#1 coupled with building enclosure acts as entrance feature into the activity center. The pavement change shall also occur along Dadeland Blvd. and N. Kendall Drive to visually unify all major intersections.

The activity center shall evolve a system of blocks and interconnected streets. Focal points in the form of squares and plazas are distributed throughout the site to provide gathering areas for pedestrians.



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Open spaces can be detached from the block or attached to the sidewalk to connect to activities on the street and shall be designed in a manner that is safe and comfortable for the pedestrian. Open space shall incorporate some type of visual element such as a free standing monument (Art in Public Places), or fountain that serves as focal point

Building Typologies. Building styles should reflect the culture and climate of South Florida and conform to an authentic American discipline of building on precise parcels of land. Arcades and other architectural features and setbacks will contribute to the sense of variety and richness usually found in traditional American cities.

Streets. Street are connectors of local activities and the focus of building orientation. It is in the street where the perception of security is reinforced by pedestrian friendly conditions. A hierarchy of streets and boulevards allows the efficient movement of through traffic, provides on-street parking, and creates pleasant shopping, workplace and residential environments. Used in conjunction with the central plaza, the boulevard is one of the most important public spaces. The definition of the streets and boulevards by buildings and architecture is essential for its spatial success. Their landscaping should be continuous in order to provide shade for the pedestrians. (See Figure 15.)

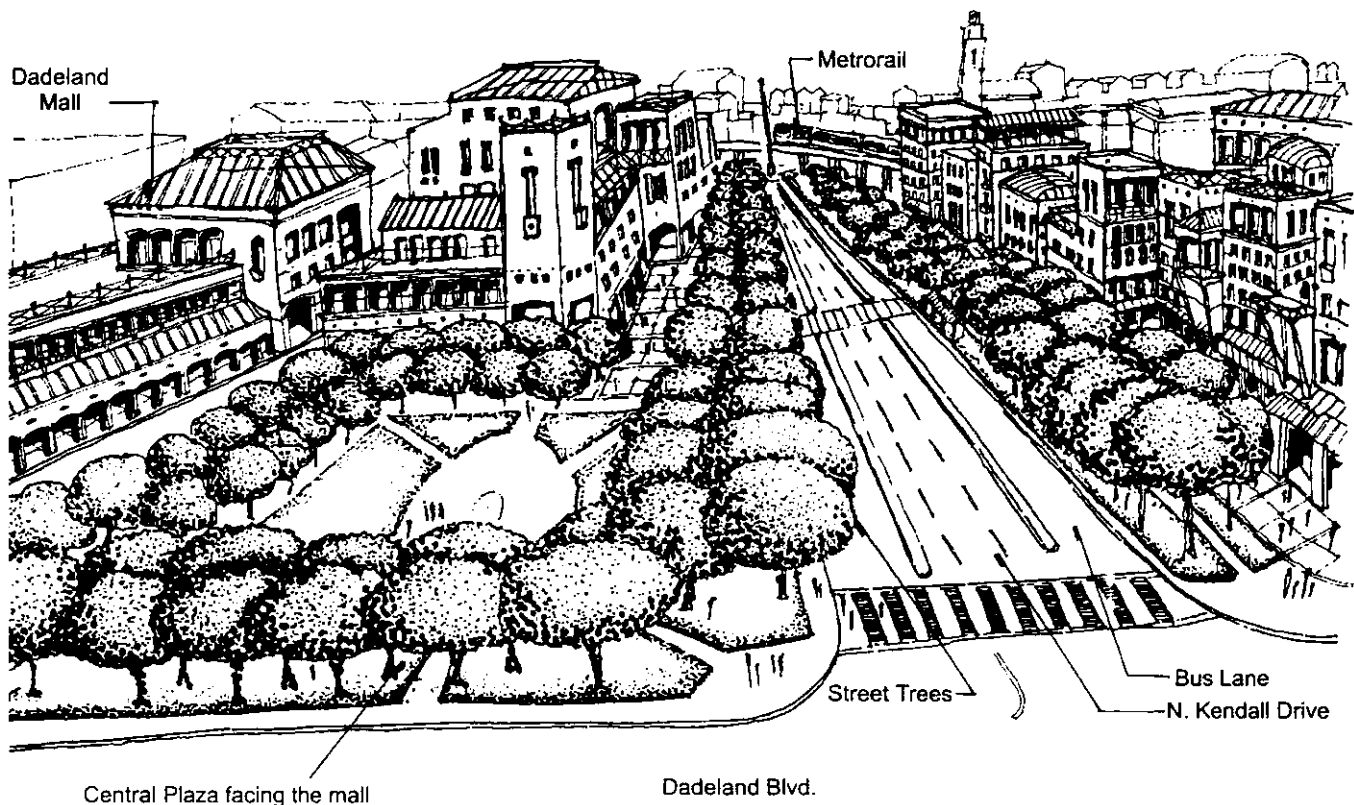
Street Beautification. In concept the reconstitution of the street does not require major infrastructure overhaul or radical modification. Rather, it requires only the addition of well-known physical elements. If properly conceived, the streets of the Dadeland Activity Center can be re-designed to fulfill their rightful place as a social space, as a meaningful environment for the activities in the area and as pleasant, beautiful experience.

Recommendations

- ♦ The application of the concepts discussed above should be considered for implementation.
- ♦ The Department of Planning, Development and Regulation should collaborate with the Chamber South, Dadeland's residents and property owners, and other interested organizations to: 1) detail a specific urban design proposal for the area; 2) determine the feasibility of implementing the proposal; and, 3) formulate a program for accomplishing the proposals.

Figure 15

NORTH KENDALL DRIVE EASTVIEW FROM DADELAND MALL ENTRANCE.



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6.0 OTHER INFRASTRUCTURE AND SERVICES

The Comprehensive Development Master Plan (CDMP) requires that adequate facility capacity be available at the time new developments and redevelopments take place. The Dadeland area is well served by infrastructure, including water, sewer, and solid waste services, allowing more intense redevelopment to take place in the area.

Water

The Dadeland area is served by the Alexander Orr Water Treatment Facility, which has a capacity of 190.0 million gallons per day (mgd). This facility is currently supplying about 169.0 mgd, leaving an excess treatment capacity of 21 mgd to accommodate future development in the proposed district. The raw water sources for Alexander Orr have an annual allocation of 165 mgd and a maximum day allocation of 185 mgd. The County has applied to the South Florida Water Management District to allow 40 mgd from Phase I of the new West Wellfield to be included in the allocation for the Alexander Orr Plant to provide a backup raw water supply in case some of the existing wells have to be taken off line due to pump failure or maintenance, or well contamination.

Sewer

The Miami-Dade Water and Sewer Department (WASD) also provides all wastewater collection and treatment services to the Dadeland Area using sewer mains located along N. Kendall Drive. Virtually the entire Dadeland area has sewer service. Wastewater from the area is treated at the South District Wastewater Treatment Plant located near Black Point. This plant has a design capacity of 85.0 mgd. At present, this plant is treating sewage at an average daily rate of 88.4 mgd, 104.0 percent of its design capacity. The effluent produced by this facility meets all federal, State, and County standards.

The Dadeland North Metrorail Station Development, currently under construction, will build and dedicate an approved pump station which will be connected to a proposed eight-inch force main. This force main will be connected to pump station 795 on the west of site at approximately S.W. 73rd Avenue and S.W. 82nd Street.

Under the terms of a stipulated settlement agreement between Metro-Dade County and the Florida Department of Environmental Protection, Dade County has agreed to make \$550 million worth of improvements to its regional wastewater system. Expansion of this facility planned for 1996 will increase its capacity to 112.5 mgd which will permit an excess wastewater treatment capacity of 24.1 mgd. Extensive improvements to the sewage pump stations throughout the regional wastewater system are also under construction.

Solid Waste

The collection of solid waste in the Dadeland Regional Activity Center is provided by private firms operating under contract to individual firms and landowners. Disposal is provided by the Dade County Department of Solid Waste at three County-owned facilities and several south Florida disposal facilities owned by private firms accepting wastes under disposal agreements with the County.

Countywide, the solid waste disposal system has sufficient capacity to maintain the currently adopted level of service of seven pounds per person per day beyond the time horizon of the County's comprehensive plan.

Police and Fire

Police protection in the Dadeland area is provided by the Metro-Dade Police Department from its Kendall Station located at 7707 S.W. 117 Avenue. Fire and rescue services are provided by the Metro-Dade Fire and Rescue Department from its Station 23/Kendall-South located at 7825 S.W. 104th Street; however, two other stations, Station 9/Kendall located at 7777 S. W. 117th Avenue, and Station 14/South Miami located at 6130 S. W. 72nd Street, also may respond when needed. The response times from fire stations near the Dadeland Regional Activity Center range from less than three minutes to six minutes. The County's water system provides sufficient flow volumes and pressure throughout the area for fire suppression, as required by the County's standards.

APPENDIX A
CRITERIA FOR SELECTION OF AREA TO BE STUDIED

**METROPOLITAN DADE COUNTY
DEPARTMENT OF PLANNING, DEVELOPMENT AND REGULATION**

**SPECIFIC AREA PLANNING FOR
IMPROVING MOBILITY WORK GROUP**

**Summary of Meeting
January 8, 1996 - 10:00 A.M. - 12:00 Noon
Director's Conference Room
111 NW 1st Street, Suite 1220
Miami, FL 33128-1972**

Attendance

Walter F. Geiger, Chief, Area/Special Studies Division, DPDR
Mario Garcia, MDTA
Russell Kelly, DC Public Works Department
Richard Lee, DC Public Works Department
Todd Leachman, FDOT District Six
David Korros, FDOT District Six
Susan Schreiber, MPO
Pearl J. Lazarus, DPDR
Napoleon V. Somoza, DPDR

Mr. Walter F. Geiger, Area/Special Studies Division Chief of the Dade County Department of Planning, Development and Regulation (DPDR), welcomed everybody and explained the reason for this meeting. He said that the department was in the process of conducting a study of an area to be selected by the Work Group to improve the area's pedestrian, bicycle and transit mobility. The idea, he said, is to develop a plan that may include land use solutions, recommendations for development regulations and urban design. The objective of the plan will be to encourage mobility by means other than single-occupant vehicles. He asked the group to help the department to develop the criteria to be used in the selection of the area to be planned. He added that among other considerations, the selection criteria should include existing and short term transit opportunities, near-term opportunity for development and redevelopment, and the potential for demonstration value.

After the members of the work group discussed these and other types of considerations, the following **criteria** were established:

- 1) **Location.** The study area should be located in unincorporated Dade County and north of the Dadeland South Metrorail Station.

This was accepted by the group in consideration of the project's late start, the potential delay and problems that may be faced if another jurisdiction is involved in this process; and the South Dade Planning and Design Project currently being conducted by the FIU/FAU Joint Center on the South Dixie Corridor from Dadeland South Metrorail Station to the Cutler Ridge Mall area.

- 2) The study area should be one of the following: a) **Planned Activity Center** delineated in the Comprehensive Development Master Plan; b) **Metrorail Station Area** (up to one-quarter mile-radius); or c) **Transit Corridor** heavily served by Metrobus.
- 3) **Land Use and Density.** The study area should be designated Medium Density (up to 25 dwelling units per gross acre); Medium-High Density (up to 60 dwelling units per gross acre) residential, Business and Office; or Industrial and Office on the Adopted Land Use Plan map.
- 4) **Employment.** The study area should be an employment center, located near a employment center, or have the potential to become an employment center.
- 5) **Development Opportunity.** The study area should have existing or potential opportunity for development or redevelopment.
- 6) **Transit Availability.** Public Transit should be provided, or programmed to be provided in the near future, directly to the study area, preferably rapid transit (commuter rail or buses operating on exclusive bus lanes), and/or bus routes operating with 20 minute or less headway.
- 7) **Pedestrian Facilities.** The study area should have a demonstrated need for the improvement of pedestrian and bicycle facilities, or the expansion of existing ones.
- 8) **Demonstration Value.** The study area should have the elements necessary to become a model project.

The Work Group asked the Department of Planning, Development and Regulation to prepare a preliminary list of potential areas, evaluate the areas using the criteria established and make its recommendation to the group.

Meeting adjourned at 11:45 A.M.

APPENDIX B
DADELAND REGIONAL ACTIVITY CENTER

DADELAND METROPOLITAN ACTIVITY CENTER

Location. This activity center area is bounded generally by the Snake Creek Canal, State Road 836 and U.S. 1 in unincorporated Dade County. It is triangularly shaped and is the only activity center which includes existing Metrorail stations, Dadeland North and Dadeland South.

Land Use and Density. Much of the land is in commercial use, including the Dadeland Mall and the area across North Kendall Drive. Apartments lie to the east of the Dadeland South Station, to the north of the Dadeland North Station, across U.S.1 and on the north, south, and west sides of the Mall. Single family homes lie across U.S. 1 further to the south and east. The Adopted Land Use Plan Map designates this area as an activity center with Business and Office, surrounded by medium-high residential on all sides except the area across North Kendall Drive.

Employment. 1990 Census figures show 15,722 people who work in this area. About 58% were in the service sector, 38% were commercial, and 4% industrial. Most of these jobs are service and retail with the Mall as a major source of employment. The area is projected to contain 16,537 jobs in the year 2000.

Opportunities for Development. Almost all the land within the metropolitan activity center is developed. However, redevelopment is occurring to build more intense uses on existing parking lots, especially in the area between the Dadeland South Station and North Kendall Drive. A major new development is currently under construction in the parking area adjacent to the Dadeland North Station. This will include a mixture of retail and commercial uses connected with covered walkways, a pedestrian bridge, and underpass to the rest of the area including Dadeland Mall. Dadeland Mall is also expanding to include more retail stores, food courts, parking, and will add movie theaters. This expansion will be linked by covered walkway from the Mall to the Dadeland North Station; however, no walkway is provided to the Dadeland South Station. No pedestrian amenities are considered for North Kendall Drive, except the existing striped crosswalk. Office Depot intends to build a mixed use hotel and restaurant complex on the lot which once served as Burger King's headquarters. This complex will contain a hotel, retail complex, restaurants, 20 screen theater, office supply superstore, and 12 level garage and will be linked to the Dadeland South Station via an elevated air conditioned walkway with pedestrian links to Dadeland Boulevard and North Kendall Drive. Finally, Kendall Drive Joint Venture will build a four story building and five story garage in addition to its existing eight story building at 7300 North Kendall Drive. This project will include a covered pedestrian walkway linking the Dadeland South Station and Dadeland Mall. Provisions for pedestrian crossings must be made from the subject property west across Dadeland Boulevard. In the future, more intense redevelopment will likely occur on the lots now occupied by Williamson Cadillac and the area south of North Kendall Drive between U.S. 1 and Dadeland Boulevard shows the potential for future redevelopment

This area also has good highway accessibility with U.S. 1 and the Palmetto and Snapper Creek Expressways nearby.

Transit Availability. Five bus routes serve the area, including Routes 1, 52, 87, 88, and 104 with headways of 10, 30, 30, 15, and 60 minutes respectively. Metrorail ridership at the Dadeland North Station numbers 5,389 weekdays and 3,752 weekends. For the Dadeland South Station, those figures are 4,828 weekdays and 5,009 weekends.

Pedestrian facilities. Most of this area provides an environment inhospitable to pedestrians. Although sidewalks are located along major arterial roadways, most buildings are set back far from the street behind parking lots, and sidewalks are generally unshaded. Because of redevelopment activity, the opportunity to improve pedestrian and bicycle facilities is present.

Demonstration Value. Of all metropolitan activity centers analyzed, the Dadeland Activity Center provides the highest potential for a demonstration project. The area is undergoing heavy redevelopment activity, public transit service is excellent with two rapid transit stations, a large residential community is nearby including medium-high density apartment areas, a need exists to improve pedestrian and bicycle facilities, and the area has good highway accessibility.

Recommendation. The Department of Planning, Development, and Regulation recommends that this activity center area be selected as the area for a demonstration project.

**DADELAND REGIONAL
ACTIVITY CENTER**

Population, Housing and Employment Data: Percent

| | <u>1990</u> | <u>2000</u> | <u>Change</u> | <u>Remarks</u> |
|--------------------|-------------|-------------|---------------|------------------|
| Population: | 12,365 | 12,683 | 2.6 | 53.3% Labor Pop. |
| Housing: | 6,589 | 6,713 | 1.9 | |
| Labor Population: | 8,749 | 8,817 | 0.8 | 3.1% Industrial |
| Employment: | 15,722 | 16,537 | 5.2 | 38.5% Commercial |
| hotel/Motel Rooms | 453 | 551 | 21.6 | 58.4% Service |
| School Population: | 1,511 | 1,605 | 6.2 | |
| Automobiles | 6,091 | 6,200 | 1.8 | |

Land Use:

a) Existing¹¹

| <u>Land Use Category</u> | <u>Acres</u> | <u>Percent</u> |
|--------------------------|--------------|----------------|
| Residential: | 79.1 | 24.9 |
| Business and Office: | 150.2 | 47.3 |
| Transportation: | 71.3 | 22.5 |
| Inland Water | <u>16.9</u> | <u>5.3</u> |
| Total | 317.5 | 100.0 |

Density:

| | <u>Acres</u> | <u>Percent</u> |
|---|--------------|----------------|
| Medium-High Density Res. 1 (Up to 25 du's/acre) | 79.1 | 100.0 |

**b) LUP Map Designation: Medium-High Density Residential
Business and Office**

Undeveloped Land: None

Bus Routes and Headways:

| <u>Route</u> | <u>Peak Headway (min.)¹²</u> | <u>Frequency Improvement¹³</u> |
|--------------|---|---|
| 1 | 10 | - |
| 52 | 30 | - |
| 87 | 30 | - |
| 88 | 15 | - |
| 104 | 60 | - |

¹¹ 1994 Land uses, Metro-Dade Dept. of Planning, Development and Regulation.

¹² 1995 Transit Development Program Update, June 1995, Metro-Dade Transit Agency.

¹³ Ibid.

Ridership¹⁴:

| | <u>Average Weekday</u> | <u>Average Weekend</u> |
|-----------------|----------------------------|----------------------------|
| 1 | 3,000 | - |
| 52 | 1,800 | - |
| 87 | 1,400 | - |
| 88 | 3,000 | - |
| 104 | 1,000 | - |
| Metrorail: | | |
| Dadeland North | 5,389 | 3,752 |
| Dadeland South: | 4,828 | 5,009 |

Parking:

| | |
|-------------------|-------------|
| Facility Type: | Parking Lot |
| Total spaces: | 7,379 |
| Utilization: | NA |
| Utilization Rate: | NA |

Roadways:

| <u>Roadway</u> | <u>Number of Lanes</u> | <u>LOS¹⁵</u> | <u>Programmed Improvement¹⁶</u> |
|----------------------------|----------------------------|-------------------------|--|
| SW 88th St./Kendall Dr.. | 6 | D | - |
| SR 826/Palmetto Expwy. | 4 | D | 4 to 6 |
| SR 5/U.S. 1 | 6 | E | - |
| SW 104th St., E/O of US. 1 | 2 | F | - |

Pedestrian and Bicycle Facilities:

| <u>Roadway</u> | <u>Sidewalks</u> | <u>Existing Bicycle Paths¹⁷</u> | <u>Bicycle Facilities Plan¹⁸</u> |
|---------------------|------------------|--|---|
| US. 1 | East side | None | Short Range off-road |
| SW 72nd Ave. | Both sides | None | Long Range on-road |
| SW 88th St. | Both sides | None | None |
| SW 104th St. | No | None | None |
| F.E.C Railroad | - | None | Long Range, off-road |
| Snapper Creek Canal | - | None | Short Range, off-road. |

¹⁴ *Transit Ridership Report*, November 1995, MDTA

¹⁵ Based on 1993 traffic counts. Metro-Dade Public Works Dept. and DPDR.

¹⁶ *1996 Transportation Improvement Program*, Metropolitan Planning Organization.

¹⁷ *Metro-Dade Bicycle Facilities Plan*, July 1995, Metropolitan Planning organization.

¹⁸ Ibid.

APPENDIX C
LAND USE AND PARKING ANALYSIS

DADELAND ACTIVITY CENTER
Inventory of Existing Land Uses and Analysis of Parking

| Residential Development Name/Owner | Address/ Location | ZIP Code | Folio No. | Zoning District | No. of Units | Const. Area (sq. ft.) | Height (Floors) | Lot Size (sq. ft.) | Lot Size (acres) | Density (du/ac) | Parking Spaces | Parking Req. By Code |
|------------------------------------|--|----------|--|-----------------|--------------|-----------------------|-----------------|--------------------|------------------|-----------------|----------------|----------------------|
| MULTIFAMILY | | | | | | | | | | | | |
| SW 65th Ave. | | | | | | | | | | | | |
| Jade Gardens Apts. | 8200-8390 SW 65 Ave. | 33,143 | 30-4036-000-0670 | RU-4 | 161 | 104,077 | 2 | 229,859 | 5.28 | 31 | 206 | 248 |
| SW 67th Ave. | | | | | | | | | | | | |
| Villas of Dadeland Inc. | 8650 SW 67 Ave. | 33143 | 30-4035-000-1120 | RU-4M | 206 | 180,892 | 3 | 322,981 | 7.41 | 28 | 330 | 341 |
| SW 68th Ct. | | | | | | | | | | | | |
| Monterey Gds. of Dadeland | 8601 SW 68 Ct. | 33143 | 30-4035-000-1160 | BU-1 | 90 | 56,962 | 2 | 105,696 | 2.43 | 37 | 124 | 147 |
| Townhouse Apartments Ltd. | 8800 SW 68 Ct. | 33,156 | 30-5002-000-0110 | RU-4 | 88 | 70,606 | 2 | 148,838 | 3.42 | 30 | 122 | 149 |
| SW 69th Ct. | | | | | | | | | | | | |
| Yorkshire Apts. | 8950 SW 69 Ct. | 33,156 | 30-5002-005-0120 | RU-4M | 60 | 56,291 | 2 | 86,737 | 1.99 | 30 | 74 | 97 |
| SW 72nd Ave. | | | | | | | | | | | | |
| The Meadows Apts. | 8100 SW 72 Ave. | 33,143 | 30-4035-000-0810 | RU-4M | 88 | 78,834 | 2 & 3 | 132,510 | 3.04 | 29 | 115 | 143 |
| Granada-Dadeland Condos | 8101-8107 SW 72 Ave. | 33143 | 30-4035-031-0001 / 0910 / 0920-1820 | RU-4M | 182 | | 4 | 265,280 | 6.09 | 30 | 279 | 305 |
| Les Chalets Apts. | 8215 SW 72 Ave. | 33143 | 30-4035-000-1100 | RU-4M | 143 | 127,192 | 2 & 3 | 215,320 | 4.94 | 29 | 165 | 235 |
| The Ledges Condos Inc. | 8305 SW 72 Ave. 8315 SW 72 Ave. 8325 SW 72 Ave. 8335 SW 72 Ave. | 33143 | 30-4035-030-0001 30-4035-030-0320 30-4035-030-0330 30-4035-030-0800 | RU-4M | 178 | | 3 | 276,186 | 6.34 | 28 | 264 | 292 |
| Dadeland Gardens Apts. Inc. | 7200-7250 SW 83 St. | 33143 | 30-4035-021-0011 | RU-4M | 150 | 141,426 | 2 | 418,523 | 9.60 | 16 | 175 | 246 |
| Kendall House Apts. | 9117 SW 72 Ave. | 33156 | 30-5002-000-0230 | BU-1 | 160 | 90,227 | 2 | 198,554 | 4.56 | 35 | 185 | 240 |
| SW 73rd Ave. | | | | | | | | | | | | |
| Bermuda East | 8075 SW 73 Ave. | 33143 | 30-4035-000-0770 | RU-4M | 20 | 9,141 | 2 | 26,049 | 0.60 | 34 | 29 | 30 |
| John S. Jewett Apts. | 8067 SW 73 Ave. | 33143 | 30-4035-000-0760 | RU-4M | 32 | 29,602 | 3 | 40,420 | 0.94 | 34 | 40 | 52 |

DADELAND ACTIVITY CENTER
Inventory of Existing Land Uses and Analysis of Parking

| Residential Development Name/Owner | Address/ Location | ZIP Code | Folio No. | Zoning District | No. of Units | Const. Area (sq. ft.) | Height (Floors) | Lot Size (sq. ft.) | Lot Size (acres) | Density (du/ac) | Parking Spaces | Parking Reqd. By Code |
|------------------------------------|-----------------------|----------|--|-----------------|--------------|-----------------------|-----------------|--------------------|------------------|-----------------|----------------|-----------------------|
| Dade Riviera Apts. | 8101 SW 73 Ave. | 33143 | 30-4035-000-0740 | RU-4M | 32 | 32,234 | 4 | 40,840 | 0.94 | 35 | 44 | 54 |
| The Pavilion Apts. | 7251 SW 72 St. | 33143 | 30-4035-000-0750 | RU-4M | 38 | 21,828 | 3 | 32,647 | 0.76 | 36 | 34 | 60 |
| Bermuda Villas Apts. | 8112 SW 73 Ave. | 33143 | 30-4035-000-0790 | RU-4M | 224 | 165,268 | 2 | 292,946 | 6.73 | 30 | 230 | 356 |
| SW 82nd St. | | | | | | | | | | | | |
| Village at Dadeland | 7300-7440 SW 82 St. | 33143 | 30-4035-021-0050 | RU-4M | 410 | 191,255 | 2 | 433,477 | 20.59 | 20 | 638 | 681 |
| | 7400 SW 82 St. | | 30-4035-021-0010 | RU-4M | | 56,432 | 4 | 92,700 | | | | |
| | 7500 SW 82 St. | | 30-4035-021-0060 | BU-2 | | 159,693 | 2 | 370,698 | | | | |
| Kendallwood Apts. | 7401 SW 82 St. | 33143 | 30-4035-000-0891 | RU-4M | 69 | 60,540 | 3 | 87,555 | 2.01 | 34 | 80 | 112 |
| Dadeland Capri Apts. | 7475 SW 82 St. | 33143 | 30-4035-000-0880 | RU-4M | 120 | 111,696 | 3 | 162,479 | 3.73 | 33 | 155 | 199 |
| Dadeland Park Condos | 7505 SW 82 St. | 33143 | 30-4035-032-0001 | RU-4M | 63 | | 3 | 87,120 | 2.00 | 32 | 80 | 100 |
| N. Kendall Dr./SW 88th St. | | | | | | | | | | | | |
| Waterside Apts. | 6751 N. Kendall Dr. | 33143 | 30-4035-000-1110 | RU-4M | 116 | 108,350 | 3 | 163,350 | 3.75 | 31 | 163 | 195 |
| Dadeland Apts. | 6801 N. Kendall Dr. | 33,143 | 30-4035-000-1161 | RU-5 | 42 | 22,759 | 2 | 37,611 | 0.86 | 49 | 44 | 68 |
| Ivy Cove at Dadeland Apts. | 6805 N. Kendall Dr. | 33,143 | 30-4035-000-1162 | RU-5 | 18 | 12,961 | 2 | 37,478 | 0.86 | 21 | 32 | 29 |
| Dadeland Grove Condos | 6900 N. Kendall Dr. | 33156 | 30-5002-056-0010 | RU-4 | 164 | | 4 | 216,493 | 4.97 | 33 | 237 | 276 |
| Sub-Total | | | | | 2,854 | | | | | | 3,845 | 4,655 |
| DUPLEXES | | | | | | | | | | | | |
| SW 80th St. | | | | | | | | | | | | |
| Ludlam Gardens | 6750 - 6880 SW 80 St. | 33143 | 30-4035-011-0040 to 30-4035-011-0170 | RU-2 | 27 | | 1 | 152,250 | 3.50 | 8 | 28 | 54 |
| TOTAL | | | | | 2,881 | | | | | | 3,873 | 4,709 |

Source: Metropolitan Dade County Department of Planning, Development and Regulation, June 1996.

DADELAND ACTIVITY CENTER
Inventory of Existing Land Uses and Analysis of Parking

| BUSINESS/ OWNER | Land Use | Address/Location | ZIP Code | Zoning District | Folio No. | Parking Spaces | Parking by Code Reqmt. | Parking Difference | Const. Area (sq. ft.) | Lot Size (acres) |
|--|------------------------------|---|-------------------------|------------------------------|--|----------------|------------------------|--------------------|--------------------------|----------------------|
| SW 88 St./North Kendall Dr. | | | | | | | | | | |
| Dadeland Mall / Equitable Life Assurance Society | Specialty Retail | 7675 N. Kendall Dr. 8701 N. Kendall Dr. 7535 N. Kendall Dr. 7303 N. Kendall Dr. 7209 N. Kendall Dr. | 33,143 | BU-2 | 30-4035-021-0023 30-4035-021-0040 30-4035-021-0020 30-4035-021-0021 30-4035-000-0950 | 6,952 | 5,658 | 1,294 | 1,414,277 | 67.01 |
| Computer City/ Commercial Net Lease | Retail | 7440 N. Kendall Dr. | 33,156 | BU-2 | 30-5002-067-0020 | 97 | 116 | -19 | 29,018 | 1.96 |
| Office Depot Inc.2 | Vacant | 7360 N. Kendall Dr. | 33,156 | BU-2 | 30-4035-021-0036 30-4035-021-0039 | 0 | 0 | 0 | 0 | 3.8 2.73 |
| Former Xtra Supermarket / S.E. Banking Corp. | Retail Vacant | 7430 N. Kendall Dr. | 33,156 | BU-3 | 30-5002-021-0024 | 295 | 335 | -40 | 83,699 | 5.61 |
| Dadeland Medical Bldg. | Offices | 7400 N. Kendall Dr. | 33,156 | BU-2 | 30-4035-021-0037 30-5002-067-0010 | 195 | 299 | -104 | 89,467 | 2.07 1.30 |
| Chase Federal Bank3 / Byrdie R. Dennison et al | Bank Offices | 7300 N. Kendall Dr. | 33,156 | BU-2 | 30-4035-021-0035 | 282 | 367 | -85 | 109,973 | 2.75 |
| Saturn of Dadeland Williamson Cadillac/ G. Williams II | Auto Dealership Vacant | 7250 N. Kendall Dr. 7280 N. Kendall Dr. 9115 Dadeland Blvd. | 33156 33156 33156 | BU-2 BU-3 BU-2 BU-3 | 30-4035-021-0031 30-4035-021-0031 30-4035-021-0038 | 103 | 87 | 16 | 44,056 | 4.63 2.80 |
| Sun Chevrolet/GEO Inc. | Auto Dealership | 7220 N. Kendall Dr. | 33,156 | BU-2 BU-3 | 30-4035-021-0030 | 44 | 69 | -25 | 35,341 | 5.03 |
| First Union Natl. Bank | Bank Office Vacant | 7190 N. Kendall Dr. 7100 N. Kendall Dr. 7000 N. Kendall Dr. | 33,156 | BU-2 BU-3 BU-2 | 30-4035-021-0033 30-5002-046-0010 30-5002-000-0210 | 168 | 90 | 78 | 18,718 1,200 6,889 | 2.07 0.52 0.63 |
| Doctor's Center of Dadeland | Offices | 6950 N. Kendall Dr. | 33,156 | RU-5 | 30-5002-005-0010 | 12 | 15 | -(3) | 4,460 | 0.26 |
| Seigel & Dansky Investment | Offices | 6910 N. Kendall Dr. | 33,156 | RU-5 | 30-5002-005-0011 | 12 | 15 | -(3) | 4,460 | 0.22 |
| | | | | | | | | | | |

DADELAND ACTIVITY CENTER
Inventory of Existing Land Uses and Analysis of Parking

| BUSINESS/ OWNER | Land Use | Address/Location | ZIP Code | Zoning District | Folio No. | Parking Spaces | Parking by Code Reqmt. | Parking Difference | Const. Area (sq. ft.) | Lot Size (acres) |
|---|-------------------------|--|-------------|--------------------|--|-------------------|------------------------------|-----------------------|--|------------------------------|
| S. Dadeland Blvd. | | | | | | | | | | |
| Dadeland Marriott | Hotel | 9090 S. Dadeland Blvd. | 33,156 | BU-3 | 30-5002-057-0010 | 3,298 | 3,026 | 272 | 336,984 | 4.12 |
| One Datran Center Two Datran Center | Offices | 9100 S. Dadeland Blvd. 9130 S. Dadeland Blvd. | | GU | 30-5002-057-0014 30-5002-057-0011 30-5002-057-0013 30-5002-057-0020 30-5002-057-0030 | | | | 288,106 567,817 | 0.54 |
| Dadeland Towers Office Park/ A.C.P. Dadeland Ltd. | Professional Offices | 9200 S. Dadeland Blvd. 9300 S. Dadeland Blvd. 9350 S. Dadeland Blvd. 9400 S. Dadeland Blvd. 9500 S. Dadeland Blvd. | 33,156 | BU-3 | 30-5002-042-0030 30-5002-042-0010 30-5002-042-0050 30-5002-042-0040 | 1,375 | 1,416 | -(41) | 83,058 229,000 15,050 478,067 | 1.81 2.57 0.25 3.58 |
| AV-MED Inc. | | | | | | | | | | |
| Old S. Dixie Hwy. | | | | | | | | | | |
| Herff Jones Office/ Wayne C. Beckner | Offices | 9443 Old S. Dixie Hwy. | 33,156 | BU-1 | 30-5002-011-0030 | 4 | 6 | -2 | 1,675 | 0.16 |
| Ronald H. Cordes/ C & B Investment | Office | 9449 Old S. Dixie Hwy. | 33,156 | BU-2 | 30-5002-011-0040 | 6 | 7 | -1 | 1,839 | 0.24 |
| Dadeland Animal Hsptl./ Donald O. Taylor | Office | 9495 Old S. Dixie Hwy. | 3,356 | BU-3 | 30-5002-011-0050 | 7 | 9 | -2 | 2,573 | 0.24 |
| FARMA Intl. SAC Cons. Co. Inc./ Michael Milgrom | Office | 9501 Old S. Dixie Hwy. | 33,156 | BU-3 | 30-5002-011-0110 | 15 | 3 | 12 | 782 | 0.16 |

DADELAND ACTIVITY CENTER
Inventory of Existing Land Uses and Analysis of Parking

| BUSINESS/ OWNER | Land Use | Address/Location | ZIP Code | Zoning District | Folio No. | Parking Spaces | Parking by Code Reqmt. | Parking Difference | Const. Area (sq. ft.) | Lot Size (acres) |
|---|---------------------------|--|----------|-----------------|--------------------------------------|----------------|------------------------|--------------------|-----------------------|------------------|
| SW 95th St. | | | | | | | | | | |
| D. L. Garage4 | Garage | 7420 SW 95 St. | 33,156 | BU-2 | 30-5002-011-0160 | 0 | 0 | 0 | 0 | 0.14 |
| SW 98th St. | | | | | | | | | | |
| The Cptn's. Tavern Seafood Market | Market | 7495 SW 98 St. | 33,156 | BU-1 | 30-5002-045-0011 | 12 | 12 | 0 | 3,542 | 0.27 |
| US 1/ S Dixie Hwy. | | | | | | | | | | |
| Alan's Shell Service | Service Gas Station | 8033 S. Dixie Hwy. | 33,143 | BU-3 | 30-4036-000-0671 | 18 | 9 | 9 | 2,193 | 0.56 |
| Conne Inc. Lipstick | Office Nightclub | 8087 S. Dixie Hwy. 8099 S. Dixie Hwy. | 33,143 | BU-3 | 30-4036-000-0650 | 60 | 46 | 14 | 11,362 | 1.26 |
| Dadeland North Ltd. | Rest. Shopping Ctr. | 6601 S. Dixie Hwy. 6605-6661 S. Dixie Hwy. | 33,143 | BU-2 | 30-4036-000-0780 30-4036-000-0810 | 185 | 179 | 6 | 40,600 4,124 | 2.60 0.60 |
| Dixie Pointe Plaza Miami Subs Grill | Shopping Ctr./ Rest. | 8223-8303 S. Dixie Hwy. | 33,143 | BU-2 BU-3 | 30-4035-034-0010 | 198 | 204 | -6 | 50,962 | 3.38 |
| Toys "R" Us Inc. | Retail | 8325 S. Dixie Hwy. | 33,143 | BU-2 | 30-4036-034-0020 | 233 | 191 | 42 | 47,552 | 4.09 |
| Discount Autoparts | Auto Parts | 8345 S. Dixie Hwy. | 33,143 | BU-2 | 30-4035-000-1061 | 10 | 6 | 4 | 3,792 | 0.25 |
| Ryder Trucks Rental | Truck Rentals | 8401 S. Dixie Hwy. | 33,143 | BU-2 | 30-4035-000-1251 | 20 | 20 | 0 | 844 | 0.59 |
| Dadeland Dodge Inc. | Auto Dealership | 8455 S. Dixie Hwy. | 33,143 | BU-2 | 30-4035-000-1250 | 67 | 48 | 19 | 15,260 | 2.16 |
| Natureland Gds.. Avex Home Theater Banker Savings | Nursery Retail Bank | 8523 S. Dixie Hwy. 8523 S. Dixie Hwy. 8525 S. Dixie Hwy. | 33,143 | BU-1A | 30-4035-000-1260 | 33 | 30 | 3 | 5,440 | 1.32 |

DADELAND ACTIVITY CENTER
Inventory of Existing Land Uses and Analysis of Parking

| BUSINESS/ OWNER | Land Use | Address/Location | ZIP Code | Zoning District | Folio No. | Parking Spaces | Parking by Code Reqmt. | Parking Difference | Const. Area (sq. ft.) | Lot Size (acres) |
|---|---|---|-------------|--------------------|--|-------------------|------------------------------|-----------------------|-----------------------------|----------------------|
| Kendall I Plaza Ltd. Dairy Queen First Union Bank Ross Dress Less Bed Bath & Beyond | Food Store Bank/Offc. Retail Retail | 8545 S. Dixie Hwy. 8601 S. Dixie Hwy. 8605 S. Dixie Hwy. 8607 S. Dixie Hwy. | 33,143 | BU-1A | 30-4035-000-1270 30-4035-000-1203 30-4035-000-1200 | 375 | 375 | 0 | 822 124,269 | 0.08 5.67 1.93 |
| Payless Shoes Hair Stylg Salon Express Dry Clnrs Food Spot Benihana Rest. Vacant Bldg. | Retail Service Service Conv. Store Restaurant | 8691 S. Dixie Hwy. 8695 S. Dixie Hwy. 8697 S. Dixie Hwy. 6901 N. Kendall Dr. 8727 S. Dixie Hwy. 8797 S. Dixie Hwy. | 33,143 | BU-1A | 30-4035-000-1201 | 103 | 99 | 4 | 24,687 | 1.73 |
| Janross Assoc. Pizza Hut Mattress Giant | Rest. Retail | 8821 S. Dixie Hwy. 8835 S. Dixie Hwy. | 33,156 | BU-2 | 30-5002-006-0010 30-5002-005-0070 | 63 | 44 | 19 | 10,989 | 0.48 0.44 |
| S. Dixie Discount Ctr. | Drug Store | 8865 S. Dixie Hwy. | 33,156 | BU-2 | 30-5002-005-0080 | 58 | 25 | 33 | 6,128 | 0.6 |
| Zagorica Matkovsky | Vacant | 8921 S. Dixie Hwy. | 33,156 | BU-2 | 30-5002-005-0090 | 10 | 6 | 4 | 1,368 | 0.15 |
| Texas Commercial Bank | Vacant | 8935 S. Dixie Hwy. | 33,156 | BU-2 | 30-5002-005-0100 | 15 | 19 | -4 | 4,556 | 0.29 |
| Pollo Tropical | Restaurant. | 8975 S. Dixie Hwy. | 33,156 | BU-2 | 30-5002-005-0110 | 26 | 26 | 0 | 2,917 | 0.4 |
| Good Year | Tire Store | 9001 S. Dixie Hwy. | 33,156 | BU-1A | 30-5002-000-0220 | 40 | 15 | 25 | 8,344 | 0.7 |
| Thai Silk Rest. | Rest. | 9050 S. Dixie Hwy. | 33,156 | BU-2 | 30-5002-003-0020 | 20 | 25 | -5 | 1,663 | 0.21 |
| New York Fabrics | Retail | 9060 S. Dixie Hwy. | 33,156 | BU-2 | 30-5002-003-0030 | 10 | 6 | 4 | 1,436 | 0.25 |
| Chevron USA. Inc. | Service Gas Station | 9095 S Dixie Hwy. | 33,156 | BU-1A | 30-5002-000-0222 | 7 | 7 | 0 | 2,646 (1,764) | 1.15 |
| Bare Necessity Rollos Liquors | Lounge Store | 9100 S. Dixie Hwy. | 33156 | BU-3 | 30-5002-003-0010 | 28 | 38 | -10 | 4,674 | 0.37 |
| Barnett Bank | Office | 9191 S. Dixie Hwy. | 33,156 | BU-2 | 30-5002-004-0010 | 44 | 52 | -8 | 15,496 | 1.12 |
| Baer's Furniture | Retail | 9171 S. Dixie Hwy. | 33,156 | BU-2 | 30-5002-004-0020 | 33 | 110 | -77 | 27,363 | 1.56 |
| Auto Window Tinting | Automotive | 9180 S. Dixie Hwy. | 33,156 | BU-3 | 30-5002-000-0531 | 10 | 3 | 7 | 1,757 | 0.29 |

DADELAND ACTIVITY CENTER
Inventory of Existing Land Uses and Analysis of Parking

| BUSINESS/ OWNER | Land Use | Address/Location | ZIP Code | Zoning District | Folio No. | Parking Spaces | Parking by Code Reqmt. | Parking Difference | Const. Area (sq. ft.) | Lot Size (acres) |
|--|--------------------|---|-------------|--------------------|--------------------------------------|-------------------|------------------------------|-----------------------|-----------------------------|---------------------|
| Shorty's Bar B-Q | Rest. | 9200 S. Dixie Hwy. | 33,156 | BU-3 | 30-5002-010-0020 | 62 | 62 | 0 | 4,094 | 0.74 |
| Burger King Rest. S. Kendall Properties | Rest. | 9201 S. Dixie Hwy. | 33,156 | BU-2 | 30-5002-004-0030 30-5002-004-0021 | 54 | 41 | 13 | 4,322 (2,050) | 0.3 |
| Borders Book Shop | Bookstore | 9205 S. Dixie Hwy. | 33,156 | BU-3 | 30-5002-065-0010/ 20 | 79 | 72 | 7 | 17,866 | 1.39 |
| City Furniture | Retail | 9207 S. Dixie Hwy. | 33,156 | BU-3 | 30-5002-065-0020 | 64 | 62 | 2 | 15,342 | 1.13 |
| Fransher Bldg. Metro Bank Dade | Retail Office | 9300 S. Dixie Hwy. | 33,156 | BU-3 | 30-5002-010-004 | 57 | 49 | 8 | 14,516 | 0.76 |
| F J F Trading Corp. | Office | 9308 S. Dixie Hwy. | 33,156 | BU-3 | 30-5002-010-0010 | 16 | 15 | 1 | 4,228 | 0.15 |
| 9350 Financial Ctr. | Offices | 9350 S. Dixie Hwy. | 33,156 | BU-2 | 30-5002-028-0010 30-5002-028-0010 | 255 | 233 | 22 | 184,307 | 5.53 0.77 |
| Shopping Center | Retail Offices | 9400-9410 S. Dixie Hwy. | 33,156 | BU-2 | 30-5002-010-0030 | 20 | 30 | -10 | 7,463 | 0.5 |
| Lucky's Antique Gallery | Store | 9480 S. Dixie Hwy. 9405 Old Dixie Hwy. | 33,156 | BU-2 | 30-5002-004-010 30-5007-004-0010 | 68 | 68 | 0 | | 0.96 0.95 |
| Soccer Locker Family Walk In Ctr. | Retail Office | 9490 S. Dixie Hwy. | 33,156 | BU-2 | 30-5002-011-0060 | 26 | 34 | -8 | 8,267 | 0.48 |
| Dadeland Plaza Shopping Ctr. | Retail | 9455-9561 S. Dixie Hwy. | 33,156 | BU-2 | 30-5002-052-0010 | 458 | 434 | 24 | 108,485 | 5.83 |
| Kendall Liquors | Shopping Center | 9510 S. Dixie Hwy. | 33,156 | BU-3 | 30-5002-011-0160 | 6 | 10 | -4 | 2,265 | 0.14 |
| Happy Adult Books | Store/Video | 9514 S. Dixie Hwy. | 33,156 | BU-3 | 30-5002-011-0161 | 10 | 9 | 1 | 2,250 | 0.14 |
| World Brokers Inc. | Offices | 9516 S Dixie Hwy. | 33,156 | BU-2 | 30-5002-011-1170 | 4 | 5 | -1 | 1,350 | 0.07 |
| POE's Rental | Tls & Eqp. | 9600 S. Dixie Hwy. | 33,156 | BU-3 | 30-5002-011-0130 30-5002-037-0030 | 24 | 29 | -5 | 11,360 | 1.16 |
| Kendall Bookshelf | Retail | 9601 S. Dixie Hwy. | 33,156 | BU-1 | 30-5002-000-1230 | 17 | 17 | 0 | 4,026 | 0.2 |

DADELAND ACTIVITY CENTER
Inventory of Existing Land Uses and Analysis of Parking

| BUSINESS/ OWNER | Land Use | Address/Location | ZIP Code | Zoning District | Folio No. | Parking Spaces | Parking by Code Reqmt. | Parking Difference | Const. Area (sq. ft.) | Lot Size (acres) |
|---|---|--|-------------|--------------------|--|-------------------|------------------------------|-----------------------|---|--|
| Vacant | Vacant | 9601 S. Dixie Hwy. | 33,156 | BU-1 | 30-5002-000-0200/ 0210 | | | | | 0.07 |
| S Miami Pool | Store | 9619 S. Dixie Hwy. | 33,156 | BU-1A | 30-5002-000-0640 | 11 | 8 | 3 | 1,962 | 0.24 |
| Evening Delight | Store | 9621 S. Dixie Hwy. | 33,156 | BU-1A | 30-5002-065 | 15 | 44 | -29 | 11,970 | 0.64 |
| Kendall Plaza Young Stovall & Co. Dadeland Prof. Bldg. The Pile Bldg. Captain Tavern Bldg. Jorge Gaviria A. L. Argiz, C.P.A | Retail Office Office Office Restaurant Retail/ office Offices | 9705-9717 S. Dixie Hwy. 9627 S. Dixie Hwy. 9655 S. Dixie Hwy. 9703 S. Dixie Hwy. 9625 S. Dixie Hwy. 9769 S. Dixie Hwy. 9771 S. Dixie Hwy. 9795 S. Dixie Hwy. | 33,156 | BU-1 | 30-5002-039-0070 30-5002-039-0010 30-5002-039-0020 30-5002-039-0080 30-5002-039-0030 30-5002-039-0060 30-5002-039-0050 30-5002-039-0040 | 243 | 289 | -46 | 11,572 6,675 32,477 8,320 6,101 6,817 3,411 11,910 | 0.39 0.33 1.19 0.33 0.38 0.20 0.27 0.37 |
| Super Care Car Wash | Car Wash | 9650 S. Dixie Hwy. | 33,156 | BU-3 | 30-5002-037-0020 | 10 | 8 | 2 | 1,916 | 0.5 |
| KFC Natl. Mgt. | Rest. | 9690 S. Dixie Hwy. | 33,156 | BU-2 | 30-5002-037-0010 | 21 | 22 | -1 | 2,164 | 0.46 |
| BellSouth Mobility Dadeland. Executive Ctr. Inc. | Offices | 9700-9730 S. Dixie Hwy. | 33,156 | BU-2 | 30-5002-016-0060 | 201 | 249 | -48 | 103,913 (74,414) | 1.16 |
| Jiffy Lube | Automotive | 9736 S. Dixie Hwy. | 33,156 | BU-2 | 30-5002-016-0030 | 10 | 5 | 5 | 3,069 | 0.25 |
| Brooks Patio Furniture | Store | 9775 S. Dixie Hwy. | 33,156 | BU-1 | 30-5002-045-0020 | 15 | 18 | -3 | 4,408 | 0.49 |
| The Super Shine Inc. | Car Wash | 9790 S. Dixie Hwy. | 33,156 | BU-2 | 30-5002-016-0020 | 3 | 3 | 0 | 2,029 | 0.26 |
| Firestone Real Estate | Automotive | 9795 S. Dixie Hwy. | 33,156 | BU-1 | 30-5002-045-0010 | 12 | 15 | -3 | 3,604 | 0.37 |
| Kendall Center/ A & W Builders Inc. | Shopping Ctr. | 9800 - 9810 S. Dixie Hwy. | 33,156 | BU-3 | 30-5002-000-0810 | 38 | 28 | 10 | 6,907 | 0.34 |
| Rooms To Go / S. H. Dupont | Retail | 9801 S. Dixie Hwy. | 33,156 | BU-1A | 30-5002-040-0010 | 72 | 73 | -1 | 18,098 | 1.53 |
| Pego Lamps5 / Juan Perez | Retail | 9815 S. Dixie Hwy. | 33,156 | BU-2 | 30-5002-040-0020 | 16 | 35 | -19 | 9,667 | 0.34 |
| Casual ML Big & Tall | Retail | 9875 S. Dixie Hwy. | 33,156 | BU-3 | 30-5002-000-0820 | 21 | 23 | -2 | 5,503 | 0.41 |
| SW 67th Ave. | | | | | | | | | | |
| Affiliated. Urgency Ctr. | Offices | 8000 SW 67 Ave. | 33,143 | RU-5A | 30-4035-011-0010 | 26 | 34 | -8 | 10,052 | 0.32 |

DADELAND ACTIVITY CENTER
Inventory of Existing Land Uses and Analysis of Parking

| BUSINESS/ OWNER | Land Use | Address/Location | ZIP Code | Zoning District | Folio No. | Parking Spaces | Parking by Code Reqmt. | Parking Difference | Const. Area (sq. ft.) | Lot Size (acres) |
|---|-------------------------|--------------------------------------|-------------|--------------------|--|-------------------|------------------------------|-----------------------|-----------------------------|---------------------|
| Tom Thumb Food Store Little Bistro | Gas Station Rest. | 8047 SW 67 Ave. 8075 SW 67 Ave. | 33,143 | BU-1 | 30-4036-000 -0770 30-4036-000 -0770 | 37 | 38 | -1 | 3,137 | 1.02 |
| Big Cheese Pizza | Rest. | 8080 SW 67 Ave. | 33,143 | IU-1 | 30-4035-002-0350 | 35 | 52 | -17 | 4,099 | 0.48 |
| Mini-Warehouse of Kendall Ltd. | Truck Rental Storage | 8395 SW 67 Ave. | 33,143 | BU-1A | 30-4036-002-0790 | 25 | 9 | 16 | 32,838 | 2.2 |
| SW 69 Ave. | | | | | | | | | | |
| Metro Auto Paint | Automotive | 8040 SW 69 Ave. | 33,143 | IU-2 | 30-4035-011-0210 | 14 | 14 | 0 | 16,973 | 0.62 |
| University of Health and Fitness Ctr. | Gym | 8041 SW 69th Ave. 6895 SW 81 St. | 33,143 | IU-2 | 30-4035-002-0210 | 18 | 44 | -26 | 10,752 | 0.42 |
| SW 69th Ct. | | | | | | | | | | |
| Jorge Sanguinety | Office | 8821 SW 69 Ct. | 33,156 | RU-5A | 30-5002-005-0030 | 16 | 18 | -2 | 5,584 | 0.26 |
| J. R. Centurion Witkin F. J DDS | Office | 8861 SW 69 Ct. | 33,156 | RU-5A | 30-5002-005-0040 | 13 | 11 | 2 | 3,031 | 0.24 |
| SW 70th Ave. | | | | | | | | | | |
| Green Dadeland Station6 | Specialty | S/O Snapper Creek Canal, W/O US-1 | 33,143 | GU | 30-4035 | 2,114 | 2,023 | 91 | 319,900 | 7.5 |
| SW 80th St. | | | | | | | | | | |
| University Recording For the Blind, Inc. | Office & Studio | 6704 SW 80 St. | 33,143 | RU-5A | 30-4035-011-0020 | 14 | 9 | 5 | 2,559 | 0.25 |
| Myers Cons. Group | Office | 6710 SW 80 St. | 33,143 | RU-5A | 30-4035-011-0030 | 12 | 12 | 0 | 3,348 | 0.25 |
| Dade County | Vacant | 6842 SW 80 St. 6750 SW 80 St. | 33,143 | RU-2 | 30-4035-011-0180 | 0 | 0 | 0 | 0 | 1.03 |
| Bikes To Go | Store | 6600 SW 80 St. | 33,143 | BU-1 | 30-4036-000-0771 | 14 | 6 | 8 | 1,420 | 0.26 |
| SW 81st St. | | | | | | | | | | |
| U-Haul Company | Truck Rental Storage | 6700 SW 81 St. | 33,143 | IU-2 | 30-4035-002-0010 | 55 | 72 | -17 | 71,776 | 2.02 |

DADELAND ACTIVITY CENTER
Inventory of Existing Land Uses and Analysis of Parking

| BUSINESS/ OWNER | Land Use | Address/Location | ZIP Code | Zoning District | Folio No. | Parking Spaces | Parking by Code Reqmt. | Parking Difference | Const. Area (sq. ft.) | Lot Size (acres) |
|---|---------------------------|------------------------------------|----------------|--------------------|--|-------------------|------------------------------|-----------------------|-----------------------------|----------------------|
| House of Doors | Ind./ Office | 6721W 81 St. | 33,143 | IU-1 | 30-4035-002-0330 | 4 | 9 | -5 | 6,440 | 0.42 |
| Central Air Repair Tim Electric | Service Office | 6763 SW 81 St. 6767 SW 81 St. | 33,143 | IU-1 | 30-4035-002-0320 | 7 | 6 | 1 | 5,351 | 0.21 |
| Geomatic Design | Office | 6800 SW 81 St. | 33,143 | IU-2 | 30-4035-002-0200 | 7 | 5 | 2 | 1,448 | 0.24 |
| G. Ostlund | Office | 6805 SW 81 St. | 33,143 | IU-1 | 30-4035-003-0190 | 3 | 9 | -6 | 8,480 | 0.28 |
| Galloway Office. Supply Knutson Enterprise | Retail Office | 6802 SW 81 St. 6808 SW 81 St. | 33143 33143 | IU-2 | 30-4035-002-0180 | 12 | 9 | 3 | 8,255 | 0.3 |
| Certified Auto Repair | Mechanics | 6810-6812 SW 81 St. | 33,143 | IU-2 | 30-4035-002-0170 | 13 | 18 | -5 | 9,738 | 0.3 |
| 6813 Building Colorful Learning Kehler Eng. Assoc. Cumfy Casuals Sndwy Recording Std. | Offices Studio | 6813 - 6819 SW 81 St. | 33,143 | IU-1 | 30-4035-002-0270 30-4035-002-0276 | 13 | 10 | 3 | 5,103 | 0.21 |
| Dadeland Air Inc. Jag The Jag Store | Retail Office | 6820 SW 81 St. 6822 SW 81 St. | 33,143 | IU-2 | 30-4035-002-0160 | 4 | 10 | -6 | 9,750 | 0.3 |
| Alfab Engineering Innovative Tech. Dev. Lisa Walter L Inc. Tiger Mfg. & Design | Office | 6825 SW 81 St. | 33,143 | IU-1 | 30-4035-002-0240 30-4035-002-0250 30-4035-002-0260 | 12 | 17 | -5 | 5,040 | 0.21 0.21 0.21 |
| Southern Mfg. Inc. Advanced Safety System | Office | 6832 SW 81 St. 6834 SW 81 St. | 33,143 | IU-2 | 30-4035-002-0150 | 10 | 8 | 2 | 7,392 | 0.28 |
| Shaffer & Miller Bldg. | Office | 6855 SW 81 St. | 33,143 | IU-1 | 30-4035-002-0230 | 6 | 8 | -2 | 7,725 | 0.21 |
| Anchor Elec. Inc. | Office | 6860 SW 80 St. | 33,143 | IU-2 | 30-4035-002-0130 | 3 | 5 | -2 | 4,255 | 0.19 |
| FPL | Utility | 6890 SW 81 St. | 33,143 | IU-2 | 30-4035-002-0110 | 2 | 2 | 0 | 551 | 0.91 |
| SW 81st Ter. | | | | | | | | | | |
| Gem B Electric Supply Home Sales Gem B Electric Supply | Ind. Service Office | 6780 SW 81 Ter. 6790 SW 81 Ter. | 33,143 | IU-2 | 30-4035-002-0020 30-4035-002-0030 | 16 | 26 | -(10) | 2,827 11,538 | 0.27 0.53 |
| Stoneworks Inc. | Store (Ind.) | 6800 SW 81 Ter. | 33,143 | IU-2 | 30-4035-002-0040 | 10 | 8 | 2 | 7,406 | 0.16 |

DADELAND ACTIVITY CENTER
Inventory of Existing Land Uses and Analysis of Parking

| BUSINESS/ OWNER | Land Use | Address/Location | ZIP Code | Zoning District | Folio No. | Parking Spaces | Parking by Code Reqmt. | Parking Difference | Const. Area (sq. ft.) | Lot Size (acres) |
|--|-------------|------------------|-------------|--------------------|------------------|-------------------|------------------------------|-----------------------|-----------------------------|---------------------|
| Dadeland Air Seminole Tiles Swing & Things | Office | 6840 SW 81 Ter. | 33,143 | IU-2 | 30-4035-002-0070 | 8 | 12 | -4 | 11,723 | 0.39 |
| Dade Towing & Recovery | Automotive | 6850 SW 81 Ter | 33,143 | IU-2 | 30-4035-002-0080 | 10 | 5 | 5 | 1,434 | 0.9 |
| Total | | | | | | 18,984 | 17,612 | 1,372 | | |

Source: Metropolitan Dade County Department of Planning, Development and Regulation, June 1996.

- Notes: 1. A proposed expansion of the existing Dadeland Mall, currently 1,414,277 sq. ft., by 800,000 sq. ft. of additional commercial retail area will increase the parking facilities from 6,952 to 9,444 spaces (8,171 req'd.)
2. Parcel is currently vacant. A proposed five-story retail structure and a nine-story hotel (98 rooms) with a 12-level parking garage will add 2,121 parking spaces (2,443 req'd) to the area.
3. A new building housing a five level parking garage and commercial retail area will be built on this property. A total of 492 parking spaces will be provided to meet the requirement of the Code.
4. This business is in the same property of the shopping center at 9510 S. Dixie Hwy.
5. Under construction.
6. Under construction.

APPENDIX D
TRAFFIC CALMING ALTERNATIVES TO STREET CLOSURE

Traffic Calming Alternatives To Street Closure

- ♦ Driver Education
- ♦ Gateway Treatment
- ♦ Landscaping
- ♦ Stop Signs
- ♦ Radar Speed Monitoring Trailer
- ♦ Police Enforcement
- ♦ Roadway Striping
- ♦ Traffic Calming Signs
- ♦ One-Way Streets
- ♦ Textured Pavements
- ♦ Speed Humps
- ♦ Raised Crosswalks
- ♦ Intersection Humps
- ♦ Angled Slow Points
- ♦ Roadway Alignment Deviations
- ♦ Lane Narrowing
- ♦ Turn Diverters
- ♦ Roundabouts
- ♦ Traffic Circles
- ♦ Traversable Barriers
- ♦ Mid-Block Medians
- ♦ Medians
- ♦ Diagonal Road Closures
- ♦ Cul-De-Sacs.
- ♦ Channelization
- ♦ One-Way Streets
- ♦ Turn Prohibitions
- ♦ Chokers

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