

Maximizing Transit's Potential with the Urban Centers of Tomorrow



Eric Silva, AICP

*Assistant Director, Development Services Division
Miami-Dade Regulatory and Economic Resources*

Albert Hernandez, P.E.

*Deputy Director, Planning and Engineering
Miami-Dade Transit*

Jess Linn

*Principal Planner, Development Services Division
Miami-Dade Regulatory and Economic Resources*



Comprehensive Planning

Transit Corridors

Urban Centers

Transit Oriented Development

Joint development on transit properties

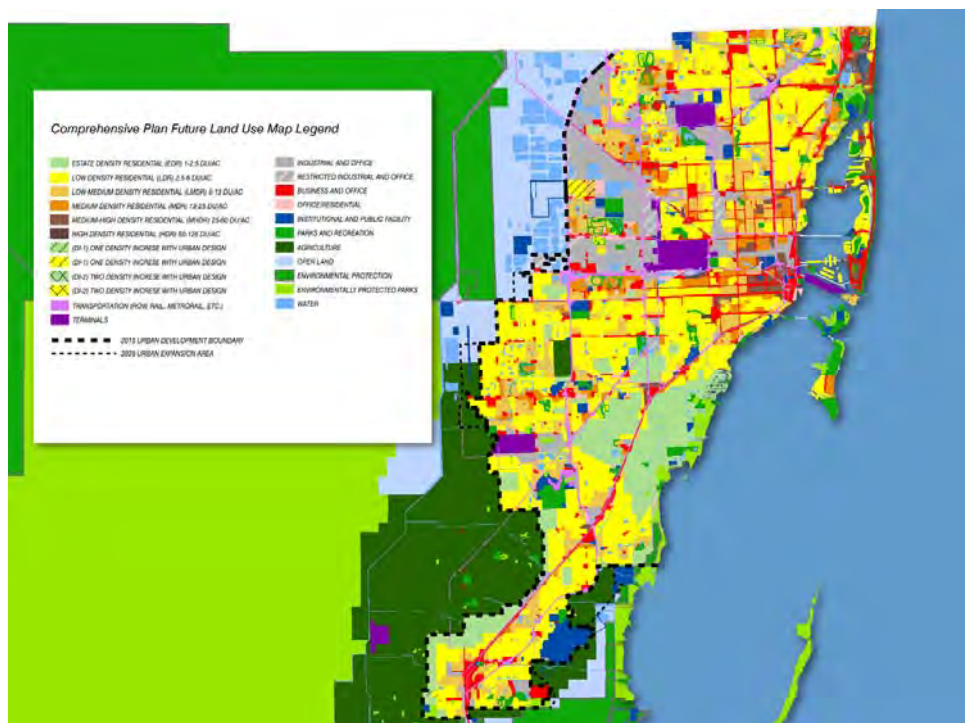
Future development

AirportLink

Planning for the Palmer Lake Urban Center

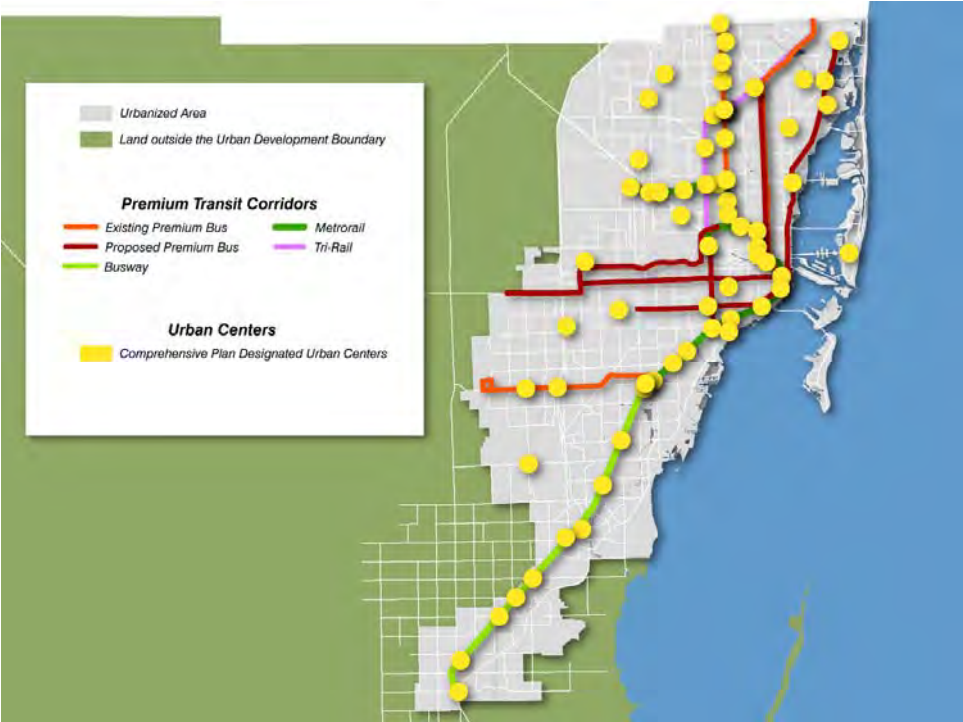
Palmer Lake Area Plan

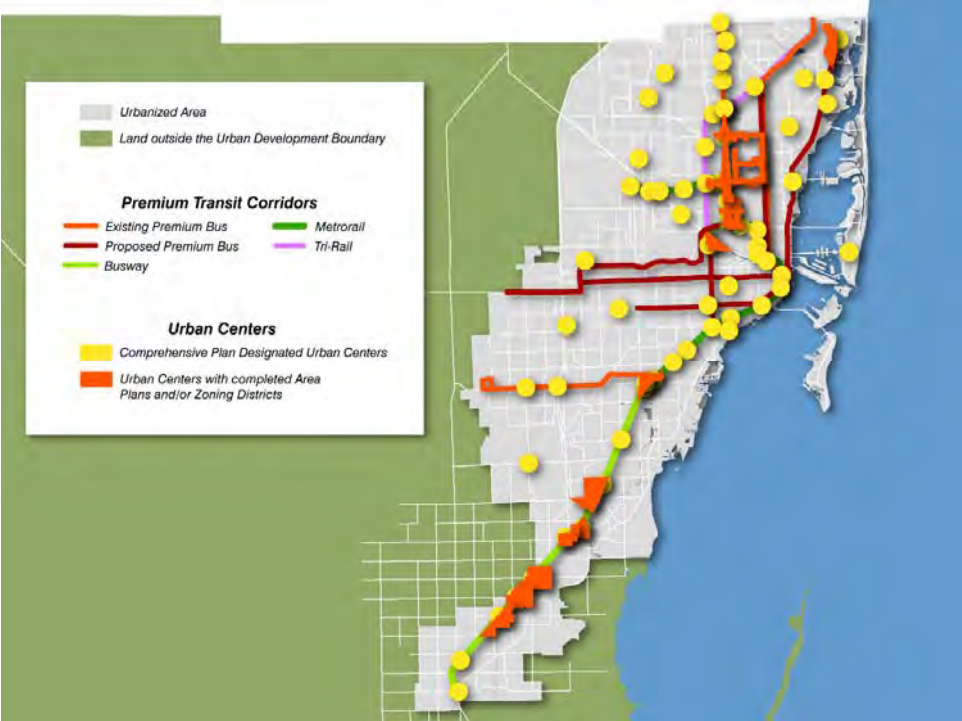
Palmer Lake Urban Center Zoning



Urban Development Boundary







Downtown Kendall Urban Center



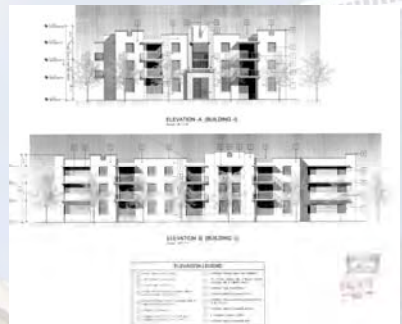
Downtown Kendall Urban Center



Downtown Kendall Urban Center



Naranja Urban Center



Naranja Urban Center



Urban Center Development in Progress

Downtown Kendall rezoned in 1999

3,192 units, 917,093 sq. ft. commercial approved

Naranja rezoned in 2005

3,484 units, 250,851 sq. ft. commercial approved

Goulds rezoned in 2005

255 units, 40,672 sq. ft. commercial approved

Princeton rezoned in 2005

3,050 units, 146,968 sq. ft. commercial approved

Perrine rezoned in 2007

62,852 sq. ft. commercial approved

Ojus rezoned in 2007

160 units, 27,550 sq. ft. commercial approved

Leisure City rezoned in 2012

99 units, 129,016 sq. ft. commercial approved

10,240 units, 1,575,304 sq. ft. commercial total approved

Miami-Dade Transit's Transit Oriented Development



Miami-Dade Transit

- *Is the largest transit agency in the State of Florida, 14th largest in the country*
- *Is one of the largest departments in Miami-Dade County government*
- *Operates four transit modes:*
 - *Metrobus – 250,000 average weekday boardings (includes Express Service routes)*
 - *Metrorail – 64,000 average weekday boardings*
 - *Metromover – 30,000 average weekday boardings*
 - *Special Transportation Service (STS) – 5,600 average weekday boardings*



Metrorail System

- 23 station, elevated rapid transit system
- approximately one mile apart
- easily accessible
- Prior to opening of AirportLink average weekday boardings = **62,000 boardings**
- With opening of AirportLink, MDT expects an increase of 12% or **7,000 to 8,000 additional boardings** per average weekday



South Miami-Dade Busway



- The South Miami-Dade Busway is a bus rapid transit system from Florida City to Dadeland South Metrorail station

95 Express Bus Service



- Uses I-95 Express Lanes to provide direct express bus service from Broward County to downtown Miami, Miami's Civic Center/Health District and Doral.

Miami Beach Airport Flyer

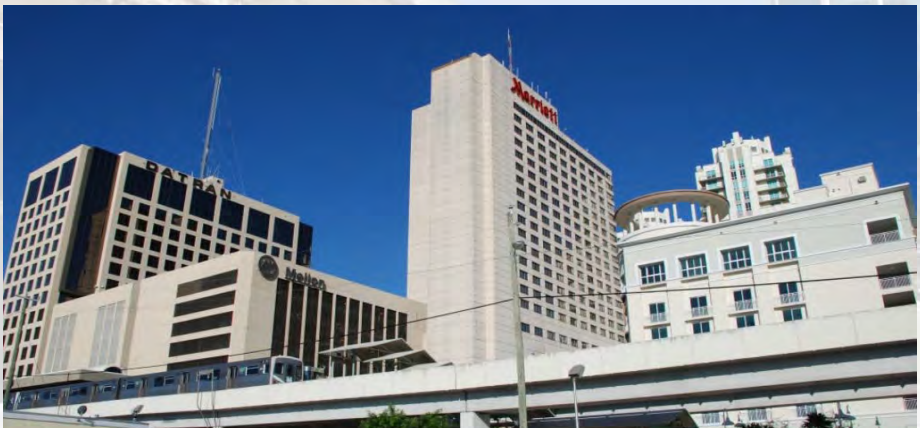


- Provides express bus service from the Miami International Airport Metrorail station to Miami Beach on buses equipped with luggage racks and comfortable seating.

Transit Oriented Development Goals

Create Attractive and Dynamic Station Areas

- Design and functionality • Oriented towards pedestrians • Includes a mix of uses



Transit Oriented Development Goals

Increase Transit Ridership by focusing on livable Communities

- *Housing, employment and shopping*
- *Improve efficiency of transit assets*
- *Reduces reliability of single-occupancy vehicles*



Transit Oriented Development Goals

Generate Revenue

- *Farebox revenue*
- *Ground leases*
- *Concession stands*



Transit Oriented Development Goals

Enhance the Value of Assets

- *Attracting more development*
- *Additional opportunities for generating revenue*



Existing Transit Oriented Developments



Dadeland South

- Land swap of real property in 1982
- Phases 1-3 in operation since 1984
- Phase 4a in 2005, Phase 4b in 2008
- 600,000 sq. ft. of office space
- 35,000 sq. ft. of retail space
- 305 room hotel
- 1,060 garage / 200 surface parking spaces
- 2010 Annual Revenue: \$861,117
- Lease commenced in July 1982, with initial term ending December 2038 and an automatic renewal to December 2082



Dadeland North



- Competitive RFP initiated 1994
- Phase 1 completed in 1996
- Phase B occupied in 2000, Phase 2 in 2005
- 320,000 sq. ft. of big-box retail
- 9,600 sq. ft. of TOD retail space
- 158 market-rate rental units
- 127,000 sq. ft. of office space
- 1,975 garage parking spaces
- 2010 Annual Revenue: \$428,021
- Lease commenced in 1994 and expires in 2084 (90 years)

Douglas Road

- Project originally structured as a long-term lease with purchase option, was purchased by Miami-Dade Water & Sewer Department, which now owns the land and the building
- Completed Summer 2002
- 150,000 sq. ft. 5-story County office space
- 11-story, 750 space parking garage
- Pedestrian bridge crossing over US-1
- Surface lot to be leased for mixed-use development with tenant and Metrorail parking



Government Center



- Downtown Miami
- Highest number of average weekday Metrorail boardings, approximately 11,000 boardings - 17% of total Metrorail average weekday boardings
- Metrorail/Metromover station feeds directly into the Stephen P. Clark Center (County office and administrative) building and the County Commission Council Chambers
- 630,000 sq. ft. of office space
- 21,000 sq. ft. of retail space

Historic Overtown/Lyric Theatre

- Following a non-responsive RFP process, Not For Profit (NFP) agency submitted an unsolicited proposal on March 2000
- Groundbreaking, May 2004, completed December 2005, occupied beginning December 2006.
- 341,000 sq. ft. 17-story County office space
- 9-story, 600 space parking garage
- 4,000 sq. ft. ground-floor retail space
- Phase II, 22-story, 324,000 sq. ft. county office, occupied beginning December 2011
- 2010 Annual Revenue: \$194,278 minimum rent plus 2% of net income for all gross income



Santa Clara



- Competitive RFP initiated 2001
- Phase I – 9-story, 208-unit affordable rental apartment building with surface parking
- Completed fall 2003, 100% occupied by January 2004
- Phase II, 17-story, 204-unit affordable rental apartment building with 5-level parking garage with ground floor dedicated to transit parking (61 spaces)
- Completed December 2005, 100% occupied March 2006
- Lease commenced in 2001 and expires in 2091 (90 years)
- In excess of 90% increase in ridership/ boardings since units occupied

Dr. Martin Luther King, Jr. Plaza



- *Unsolicited bid by a Not For Profit, agreements approved by Board of County Commissioners in July 1999*
- *Five-story, 172,000 sq. ft. county office space including 13,500 sq. ft. of ground floor retail space*
- *Demolition of a portion of parking structure and renovation of entire garage*
- *Groundbreaking in March 2001 with completion and office and garage reopening in August 2004*

Brownsville



- *Initiated by an unsolicited proposal from a not-for-profit agency*
- *Lease awarded to Transit Workers Union (TWU) in May 2006 for an initial term of 59 years with two consecutive 20-year renewal term options*
- *In April 2009, lease was assigned to St. Agnes Housing Corporation, then subleased to CDG Brownsville Holdings, LLC for development of the site*
- *Five phased affordable housing project with midrise apartment buildings, townhomes and a parking garage; ground-floor commercial space and Metrorail station improvements*
- *Phases 1 & 2 (190 units) and parking garage started 6/2010*
- *Phases 3 & 4 (200 units) started 12/2010*
- *Phases 1 - 4 & parking garage completed as of Summer 2012*
- *Phase 5 planned as a 65-unit affordable rental community*



Existing Transit Oriented Development Totals

- **2,344,000** sq. ft. of Office Space
- **403,100** sq. ft. of Retail Space
- **960** dwelling units (158 market rate and 802 affordable housing)
- **4,746** parking spaces (garage and surface)
- **305** hotel rooms
- **Annual Revenue in excess of \$ 3,000,000**

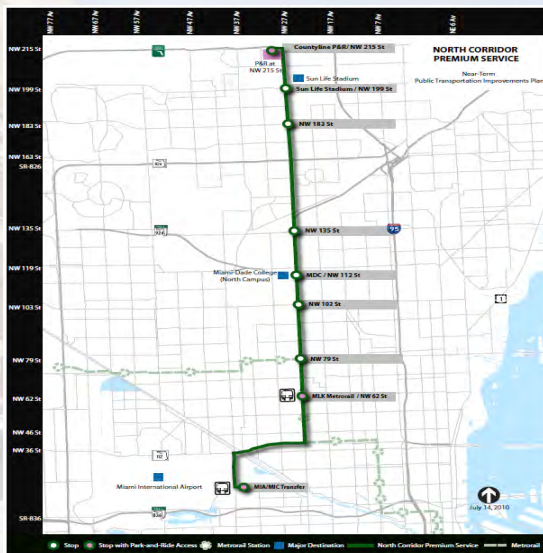


Future Transit Oriented Developments

Future TOD Projects at Existing Metrorail and Busway Stations

- **South Miami** – mixed-use with office space, retail and market-rate rental units
- **Douglas Road** – additional mixed-use planned on existing surface parking lot
- **Coconut Grove** – mixed use with big box retail, office, hotel, work-force housing and parking garage. 2007 Annual Revenue of \$ 300,000 for leasing land yet to be developed
- **Northside** – affordable housing
- **Okeechobee** – affordable housing
- **Busway and SW 296th Street** – affordable housing
- **Busway and Caribbean** – affordable housing

North Corridor Enhanced Bus Service

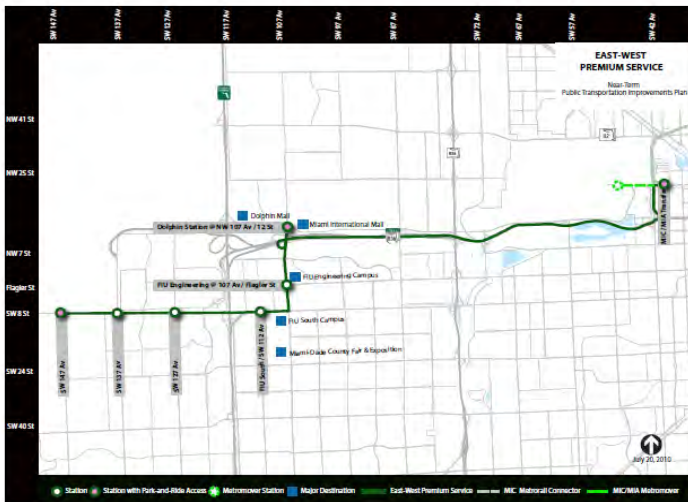


NW 215th Street and NW 27th Avenue

- 14-acre parcel recently purchased by Miami-Dade Transit
- Study completed resulting in recommendation to designate the majority of the site as a Community Urban Center (CUC) which calls for moderate to high-intensity, mixed use development
- Development would contain institutional, office and retail components in an environment that encourages pedestrian activity with a defined, transit oriented center
- Also recommended a transit terminal (adjacent to NW 27 Avenue) including bus bays, passenger shelters and a park and ride lot; enhanced bus service along the NW 27 Avenue corridor



East-West Corridor Enhanced Bus Service



SW 8th Street and SW 147th Avenue

- 8-acre parcel currently owned by FDOT
- MDT is proposing a park-and-ride facility with up to 350 parking spaces and a bus terminal
- This park-and-ride facility will serve as a transit hub for the Express Enhanced Bus as well as other Metrobus routes serving the area
- MDT will secure all required planning and zoning, environmental clearances and permitting approvals to allow the facility



NO.	DESCRIPTION	ACRES	FEET	FEET	FEET
(1)	EXISTING PARKING	1.00	100	100	100
(2)	NEW PARKING	1.00	100	100	100
(3)	NEW TRANSIT	1.00	100	100	100
(4)	NEW TRANSIT	1.00	100	100	100
(5)	NEW TRANSIT	1.00	100	100	100
(6)	NEW TRANSIT	1.00	100	100	100
(7)	NEW TRANSIT	1.00	100	100	100
(8)	NEW TRANSIT	1.00	100	100	100
(9)	NEW TRANSIT	1.00	100	100	100
(10)	NEW TRANSIT	1.00	100	100	100
(11)	NEW TRANSIT	1.00	100	100	100
(12)	NEW TRANSIT	1.00	100	100	100
(13)	NEW TRANSIT	1.00	100	100	100
(14)	NEW TRANSIT	1.00	100	100	100
(15)	NEW TRANSIT	1.00	100	100	100
(16)	NEW TRANSIT	1.00	100	100	100
(17)	NEW TRANSIT	1.00	100	100	100
(18)	NEW TRANSIT	1.00	100	100	100
(19)	NEW TRANSIT	1.00	100	100	100
(20)	NEW TRANSIT	1.00	100	100	100

Transit Oriented Development Principles

- **Collaboration** – partnership with public agencies, local governments, and private sector
- **Entrepreneurship** – innovation, creativity, calculated risk taking
- **Efficiency** – process proposals quickly
- **Flexibility** – every project is unique, avoid “one size fits all” approach
- **Capacity Building** – share resources and expertise with local governments

AirportLink



- *Opened for Revenue Service July 28, 2012*
- *2.4 mile extension from Earlington Heights station to Miami International Airport (MIA) station at the Miami Intermodal Center (MIC)*



Project Costs

- *\$403 - People's Transportation Plan (PTP)*
- *\$101.3 million - Florida Department of Transportation (FDOT)*

AirportLink



Station Platform



Bus Terminal

AirportLink



February 22, 2010



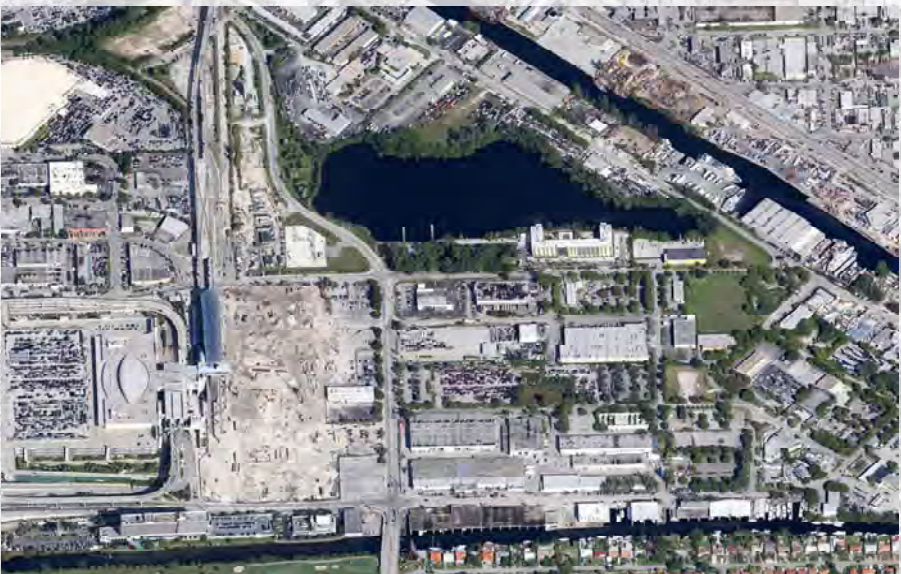
- 1 RENTAL CAR CENTER
- 2 RAIL MOVER STATION
- 3 METROPOLITAN CONNECTOR STATION
- 4 PEDESTRIAN CONCOURSE
- 5 REGIONAL COMMUTER & INTERCITY RAIL PLATFORM (TRIRAIL & AMTRAK)
- 6 REGIONAL COMMUTER & INTERCITY RAIL BUILDINGS (TRIRAIL & AMTRAK)
- 7 BICYCLE LOCKER FACILITY
- 8 REGIONAL TRANSPORTATION CENTER SUPPORT BUILDINGS & POLICE STATION
- 9 INTERCITY BUS TERMINAL - GREYHOUND & OTHERS

MIAMI INTERMODAL CENTER

AECOM



Palmer Lake Urban Center



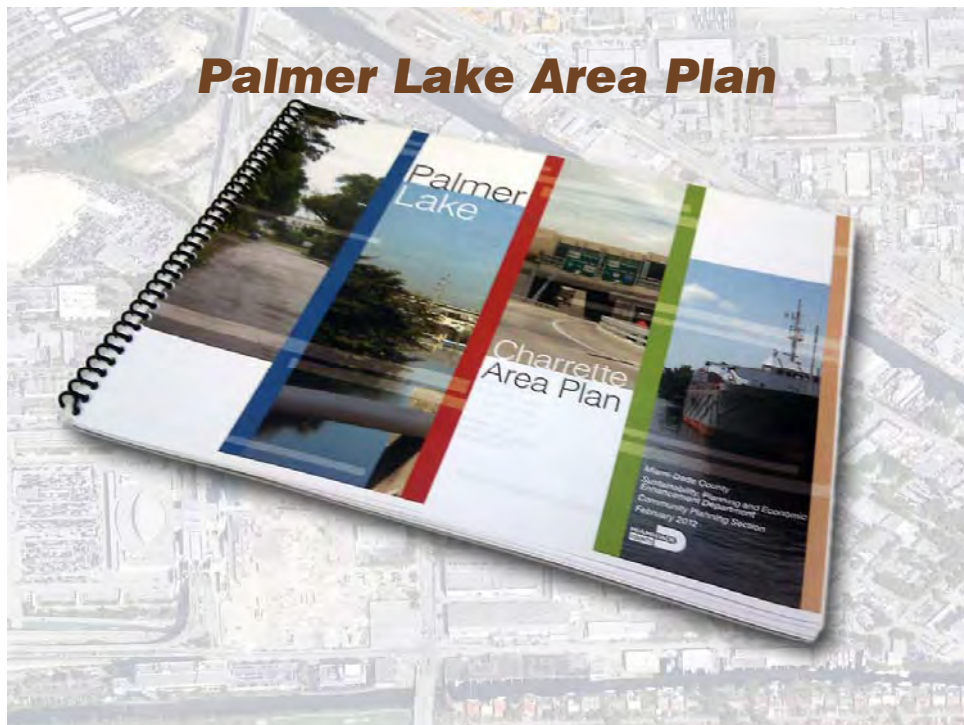
Palmer Lake Urban Center

[Insert movie here]

Palmer Lake Charrette Workshop



Palmer Lake Area Plan



Palmer Lake Study Area

The area around Palmer Lake, the focus of this study, has for many years been home mainly to marine uses along the Miami River and Tamiami Canal and aviation related uses and retail car facilities between NW 21st and 25th Streets. With the construction of the Miami Intermodal Center (MIC), the Palmer Lake area is undergoing a significant transformation.

This study concerns an area of approximately 250 acres within Commission District 5 south of the Miami River, east of the South Florida Rail Corridor (SFRC) and NW 37th Avenue, and north of the Tamiami Canal. The unincorporated area north of NW 26th Street is also included in the study. Palmer Lake is located roughly in the center of this area. To the west is Miami International Airport (MIA), to the south is McCreese Golf Course and the Grapefield Heights residential area, and to the north east is the Metrorail area of unincorporated Miami-Dade.

Palmer Lake

This man-made lake with a surface area of about 17 acres is connected to the Miami River through a narrow channel that passes under NW South River Drive. Originally a rock pit, the lake is only briefly visible when traveling along NW South River Drive or NW 37th Avenue. Ownership of portions of the lake and connecting channel is divided among owners of adjoining properties. The majority of the lake itself is under one owner. Water access to and from the Miami River is currently restricted by the owner of the portion of the channel between the river and NW South River Drive

through the use of a floating dock.

The properties surrounding the lake do not take advantage of their waterside frontage, although their uses, such as a junkyard, vacant land, and warehouses would not seem to benefit from access to the water in any case. The only exception is the property at the southwest corner of Palmer Lake which has a concrete bulkhead and two piers that extend into the lake. The only public land that adjoins the lake is the right-of-way of the recently constructed extension of NW 37th Avenue north of 25th Street.

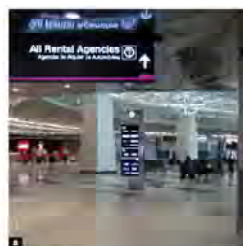
Palmer Lake is a known habitat for manatees, particularly during cold weather when inland waterways maintain higher temperatures than bay waters. Palmer Lake, as well as the entire Miami River, has been designated "Essential Manatee Habitat" by the *Dade County Manatee Protection Plan*; new docking facilities for motorized watercraft would only be permitted for single-family residential uses. If water access to Palmer Lake were to be unrestricted, motorized watercraft would be limited to traveling on the lake at idle speed.

Miami Intermodal Center

Planning for what has become the Miami Intermodal Center (MIC) began in the early 1990s as a result of the 1991 Federal Intermodal Surface Transportation Act which encouraged the development of solutions to link and coordinate different modes of transportation. The Florida Department of Transportation (FDOT) began the MIC development program in 1999 and opened its first major component,



View of Palmer Lake from the NW South River Drive bridge; the Metrorail extension to the MIC is visible across the lake.



MIC Rental Car Center today.



Use Zone, generally the area north of NW 25th Street, prohibits new residential construction and educational facilities. The Outer Land Use Zone, which applies to the entire study area, requires that new residential and educational facilities incorporate outside noise reduction into their construction. The entire study area is also located within the Critical Area Approach sub-zone 'A' (CA-A), which prohibits new educational facilities except those for aviation. When various sub-zones overlap, the most restrictive will apply. The height of buildings is limited by airport zoning to 160 feet above mean sea level (AMSL) south of about NW 24th Street and to 50 feet AMSL north of

NW 25th Street. For the area between about NW 24th and 25th Streets, the maximum building height is 100 feet AMSL.

Infrastructure

The study area is located within the Miami-Dade Water and Sewer Department (WASD) service area. Potable water lines exist along every street. Sewer service is also available, with both gravity lines and force mains found throughout the study area. Future development may require the construction of private pump stations in order to connect to the closest force main.

A few storm drains exist in the area, mainly

along NW 37th Avenue and NW 21st Street. Areas without storm drains rely on swale areas and catch basins for drainage. Like many parts of the county, during exceptionally heavy rainfall, some parts of the study area may have standing water for a time until the ground becomes less saturated and can accept additional water. Private property is required to retain storm water on site typically through the use of surface retention areas or French drain systems.

Streets and right-of-ways

Palmer Lake has an excellent street network with a well-connected system of blocks although connectivity is limited to the surrounding area due to geographic and transportation barriers such as the Miami River, Tamiami Canal, and SR90. Access into the study area is primarily from NW 37th Avenue and NW 21st and 25th Streets from the west. Secondary access to the area is from South River Drive, accessible from NW 36th Street from the west and Delaware Parkway from the east. Regional access into the area is provided by the Airport and Dolphin Expressways via NW 42nd Avenue.

All roadways within the study area are county-maintained. Except along NW 37th Avenue, streets lack sidewalks and curbs. Some swale areas are well-maintained with grass or landscaping, but others, particularly along NW South River Drive are of dirt or loose gravel. Where parking occurs in the right-of-way it is typically in a haphazard and irregular manner. Most rights of way are 60 or 70 feet in width, permitting adequate area for the improvement of streets with sidewalks, formalized parking area, and landscaping.

AREA PLAN REPORT 10



located on NW 21st Street. This station, the southern terminus of Tri-Rail service, will be reconstructed as part of the MIC Central Station.

Previous studies

The Miami River and the surrounding upland areas have been the subject of numerous plans and studies. Some of the more recent plans that include references to the Palmer Lake area are the *Greenway Action Plan*, *Miami River Corridor Urban Infill Plan*, *Miami River Corridor Multi-Modal Transportation Plan*, and the *Miami River Corridor Catalyst Project*. A complete list of the studies reviewed during the Area Planning process is provided in Appendix D.

The *Greenway Action Plan* was prepared in 2001 by Greenways Inc. and The Trust for Public Land for the Miami River Commission (MRC). It recommends the development of a greenway along the river corridor from Biscayne Bay west to the Palmer Lake area with a network of trails, bikeways and walkways; creating points of public access to the river; and improving existing parks and the riverbank to encourage public use. Recommendations are

organized among the Lower, Middle, and Upper River areas.

The Upper River section addresses the area between NW 22nd Avenue and the Palmer Lake area. The greenway facility in this section is recommended to be provided within existing rights-of-way. The greenway route would follow NW South River Drive, Delaware Parkway and NW 37th Avenue. The plan also recommends the creation of a park-like environment around Palmer Lake; a trail around the lake which connects to the greenway network; and a boardwalk, fishing pier and boat dock along the lake perimeter.

The *Miami River Corridor Urban Infill Plan* was prepared in 2002 by Kimley-Horn and Associates for the MRC, City of Miami, and Miami-Dade County. Recommendations are provided for infill development appropriate to the various areas and neighborhoods along the river. In the Palmer Lake area, the plan recommends the creation of a marine industrial zoning district to limit land along the Upper River to water dependent industrial uses. For the area between the MIC and the river, the plan

recommends that "a master plan for the area should be developed with the participation of county and city planners, the Miami River Commission, and the transportation agencies participating in the MIC development." The Palmer Lake Charrette Area Plan essentially fulfills that recommendation.

The *Miami River Corridor Multi-Modal Transportation Plan* was prepared in 2007 by Kimley-Horn and Associates for the MRC and MPO. This plan identifies transportation needs and strategies for pedestrian and vehicular improvements in the river corridor to improve access and mobility along the river. Among its recommendations are for water taxi service on the Miami River between Downtown Miami and the MIC; a rail freight connection between MIA and the Port of Miami; and a "River Cargo Zone" with truck staging, marine service area and warehouse space.

The most recent study was prepared by the American Institute of Architects (AIA) through their ongoing Communities by Design program. The *Miami River Corridor Catalyst Project* was completed in 2010 and analyzed the current state of the river corridor. Some of its recommendations include: improvement of public access to the river, continuing additions to the riverwalk, linking parks through the greenway, and preserving marine-related uses. Regarding the Palmer Lake area, the study recommends a destination environmental center operated in partnership with educational institutions, pedestrian trails around the lake connected to the MIC, construction of an additional channel to the Miami River to improve access and water circulation in the lake, and a water trail with a kayak rental facility.

AREA PLAN REPORT 12

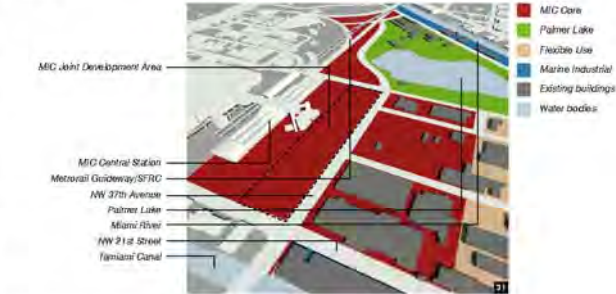
MIC Core Area

The approximately 35 acres immediately east of the MIC is what this plan considers to be the "Core" of the designated Metropolitan Urban Center. It includes the MIC joint development area and extends east to about NW 35th Avenue. As this area adjoins the most pedestrian-oriented portions of the MIC, development that occurs here should be the most intense and pedestrian-oriented as well.

One of the main purposes for the designation of urban centers at transit facilities is to encourage development that supports transit usage. As an example, existing Metrorail stations with the highest patronage are those that are located in intensely developed areas with an urban character, such as those stations at Government Center, Civic Center, and Dadeland South. To take fullest advantage of the Central Station and its Metrorail, Tri-Rail, and other transit services, the MIC Core Area should be developed in a similar fashion, as described below.

Development character

Future development in the MIC Core should be built to both maximize the intensities provided for Metropolitan Urban Centers and to form a pedestrian-oriented and mixed-use district. To efficiently utilize available land, the lower floors of buildings should fill their entire lot, or be placed along the perimeter of a property. Ground floors should be occupied by uses that provide interest for passing pedestrians. Primary building entrances should be located near the property line, facing the primary adjoining street.



Parking and service areas should be internalized and screened from surrounding streets. Buildings such as hotels that require extensive vehicle circulation and drop-off areas should provide these areas away from the primary street frontage or be internalized within the building.

Sidewalks should be at least 15 feet in width as measured from the curb to permit adequate area for the placement of street trees and street furnishings, such as benches, bus shelters, newsracks, street lighting and utility poles

without encroaching into the primary pedestrian area along building frontages.

Buildings that meet these general characteristics are illustrated throughout this section.

MIC joint development

The Florida Department of Transportation (FDOT), in its planning for the MIC has reserved 5 acres between the Central Station and NW 37th Avenue for up to 1.5 million square feet of joint development. In the near future FDOT will be offering this area for development, although at this time what type of

MIC Core Area

fering will be made has not been determined. Regardless of the procedure used to select a development proposal, this area should be built to a high quality and intensity and meet the minimum standards for Metropolitan Urban Centers.

Illustrated here is a development concept showing several buildings oriented toward both the Central Station and NW 37th Avenue. The orientation of buildings is particularly important as the joint development area is the link between the MIC and the Palmer Lake area beyond. The buildings in this concept generally follow the block pattern established by the surface parking areas to the west. The large, elliptical-shaped building on axis with the Central Station concourse could be occupied by hotel or office uses, meeting space, and ground floor retail uses. Occupying the center of the building is a large enclosed atrium. This building is also shown connected to the MIC by an extension of the Central Station concourse. This connection is an essential part of a network of elevated pedestrian walkways, further discussed below. To complement the Central Station plans adjacent to the intercity bus terminal, an additional open space of approximately 16,000 square feet is located to the south of this building, shown in Figure 35, linking the MIC to 37th Avenue.

This plan also recommends that the surface parking areas adjoining the Central Station be made available for development as well. Parking should be provided instead within garages containing additional uses. A 10-story garage with ground floor retail or office uses is illustrated next to the Central Station entrance in Figure 33.



View west toward the MIC Central Station. The MIC joint development area is shown in the foreground.

View Key



developed providing requirements on minimum walkway width, interior finishes, operating hours, and wayfinding signage. Public agencies such as Planning and Zoning, Public Works and FDOT should determine what type of easements and maintenance agreements would be required for the use of public rights-of-way and access through private property for the network. A predictable permitting method should be established so that property owners may begin to develop this recommended walkway network with a minimum of difficulty.

It should be noted that the elevated pedestrian network as recommended here is not a substitute for high quality public spaces and pedestrian areas at street level. The elevated and street level networks should compliment each other and contribute to a convenient and desirable environment.

NW 37th Avenue

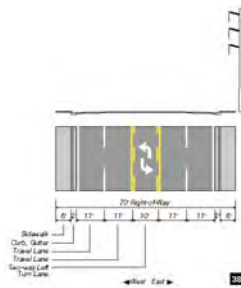
NW 37th Avenue, also known as Douglas Road, is the north-south 'spine' through the MIC Core. The segment of this roadway north of the Timi Luni Canal currently has four lanes, a painted median, curbs and gutters, and narrow sidewalks. The existing 70-foot right-of-way is not adequate to provide a streetscape suitable for a pedestrian-oriented district while maintaining four through-traffic lanes. To also provide for bike lanes, on-street parking, and a sidewalk width as discussed above, an additional 46 feet in width would be required. Figure 39 illustrates these elements and the area required. To preserve the placement of the existing electrical transmission lines along the east side of NW 37th Avenue, the centerline of the roadway is shown shifted slightly westward. In the event the trans-



Diagram of elevated pedestrian walkways connecting the MIC to the Miami International Center.

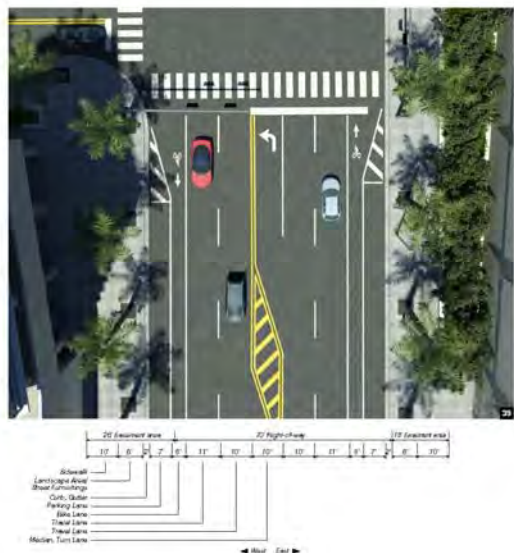


Interior view of elevated pedestrian concourse connecting the MIC to the sport development area.



Above, existing plan and section of NW 37th Avenue between NW 21st and 26th Streets showing location of electrical transmission lines.

Right, plan view of recommended improvements to NW 37th Avenue illustrating bike lanes, on-street parking, and enhanced sidewalk area.



View to the southeast of the truck parking area west of NW 37th Avenue.



View of the truck parking area access along NW 28th Street. The Metrorail guideway and NW 37th Avenue is visible in the distance.



This is frequently a cause of traffic congestion, can block driveways and be a visibility obstruction. To provide a designated location for waiting trucks serving the cargo operations in the study area, it is recommended that the property west of NW 37th Avenue, bounded by 28th Street and the South Florida Rail Corridor should be used for this purpose. This approximately 3.4-acre property is owned by the Miami-Dade Expressway Authority (MDX) and is currently vacant.

As shown in Figure 48, trucks would access the property from NW 37th Avenue via 28th Street, using the existing railroad crossing, passing under the Metrorail guideway, and looping around into the parking area. For ease of circulation, trucks would be able to exit the parking area without having to back up. Construction and maintenance of the parking area could be performed by MDX and access managed by the SunPass transponder system.

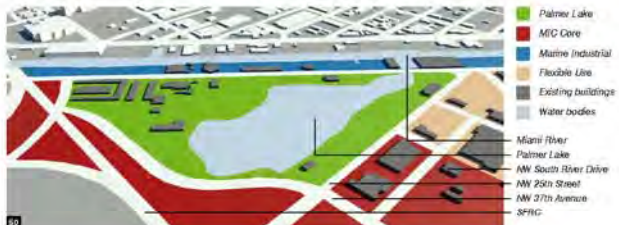
Palmer Lake Area

For most people Palmer Lake is unknown. The study area, despite its central location, is isolated by the surrounding waterways. The lake, even more so as it is hidden by buildings and vegetation. Until the recent extension of NW 37th Avenue from 25th to 28th Streets, Palmer Lake was only visible from the NW South River Drive bridge crossing over the channel linking the lake to the river.

One of the most frequent requests by charrette participants was the need to provide public access to the lake. Although not impossible, creating opportunities for lake access is complicated by the fact that the lake is privately owned. Unlike the Miami River, the owners of the lake have no obligation to permit public access. Regardless of the challenges in providing access, the need and desire is clear. With the successful implementation of the recommendations in this plan, Palmer Lake can become a significant amenity for residents and visitors.

Visual access

Land between the lake and NW 37th Avenue is currently owned by the Florida Department of Transportation and was acquired as part of development of the MKC. This land, approximately 3.3 acres, is irregular in shape and is widest at the northwest corner of the lake. The ownership of this property should be transferred to the Miami-Dade County Parks and Recreation Department and operated as a public park. The chain-link fence blocking view of the lake should be removed. If the current lake bank is too steep to be left unprotected, a low



View to the southeast across Palmer Lake. The intersection of NW 37th Avenue and 28th Street is visible at the upper right.

Computer simulation of a future view across Palmer Lake. The intersection of NW 37th Avenue and 25th Street is at the upper right and Downtown Miami is visible in the far distance.



AREA PLAN REPORT 2

Streets and Public Spaces

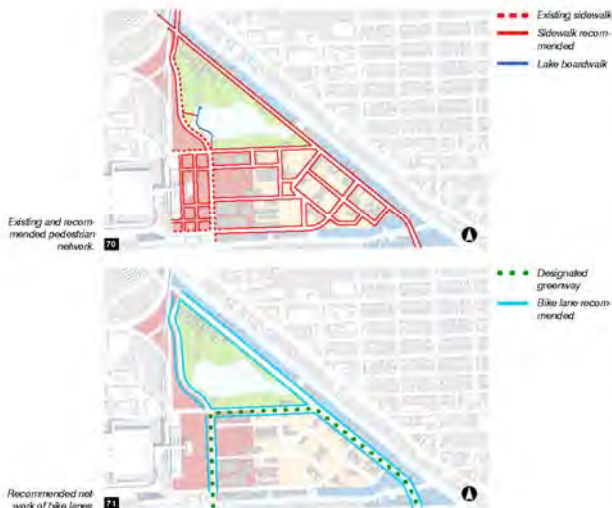
Until the 1960s, most land subdivision took the form of gridded streets and blocks. Palmer Lake, like much of eastern Miami-Dade County was developed in this manner. As a result of its subdivision in the 1920s into the Grapeland Heights and Streamland Gardens plats, the study area today has an excellent network of streets and blocks. The extension of NW 37th Avenue from 25th Street 28th Street in 2007 further enhanced circulation in the area.

While the street network may be excellent, nearly all streets in the study area are in an essentially rural condition. With the exception of NW 37th Avenue, streets lack sidewalks and curbs, leaving the roadway edge undefined and swale areas often in poor condition. Many businesses in the area rely on parking in the right-of-way for employees and visitors, but as this parking occurs in ungraded swales, the result is often a roadside filled with dirt, weeds, and after a rainstorm, standing water and puddles of mud. The lack of sidewalks, crosswalks, and other pedestrian facilities also discourages walking and transit usage.

Specific recommendations for improvement to streets and rights-of-ways are discussed in the above sections of this plan report. This section addresses those recommendations that apply to the entire study area. As an example, NW 37th Avenue is shown in Figure 69, illustrating wide sidewalks, on-street parking, bike lanes, street trees and landscaped medians. These elements, which are necessary to transform the study area into an urban district suitable for high-quality private development, are further



View south along NW 37th Avenue. Bike and on-street parking lanes are recommended in both directions along this segment of 37th Avenue. The MIC joint development area is to the right.



in width as well as along other streets where significant pedestrian activity is expected. Along streets where available right-of-way is limited and are designated for bike lanes, such as NW 25th Street and NW South River Drive, the sidewalk width should not be less than 6 feet. Sidewalks along NW 37th Avenue should be provided as shown in Figure 39 on page 24.

Bicycle network

As part of the *Miami River Greenway Action Plan*, NW South River Drive, NW 25th Street, and NW 37th Avenue have been designated as part of the Miami River Greenway. The Greenway, extending from Biscayne Bay to the Palmer Lake area, generally follows adjacent roadways along the river and is planned for on-street parking, bike lanes, landscaping, sidewalks, benches, and directional signage. The Greenway within the study area is shown in Figure 71.

In addition to the bike lanes along the designated Greenway, bike lanes should also be provided along NW South River Drive between NW 25 and 28th Streets, connecting the lanes recommended along NW 37th Avenue. Bike lanes as recommended in the study area would total approximately 4.2 miles.

Street furniture

Benches, bus shelters, street and sidewalk lighting, trash receptacles, and other objects are essential parts of the streetscape in a pedestrian-oriented district. In addition to providing comfort and amenity to pedestrians, a consistent program of street furniture can



Streets and Public Spaces

strengthen the identity of the study area.

The MIC roadway improvements have already contributed to the start of a coordinated street furniture program. The roadway lighting fixtures shown in Figure 72 have been installed along NW 37th Avenue and NW 21st and 25th Streets. This distinctive, contemporary fixture should continue to be installed along streets throughout Palmer Lake. Complimentary pedestrian lighting fixtures, benches, and trash receptacles such as those shown in Figure 73 should be selected and placed in appropriate locations throughout the study area.

Shown in Figures 74 and 75 are bus shelters and freestanding advertising panels and cylinders. Bus shelters are essential to provide sun and rain protection for transit passengers. The advertising panel shown in Figure 75 incorporate public information displays such as maps, area directional information, and electronic message displays. The installation and maintenance of shelters and panels such as these are supported by the advertising carried within and should be placed along streets with transit service and frequent pedestrian activity.

On-street parking

One feature common to most pedestrian and transit-oriented districts is the provision of on-street parking. Most commonly taking the form of a lane permitting parking of vehicles parallel to the curb, on-street parking serves many purposes. Most obviously, it provides an easily accessible, highly visible parking area for motorists. In addition, on-street parking serves as an extremely effective traffic calming feature, supports street-level retail without dedicated parking facilities, and serves as a



Far left, roadway lighting fixtures already installed on roadway leading to the MIC.

Left, benches, trash receptacles, and pedestrian-scale lighting.

Far left, bus shelters incorporating transit information and advertising panels.

Left, pedestrian information displays with integrated advertising.

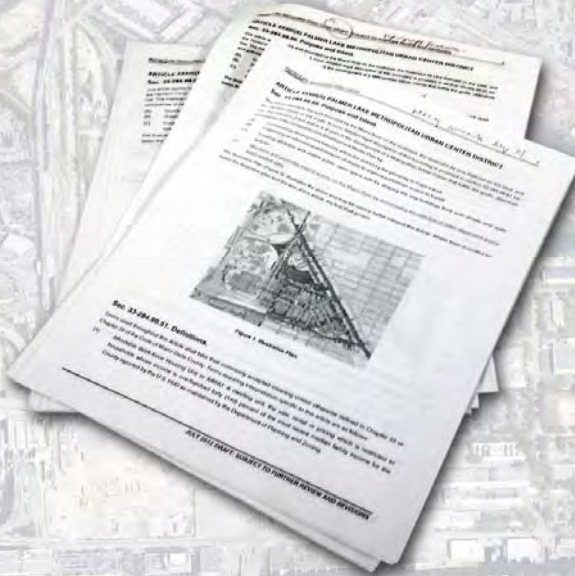
Implementation

The community will be invited to prioritize specific plan recommendations at a future Palmer Lake Charrette Steering Committee meeting. Meeting participants will rank the individual recommendations within groups, as well as rank the overall groups. The results of the prioritization ordered by ranking will be shown in the following table.

Recommendation (Page Reference)	Participating Agencies	Potential Funding Sources	Time Element	Priority Ranking (Votes)
MIC Core Area				
Development standards permitting mixed-uses and pedestrian-oriented buildings (19)				
Minimum 15 foot sidewalk width (19)				
Building in the MIC joint development area oriented to both the MIC and NW 37th Avenue (21)				
Future development of MIC surface parking areas (21)				
Open space in the MIC joint development area along NW 37th Avenue (21)				
Elevated walkway network extending from the Central Station to properties throughout the MIC Core Area (22)				
On-street parking, bike lanes, landscaping, and expanded sidewalk area along NW 37th Avenue (22)				
Redevelopment of Bertram property (25)				
Redevelopment of Hertz and Gumbert properties (27)				
Truck parking area (27)				
Palmer Lake Area				
Acquisition of FDOT property by Miami-Dade Park and Recreation Department (29)				
Fence removal, construction of lake walkway (29, 30)				
Dock structure on lake surface (30)				
Roundabout at NW 37th Avenue and 25th Street intersection (31)				
On-street parking, on-road bike lanes along NW 37th Avenue (31)				
Environmental Center				
Flexible Use Area				
Development standards permitting mixed-uses and pedestrian-oriented buildings (33)				
Redevelopment of Alamo property (33)				
Redevelopment of National property (36)				
Additional light industrial and office space north of NW 23rd Street Road (36)				

continued ►

Palmer Lake Zoning District



ARTICLE XXXIII(S) PALMER LAKE METROPOLITAN URBAN CENTER DISTRICT

Sec. 33-284.99.50. Purpose and intent.

This article applies to the area bounded by the Miami River on the northeast, the Seaboard Air Line Railroad on the west and the Tamiami Canal on the south. A more detailed legal description of this boundary is provided in section 33-284.99.61 below. The intent of this Article is to permit the development of a Metropolitan Urban Center that fulfills the goals, objectives and policies of the Comprehensive Development Master Plan by:

- Coordinating development intensity within the district by the proximity to mass transit
- Organizing an interconnected network of streets to improve pedestrian access to transit
- Creating attractive and usable public open space with by shaping the way buildings front onto streets and open spaces

The Illustrative Plan (Figure 1) illustrates the vision and may be used to better interpret this Article. Where there is conflict between the Illustrative plan and the text of this article, the text shall govern.



Figure 1. Illustrative Plan.

Sec. 33-284.99.51. Definitions.

Terms used throughout the Article shall take their commonly accepted meaning unless otherwise defined in Chapter 33 or Chapter 28 of the Code of Miami-Dade County. Terms requiring interpretation specific to this article are as follows:

- Affordable Workforce Housing Unit or AWHU:** A dwelling unit, the sale, rental or pricing which is restricted to households whose income is one hundred forty (140) percent of the most recent median family income for the County reported by the U.S. HUD as maintained by the Department of Planning and Zoning.
- Block:** A combination of contiguous building lots, the perimeter of which abuts one or more public streets, private streets, easements or designated open spaces.
- Building Frontage:** The portion of a building required to be within the frontage zone.

- Building Frontage Zone:** The portion of a lot adjoining a street or right-of-way. The width of the building frontage zone is established by the applicable Sub-district.
- Elevated Pedestrian Walkway:** an enclosed structure located above private property or the public right-of-way allowing pedestrian access between and through buildings.
- Footprint:** The total indoor and outdoor area of any given story of a building, measured to the exterior of the wall.
- Forecourt:** an open area where the building pedestal is recessed outside of the building frontage zone.
- Frontage:** The property line or lines of a lot which coincide with a right-of-way or other public open space line as shown on the Regulating Plan.
- Habitable Space:** Building space whose use involves human presence with direct view of the adjoining streets or open space, excluding parking garages, self-service storage facilities, and warehouses.
- Podestals:** the bottom portion of the building.
- Retail Use:** Premises used for the exchange of services or goods.
- Storefront:** Retail or office use areas, lobby areas or other habitable space located at the building frontage.
- Story:** A floor level within a building as described in this Article's General Requirements.
- Street:** A thoroughfare for the movement of pedestrians and/or vehicles, as provided in this Article.
- Tower:** The upper portion of a building above the pedestals.
- Water-dependent Use:** Activities which can be carried out only on, in, or adjacent to water areas because the use requires access to the water body for: waterborne transportation including ports or marinas; recreation; electrical generating facilities; or water supply.
- Water-related Use:** Activities which are not directly dependent upon access to a water body, but which provide goods and services that are directly associated with water-dependent or waterway uses.
- Weather Protection Features:** Architectural features that provide protection from the sun and rain, including without limitation, colonnades, awnings, or projecting roofs.

Sec. 33-284.99.52. Organization of this article.

- This Article is organized into three (3) primary sections:
 - The Regulating Plans allocate Sub-Districts and Street Types that serve as the controlling factors of the plan.
 - The Uses section provides for the various uses permitted by Sub-District.
 - The Development Parameters are the instructions for implementing the Regulating Plans.
- The controlling factors are the two (2) Regulating Plans which establish three (3) Sub-Districts and five (5) street types, each is described as part of this Article.
 - The Sub-District Plan delineates three sub-districts, the MIC Core, the Center, and the Riverside. These Sub-Districts control land use and intensity of development in accordance with the County's Comprehensive Development Master Plan.
 - The Street Frontage Plan establishes a hierarchy of street types in existing and future locations which shall be provided and shown in all future development. The five (5) street types are lettered 'A' through 'E'. An 'A' street is the most important street to accommodate pedestrian activity.

Sec. 33-284.99.53. Regulating plans.

(A) 3rd-District Plan



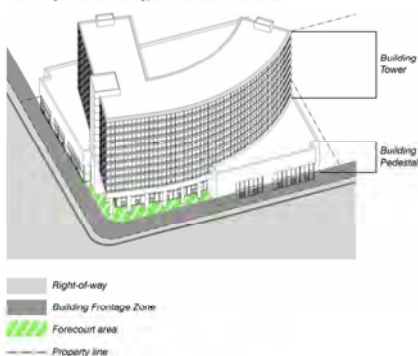
(B) Street Frontage Plan:



Sec. 33-284.99.55. Development parameters.

(A) Building Standards.

The below diagram illustrates the building placement standards for all Sub-districts.



¹ This feature will provide maximum cost savings for a policy with the development of a Fixed Expense.

Building Site Element	A Street	B Street	C Street	D Street	E Street
Minimum Sidewalk Width	10 ft	10 ft	8 ft	8 ft	8 ft
Driveway Frontage Zone Width	60 ft	15 ft	0 ft	0 ft	14 ft
Minimum Building Frontage	80 percent	80 percent	None	None	None
Minimum Storefront within the Building Frontage	75 percent	50 percent	None	None	None

The minimum sidewalk width may be provided in the right-of-way and existing easement zone in combination.

The building potential shall be limited within the building coverage limit to the minimum required by the zoning code. The building potential shall be permitted to encroach into the frontage zone provided that the maximum setback shall be provided.

General Requirements

All new development and redevelopment shall comply with the following parameters in respect to USEPA and for State Listing/Consent:

(1) Long and Buildings

- [illegible]

- (i). The sign shall not obstruct building windows, balconies, or terraces.
- (ii). In all other cases:
 - (A) Class C signs shall be permitted within bus shelter structures and pedestrian information displays located in the building frontage zone and/or the right-of-way.
 - (B) The maximum size of Class C signs within such structures or displays shall be thirty-two (32) square feet. Two-sided signs shall be permitted with one side counting toward the permitted sign area.
 - (C) Bus shelter structures and pedestrian information displays containing Class C signs shall be spaced at least one hundred (100) feet apart as measured parallel to the street centerline.
 - (D) The design, location, and construction of such structures or displays shall be approved by the directors of planning, zoning, and public works.
- (6) Directional signs. Directional signs to direct traffic flow and locate entrances and exits shall be permitted on private property in connection with any permitted use. Directional signs shall not exceed thirty-two (32) square feet in area. The maximum height above grade of a detached directional sign shall be twelve (12) feet. The number, setback, and location of the signs shall be determined for each facility as part of the site plan review process. Directional signs shall be shown on site plans indicating sign size, location, and copy.

Sec. 33-284.99.56. Review procedure.

Projects following the provisions of this Article and the Regulating Plans shall be processed and approved administratively. The Miami-Dade County Department of Planning and Zoning shall review the applications including exhibits listed below for completeness and compliance with the provisions of this Article and the Regulating Plans. All complete submissions to the Department shall be reviewed and approved or denied within twenty-one (21) days from the date of submission. The applicant shall have the right to extend the twenty-one (21) day period by an additional twenty-one (21) days upon timely request made in writing to the Department. The Department shall have the right to extend the twenty-one (21) day period by written notice to the applicant that additional information is needed to process the site plan. Denials shall be in writing and shall specify set forth the grounds for the denial. Any final decision of the Director may be appealed in accordance with the public hearing procedure established in Article XXXIX of the Code and in accordance with the procedures established for appeals of administrative decisions.

Exhibits prepared by design professionals such as architects and landscape architects shall be submitted to the Department and shall include, but not be limited to, the following:

- (A) Site plan(s) including:
 - (1) Lot lines and setbacks;
 - (2) Location, shape, size and height of existing and proposed building construction and landscaping;
 - (3) Location of on-street and off-street parking, loading facilities, waste collection areas, and all above ground utilities;
 - (4) Indication of signage;
 - (5) Indication of any site or building design methods used to conserve energy;
 - (6) Street type designations as per this Article;
 - (7) Indication of Sub-District boundaries as per this Article.
- (B) Landscape plans including specification of plant material, location and size.

- (C) Floor plans and elevations of all structures, including total gross square foot area of each floor and all dimensions relating to the requirements of this Article;
- (D) Figures indicating the following:
 - (1) Gross and net acreage;
 - (2) Amount of landscaped open space in square feet and percentage required and provided;
 - (3) Total square footage of all land uses;
 - (4) Amount of building coverage at ground level in square feet and percentage;
 - (5) Total trees required and provided, indicating on site and off site contribution within the District;
 - (6) Parking required and provided;
 - (7) Total amount of paved area in square feet;
 - (8) Total number of dwelling units;
 - (9) Such other design data as may be needed to evaluate the project.

In the case of multiple-phase development, each phase of the development, whether standing independently or in conjunction with existing developed or proposed future contiguous phases, shall meet all the requirements of the Article. Notwithstanding the review procedure contained herein, all requests for the subdivision of property within the Palmer Lake Urban Center District shall have previously received site plan approval in accordance with the requirements of this section or Section 33-284.99.58 below.

Sec. 33-284.99.57. Zoning hearing review.

Relief from the following requirements of this article shall be permitted only pursuant to the standards and requirements of Section 33-311(A)(4)(a) of this chapter:

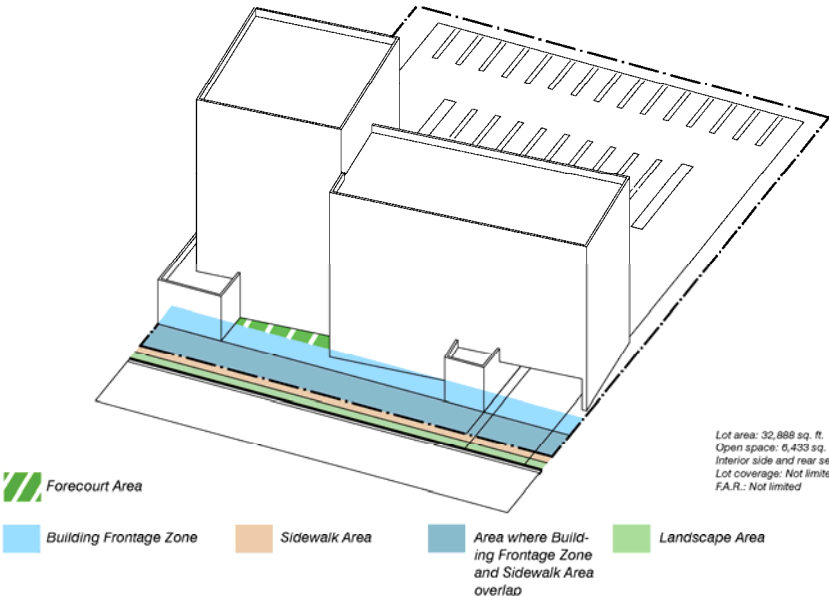
- (1) Building frontage requirements;
- (2) Setback requirements;
- (3) Minimum space requirements.

Sec. 33-284.99.58. Nonconforming structures and uses.

- (A) Purpose/Applicability
 - 1. Nothing contained in this article shall be deemed or construed to prohibit the continuation of a legally established non-conforming use, structure, or occupancy, as these terms are defined in Sections 33-1, 33-34, and 33-55 of this chapter. The intent of this Section is to encourage nonconformities to ultimately be brought into compliance with current regulations.
 - 2. The term "nonconformity" shall refer to a use, building, or lot that does not comply with the regulations of this Article. Only legally-established nonconformities shall have rights under this Section.
 - 3. For the purpose of this Section, "legally established" shall apply to the following circumstances:
 - a. A title or improvement that is rendered nonconforming through the lawful use of eminent domain, an order of a court of competent jurisdiction, or the voluntary dedication of property;
 - b. An existing use which conformed to the code at the time it was established;
 - c. A building and/or site improvement that was permitted in accordance with regulations in effect at the time of permitting or that was approved pursuant to a public hearing.

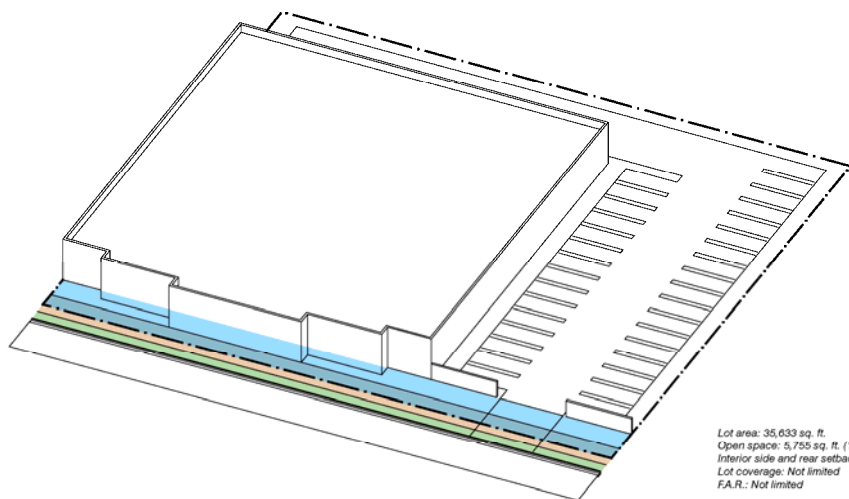
'A' Street

Building Frontage Zone Width: 25 ft.
Sidewalk Width: 18 ft.
R.O.W.: 70 ft.



'B' Street

Building Frontage Zone Width: 15 ft.
Sidewalk Width: 10 ft.
R.O.W.: 50 ft.



Lot area: 35,633 sq. ft.
Open space: 5,755 sq. ft. (16%)
Interior side and rear setbacks: 0 ft.
Lot coverage: Not limited
F.A.R.: Not limited



For more information:

www.miamidade.gov/transit

palmerlakeplan.wordpress.com

