



VILLAGE OF
PALMETTO BAY
Franjo Triangle & Island (FT&I) District



LAND USE ANALYSIS

Prepared by

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SECTION 1 – EXECUTIVE SUMMARY

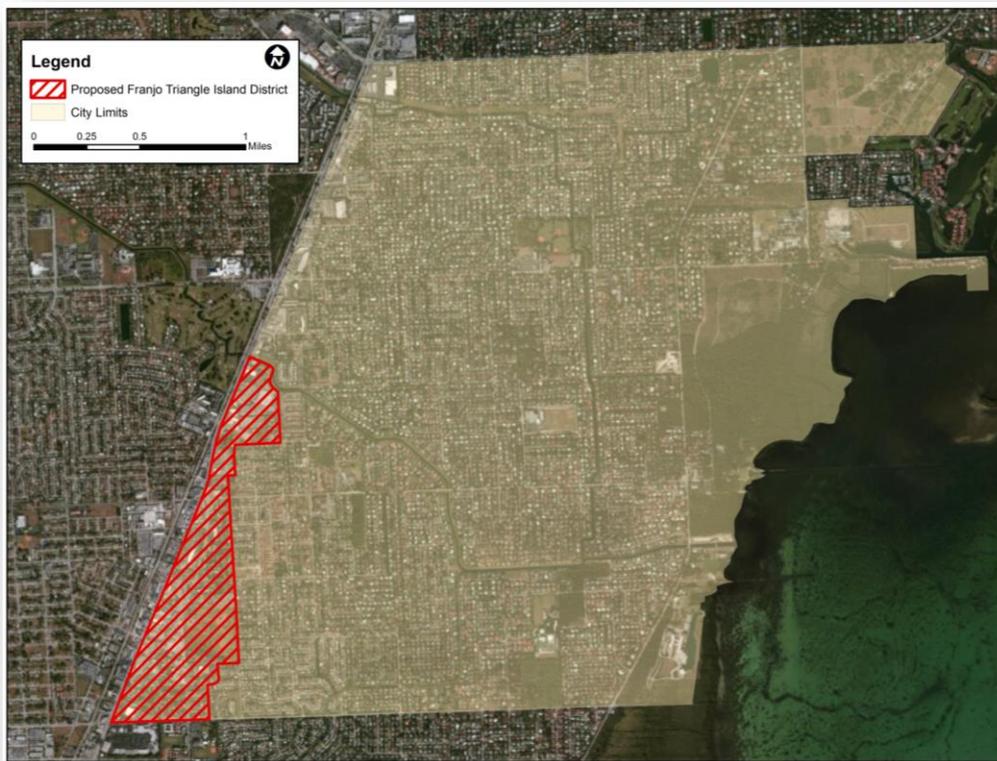
INTRODUCTION

In the summer of 2013, The Village of Palmetto Bay assembled a team of local residents and professionals with expertise in the area of real estate and land development to explore initiatives that would facilitate the creation of a mixed use Downtown Core. The Downtown Redevelopment Task Force (DRTF) met over a period of year and arrived at a broad concept that built upon a previous initiative which established the Franjo Triangle & Island (FT&I) District. The FT&I District was the key focus area within which the DRTF concentrated their efforts with the desire to put a comprehensive approach in motion to revitalize and transform the existing area. This effort resulted in recognition by the Mayor and Village Council to explore an integrated plan that recognizes land use, infrastructure, transportation, market analysis and jobs creation in the overall development of a vibrant downtown area.

The purpose of this Land Use Analysis in the form of a Special Area Plan (SAP) is to identify infrastructure capacity necessary to support future development within the Downtown Area. The SAP is also intended to provide some generalized, guiding principles in the development of the area pending acceptance and approval by the Village Council. The findings of the study will serve as a planning tool for the Village to effectively coordinate land use and development and identify appropriate residential densities and commercial intensities within the identified (targeted) downtown core area of the Village.

The study area is located within the southwest portion of the Village of Palmetto Bay, along US 1 (Dixie Highway), SW 158th Lane, SW 184th Street and SW 94th Avenue; encompassing approximately 160 acres, including right-of-way (see Figure 1).

Figure 1: Proposed Franjo Triangle Island District



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Existing Urban Form

Although this area has developed in a suburban development pattern and oriented towards vehicular movements, further auto-centric uses and development patterns are discouraged in order to improve the area's multi-modal opportunities.

The urban form of the FT&I, as it currently exists contains no consistent design characteristics or theme. These inconsistencies with the existing urban form present a visual disconnect between services and businesses residing adjacent to one another within the District. The buildings range from design patterns prominent in the 1970's and 80's to more recent, retail design standards and treatments. Due to the lack of architectural guidelines within the corridor, this area has developed consistent with standard suburban type corridors with a variety of architectural themes, building designs, materials, signage and other site features. These properties also feature limited landscaping and buffering, limited interconnectivity between parcels, and standard suburban development patterns where parking facilities are generally located in the front yards between the building and the main roads. The corridors reviewed as potential development and redevelopment areas are primarily high intensity use corridors with supporting, established residential and limited, mixed-use areas. As such they do not contribute to the overall quality of development envisioned by the Village.

Special Area Plan

A core component of this SAP is to explore economic development and redevelopment opportunities within the Downtown Area utilizing incentives to achieve a more compact, mixed-use form of development (for the purposes of this analysis, the terms "Downtown Area" and "Franjo Triangle Island (FT&I)" are understood to be synonymous and may be used interchangeably). To achieve the objectives of the Plan as noted on page 5, the SAP recommends the creation of a new land use designation within the Village's Comprehensive Plan that aims to facilitate redevelopment in the Downtown Area. The proposed land use category is intended to be consistent with the vision and development pattern identified by the Village through the DRTF workshops and community meetings. The recommendations and strategies developed as part of this SAP are intended to be reviewed consistent with the Village of Palmetto Bay planning requirements.

The approval of the SAP will result in the need to coordinate and integrate the recommended guidelines and policies, within this plan, with the following planning documents and agencies, including:

- Updating the Village of Palmetto Bay's Comprehensive Plan to include an Activity Center District category, defining specific density and intensity standards for the Downtown Area;
- Amending the Village of Palmetto Bay's Future Land Use Map (FLUM), reflecting the District boundaries;
- Adopting land development regulations (LDRs) to apply specific standards to the proposed District.

The recommendation to prepare a subsequent land use amendment is based in part on the Village's current land use designations (Comprehensive Plan and FLUM), and zoning standards, including limitations on uses. While some of the current designations permit both residential and non-residential development, the level of entitlements is limited to a respective property (i.e., size/acreage, etc.). Significant portions of the area are developed; however, a majority of these properties are generally understood to be "underdeveloped" in that they are not achieving their full development potential based on the land use entitlements currently permitted by the code. By creating opportunities and development incentives including the transfer of development rights or similar program, the Village can have the ability to offer development incentives and, more importantly, the flexibility to assign sub-district wide density and intensity standards. A key opportunity to implement the Vision lies in promoting economic development through the redevelopment of the underutilized properties.

This area is intended to serve as the Village's main focus for future development and redevelopment consistent with its location along the strategic transportation corridor. Furthermore, this area is suitable for higher intensity employment, commerce and residential activities in support of multi-modal transportation options and that will maximize existing services and facilities.

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The information and strategies contained within the SAP for the Downtown Area have been developed using available data and analysis, existing and projected market conditions (expectations), stakeholder interviews, and the application of sound planning and development tools that are necessary for successful redevelopment. As identified in the Lampert Market Study, there is a projected demand for a new development with the proposed Activity Center capable of supporting a mix of residential and non-residential development in a compact, urban setting. Based on that market study, and the associated traffic and transportation analysis performed by Lampert Advisory and Marlin Engineering; respectively, the following levels of development are anticipated by the Village over and above the currently adopted future land use designations:

- Non-Residential - Total net new non-residential demand of over 1.14 million square feet, including retail, office, and hotel;
- Residential – Total net new residential demand of over 2,300 residential units; mix of for-sale and rental.

Per the currently adopted future land use map and land use designations, there is the potential for approximately 3,400 residential dwelling units and over 4,000,000 square feet of non-residential development (existing development potential). However, as regulated per the current land use designations, achieving such a build-out is unlikely.

Based on the Market Analysis and Traffic Impact Analysis prepared for the Village, the FT&I is anticipated to be developed in three (3) development phases of 2025, 2035 and 2045. For analysis and generalized identification purposes, FT&I is delineated into five (5) key areas of analysis or sub-districts. These sub-districts are referenced as the Central Business District (CBD) Core, Central Mixed Use, North Mixed Use, Perimeter, and US-1 Island.

The three (3) phases are generally defined as follows including the respective sub-district(s) and type/amount of development:

Phase 1 (2025)

CBD Core:	1,320 Multi-family residential 132,000 square feet Retail/Office
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Phase 2 (2035)

Central Mixed Use:	745 Multi-family residential 53,426 square feet Retail/Office
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Phase 3 (2045)

Perimeter:	450 Multi-family residential 268,860 square feet of Retail/Office
North Mixed Use:	550 Multi-family residential 286,015 square feet of Retail/Office
US-1 Island:	2,324 Multi-family residential 826,246 square feet of Retail/Office

Based on these development totals, the sub-districts and the projected phasing, an analysis was prepared to identify changes in impacts to infrastructure and also identify areas of possible deficiencies. Section 2 of this plan provides a detailed breakdown of the proposed new development summarized above with regard to public infrastructure (potable water, sanitary sewer, stormwater, solid waste and parks & recreation facilities). In summary, the analysis indicates an overall net change (reduction) in the key indicators necessary for development including potable water and sanitary sewer demands as compared to the existing levels of entitlements. This is not intended to infer that facilities are

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currently sized to accommodate the above levels of development or that facilities exist in all portions of the study area. While potable water supply is sufficient within the study area specifically Phase 1, water lines are not currently located within or adjacent to all properties or may be undersized to serve the anticipated level of development. Phase 1/CBD Core includes water service lines ranging in size from 2" and 4" south of SW 180th to 12" extending along Franjo Road. The expansion or upsizing of water lines may be required, depending on location, to support the necessary increased water supply volumes and fire protection requirements typically necessitated by increased development levels. Figure 4 identifies the current location and size of the potable water system.

Likewise, sanitary sewer service is present within the FT&I; however, portions of the existing system would need to be expanded and or improved to accommodate the proposed development. As exhibited in Figure 5, the Phase 1/CBD Core has limited sanitary sewer service with sewer lines currently located along E. Indigo Street, E. Hibiscus Street, E. Guava Street and a limited portion of Franjo Road. A force main is also located in the northern portions of Palmetto Bay Park. This sub-district is currently served by one (1) public pump station which also provides service to a portion of the US-1 Island sub-district. Based on the full build-out of Phase 1 (i.e., CBD Core sub-district) along with the portion of the US-1 Island sub-district, the public pump station serving this area is estimated to be over capacity by approximately 40,000 gallons per day (GPD). As noted above, Phase 1 includes the CBD Core sub-district while Phase 3 includes the US-1 Island sub-district. This would result in the need to either expand the capacity of that portion of the sanitary sewer system by redirecting sewage flows to another public pump station for the US-1 Island sub-district, freeing up capacity in that pump station and its service lines or the installation of an additional pump station within the sub-district. Portions of the CBD Core sub-district could also be redirected; however, that action is not recommended at this time.

Information regarding the potential infrastructure improvements limited to water, wastewater and urban-type parks is provided in Section 2. It should be noted that although the ultimate build-out of the District may require the installation of certain larger infrastructure (i.e., pipes), the respective agency(s) may not permit the installation of the maximum size infrastructure and may instead require the installation of infrastructure in a phased approach with incremental "upsizing" of infrastructure based on potential concerns with loss of water pressure and/or stagnant flows. Specific to parks and open space facilities, the Village currently is currently and will continue to exceed at full buildout, its adopted Level of Service and required acreage for recreational facilities.

Section 3 provides an overall generalized summary of future guiding principles and strategies. In addition, the following principles are understood to be key in the development and redevelopment of the FT&I. These principles are inherently understood to serve as the basis for a portion of the analysis, and are reflected in the future development strategies included in Section 3:

- Infill development will replace older existing uses that are no longer competitive and or potentially compliant with the current Village regulations,
- Define (create) the Village's urban core and "downtown" area, and
- Increase development opportunities through effective development strategies and programs.

SAP Key Objectives

The SAP identifies a number of key objectives that will guide the future development and redevelopment within the FT&I. These objectives, as developed in The Franjo Triangle Commercial Island Charrette Report are identified as follows:

- Create an identity for the Downtown Area;
- Transition from suburban, strip commercial corridors to an integrated downtown, mixed use area;
- Integrate use of vertical mixed uses in addition to horizontal;
- Improve mobility access and connections for all modes (bike/ped/transit/vehicle);
- Plan an Activity Center that is complementary to the surrounding areas. The plan details the provisions of the Downtown Area, addressing anticipated impacts on the Village's system capacities, if any, and outlines relevant countywide considerations as may be required.

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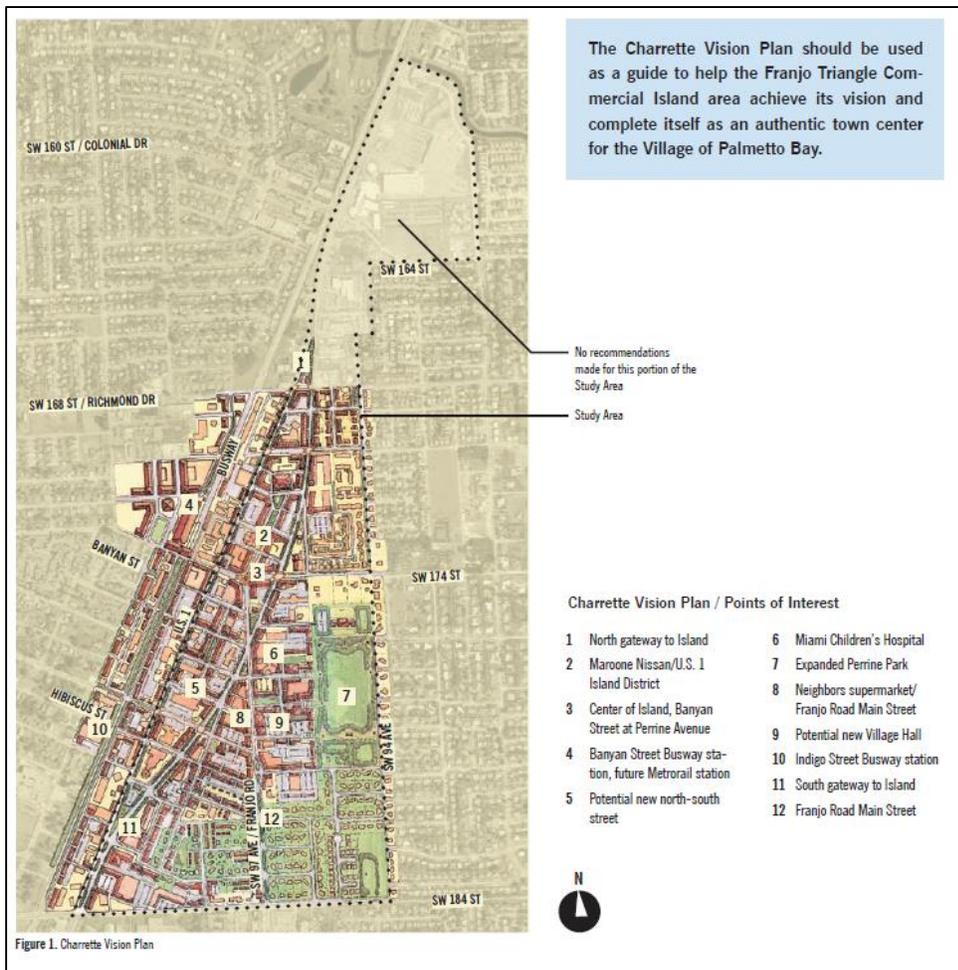
The Land Use and Infrastructure Analysis, along with the Market Study and Transportation Study (prepared by others) revealed how the proposed District is ideally situated to capture additional residential and non-residential development through creative approaches. This allows for a mixture of complementary uses that can support increased densities and intensities.

As a designated Activity Center, the Downtown Area can provide the following benefits:

- New places to shop, eat, and entertain;
- Sites for community events, activities, and celebrations;
- A range of housing types and configurations;
- New destinations within a short distance of existing neighborhoods;
- Opportunities to increase walking, biking, and transit use; and
- More efficient use of existing public infrastructure.

While the above list is not intended to be exhaustive and or limited to those items, additional benefits and targeted redevelopment objectives should be identified, and utilized, as (re)development occurs, reflecting changes in the market, as new opportunities are recognized.

Figure 2: Charrette Vision Plan



Source: The Franjo Triangle Commercial Island Charrette Report

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PROJECT UNDERSTANDING

In 2004, the Village undertook a visioning effort which included the identification of a potential downtown area. As noted within the Franjo Triangle Commercial Island Charrette, “the need to develop a vision for the Franjo Triangle Commercial Island area grew out of the Village’s comprehensive planning process in recognition of the unique characteristics of this area.” Through this process, the Village identified the area and the desired planning and development approach including the Charrette Vision Plan (see **Figure 2**). The visioning continues today through the efforts of the Village’s Downtown Redevelopment Task Force (DRTF).

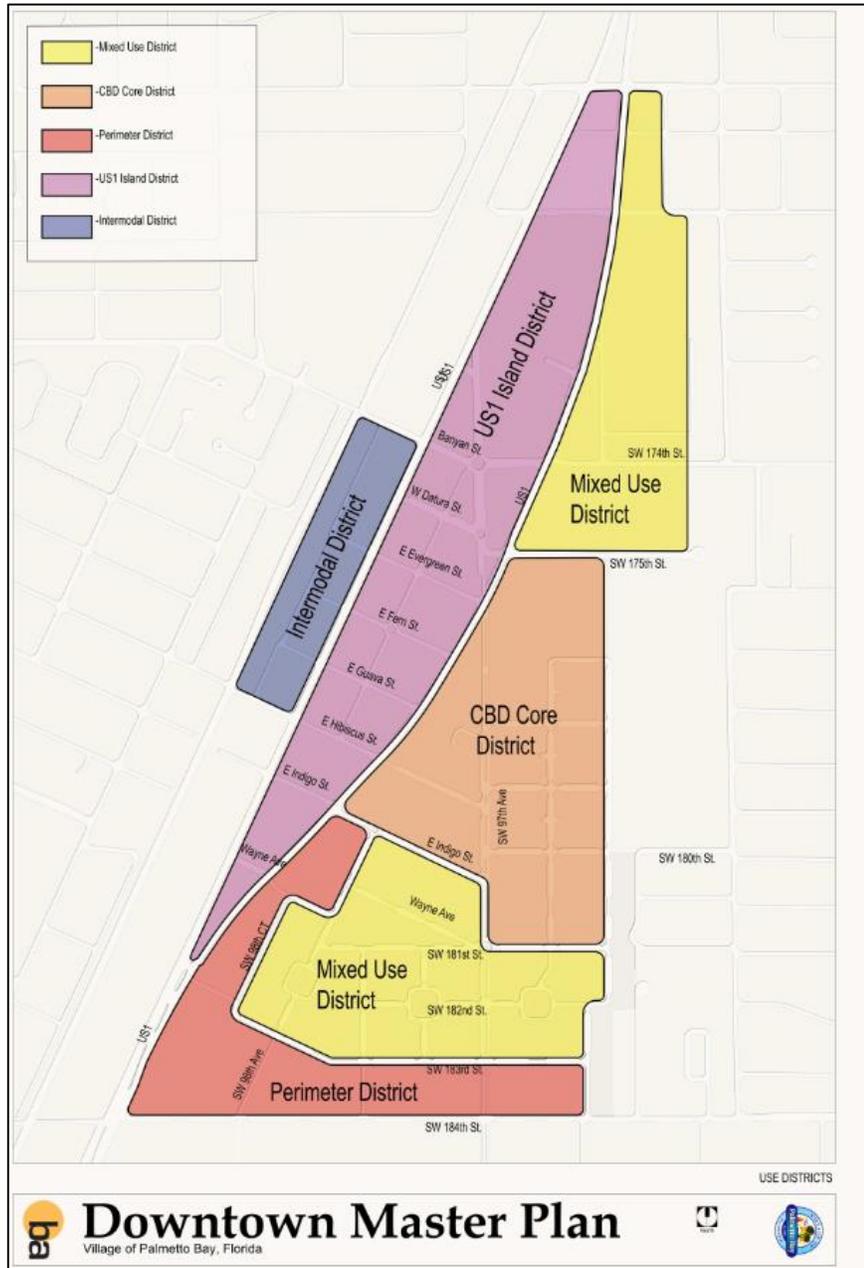
The Village’s Comprehensive Planning efforts have included specific Goals, Objectives and Policies that were developed in an effort to further support this vision and the desire to create a community focal point and mixed-use area which would also provide the necessary economic development tools.

Based on these and other previous efforts, the Mayor and Village Council of the Village of Palmetto Bay directed staff to embark on a series of analysis tools including land use, infrastructure, transportation, and a market absorption analysis. The results of each of these items is either contained within the SAP and or provided under a separate cover.

Based on the proposed Master Plan, the Downtown Area is delineated into five (5) sub-districts including the Central Business District (CBD) Core, Central Mixed Use, North Mixed Use, Perimeter, and US-1 Island. The sub-districts are identified in **Figure 3**. The Intermodal District, although shown on the previous Downtown Master Plan, is not included in the FT&I and or the analysis.

Based on the Village’s existing (adopted) Comprehensive Plan and Future Land Use Map, including the densities and intensities allowed within each land use designation, the Village could realize approximately 3,400 residential dwelling units and over 4 million square feet of non-residential development. Based on the Market Study, an additional 2,308 residential dwelling units and a total of 1.5 million square feet of non-residential development could potentially be achieved through the approval of the FT&I District.

Figure 3: Downtown Master Plan – Sub-districts



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SECTION 2 – LAND USE ANALYSIS

EXISTING PLANS

The Village’s adopted Comprehensive Plan, including the Future Land Use Map indicate the Village’s intended growth and development patterns for the planning horizon (typically twenty years). This Plan and Map illustrate the various types of development anticipated and or supported by the Village including residential, non-residential along with mixed-use areas.

Currently, eight (8) future land use designations are found within the SAP. These designations, along with the total number of acres per land use is summarized in **Table 1**.

Table 1: Future Land Use - Total Acreage

Future Land Use	Total Acres (net)
Business and Office	23.98
Low-Medium Density Residential	3.59
Low Density Residential	22.48
Medium-High Density Residential and Hotel	2.30
Medium Density Residential	3.15
Mixed-Use Corridor	41.23
Neighborhood Mixed-Use	60.34
Parks and Recreation	N/A

In addition, the following Goals, Objectives, and Policies are presently adopted which currently guide development within this area. However, it should be noted that these components will need to be amended to support the development levels anticipated by this SAP.

Supporting (existing) Goals, Objectives, and Policies of the Downtown Area include the following (Note: Additional Goals, Objectives and Policies are included within the full Village Comprehensive Plan; however, are not provided at this time):

Policy 1.2.2 Utilize creative, yet proven, land development techniques in the new Land Development Code that will allow developers to generate the unique mixed-use character expressed in the community charrettes and the future land use designations for the Franjo Road/U.S. 1 Commercial Area and Palmetto Bay Village Center focus areas.

Policy 2B.2.4: Provide incentives, such as increased allowable density or reduced parking requirements, to developers of all residential, commercial and or general office land uses within identified mixed-use land use categories that place public transit facilities within their parcels.

Policy 2C.1.4 Continue to coordinate with Miami-Dade County and the Miami-Dade County Metropolitan Planning Organization (MPO) to support redevelopment of the portion of southwest Palmetto Bay located along the South Dade Busway as a transit oriented center. The extents of the transit oriented center are illustrated as "Neighborhood Mixed-Use" and "Mixed-Use Corridor" land use categories on the Future Land Use Map and further described in the Final Franjo Road/US 1 Commercial Area Charrette Report: A Citizens' Vision Plan accepted by the Village Council in November 2004.

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Policy 7.1.8 Ensure than ample parks and open space is a key component in the development of the Palmetto Bay Village Center and the Franjo Road/US 1 Commercial Area mixed-use areas.

Existing Future Land Use Breakdown

The currently adopted (existing) Future Land Use designations that are found within the Downtown Area, currently adopted under the Village's Comprehensive Plan, are provided below.

Low Density Residential (LDR): The residential densities allowed in this category shall range from a minimum of 2.5 to a maximum of 6.0 dwelling units per gross acre. This density category is generally characterized by detached single family housing. It could also include large fee-simple townhomes with extensive surrounding open space or a mixture of both housing types, provided that the maximum gross density is not exceeded.

Low-Medium Density Residential (LMDR): This category allows a range in density from a minimum of 5.0 to a maximum of 13.0 dwelling units per gross acre. The types of housing typically found in areas designated as low-medium density include single-family homes, townhouses, and low-rise condominiums /apartments. Zero-lot line single-family developments in this category shall not exceed a density of 7.0 units per gross acre.

Medium Density Residential (MDR): This category allows a range in density from a minimum of 14.0 to 23.0 dwelling units per gross acre. The types of housing typically found in areas designated as medium density include townhouses, low-rise condominiums/apartments, and high-rise condominiums/apartments.

Medium-High Density Residential (MHDR): This category allows a range in density from a minimum of 24.0 to 40.0 dwelling units per gross acre and or up to 70.0 hotel units, including townhouses, low and high rise condominiums/apartments and hotel units. Ancillary or auxiliary uses associated with high density use, including common area sport use, tennis courts, pool, gymnasium, and or restaurant bar are provided under this district.

Business and Office (BO): This category accommodates the full range of sales service activities including retail, wholesale, personal and professional services, commercial and professional offices, hotels, motels, hospitals, theaters, medical buildings, nursing homes, entertainment and cultural facilities, amusement and commercial recreation establishments (such as private commercial marinas). These uses may occur in self-contained centers, high rise structures, campus parks and municipal centers business districts. The specific range and intensity of uses appropriate in BO areas vary by location as a function of such factors as availability of public services, roadway access and neighborhood compatibility. Special limitations may be imposed on uses in BO where necessary to protect environmental resources including wellfield protection areas. Through the assignment of zoning districts and special conditions, the specific range and intensity of uses appropriate for a specific site will be determined. Strip commercial shopping centers with inadequate lot depth, which allow only a single row of commercial structures and parking in front, are discouraged in this designation. The floor area ratio (FAR) is 0.4 for the first story, plus 0.11 for each additional story up to six (6) stories.

Mixing of residential use with commercial, office, and hotels is also permitted in BO areas provided that the scale and intensity is not out of character with adjacent nearby development, and the project does not negatively affect any area neighborhoods. Where these conditions are met, residential density may be approved up to one density category higher than the average land use density of adjacent parcels. If no residentially-designated parcels exist adjacent to a BO parcel or no higher density categories exist on the Village FLUM, the maximum density allowed shall be 13.0 units per gross acre.

Neighborhood Mixed Use (NMU): This designation accommodates convenience business/retail uses and service within or near neighborhoods for day-to-day living needs. The vertical and horizontal integration of uses is permitted, and existing neighborhood compatibility and interconnection is essential. Supporting low density institutional uses are also allowed. On-street parking is allowed and off-street parking is highly encouraged to be located in the rear of buildings. Convenience business uses include small grocery stores, laundromats, and business and office uses with generally low traffic generation characteristics such as florists and law office. Residential density shall range from a minimum of 6.0 to a maximum of 18.0 dwelling units per gross acre, with the exception of Franjo Triangle Live work Area, where

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the density shall not exceed 8.5 units per acre. Non-residential intensities should average a floor area ratio (FAR) of 0.5 subject to limits adopted as part of an approved Master Plan.

Mixed Use Corridor (MUC): Vertical integration of primary uses is required in this category, with business and office uses on the ground and bottom floors, and residential uses on the upper floors. Existing car dealerships, hotels, apartment hotels, government offices, and civic uses are exempt from the integration requirement. On-street parking is allowed and off-street parking is highly encouraged to be located in the rear of buildings. Residential density shall range from a minimum of 18.0 to a maximum of 40.0 dwelling units per gross acre. Non-residential intensities should average a floor area ratio (FAR) of 1.5 subject to limits adopted as part of an approved Master Plan.

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INFRASTRUCTURE

Level of Service Analysis Methodology

Based on the projected level of development, and the conceptual framework of the DRTF, an analysis of existing public facilities and services is required. The information and analysis is provided to address the potential impacts of projected development on existing and planned public infrastructure. The calculations provided for the items below are based on the levels of development identified as part of the Market Analysis and Traffic/Transportation Analysis (both provided under separate cover).

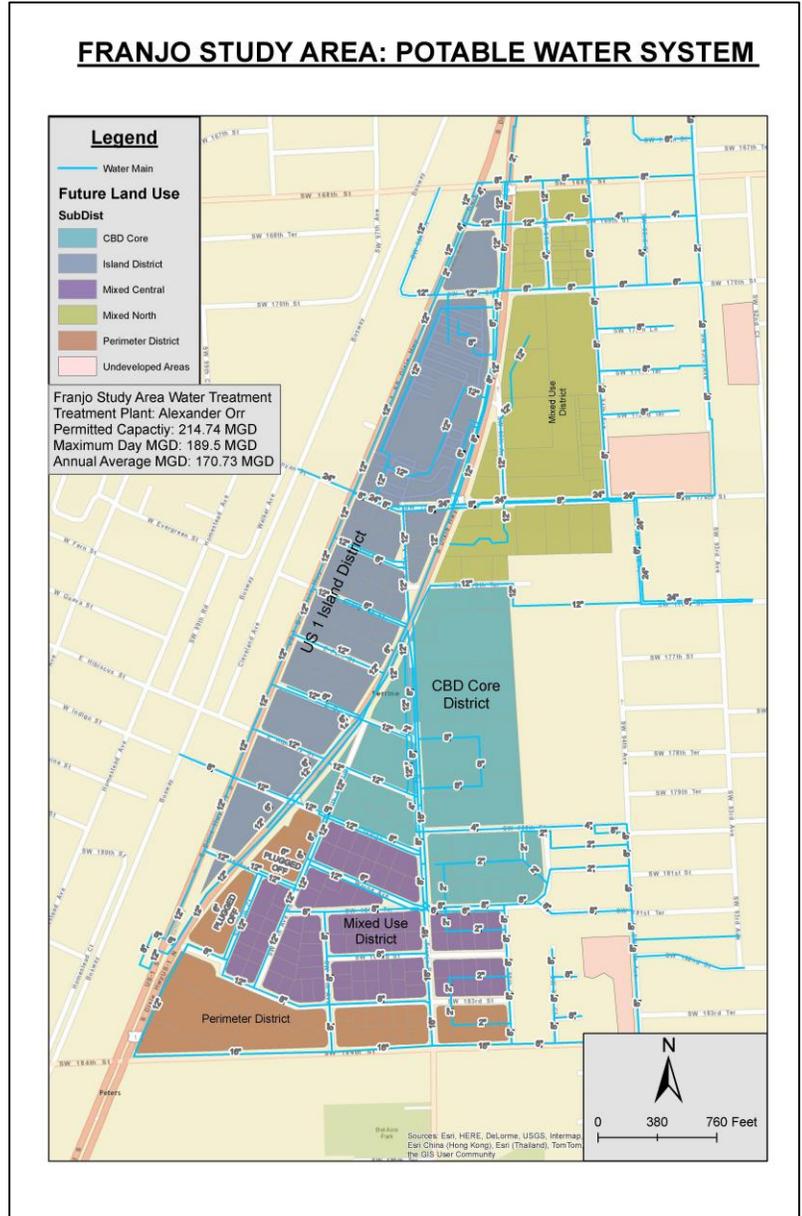
The Downtown Area is currently served by Miami-Dade Water and Sewer Department (MDWASD) for Potable Water, and Wastewater. Maps of the current water and sewer lines, including the locations of existing public pump stations or similar infrastructure are provided as **Figures 4 and 5**. Note, due to the size (area) of the study area and in order to provide additional detail in the analysis, water and sewer infrastructure maps were created for each of the respective sub-districts. These are reflected in **Figures 4a, 4b, 4c, 4d, and 4e (water)**; **Figures 5a, 5b, 5c, 5d, and 5e (sewer)**. The Fourth Element of the Village of Palmetto Bay's Comprehensive Plan, Infrastructure, is divided into multiple sub-elements that deal with, among other items, Potable Water, Waste Water, and Storm Water.

Potable Water System Analysis

Under the Potable Water Sub-Element the Village adopted policies which address and or require the Village to coordinate with Miami-Dade Water and Sewer Department (MDWASD) during the development process to ensure that adopted LOS standards are met. The level of service standard adopted by the Miami-Dade Water and Sewer Department (MDWASD) for potable water service within the Village of Palmetto Bay is:

- a. The Regional Treatment: System shall operate with rated maximum daily capacity no less than 2% above the maximum daily flow for the preceding year, and an average daily capacity 2% above the average daily system demand for the preceding five years. The maximum daily flow shall be determined by calculating the average of the highest five single day flows for the previous 12 months.
- b. Water shall be delivered to users at a pressure no less than 20 pounds per square inch (psi) and no greater than 100 psi.

Figure 4: Franjo Water System



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Data and analysis demonstrate that the Village's water system (potable water) and related infrastructure will be able to serve the projected levels of development. **Table 2** identifies the net change in potable water demand based on the total study area, including a delineation of use based on the proposed sub-district boundaries. As identified in **Table 2** and the information obtained by MDWASD, there is existing capacity within the potable water system to serve the existing and projected development within the study area. LOS, as currently adopted, will continue to be maintained through full build-out.

Note: Project Potable Water Generation (GPD) is based on the Village's adopted LOS standard and Miami-Dade County Daily Gallons of 180 gallons per residential dwelling unit. In addition, the Peak Factor represents the maximum daily water usage potential at any given point (full usage as generated by the land use) multiplied by 2.4. For example, using the adopted rate of 180 gallons per residential unit, the calculations assume a "worst case" scenario of water use at 432 gallons per residential unit. This standard provides a very conservative approach to ensure that potable water can be provided beyond the demands of typical average daily use.

Miami-Dade County updated its 20-year Water Supply Facilities Work Plan in 2014. This Plan, "presents MDWASD's water supply systems and provides a plan for implementing water supply facilities, including the development of traditional and alternative water supplies necessary to serve existing and new development." The Village of Palmetto Bay is located within the Alexander-Orr Sub-Area and Water Treatment Plant boundaries. Based on this Plan, this Sub-Area is supplied by four water supply wellfields with a total designed installed capacity of approximately 308 MGD (million gallons per day). There are no identified capital improvements identified by this Plan or deficiencies noted. The Alexander-Orr Water Treatment Plant has a permitted capacity of over 214 MGD. The plant's maximum day standard is approximately 189.5 MGD with an annual average of 170.73 MGD.

Currently, there are no known capacity deficiencies identified within the existing potable water service as a whole. However, it has been noted that while there is sufficient capacity to serve the proposed levels of development within the FT&I, the size and location of certain facilities (i.e., pipes) may not be suitable and will require future enhancements. Where water lines are present, they may be undersized to serve the anticipated level of development. For example, the existing 12" and larger pipes within the area would most likely be sufficient while the smaller 4" and 2" pipes may need to be upsized to a minimum of an 8" water line or larger for necessary fire protection and provide adequate volumes. It is recommended that water lines that extend along Franjo Road as well as the (2) service lines running east-west should be 12" (subject to further analysis). Depending on the location of future buildings/structures, existing water lines may need to be relocated if the existing water line is currently located within the developable portions of a property and not located within either the road right-of-way or similar location. There are also instances where water lines are not currently installed within or adjacent to all properties identified for redevelopment. Phase 1/CBD Core includes water service lines ranging in size from 2" and 4" south of SW 180th to 12" extending along Franjo Road. A minimum (typical) water line size of 8" is recommended to adequately serve multi-family and non-residential development with increased volumes and provide adequate fire protection. Except as previously modeled and approved for small diameter lines, the upsizing of the existing lines is recommended where lines are less than 8" (subject to further analysis and modeling in concert with MDWASD).

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Table 2: Change in Potable Water Demand									
Proposed sub-district	Residential Units	Non-residential Square Footage	MDC Scheduled Daily Rated Gallonage (GPD/Unit)*	MDC Scheduled Daily Rated Gallonage (GPD/100 SQ.FT.)**		Residential Gallonage (GPD)	Commercial Gallonage (GPD)	Peak Factor	Project Potable Water Generation (GPD)
				Restau-rant ***	Office/ Retail				
Phase 1									
CBD Core sub-district									
Adopted Land Use	632	747,999	180	100	10	113,760	243,100	2.4	856,463
Projected Land Use	1,320	132,000	180	100	10	237,600	42,900	2.4	673,200
Net Change	688	(615,999)							
Phase 2									
Central Mixed Use sub-district									
Adopted Land Use	373	428,591	180	100	10	67,140	139,292	2.4	495,437
Projected Land Use	745	53,400	180	100	10	134,100	17,355	2.4	363,492
Net Change	372	(375,191)							
Phase 3									
Perimeter sub-district									
Adopted Land Use	281	439,365	180	100	10	50,580	142,794	2.4	464,097
Proposed Land Use	450	268,900	180	100	10	81,000	87,393	2.4	404,142
Net Change	169	(170,465)							
North Mixed Use sub-district									
Adopted Land Use	458	272,827	180	100	10	82,440	88,669	2.4	410,661
Projected Land Use	550	286,000	180	100	10	99,000	92,950	2.4	460,680
Net Change	92	13,173							
US 1 Island sub-district									
Adopted Land Use	1,649	2,694,252	180	100	10	296,820	875,632	2.4	2,813,885
Projected Land Use	2,324	826,200	180	100	10	418,320	268,515	2.4	1,648,404
Net Change	675	(1,868,052)							
Totals									
Adopted Land Use	3,393	4,583,034				610,740	1,489,486		5,040,543
Projected Land Use	5,389	1,566,500				970,020	509,113		3,549,918
Net Change	1,996	(3,016,534)							(1,490,625)

Note: Adopted land uses totals represent maximum buildout.

* All commercial uses are within CBD Core sub-district (Downtown Area)

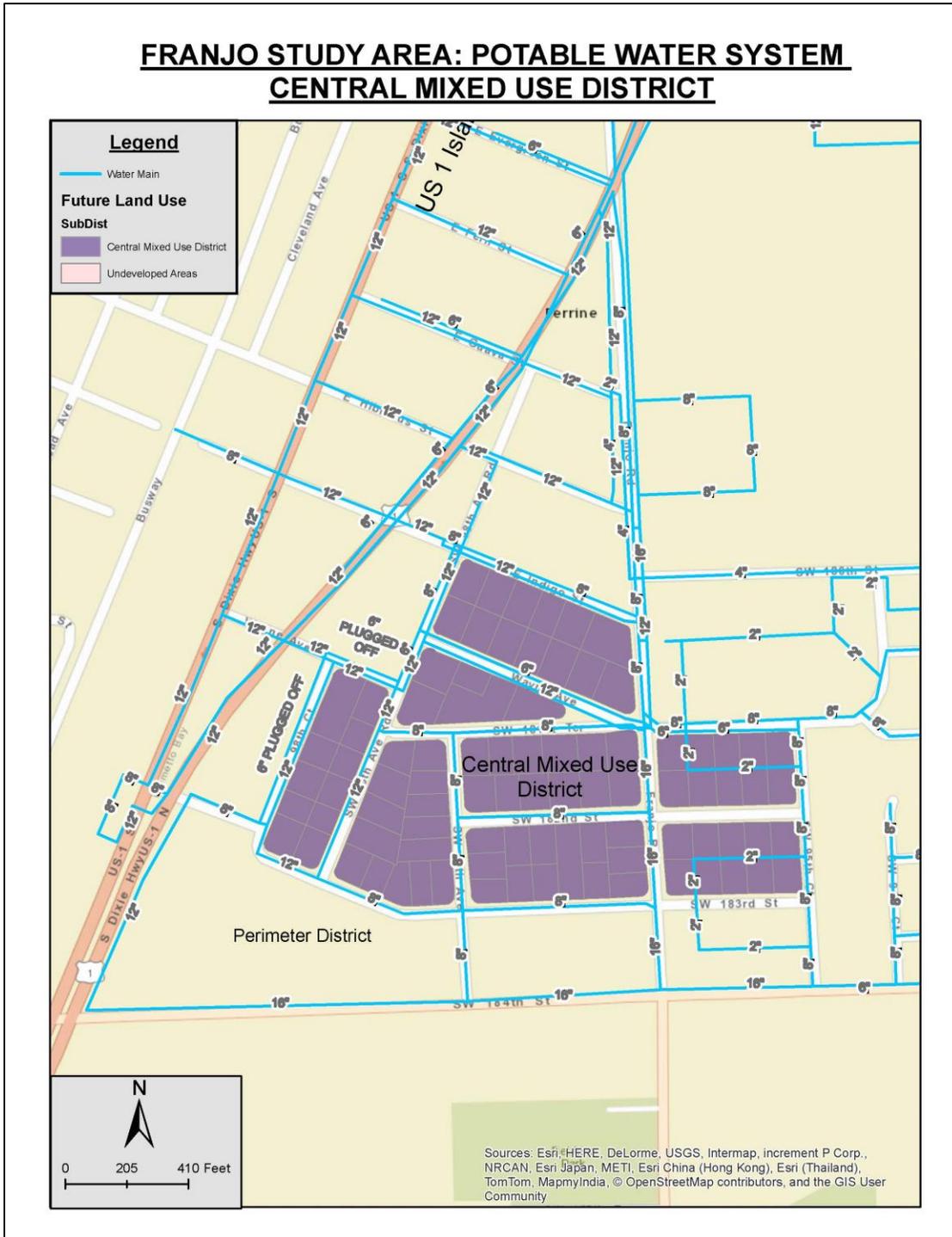
** Assumed all restaurants are full service

**Assumed all office/retail space are retail

***25% of Total Commercial Sq. Ft.

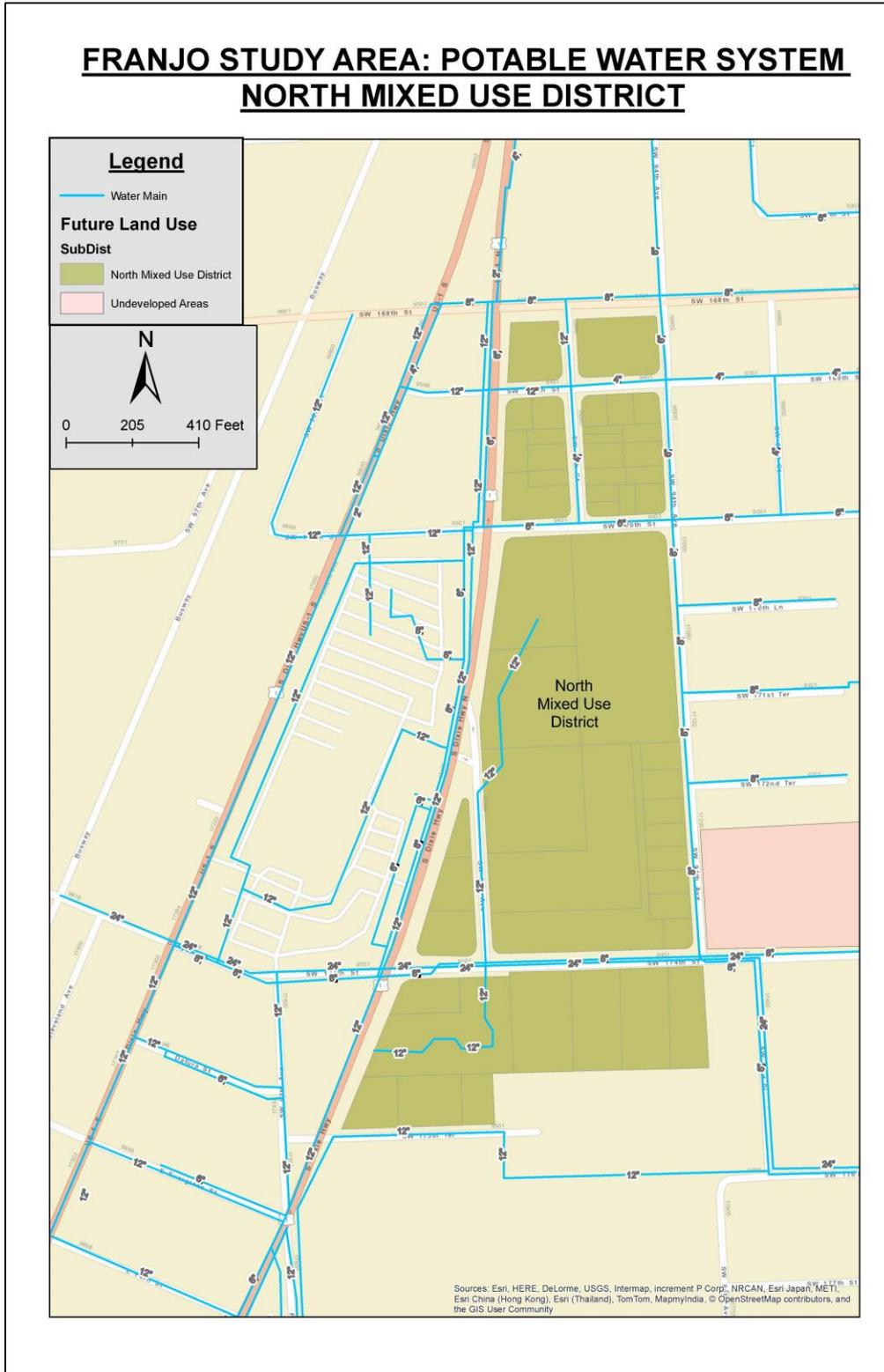
Village of Palmetto Bay FT&I District

Figure 4b: Franjo Water System – Central Mixed Use



Village of Palmetto Bay FT&I District

Figure 4c: Franjo Water System – North Mixed Use



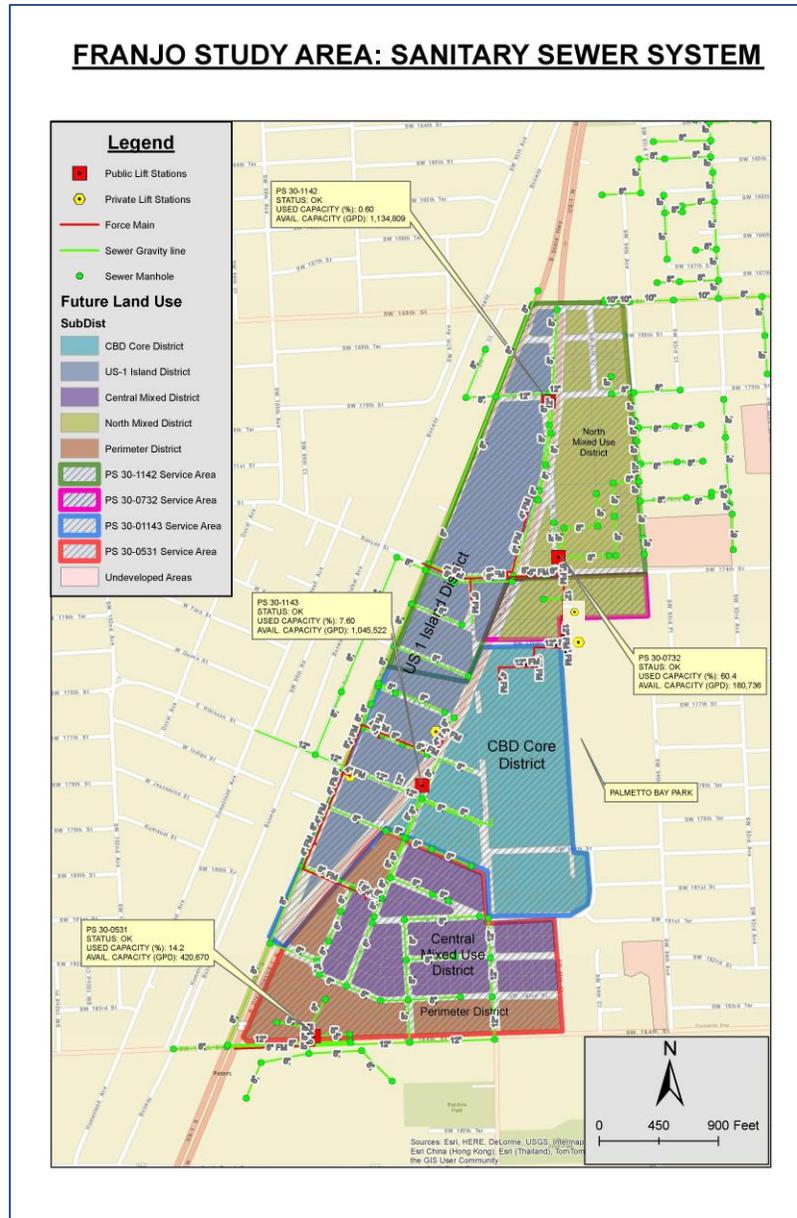
Village of Palmetto Bay FT&I District

Sanitary Sewer

The Sanitary Sewer Sub-Element, similar to the Potable Water System section above, includes several Policies which address and or require the Village to coordinate with MDWASD during the development process as well as directing development to those areas which are currently served or can be served by public sanitary sewer. Throughout this process, Kimley-Horn representatives met with DERM and MDWASD to discuss the sanitary sewer system within the Downtown Area as well as to discuss the potential goal of the Village to complete a land use amendment for the area. Based on the Village's adopted LOS, "the regional wastewater treatment and disposal system shall operate with a design capacity of 2 percent above annual average daily flow (AADF) for the preceding year. "User LOS" - the system shall maintain the capacity to collect and dispose of 100 gallons of sewage per capita per day." Based on available information at the time of this analysis, there is sufficient capacity to accommodate the anticipated (projected) development by MDWASD. However, analysis and capacity reservations will need to be made prior to/concurrent with development.

During discussions with MDWASD, it was noted that all of the public pump stations within the study area or servicing the study area were noted as being in "OK" status meaning they were meeting adopted/design standards and capacities per MDWASD standards. Similar to potable water demands, a sanitary sewer Peak Factor of 2.4 was applied in order to provide additional assurances that the existing system would or would not be capable of serving the area. Based on this information, usage of the existing available capacity within the respective public pump station(s) in the study area would be provided on a first come, first serve basis, unless specific policies were approved by the Village. **Table 3** identifies the additional demands on the sanitary sewer system based on both residential and non-residential use within the total study area. For the purposes of this analysis, residential uses were considered to be townhouses; non-residential square footage were considered to include 25 percent full service restaurants and the remaining area retail. **Table 3a** identifies the existing public pump stations within the study area with respect to gross station capacity, percent of capacity used, and available capacity. **Table 3b** provides a summary of the projected demand on each public pump station including the percentage of the respective sub-district served (i.e., PS 30-1142 is estimated to serve 50 percent

Figure 5: Franjo Sanitary Sewer System



Village of Palmetto Bay FT&I District

of the US-1 Island sub-district and 50 percent of the North Mixed Use sub-district). **Table 3c** identifies the available capacity taking into consideration the amount of sanitary sewer generated by the projected change in use as compared to the existing, available capacity in the system.

Based on the analysis, there is a projected deficiency in the overall available capacity of over 434,000 GPD assuming full buildout of the development program and without system improvements (i.e., new or expanded pump stations). The analysis indicates that PS 30-0732 which is physically located within the North Mixed Use sub-district is the only existing public pump station with excess capacity; the remaining four public pump stations are expected to have negative capacity meaning that expansion of the pump station may be required, and installation of a new pump station and/or rerouting of the sanitary sewer to a different system will be required.

Based on the analysis, the CBD Core sub-district (Phase 1) produces the second highest demand on sanitary sewer service after the US-1 Island sub-district with approximately 570,000 gallons per day (GPD) and approximately 1,004,000 GPD; respectively. This CBD Core sub-district is served by Pump Station (PS) 30-1143. This pump station has the most available capacity of the current pump stations within the area based on percentage, and because of the high demand and high available capacity of PS 30-1143 it was determined that flows for Phase 1 should be directed to that specific pump station. A portion of the US-1 Island sub-district also flows into this pump station. However, based on the analysis and sanitary sewer needs for Phase 1, it is recommended that, the US-1 Island sub-district generated sanitary sewer be redirected to another pump station or the Village install an additional pump station which could accommodate the projected capacities. One recommended location for a possible new pump station is within the northern portions of the CBD Core sub-district; however, a specific location would need to be further analyzed based on the development needs.

As exhibited in **Figure 5** and **Figure 5a**, the Phase 1/CBD Core area has the most limited sanitary sewer coverage (line locations) of the sub-districts; portions of the area are not currently served. These lines are generally located in the area extending between E. Indigo Street north to E. Guava Street, including E. Hibiscus Street. The existing sewer line located along E. Hibiscus Street (8" line) extends across Franjo Road to the TotalBank property; no other gravity sewer lines serve the area east of Franjo Road. A 4" and 12" force main sanitary sewer line is located in the northern portions of Palmetto Bay Park and serves only a limited area. Based on full build-out of Phase 1 along with the portion of the US-1 Island sub-district served by PS 30-1143, this pump station is estimated to be over capacity by approximately 40,000 gallons per day (GPD). Assuming the US-1 Island sub-district develops as part of Phase 3 (2045), capacity within this pump station is assumed to be available to support the CBD Core. However, sanitary sewer lines will need to be installed along Franjo Road and other portions of the CBD Core in order to provide sanitary sewer service to the entirety of the sub-district. If development within the US-1 Island sub-district is accelerated in advance of the phasing schedule, analysis with regard to the existing capacity of the pump station and location of gravity lines will be necessary. Additional areas where sanitary sewer service is either lacking or potentially underserved (i.e., absence of sewer lines) includes the Central Mixed Use district and the North Mixed Use district. **Figure 5b** identifies the location and size of the sanitary sewer lines within the Central Mixed Use district. Based on the available information, sanitary sewer lines are not present east of Franjo Road along SW 181st Street through SW 183rd Street. Additional sanitary sewer lines are recommended to be installed west of Franjo Road which could further support the development within the CBD Core as well. Within the North Mixed Use district, areas east of US 1, in the vicinity of SW 169th Street and SW 94th Court are also deficient in sanitary sewer lines (see **Figure 5c**). While this area has some limited services present along SW 170th Street, SW 168th Street and SW 94th Avenue, it is recommended that additional sanitary sewer lines be installed at a minimum of 8" to expand the sanitary sewer network and provided additional services to this area.

In 2014, the Environmental Quality Control Board (EQCB) granted an extension for converting the residential units within an area of the FT&I District known as the Live Work section, from septic to a public sanitary sewer system. The extension extends the requirement of connecting the residential homes to sanitary sewer out to ten years. This extension impacts a small number of existing homes (approximately 50). It is not believed that the extension, in light of the limited number of applicable residences, would create much of a burden to the adjacent pump stations within the area but may limit the amount of possible development if the improvements were concentrated on one area should they choose to connect. However, absent a definitive development plan and program including specific areas of density

Village of Palmetto Bay FT&I District

and or intensity, it is difficult to determine the exact implications of connecting all the homes to the sanitary sewer system. This is a twofold issue, one being the proposed land use improvements the Village is proposing as well as how the new sanitary sewer system for the existing homes is designed and routed.

Table 3: Projected Change in Sanitary Sewer Demand					
Proposed sub-district	Residential Units	MDC Scheduled Daily Rated Gallonage (GPD/Unit)*	Gallonage (GPD)	Peak Factor	Total Gallonage (GPD)
Residential					
CBD Core	1,320	180 GPD/Unit	237,600	2.4	570,240
Central Mixed Use	745	180 GPD/Unit	134,100	2.4	321,840
Perimeter	450	180 GPD/Unit	81,000	2.4	194,400
North Mixed Use	550	180 GPD/Unit	99,000	2.4	237,600
US-1 Island	2,324	180 GPD/Unit	418,320	2.4	1,003,968
		Sub-Total	970,020		2,328,048
Commercial					
Proposed sub-district	Square Footage	MDC Scheduled Daily Rated Gallonage (GPD/Unit)**	Gallonage (GPD)	Peak Factor	Total Gallonage (GPD)
CBD Core	132,000				
<i>Restaurant (25% of Total Comm. Sq.Ft.)</i>	33,000	100 GPD/100 Sq.Ft	33,000	2.4	79,200
<i>Office/Retail</i>	99,000	10 GPD/100 Sq.Ft	9,900	2.4	23,760
Central Mixed Use	54,426				
<i>Restaurant (25% of Total Comm. Sq.Ft.)</i>	13,357	100 GPD/100 Sq.Ft	13,357	2.4	32,056
<i>Office/Retail</i>	40,070	10 GPD/100 Sq.Ft	4,007	2.4	9,617
Perimeter	268,860				
<i>Restaurant (25% of Total Comm. Sq.Ft.)</i>	67,215	100 GPD/100 Sq.Ft	67,215	2.4	161,316
<i>Office/Retail</i>	201,645	10 GPD/100 Sq.Ft	20,165	2.4	48,395
North Mixed Use	286,015				
<i>Restaurant (25% of Total Comm. Sq.Ft.)</i>	71,504	100 GPD/100 Sq.Ft	71,504	2.4	171,609
<i>Office-Retail</i>	214,511	10 GPD/100 Sq.Ft	21,451	2.4	51,483
US-1 Island	826,246				
<i>Restaurant (25% of Total Comm. Sq.Ft.)</i>	206,562	100 GPD/100 Sq.Ft	206,562	2.4	495,748
<i>Office/Retail</i>	619,685	10 GPD/100 Sq.Ft	61,968	2.4	148,724
		Sub-Total	509,128		1,221,907
TOTAL DEMAND for FRANJO STUDY AREA					3,549,955 GPD

* All commercial uses are within CBD Core sub-district

** Assumed all restaurants are full service

** Assumed all office/retail are retail

Table 3a: Existing Public Pump stations within Franjo Study Area			
Pump station Number	Gross Station Capacity	% of Capacity Used	Available Capacity (GPD)
PS 30-1142	1,141,920	0.6	1,134,809
PS 30-0751	360,000	6.7	334,915
PS 30-0732	504,000	60.4	180,736
PS 30-1143	1,160,640	7.6	1,045,522
PS 30-0531	504,000	14.2	420,670
Total			3,115,653

Table 3b: Demand Distribution to Public Pump stations			
Pump station Number	Demand Distribution	Demand (GPD)	Remaining Available Flow (GPD)
PS 30-1142	50% US-1 Island	824,220	-34,929
	75% North Mixed Use	345,519	
PS 30-0751	25% US-1 Island	412,110	-78,195
PS 30-0732	25% North Mixed Use	115,173	65,563
PS 30-1143	25% US-1 Island	412,110	-39,788
	100% CBD Core	673,200	
PS 30-0531	100% Perimeter	404,111	-346,953
	100% Central Mixed Use	363,512	
TOTAL		3,549,955	-434,302

Table 3c: Summary Table	
	Available Capacity (GPD)
<i>Calculated Demand on System</i>	3,549,955
<i>Available Capacity</i>	3,115,653
<i>Capacity Difference</i>	-434,302

Village of Palmetto Bay FT&I District

Figures 5 (above) and 5a – 5e identify the sub-districts and location of the existing public lifts stations including capacity; pipe locations and sizes.

Figure 5a: Franjo Sanitary Sewer System – CBD Core



Village of Palmetto Bay FT&I District

Figure 5b: Franjo Sanitary Sewer System – Central Mixed Use

FRANJO STUDY AREA: SANITARY SEWER SYSTEM CENTRAL MIXED USE DISTRICT

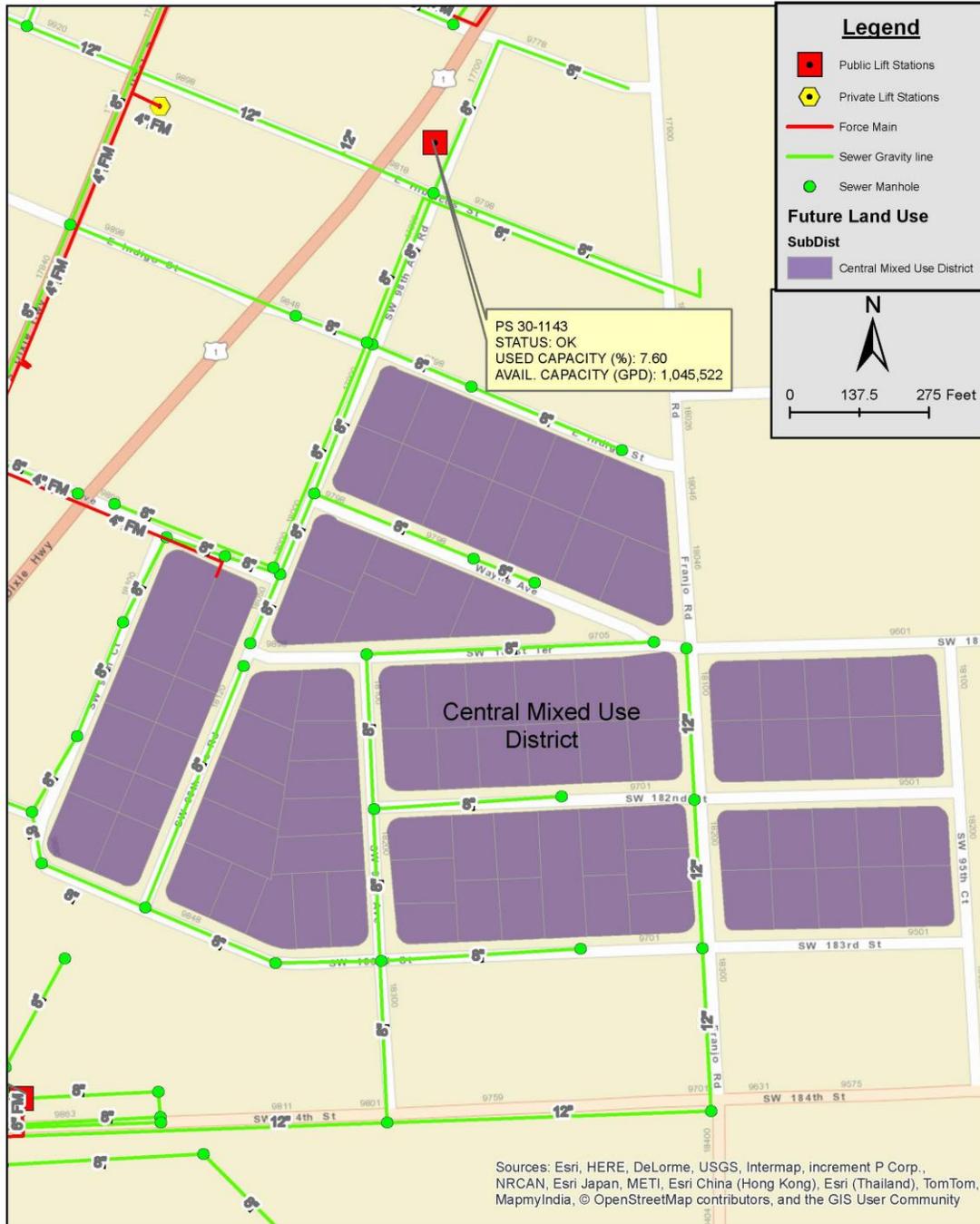
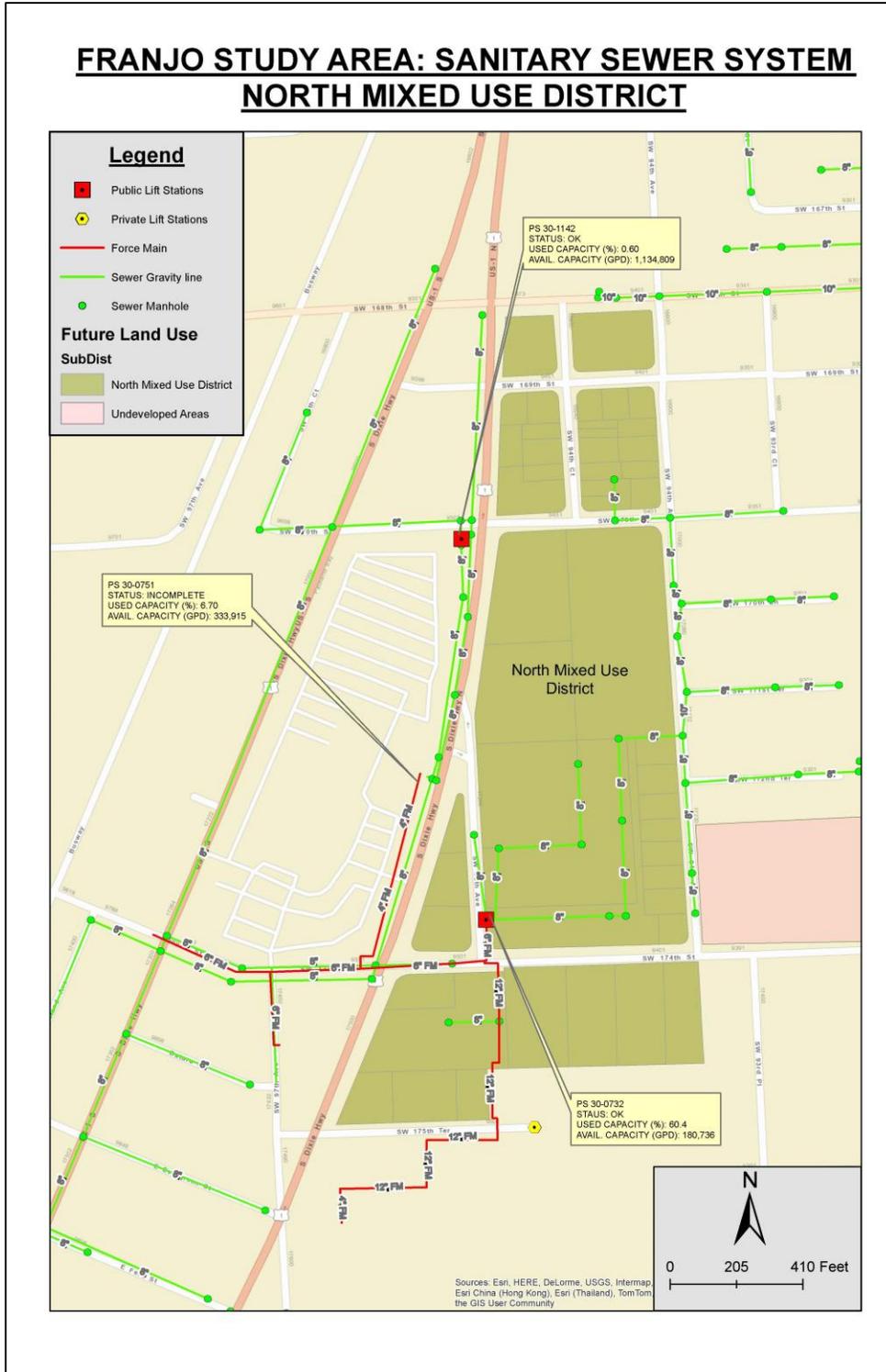
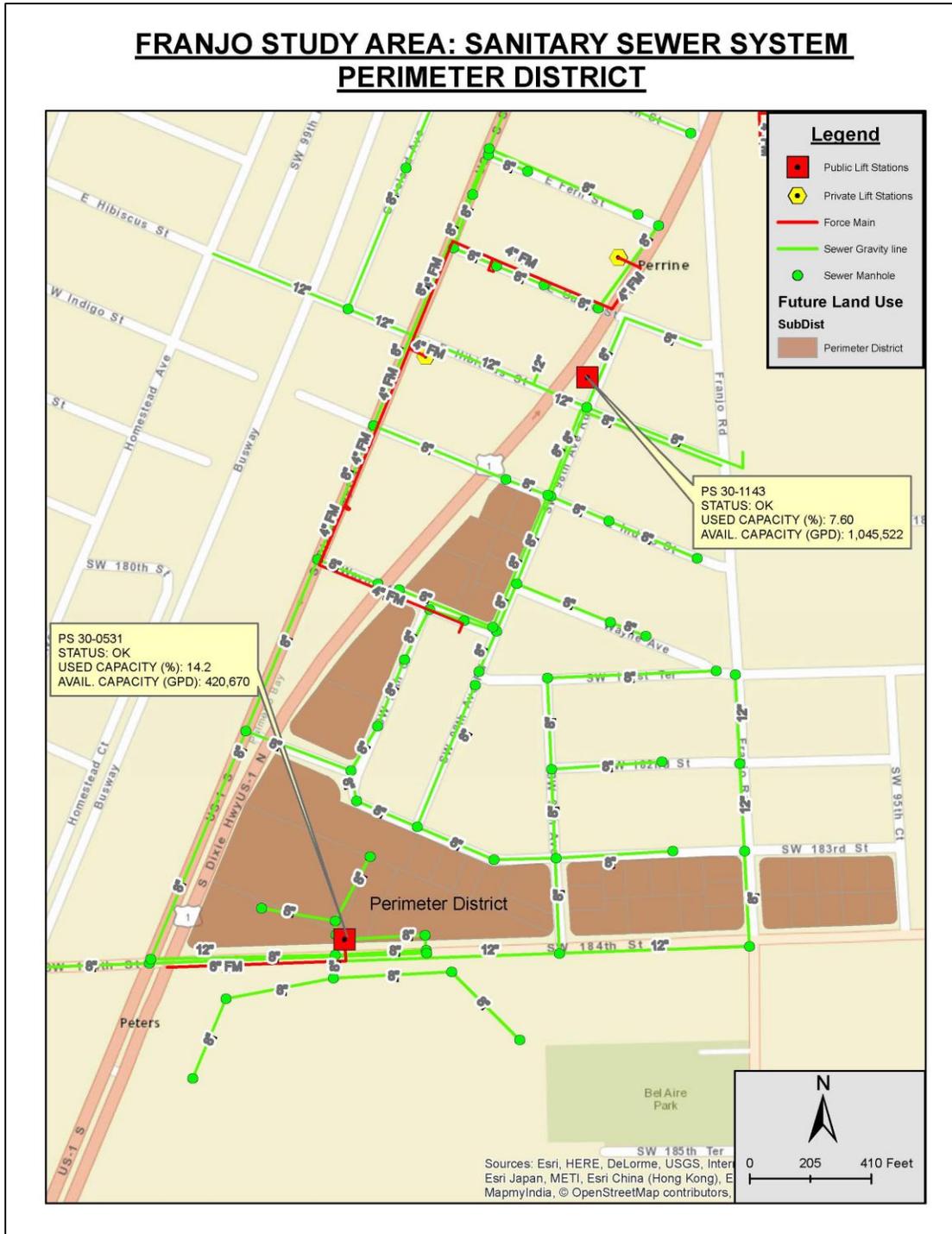


Figure 5c: Franjo Sanitary Sewer System – North Mixed Use



Village of Palmetto Bay FT&I District

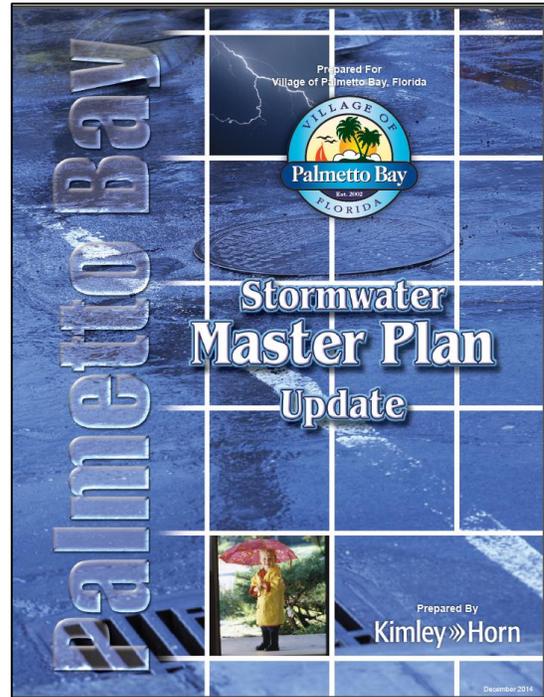
Figure 5d: Franjo Sanitary Sewer System – Perimeter



Village of Palmetto Bay FT&I District

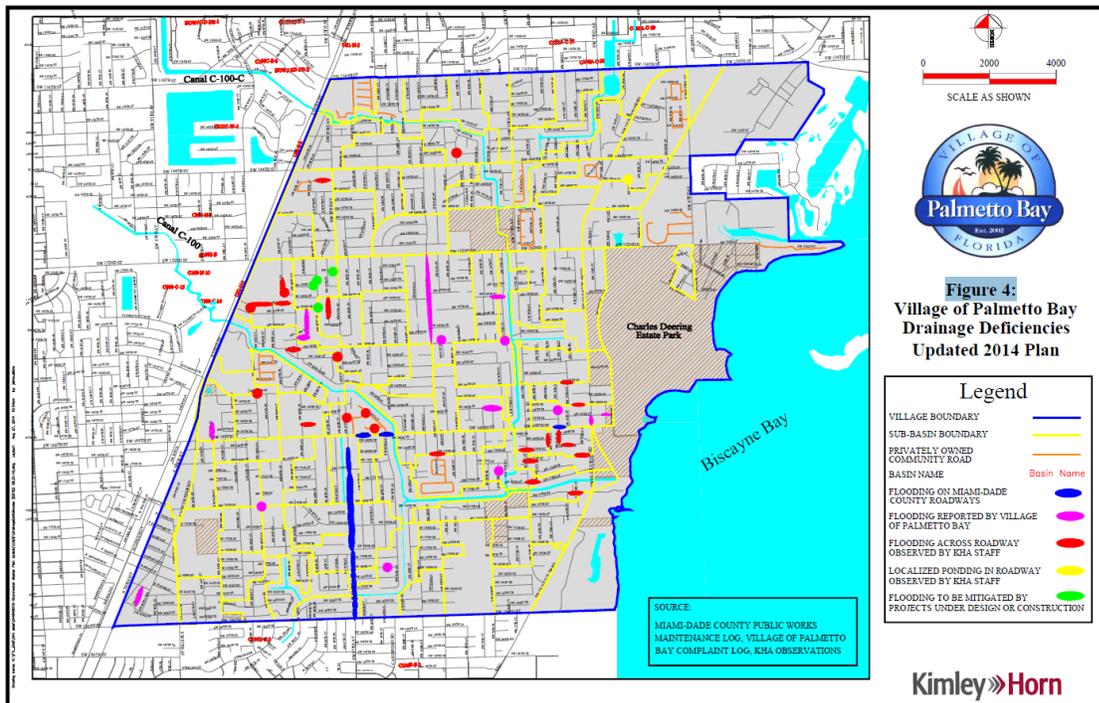
Stormwater

The Village of Palmetto Bay has adopted standards for both Water Quality and Water Quantity related to stormwater and drainage within the Village. The Village recently adopted the “Village of Palmetto Bay Stormwater Master Plan Update” which “will enable the Village to examine the effectiveness of the ongoing Operation and Maintenance Program, to evaluate progress in implementing the Capital Improvement Program, and to identify additional Capital Improvement Projects for future reduction of flooding and improvement of water quality within the Village of Palmetto Bay.” The Update further notes, “To measure the performance of each drainage sub-basin, performance goals were identified in the Village’s original Stormwater Master Plan. This report summarizes the performance against goal for each of the ten priority sub-basins (two sub-basins from the original Stormwater Master Plan and eight new priority sub-basins identified as a part of this Stormwater Master Plan Update). This report also recommends improvements that will enhance performance in the priority sub-basins. The recommended improvements...” are the basis for the items scheduled in the Capital Improvement Program.



Based on the findings of the Stormwater Master Plan Update and as reflected in Figure 4 (of the Update), there is one area located within the FT&I District with drainage deficiencies. This area is generally located along SW 98th Court between SW 183rd Street and Wayne Avenue. Figure 4 from that Plan is provided below for reference.

Stormwater Master Plan Update – Figure 4



Village of Palmetto Bay FT&I District

This area is identified as “Flooding Report by Village of Palmetto Bay”; no other drainage deficiencies were identified within the district. The FT&I is located within all or portions of sub-basin Nos. 25, 26, 27, 31, 32, 48, 49, 50, 51, and 91. The Update further identifies specific (planned) improvement projects within the respective basins. Due to the size of the Update and amount of information provided, it is not included within this SAP but is included by reference.

Solid Waste

The Village of Palmetto Bay’s solid waste is handled by the Miami-Dade County Department of Public Works Waste Management (PWWM). Solid waste operations utilize integrated systems of disposal and recycling. The analysis assumed a solid waste generation rate of 9.9 pounds per capita per day calculated using comparable buildout scenario assessments. Based on available information, no deficiencies in solid waste services have been identified including capacity related issues at the Miami-Dade Solid Waste and Recovery facilities including the South Dade Landfill and Waste to Energy Ash Landfill. Based on available information, Miami-Dade has sufficient capacity at a minimum through 2018 to serve the needs of the County and the municipalities. It was also noted that there is additional capacity in the South Dade Landfill to accommodate the Village’s growth through the planning horizon.

The projected solid waste generation for the FT&I District is indicated in **Table 4**.

Table 4: Change in Solid Waste Demand			
Proposed District	Residential Units	Nonresidential Square Footage	Project Solid Waste Demand (lbs/day)
Phase 1			
CBD Core District			
Adopted Land Use	632	747,999	57,672
Proposed Land Use	1,320	132,000	48,940
<i>Net Change</i>	688	(615,999)	(8,732)
Phase 2			
Central Mixed Use District			
Adopted Land Use	373	428,591	33,394
Proposed Land Use	745	53,400	26,567
<i>Net Change</i>	372	(375,191)	(6,827)
Phase 3			
Perimeter District			
Adopted Land Use	281	439,365	30,982
Proposed Land Use	450	268,900	27,879
<i>Net Change</i>	169	(170,465)	(3,102)

Village of Palmetto Bay FT&I District

North Mixed Use District			
Adopted Land Use	458	272,827	28,332
Proposed Land Use	550	286,000	31,942
<i>Net Change</i>	190	13,173	3,610
US 1 Island District			
Adopted Land Use	1,649	2,694,252	187,606
Proposed Land Use	2,324	826,200	115,855
<i>Net Change</i>	675	(1,868,052)	(71,751)
Totals			
Adopted Land Use	3,393	4,583,034	337,986
Proposed Land Use	5,389	1,566,500	251,183
<i>Net Change</i>	1,996	(3,016,534)	(86,803)

Note: Adopted land uses totals represent maximum buildout.

Parks & Recreation

The seventh Element of the Village's Comprehensive Plan addresses Park Facilities throughout the Village of Palmetto Bay. Objective 7.1 of the Village Comprehensive Plan provides that the Village will, "Maintain and enhance Village parks and open space lands and facilities consistent with the adopted level-of-service (LOS) standard." The Comprehensive Plan, specifically Policy 7.1.2 notes the Village's LOS standard is 5.0 acres per 1,000 persons. Furthermore, the Policy 7.1.8 requires the Village to "Ensure that ample parks and open space is a key component in the development of the Palmetto Bay Village Center and the Franjo Road/US 1 Commercial Area mixed use areas."

Based on the current analysis, the Village is currently meeting the adopted LOS for parks and open space requirements; however, due to the concentrated nature of the Downtown Area and the need to provide suitable urban spaces for residents and visitors the area, additional urban-style parks, parklets or similar facilities are recommended to achieve the Village's vision and provide additional facilities within the District. Although the Village utilizes a combination of parks, passive recreation areas, and utilization of school facilities (i.e., co-location of facilities), the Village's LOS is based on certain public facilities including Palmetto Bay Park, Bill Sadowski Park, Coral Reef Elementary, Perrine Wayside, Rock Pits, Deering Estates, and Coral Reef Park; additional parks facilities are located in close proximity (adjacent) to the Village (i.e., Miami-Dade County or similar) and are accessible to Village residents. Combined, these facilities and all of the Village's available parks total approximately 735.7 acres. **Table 5** identifies the net change in parks and open space facilities demand based on the total study area, including a delineation of use based on the proposed district boundaries. Based on the analysis, the Village will continue to exceed its adopted Level of Service, as well the amount (acreage) of parks and open space areas necessary to meet the demands of the projected population. Based on current population estimates, the Village is required to provide 123.8 acres. At build-out of the District and when combined with the Village as a whole, the Village will need to provide approximately 204 acres of parks and recreational facilities. Based on this analysis and as noted above, the Village is providing approximately 735.7 acres. Based on this, the Village is exceeding its required acreage by over 500 acres.

Although no additional parks and recreational facilities are required to support the District, the Village should require the development of urban-type parks within the District which will provide additional opportunities for residents and visitors and further enhance the Village's park system. The Village could utilize the "Urban Open Space" category (park type) which is identified within the Comprehensive Plan including Table 7-1 of the Data, Inventory and Analysis Report dated August 1, 2005. This park type is designed to be compatible with the compact urban environment envisioned within the FT&I and could be in the form of mini-parks, parklets or similar urban-type parks which are

Village of Palmetto Bay FT&I District

typically 0.1 to 0.5 acres in size; amenities and park features would vary to provide a variety of park experiences and options.

Park	Class	Size	Type
Deering Estates	Regional Park	468	Passive/Protected/Undeveloped
Coral Reef Park	Community Park	48.4	Active
Perrine Park	Community Park	24.8	Active/Undeveloped
Bill Sadowski Park	Community Park	26.2	Passive
Coral Reef Elem School	Neighborhood Park	3	Active
Perrine Wayside	Urban Open Space	2.7	Passive
Miami-Dade Environmental Land	Urban Open Space	152.5	Protected
Miami-Dade Rockpits	Urban Open Space	8.7	Passive
Miami-Dade County Surplus Property	Equipped Play Area	1.4	Undeveloped
Total		735.7	

Analysis	2005	2015	Phase I	Phase II	Phase III
Population growth			4,277	2,414	10,770
Population	24,903	23,400	27,677	30,091	40,861
Req LOS (per 1,000 residents)	5.25	5	5	5	5
Req. Park acres	130.74	117	138.39	150.46	204.31
Acres Needed (Negative equals surplus)	-604.96	-618.7	-597.31	-585.24	-531.39

Assumptions
 Total Acres Available represented all open space lands within the Village as identified within the Data, Inventory and Analysis, August 2015.
 Table reflects maximum buildout for each Project Phase.
 Actual Zoning provisions and development under either scenario would likely yield fewer units.
 Table assumes there is not an existing resident population within the study area.

Recommended Improvements

Recommended improvements as identified within the respective infrastructure sections above are based on the Phase 1 and full build-out of development. As previously noted, the development and build-out program for the District were developed as part of the Lampert Market Study and companion associated traffic and transportation analysis performed by Marlin Engineering. The Village is leading in developing and implementing the ultimate Franjo Study Area Plan including the necessary infrastructure to support development consistent with the Lampert Market Study and companion associated traffic and transportation analysis performed by Marlin Engineering. It is understood that the Village will undertake the initial installation of infrastructure and that funds available to the Village may need to be supplemented to achieve the full level of infrastructure improvements through a separate mechanism, public-private partnership or alternative funding source.

The following list of recommended improvements are specific to those items identified as part of this analysis and are limited to water, wastewater and urban-type parks. As noted within the Introduction, recommended improvements, except where noted below, are based on full build-out of the District. It should also be noted, the respective utility review and permitting agency may not permit improvements at these levels without the necessary volumes generated

Village of Palmetto Bay FT&I District

to support the specific infrastructure (pipe) size. In addition, these recommendations do not address potential off-site infrastructure improvements including pump stations which may be located outside of the study area and/or within a separate jurisdiction.

Potable Water System

Minimal improvements are identified within the water system serving this area. However, in order to provide additional water distribution opportunities within the CBD Core, an additional water line installation is recommended parallel to Franjo Road (i.e., along the eastern boundary of the sub-district) and east-west connecting pipes.

- CBD Core: Water System (pipe lengths are assumed at 3,000 linear feet and 12" diameter).

Sanitary Sewer System

Sanitary sewer improvements are recommended to include a series of gravity system as well as pressure system (force main) improvements. The recommended improvements as previously noted are identified for the CBD Core, Central Mixed Use and the North Mixed Use districts. These improvements are generally identified as noted: As previously noted,

- CBD Core: Sanitary Sewer System: Pressure System (pipe lengths are assumed at 2,000 linear feet and 6" diameter; also includes one additional pump station; pump station location to be determined based on the specific location of the initial development and Village recommended locations).
- CBD Core: Sanitary Sewer System: Gravity System (east of Franjo Road along SW 181st Terrace, SW 180th Street, SW 94th Court; pipe lengths are assumed at 5,000 linear feet and 8" diameter).
- Central Mixed Use: Sanitary Sewer System: Gravity System (east of Franjo Road along SW 181st Street through SW 183rd Street pipe lengths are assumed at 2,500 linear feet and 8" diameter).
- North Mixed Use: Sanitary Sewer System: Gravity System (east of US 1 south of SW 168th Street along SW 169th Street, SW 170th Street, SW 94th Court; pipe lengths are assumed at 4,500 linear feet and 8" diameter).

It is recommended that the Village coordinate with MDWASD on a regular basis as development is being anticipated to ensure sufficient capacity is provided necessary to support the development.

Urban Parks

The Village has sufficient parks and recreation facilities needed to serve the current and projected population based on their adopted Level of Service standards within the Comprehensive Plan. As noted above, the Village has a surplus of parks and open space facilities (acreage) and when combined with the build-out of the District, sufficient acreage and facilities are still provided. Although no additional parks are required, the Village should consider requiring urban type parks (urban open space classification) as development progresses within the District. In general, urban type parks can include public plazas, public art, shade and bench structures, multi-purpose lawn, signage, lighting, sidewalks and may also include restroom facilities. Depending on the nature of the park and potential park components, site acquisition as well as development and operations and maintenance costs should be identified.

SECTION 3 – DOWNTOWN AREA DEVELOPMENT AND REDEVELOPMENT STRATEGIES

INTRODUCTION

The following recommendations (strategies) identify potential implementation and (re)development strategies to build upon the prior successes and establish stable support for the projected future market for this area. These strategies reflect community input through targeted stakeholder interviews and prioritization developed in concert with desired local (re)development initiatives including the efforts of the DRTF. The urban form and land use strategies outlined in this section reflect steps that may assist in a successful Downtown Area as supported by the findings of this SAP. These guidelines are intended to outline the established urban form standards through which a variety of spaces and places can come together to define a unified community character.

The intent of this planning concept is to develop a mixed-use area comprised of retail, professional and medical office space, multi-family residential areas, services, and restaurants. Although the area has developed in a suburban development pattern oriented towards vehicular movements, further auto-centric uses and development patterns are discouraged in order to improve the area's multi-modal opportunities. Future development should be designed to promote a unique character of vibrant downtown, focusing on building connection, context sensitive streets, sidewalks, and the placement and design of new buildings.

While it was identified in the existing conditions section of this plan that vacant properties are limited within the District, there are several underdeveloped properties within the district that could serve as future development and or redevelopment sites. To transform the District into a cohesive district, walkability standards (typically 5 minutes) need to be incorporated into the final design and development standards and include an introduction of other connectivity resources. The possibility of incorporating increased pedestrian and other non-vehicular traffic to connect the major retailers, employment hub(s) and residential developments together is critical for the success of the Downtown Area.

There are also several underutilized sites that were identified along the major corridors. Based on the limited amount of properties available or under common ownership within the SAP, redevelopment of existing properties and better utilization of existing facilities will be necessary to achieve the Village's long term buildout of residential and non-residential parcels.

Proposed Development Bonuses

The objective of the District is intended to provide for a higher quality form of development that can serve multiple modes of transportation and promote compact, walkable development. The SAP demonstrates the Development Area's capacity to support higher densities and intensities. Properties within the District are not required or expected to be developed to the maximum allowable dwelling units per acre or Floor to Area Ratio (FAR) as some properties may be restricted due to site location. To overcome this deficiency, maximum sustainable results can be achieved through the implementation of transfer of development rights and assignments within the Development Area. Therefore, it is understood and included within the respective policies for the TDRs within the District should be permissible and encouraged. Based on the total number of available dwelling units District-wide, there is understood to be a "surplus" of residential development credits above and beyond what an individual property may be entitled to. These surplus units would be eligible for reassignment by the Village subject to certain standards. The Village may assign a portion of these surplus units to a specific property based on meeting certain performance standards. Typically this is accomplished through application and subsequent agreement between the owner/applicant and the Village whereby a property agrees to meet and/or exceed certain levels of prescriptive requirements in exchange for the units. Specific qualifying design and development elements will be included in future updates of the Village's Code. These standards are intended to enhance the function of new development, minimize community impacts associated with such uses, meet the Village's transportation and multi-modal goals and improve the visual appearance/cohesiveness of all new uses.

As noted in the Project Understanding, based on the Village's existing (adopted) Comprehensive Plan and Future Land Use Map, including the densities and intensities allowed for within each land use designation, the Village could realize

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approximately 3,400 residential dwelling units and over 4 million square feet of non-residential development. Based on the Market Study, an additional 2,308 residential dwelling units and 1.5 million square feet of non-residential development could potentially be achieved through the approval of the FT&I District. These levels of development establish the total entitlements available within the District. The District proposed to be created provides a “pool” of available development units and non-residential square footage that could be distributed by the Village to properties meeting certain conditions and have sufficient carrying capacity (i.e., infrastructure capabilities). It is understood that an individual property could develop to the maximum potential consistent with the current Future Land Use designation with respect to density and intensity and could apply to the Village for development bonuses consistent with proposed Village policies. In these instances, priority could be given to those properties in closer proximity to transit and the urban core areas as opposed to those areas along the fringe of the District. Specific provisions for the adoption of compatibility and transitioning standards would also be required.

Urban Form Strategies

The creation and definition of a community or place comes from the contextual setting established by its boundaries or edges, the spatial framework that forms the contrast from solid and void. Great public streets and public spaces are born from great building form, creating the “outdoor rooms” that spawn community interaction.

Planning and Urban Design Principles

This section of the development strategies provides recommendations on the specific urban design principles and urban form strategies to be incorporated into future development within the District. The five planning and urban design principles integrated into the design guidelines of this plan are:

1. Connectivity
2. Site Orientation
3. Public Realm Enhancements
4. Ground Floor Design and Use
5. Transition to Neighborhoods

These principles are achieved through consideration of specific design and development standards which further the Village’s intent and goal for the area. Specifically, the SAP furthers these principles through the Plan’s Key Objectives, as follows:

- Create an identity for the District;
- Integrate use of vertical mixed uses in addition to horizontal;
- Improve mobility access and connections for all modes (bike/ped/transit/vehicle);
- Plan a District and sub-districts that are complementary to the surrounding areas.

Urban Form Templates

Each of the planning objectives are addressed through a series of urban form templates that provide visual examples of how to integrate the guiding planning and urban design principles into new developments. The Urban Form Templates are designed to be applied to all applicable sites within the Activity Center.

The proposed cross section for the main street corridors addresses the five planning and urban design principles as detailed below.

1. Connectivity – The existing US 1 corridor as well as some of the adjacent development create disconnected properties and uses as development is only along the outside perimeters and is separated by either a major thoroughfare or large surface parking lots. Transportation and mobility strategies within this plan provide the framework for connectivity at all levels within the District. The integration of a main street theme within the existing right-of-way of US 1 and or SW 9th Avenue will support the inclusion of mixed-uses.

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2. Site Orientation – The existing layout of the US 1 corridor was developed around the use of the vehicle. The proposed main street theme encourages the use of a mix of roadway techniques, allowing pedestrians a buffered refuge when crossing between establishments. Recommendations are provided which bring buildings closer to the public or private right-of-way instead of the existing suburban development pattern where buildings are set back from the roadways and separated by large customer parking fields.
3. Public Realm Enhancements – Pedestrian and multi-modal connections have been given prominence in the District in order to discourage the use of automobiles and or development patterns built around vehicular movements. Specific recommendations within this section expand on the characteristics associated with development of “Streets”, “Parking” and “Public Open Space” to further reinforce the public realm by connecting spaces. Amenities such as pedestrian scaled lighting), shade trees along the sidewalk to provide a natural buffer between the travel lanes and the pedestrian zone are also to be included along the main street.
4. Ground Floor Design and Use – The objective of the high density developments within the District are to encourage a more compact use of space. Space should be oriented to create activity zones and areas that promote pedestrian activity and safety. Large surface parking lots and buildings oriented outwards create pedestrian dead zones and become uninviting to visitors and should be avoided.
5. Transition to Neighborhoods – The development of pedestrian corridors and walkable developments within the District to the surrounding neighborhoods benefit from the modified development patterns by providing opportunities for multimodal connections and transitions to the surrounding areas and uses. The elements used in the redevelopment of the corridors are encouraged to include attractive features or characteristics from the adjacent residential neighborhoods. Building heights above prescribed heights must step back in height in orders to transition to neighborhoods.

Required Building and Sites Treatment

Building Form and Edge

The establishment of building form must work in concert with the strategies of development pattern and streets networks as well as present and shield the uses that are housed within the structures. Buildings should be oriented toward the street or public space with a consistent “build-to” line or setback from parcel to parcel and block to block. This establishes the edge or framework of the public realm. Openings, access or “front doors” should address the street. Larger developments with lobbies or public entries should also open directly to the street and individual retailers or places of commerce should also have fronting pedestrian access.

Structured parking should never address a public street or space at grade. “Wrapped” uses either commercial or residential should shield parking structures from the street or public realm. Service areas, drive-through windows and solid waste areas are to be placed behind buildings in mid-block locations screened from public view. Likewise, as a mix of uses are contemplated, residential use may also be shielded from actively programmed public spaces to reduce potential visual, noise and use impacts.

Mass and scale of buildings should also be oriented to human scale. Development within each block should have similar heights to maintain the “street wall” or place definition. Stepped building form should be enforced when heights exceed approximately 45’ (feet), with no building height exceeding 60’ (feet) total within the FT&I. Contextual design is encouraged to create a sense of order easily understood by the patrons of the District.

Development should consider the following as a contributing structure to the overall development.

1. Buildings should be located to strengthen public and private street edges (includes internal access drives that serve as a connection between and within developments).
2. Buildings or other structures with increased setbacks are encouraged to provide additional street enclosure(s) using architectural treatments.

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3. The placement of parking facilities, surface or structured, should be located to the side or rear of the primary structure. This strategy shall not preclude the placement of a parking structure between primary buildings or if liner uses are provided along the ground floor of the parking structure.

Architectural Treatment

Architectural styles and design offer both variety and individual identity to regions, cities, places, businesses and corporations. This individual branding is what makes places unique and authentic, but ordered composition and treatments can tie together a collection of architecture into an identifiable place or destination.

The ultimate expression of architectural design comes in the form of textures and materials. These give the development its character and personality that express a sense of style, brand and place. Developments within the FT&I should consider the use of brick stone, cast stone, stucco, or artificial stucco as may be desired by the Village.

Screening

Screening is encouraged to be used in situations where uses are not aesthetically pleasing or separation from public realm is warranted.

When adjacent to buildings, fencing and screening should be integrated with the building in design, layout, and material and are permitted in association with street walls, but should not restrict visibility into public areas. All public spaces should provide adequate shade, seating and support facilities with a mix of landscape and hardscape surfaces. The following strategies should be incorporated into the development and redevelopment of a site within the FT&I.

1. Projects should set aside a minimum of 10 percent of the site area for publicly accessible spaces. For larger developments the Village encourages the development of the public spaces in a consolidated location and may allow for the sharing of public spaces to achieve the intent of these goals.
2. Public space(s) should be located in areas with increased visibility from public and private roadways and in prominent areas of the project.
3. If public spaces include stormwater facilities or similar the stormwater facility should not be used to satisfy all of the public open space requirements of this Plan.
4. At least 50 percent of the public space(s) should be shaded through trees, awnings, and canopies or similar as approved by Village Staff.
5. Public space(s) must provide design elements that will encourage their use. (Examples are provided under 'Urban Form Strategies' of this plan.)

The goal of these strategies is to provide and promote useable outdoor spaces that provide for pedestrian and public interactions in a convenient, accessible location.

Landscaping

Trees and other plant materials should be provided as a means of enriching the pedestrian environment and enhancing the general aesthetics of the Activity Center. In order to provide variety and visual interest, landscaping within the public realm should include permanent above grade planters, moveable pots and planters, and or hanging planters in addition to tree wells and planting strips.

Developments within the FT&I are encouraged to provide a unified design theme including the use of similar materials whenever possible. This is not intended to require that all properties within the FT&I design and utilize similar standards; however, consistent elements are encouraged to assist in unifying them. Landscaping provided as part of a (re)development should include attention and detail to the street network, location of major structures and parking facilities, transit facilities and amenities, primary and accessory buildings and uses, and public spaces.

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Examples of the types of landscaping that should be incorporated into the design and development of pedestrian corridors are shown below. Coordination and approval of specific plant types should be made in the early stages of design to ensure consistency with existing Village ordinances.

Public Open Space Strategies

Communities are also defined by the quality of their parks, open space and the public realm by measure of proximity, accessibility, activities, economic vitality and attractiveness. Within the FT&I, varied public spaces will contribute to the overall livability of the community. Scale and size of these amenities will be determined by the availability of land and concentration of patrons. This may include the creation and identification of “mini-parks” or similar facilities that are designed to be integral to and part of the compact urban environment.