THE FRANJO TRIANGLE COMMERCIAL ISLAND

CHARRETTE REPORT

A Citizens' Vision Plan

November 2004
Village of Palmetto Bay
Community Development Department

Miami-Dade County
Department of Planning and Zoning
Community Planning Section
Urban Design Center

Acknowledgements/Statement of Legislative Intent

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The Village would also like to recognize the many community members who provided valuable input and support during the Charrette process.

This Report prepared by:
Miami-Dade County
Department of Planning and Zoning
Community Planning Section
Urban Design Center
November 2004

Statement of Legislative Intent

This statement is applicable to these recommendations in its entirety and is declared to be incorporated by reference into each part thereof.

1. Nothing in the recommendations of the Franjo Triangle Commercial Island Charrette Report ('the Report') shall be construed or applied to constitute a temporary or permanent taking of private property or the abrogation of vested rights as determined to exist by the Code Palmetto Bay.

2. The recommendations of the Report shall not be construed to preempt considerations of fundamental fairness that may arise from their strict application. Accordingly, these recommendations shall not be deemed to require any particular action where they are incomplete or internally inconsistent, or that would constitute a taking of property without due process or fair compensation, or would deny equal protection of the laws.

3. The recommendations of the Report are intended to set general guidelines concerning its purposes and contents. They are not a substitute for land development regulations.

4. The recommendations of the Report contain long-range policies for the redevelopment of the Franjo Triangle Commercial Island area. Nothing in these recommendations shall require the immediate changing of existing uses or structures. It is the intent of these recommendations that they be applied as redevelopment occurs naturally or is precipitated by the destruction of the property to the extent that redevelopment in its original form is not economically feasible. The recommendations of the Report are not intended to preempt the processes whereby applications may be filed for relief from land development regulations.

THE FRANJO TRIANGLE COMMERCIAL ISLAND

CHARRETTE REPORT: *A Citizens' Vision Plan*

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Executive Summary

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. As a means to accomplish this, the Palmetto Bay Village Council requested in October 2003 that an advisory committee be formed. In February 2004, the Council further defined the purpose of this study as "a citizen's planning charrette so that stakeholders of the community have an effective opportunity to express their intentions for the revitalization of the area commonly referred to as the Franjo Triangle/U.S. 1 Commercial Island." (See Palmetto Bay Village Council Resolution 04-20 in Appendix E) The Charrette Advisory Committee provided guidance throughout the process and ensured village-wide input. This document, the Franjo Triangle Commercial Island Charrette Report, is the result of that process.

Study Area

The study area is defined on the west and south by the Village limits, U.S. 1 on the west and SW 184th Street on the south. The C-100 canal forms the northern boundary and SW 92nd and 94th Avenues form the eastern boundaries. This report provides recommendations for Island area and areas south of SW 168th Street. (See Figure 1)

Charrette Process

A charrette is a creative process where residents, stakeholders, elected officials, and staff from local governments and agencies have the opportunity to collectively participate in the development of a vision for the future of a specific area.

Figure 1. Charrette Vision Plan

The Charrette Vision Plan should be used as a guide to help the Franjo Triangle Commercial Island area achieve its vision and complete itself as an authentic town center for the Village of Palmetto Bay.

No recommendations made for this portion of the Study Area

Study Area

Charrette Vision Plan / Points of Interest

1. North gateway to Island
2. Maroone Nissan/U.S. 1 Island District
3. Center of Island, Banyan Street at Perrine Avenue
4. Banyan Street Busway station, future Metrorail station
5. Potential new north-south street
6. Miami Children's Hospital
7. Expanded Perrine Park
8. Neighbors supermarket/ Franjo Road Main Street
9. Potential new Village Hall
10. Indigo Street Busway station
11. South gateway to Island
12. Franjo Road Main Street

N

Figures 2-4. Public Design Workshop held April 17, 2004

It is an effective way to engage a community and develop consensus on issues and concerns in an area. The main activity of charrette is the design workshop, where participants create their own 'Citizens' Plans.' All ideas, from the practical to the whimsical, are welcomed and are compiled into a list of 'Citizens' Requests.' These requests, and the plans created during the design workshop, are used as the source for the design concepts and recommendations developed in further detail over the following week by the charrette design team.

The design workshop for the Franjo Triangle Commercial Island Charrette took place Saturday, April 17, 2004 at the former South Motors Nissan showroom within the study area and was well attended by residents, property and business owners representing a diverse cross-section of the community. In the following week, the design team from the Miami-Dade County Department of Planning and Zoning worked in the Palmetto Bay Village Hall further developing the ideas presented and requests made during the design workshop. During this week, interested residents were able to observe and interact with the design team at work. A presentation of the preliminary recommendations of the Charrette was held on Friday, April 23, 2004. In the following months, this Report was developed and was adopted by the Palmetto Bay Village Council in a special meeting held November 8, 2004.

During that meeting, the council requested that the recommendations of this Report be limited to the Island area and areas south of SW 168th Street.

Vision Plan Highlights

Based on the requests and suggestions made during the design workshop, the Vision Plan includes these main concepts:

- To develop Franjo Road as a Village Center/ Main Street by establishing new design guidelines and implementing civic uses such as a new Village Hall or community center.
- To establish transit-oriented development in proximity to the Busway with mixed-use amenities such as restaurants and shops.
- To redevelop and restore obsolete buildings with new structures that respond to the community's vision.
- To promote connectivity from the study area to a future Metrorail station at Banyan Street west of U.S. 1.
- To transform the Island area as a signature district and develop mixed-use buildings that create a major community entrance.
- To improve streets with sidewalks and shade trees; to visually link neighborhoods and support a pedestrian-friendly environment.

Introduction

Introduction

Urban Centers are one of the tools used to address growth-management issues such as the decreasing supply of land, worsening traffic congestion and increasing land and housing costs. Figure 5 illustrates the southern half of Miami-Dade County with the limited amount of land available for urban expansion within the Urban Development Boundary and areas designated as Urban Centers in Miami-Dade's Comprehensive Development Master Plan (CDMP). Figure 6 charts the continuing trend of the County's population through 2025. Without further encroachment of urban development into agricultural and wetland areas, the pattern of growth within the County must focus on already urbanized areas appropriate for infill development and redevelopment. The County's Comprehensive Plan identifies areas targeted for this kind of growth as 'Urban Centers' with three different scales: regional, metropolitan, and community. Part of the Franjo Triangle Commercial Island Charrette study area is designated as a Community Urban Center.

Palmetto Bay, like all municipalities and counties in the state, is required by Chapter 163 of the Florida Statutes to adopt a comprehensive plan. These plans address land use, transportation, housing, open space, water and sewer service, solid waste, drainage, conservation, and other elements. Each element in a comprehensive plan contains a goal with associated objectives and policies. Each of these elements include monitoring programs to evaluate the success of the objectives and policies. Chapter 163 also requires each municipality and county to review, evaluate, and where necessary, revise their plans every seven years.

The Franjo Triangle Commercial Island Charrette process and this resulting Report are intended to provide a vision for the future of this important commercial and residential center as well as recommendations for the Village's comprehensive plan. The consensus among Charrette participants was the desire for the study area to develop into a town center for the Village, with a range of uses and activities. This desire coincides with the larger planning goals of Urban Centers and the trends toward mixed-use and infill development. Palmetto Bay is in the fortunate position of being able to use these trends in its favor in realizing the vision and concepts illustrated within this Report.

Study Area Boundaries

Located in the southwestern part of Palmetto Bay, the boundaries of the study area are U.S. 1 on the west, including the island area; Eureka Drive (SW 184th Street) on the south; SW 94th Avenue, SW 93rd Place, and SW 92nd Avenue on the east; and the C-100 canal on the north. This area contains approximately 330 acres, and makes up about 6 percent of the total land area of the Village. (See Figure 7)

The Importance of a Center

Palmetto Bay features several places and areas that could be considered 'centers.' Coral Reef Park, the Deering Estate, Southwood Middle School, Perrine Park, Colonial Palms Plaza, and Brandsmart all could qualify based on their size, function, or importance, but each lacks an essential element when one begins to look for

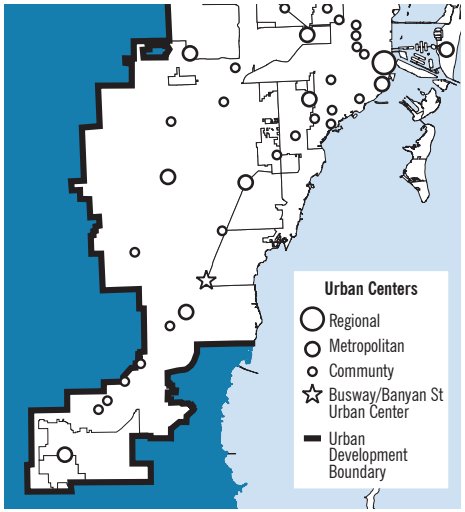


Figure 5. Southern Miami-Dade County, CDMP designated Urban Centers

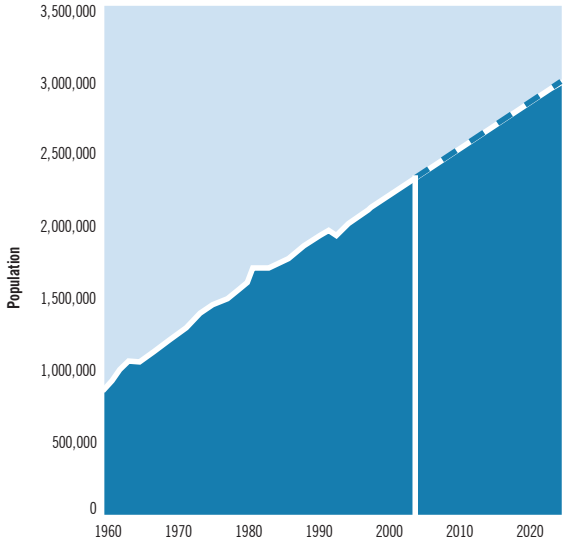


Figure 6. Miami-Dade County, projected population growth through 2025

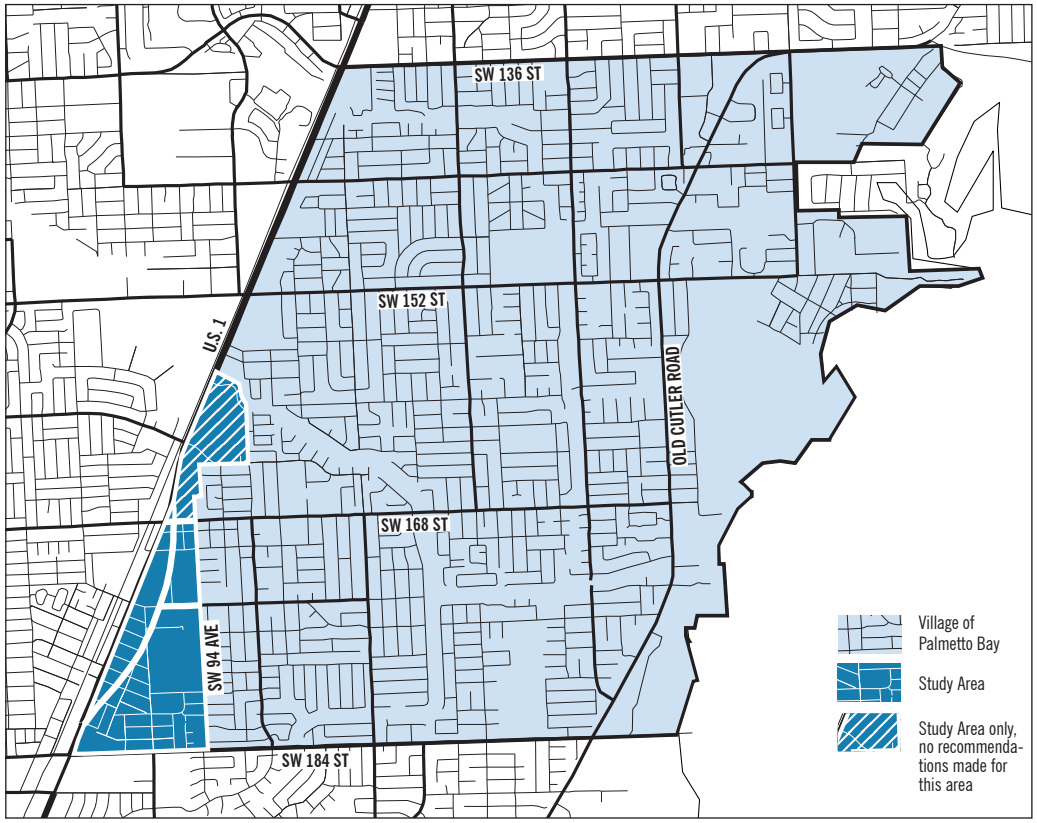


Figure 7. Study area boundaries

The consensus among Charrette participants was the desire for the study area to develop into a town center for the Village, with a range of uses and activities.

the center of a community. Although each one of these places serves its particular function, none provides for the mixing of different uses and activities, the crucial element necessary for true centers of community life. Through the Charrette process, the community expressed their desire that there should be a Village center in the Franjo Triangle Commercial Island Charrette study area.

As change inevitably comes to this area of Palmetto Bay, the Village can either let growth to simply happen as it has in the past, with no guarantee of achieving a coherent pattern of development, or it can embrace a shared vision and actively encourage change that works toward implementing such a vision.

This Report presents a vision of the future of the Franjo Triangle Commercial Island area as expressed by residents, property owners, businesspeople, and elected officials that may be used to create a true center that is an asset to the Village and all of Miami-Dade.

Present Context

Present Context

The Franjo Triangle Commercial Island Charrette study area is not only a unique area within Palmetto Bay, but also a unique part of South Miami-Dade. Its most obvious distinguishing feature is the splitting of U.S. 1 into a pair of one-way streets between Eureka and Richmond Drives, resulting in the area that is commonly referred to as 'the Island.' A closer look at the area reveals an urban pattern that is clearly different than the surrounding area. Small buildings, small lots, and a street grid skewed from the typical north-south orientation of the County's street system give clues to the area's long history.

The area that makes up Palmetto Bay today was a part of land granted to Dr. Henry Perrine by the U.S. Government in 1838. Efforts to attract residents to the area were mostly unsuccessful until the Florida East Coast Railway began to extend its rail line south of Miami at the turn of the 20th century. Dr. Samuel Richmond, working for the FEC, began planning for a new settlement of Perrine centered on the future Perrine Station. The named streets that run perpendicular to U.S. 1 are a product of the development efforts of that era. (See Figure 9)

Prior to the 1950s, U.S. 1 through the area consisted of a two-lane roadway lined with shops that served travelers and the surrounding area. The split in U.S. 1 resulted from the re-routing of the northbound lanes to the east around this already built-up area of Perrine. The original roadway was then converted to southbound-only lanes. (See Figures 9, 10)

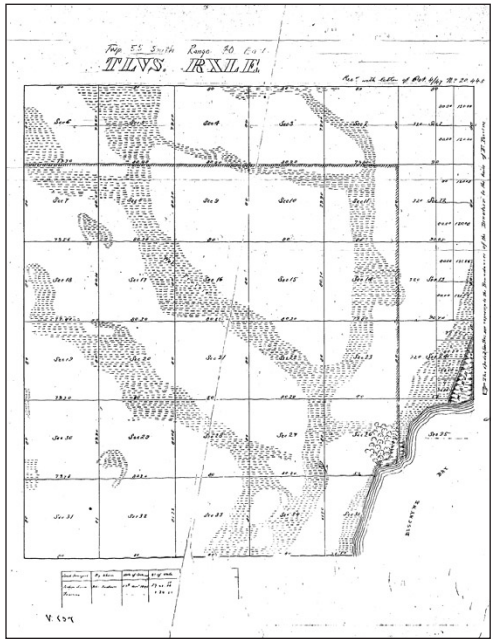


Figure 8. Section map of Township 55 South, Range 40 East, 1847. The study area is in sections 32 and 33, shown at the bottom center

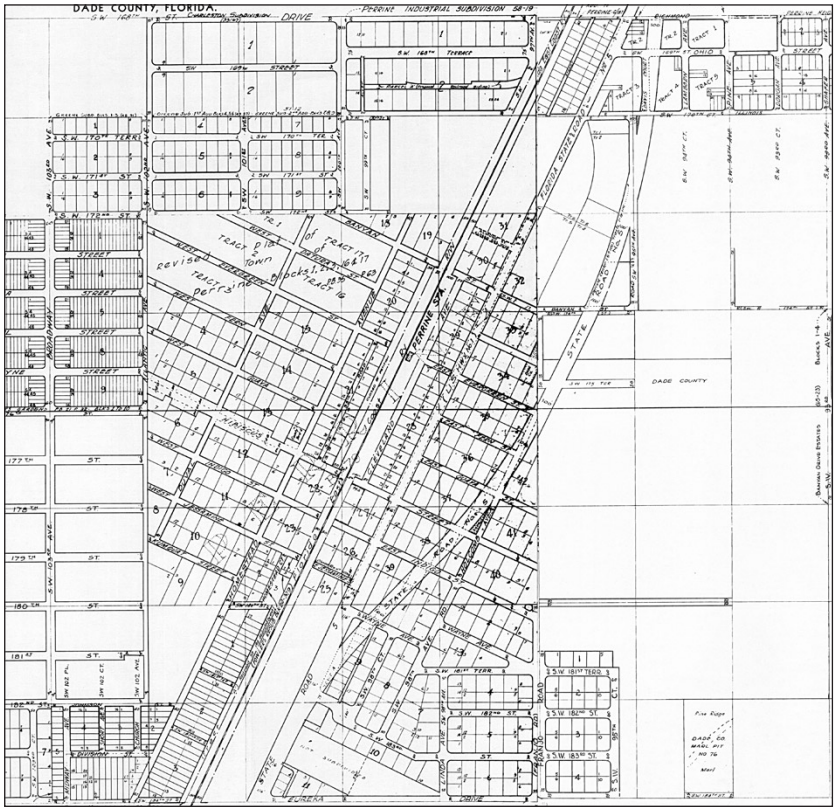


Figure 9. Property platting, 1957

Figure 10. View north on U.S. 1, 1955. Historical Museum of Southern Florida.

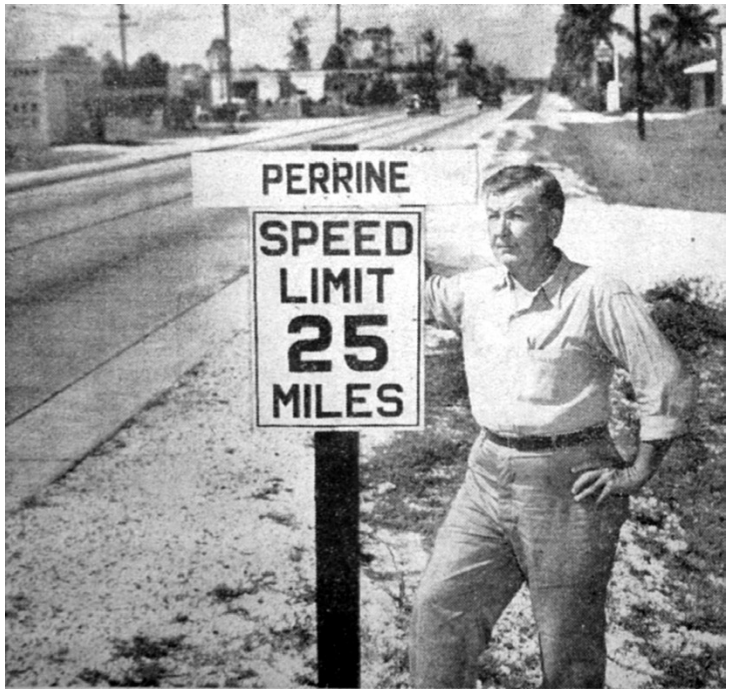


Figure 11. View south on U.S. 1, ca. 1950. Historical Museum of Southern Florida.

Figure 12. View southwest on U.S. 1, ca. 1950. Historical Museum of Southern Florida.

As the Miami area's population grew quickly in the postwar years, new subdivisions developed throughout the County and gradually infilled land between once-distinct settlements such as the Perrine area. The suburban character of the majority of Palmetto Bay results from this kind of development from the 1950s onward.

Today, the concentration of car dealerships along U.S. 1 is also a distinguishing feature of the study area. The grouping of similar businesses is a natural retail occurrence and is not limited to car retailing. One need only think of Miami's jewelry or design districts. Unlike those areas, this part of the Village has not yet developed into a cohesive district. The appearance of the area is chaotic, with haphazardly placed buildings, vast parking lots, and little landscaping. These dealerships, with visibility along U.S. 1 and large parking lots, are prime locations for further development.

Population

According to 2000 Census data, the study area has a population of 1,420, or about 6 percent of the total population of Palmetto Bay. The study area population reflects the population of the county as a whole more closely than the Village, with a greater proportion of Black and Hispanic residents than the remainder of the Village.

Transportation

The study area is served by the county's transportation network with U.S. 1, Richmond Drive (SW 168th Street), Franjo Road (SW 97th Avenue), and Eureka Drive (SW 184th Street)

passing through the study area. (See Figure 19) While these main corridors provide access, they tend to be poorly landscaped and lack elements beyond functional minimums for carrying traffic. Traffic lanes are wide, sidewalks are narrow and typically without shade, and the street lighting fixtures would be more suitable along an expressway.

Based on 2002 traffic counts and capacity, all these roads are operating at a level of service of 'C' or higher, or uncongested at peak hours. (See Figure 18) The 2004 Miami-Dade Transportation Improvement Plan (TIP), which prioritizes all funded transportation projects over the next five years, has no programmed improvements to roads within the study area. In the 2025 Long Range Transportation Plan (LRTP), which prioritizes both funded and unfunded projects, the only programmed improvement within the study area are pedestrian enhancements on Franjo Road between SW 175th Terrace and Eureka Drive. This project is currently in the LRTP unfunded Priority IV category.

The study area is also well served by mass transit service. Miami-Dade Transit operates three bus routes that pass through the study area and two routes that operate on the South Dade Busway immediately to the west of the study area. (See Figure 20) Headways on routes in the area range from 15 minutes during peak hours to 60 minutes on Sundays, depending on the route. 24-hour service is available on the Busway Max route. Along the Busway, stations are located at SW 164th Street, Richmond Drive, Banyan Street, and West Indigo Street.

Over the next five years, preliminary planning for the extension of Metrorail along the U.S. 1/ Busway corridor will take place. Additional studies will determine the feasibility of such an extension as well as consider the most appropriate mode of enhanced transit service.

Land Use and Development Regulations

Since 1975, when the County's first comprehensive plan was adopted, growth in the study area has been guided by the Comprehensive Development Master Plan (CDMP). The Florida Statutes provide that until the Village of Palmetto Bay adopts its own comprehensive plan by July 2005, the CDMP will govern. Florida Statutes also require that the comprehensive plan to be adopted by the Village be consistent with the CDMP, the South Florida Regional Planning Council's Strategic Regional Policy Plan for South Florida and with the State's Plan. The CDMP Adopted 2005 and 2015 Land Use Plan (LUP) map depicting the land uses within study area is shown in Figure 26.

The LUP designates the residential uses within the study area as Low Density, which allows 2.5 to 6 dwelling units per gross acre. This designation is typical of single-family residential areas found throughout the County. Outside of the study area, to the north and west, are areas designated Low-Medium Density, allowing 5 to 13 dwelling units per gross acre. Along U.S. 1 within the study area, the future land use designation is Business and Office. This category allows a full range of sales and services, residential uses and the mixing of residential and

Figures 13, 14. The development pattern of The study area is nearly completely automobile-oriented

Figures 15, 16. Typical views along U.S. 1 in the study area

Figure 17. U.S. 1 view south at SW 158th Lane

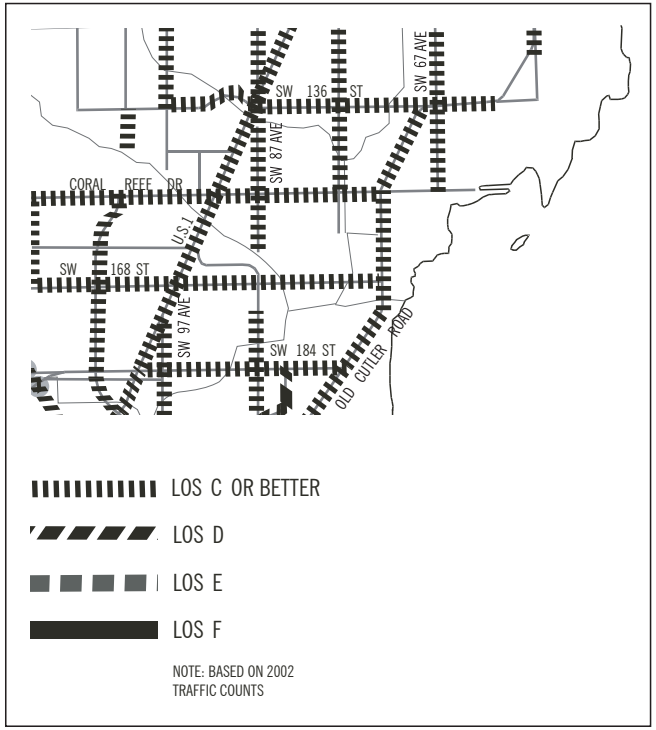


Figure 18. 2002 Operating LOS (Level of Service)

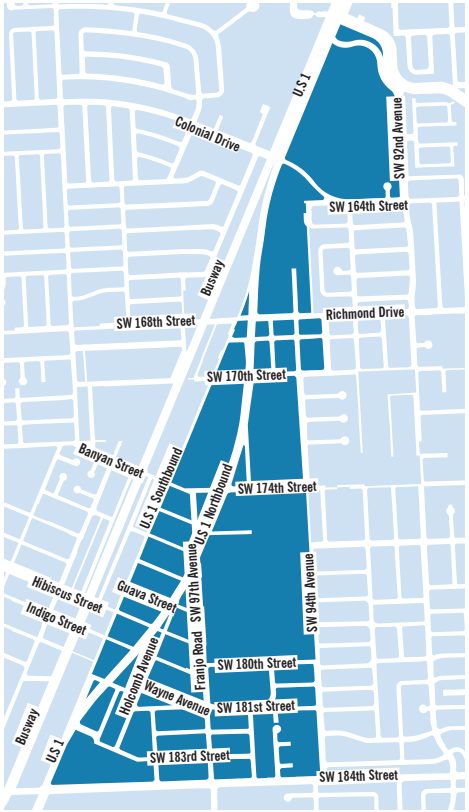


Figure 19. Streets in the Study Area

Figure 20. Bus Routes, Busway Stations in the Study Area

commercial uses, offices, and hotels. These uses may be found within shopping centers, high-rise buildings, or along highway strips. A large area east of U.S. 1 and south of SW 174th Street is designated Office/Residential. Non-retail business and residential uses up to 13 dwelling units per acre are permitted in this land use category.

Within the study area, the primary existing land uses are commercial, or business and office uses, accounting for 32 percent of the total land area. (See Table 1) Public rights-of-way and single-family residential are the second and third most prevalent land uses. This is a clear contrast with the Village as a whole, where single-family residential uses comprise half of the land area in the Village.

Current zoning in the study area closely follows the existing land use pattern: 53 percent of the study area is zoned for business uses (including BU-zoned uses and RU-5- and RU-5A-zoned office/residential uses), while 34 percent is zoned for residential uses. (See Figure 28 and Table 2) BU-2 and BU-3 zoning, which occurs throughout the study area, permits buildings of unlimited height and theoretically allow skyscrapers of 20 or more floors to be built in the area. Most other zoning districts permit buildings of only two to four floors. (See Appendix B)

According to Miami-Dade County property records, the study area contains about 420 residential units with about 170 of those single-family units, 52 duplexes, and 195 apartments. There is also about 750,000 square feet of retail space and 200,000 square feet of office space within the study area, not including automobile showrooms and service areas. About 60 acres of the study area is occupied by surface parking lots. Many of these surface lots are used as inventory storage for the new- and used-car showrooms along U.S. 1. (See Figure 34)

Infrastructure

Generally, existing infrastructure in the study area appears to be in good condition. However, apart from U.S 1, the infrastructure that is present is more appropriate to a rural environment. Streets are typically not lighted and many streets are without sidewalks. Of approximately 14.8 miles of block frontage within the study area, 6 miles of block frontage, or about 41 percent of the area lack sidewalks. (See Figure 35) The study area has an excellent street network as nearly all streets contribute to the grid system. An open grid system of streets allows multiple means of access to nearly any destination and reduces the possibility of traffic bottlenecks occurring.

One long-standing concern throughout the study area is the availability of sewer service. As most of this area developed before there were any requirements for the provision of sewer service, gaps remain where this service is not available. The cost to extend sewers to areas where gaps occur is prohibitive and may be a cause for the slow pace of change in the area. The Perrine-Cutler Council, a local civic organization, for the past several years has been working to identify ways that sewer service may be made available

Figures 21, 22. Examples of the incomplete sidewalk network in the study area

Figures 23, 24. Typical parking areas found in the study area

Figure 25. Shopping center parking lot at Hibiscus Street and Franjo Road

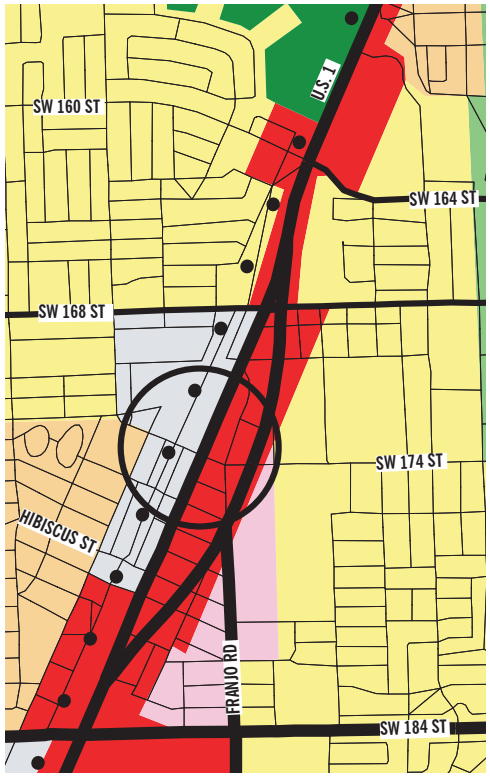


Figure 26. Miami-Dade County Adopted 2005-2015 Land Use Plan for the Study Area

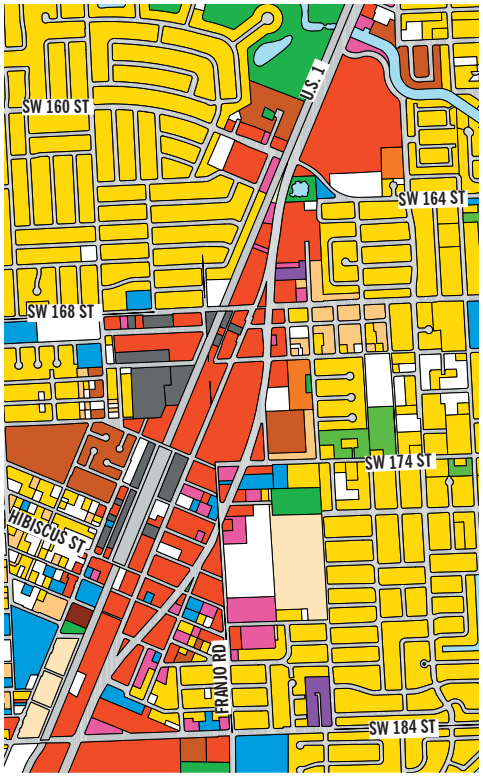


Figure 27. Existing Land Use in the Study Area, 2003

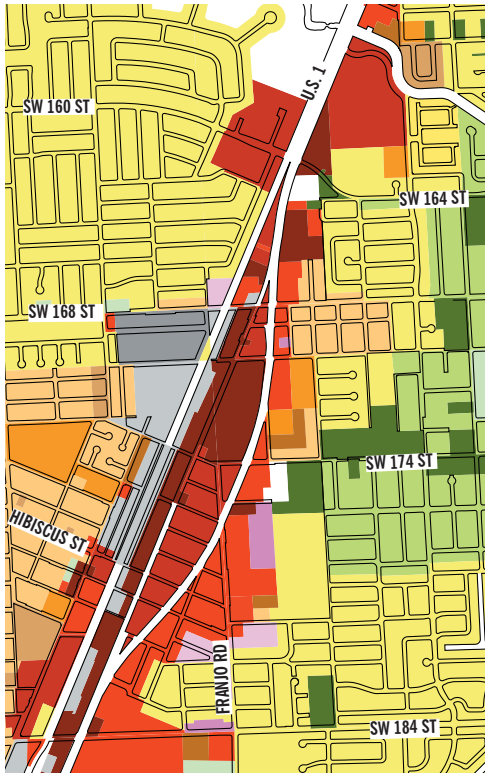


Figure 28. Zoning in the Study Area, 2004

LAND USE PLAN DESIGNATIONS

- Estate Density Residential Up to 2.5 DUA
- Low Density Residential 2.5-6 DUA
- Low-Medium Density Residential 6-13 DUA
- Business and Office
- Office/Residential
- Industrial and Office
- Parks and Recreation
- Major Road (3 or more lanes)
- Minor Road (2 Lanes)
- Community Urban Center
- Existing Mass Transit

Table 1. Study area land use, 2003

LAND USE	ACRES	PERCENT
Single-Family	43.6	13.2%
Two-Family (Duplexes)	4.3	1.3%
Townhouses	6.7	2.0%
Low-Density Multi-Family	7.1	2.2%
Transient-Residential (Hotels/Motels)	0	0.0%
Shopping Centers, Commercial,	105.8	32.0%
Office	23.5	7.1%
Institutional	10.4	3.1%
Communications, Utilities, Terminals	5.8	1.8%
Streets/Roads, Expressways, Ramps	68.9	20.8%
Streets/Roads/Canals R/W	0	0.0%
Agriculture	0	0.0%
Parks (Including Preserves &	7.3	2.2%
Vacant, Government Owned	19.9	6.0%
Vacant, Protected, Privately Owned	0	0.0%
Vacant Unprotected	25.2	7.6%
Water	2.4	0.7%
TOTAL	**330.8**	

Table 2. Study area zoning, 2004

ZONE	ACRES	PERCENT
AU, Agriculture	15.3	4.6%
BU-1, Neighborhood Business	2.7	0.8%
BU-1A, Limited Business	64.3	19.4%
BU-2, Special Business	58	17.5%
BU-3, Liberal Business	31.7	9.6%
EU-M, Estate Residential Modified	0.1	0.0%
GU, Interim Use	5.7	1.7%
NONE, None	22.5	6.8%
RU-1, Single Family Residential	84.8	25.6%
RU-1MA, Single Family Modified	0.1	0.0%
RU-2, Two-Family Residential	12.1	3.7%
RU-3M, Minimum Apartment	8.1	2.5%
RU-4A, Hotel-Apartment House	2.5	0.8%
RU-4L, Limited Apartment House	4.8	1.5%
RU-5, Residential Semi-Professional Office	8.2	2.5%
RU-5A, Semi-Professional Office	10.1	3.1%
TOTAL	**330.9**	

throughout the area. (See Figure 36)

Water service is provided by Miami-Dade Water and Sewer Department and is available throughout the study area; however, about one-third of the area is served by water mains as small as two inches in diameter. Water mains this size fall below current minimum standards and provide insufficient flow and require upgrades. (See Figure 37)

Landscape

When Henry Perrine settled the area around Palmetto Bay it was covered by tropical hammock and pine rockland. Today, the natural landscape has all but disappeared. Shade is difficult to find, even in residential areas. Orderly planting of street trees are nearly non-existent, and where they do exist, such as on Franjo Road, palms were used so shade provided is minimal. The lack of adequate landscaping gives most of the study area a bleak, sun-baked appearance. (See Figures 30-32)

Surrounding Area

Outside of the study area, the character of the surrounding neighborhoods are primarily residential. To the east, within the village, are primarily large suburban single-family houses. This pattern extends to Biscayne Bay, with only a small commercial center at the intersection of Richmond Drive and Old Cutler Road. Also located within this area are a number of public and private schools, the largest of which are Southwood Middle and Palmer Trinity schools. A light industrial area is located immediately to the west of U.S. 1 and primarily along the Busway. Farther west is the residential portion of Perrine, with an older housing stock and many vacant lots.

To the south, at the corner of U.S. 1 and Eureka Drive is the South Dade Shopping Center, anchored by a Publix and an AMC multi-plex theater. Farther south along U.S. 1 are a number of large strip shopping centers. To the southwest of the study area, west of U.S. 1 and south of Eureka Drive is a large industrial area with many warehouse-type buildings. Just north of the study area and west of U.S. 1, is the Palmetto Golf course, operated by the Miami-Dade County Park and Recreation Department. This public 18-hole course is a significant amenity for the area. The 152nd Street park-and-ride lot, serving transit riders of routes operating on the Busway, uses the northeast part of the course property. An additional park-and-ride lot is located west of the Busway at Richmond Drive.

Figure 29. Pine rockland, which once covered most of Palmetto Bay

Figure 30. SW 183rd Street at Franjo Road

Figures 31, 32. Streets lack shade throughout the study area

Figure 33. Infrastructure as the missing link for development, cartoon by Shailendra Singh

Study Area Characteristics

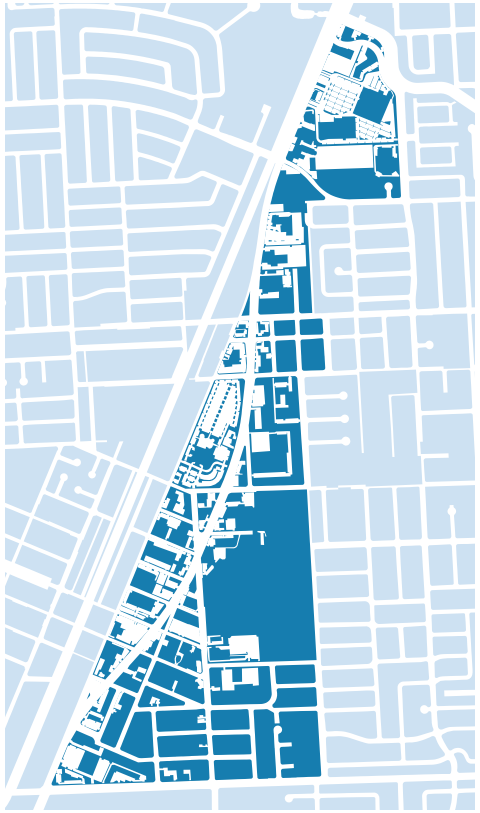


Figure 34. Surface Parking

Study Area

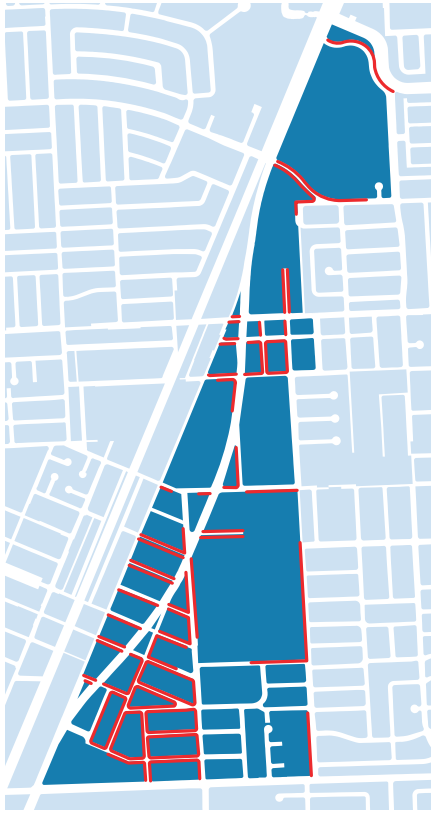


Figure 35. Block frontages lacking sidewalks

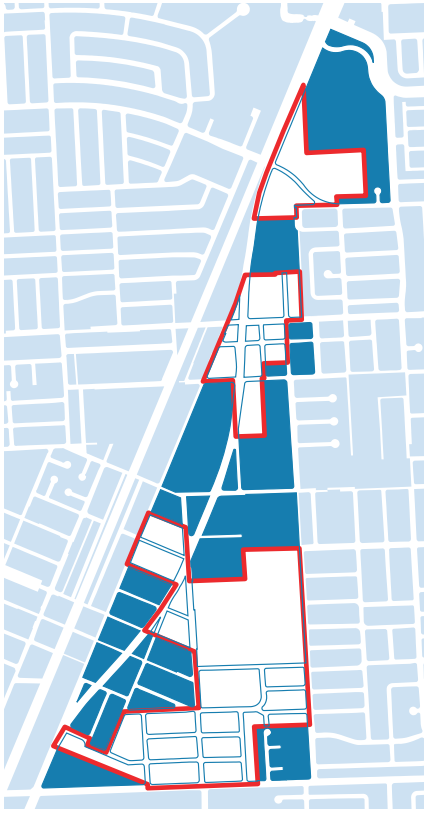


Figure 36. Areas lacking sanitary sewer service

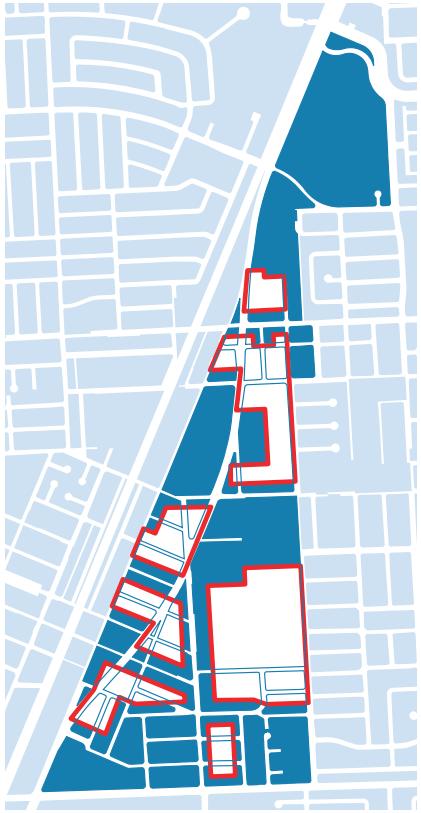


Figure 37. Areas served by less than 8-inch water mains

Charrette Process

What is a Charrette?

The term 'charrette' is derived from the French term for 'little cart.' This refers to a final intense work effort by 18th century architecture students to meet a project deadline and place their projects into this cart. The modern equivalent of the charrette is a similar creative burst of brainstorming ideas.

The charrette design workshop is designed to stimulate ideas and involve the public in the planning and design process. It is a valuable tool for setting the foundation for the development of a more detailed plan. A charrette can be a tremendous resource to the community, as well as a lot of fun. It is a practical planning technique, which blends public participation, planning, and implementation tools. Residents, business people, and property owners are invited to join planners and designers in the process of laying out the elements of an area's future. This process provides the advantage of giving immediate feedback to planners while giving mutual authorship to the plan by all parties. The planning process is an occasion for the community to work together in establishing a framework for the future.

The Charrette Process

The Charrette process began with the creation of a Charrette Advisory Committee by the Palmetto Bay Village Council. Made up of 14 appointees representing residents and stakeholders in the Village, the Advisory Committee assisted in determining the exact boundaries of the study area and provided outreach to the community. In the months leading up to the Charrette week, the study area was surveyed by the design team

Figures 38-41. Table group sessions from the Charrette design workshop

Franjo Triangle Commercial Island Charrette Timeline

Activity/Major Work Component	Feb '04	Mar '04	April '04	May '04	June '04	July '04	Aug '04	Sept '04	Oct '04	Nov '04	Dec '04
Pre-Workshop Activities											
Data Gathering and Analysis	■										
Advisory Committee Development	■										
Public Participation Campaign and Outreach		■									
Technical Issues Group (WASD/DERM/PW/ FDOT/Others)		■									
Development of Strategy for the Workshop		■									
Focus Groups and Stakeholder Groups			■								
Workshop/Charrette Activities											
Public Design Workshop			■								
On-site Design Studio			■								
Post-Workshop Activities											
Report development					■	■	■	■			
Advisory Committee Review and Approval									■		
Village Council Review and Approval										■	
Implementation											
Implementation of Plan Recommendations by Village of Palmetto Bay											➔

Table 3. Charrette process timeline

Figures 42-46. Table group sessions from the Charrette design workshop

and background information collected to assess current conditions and issues in the study area. Notifications were mailed to all property owners within the study area and banners were displayed along U.S. 1 advertising the date and location of the design workshop.

The Charrette week began on Saturday, April 17, 2004 with the public design workshop held at the former South Motors Nissan showroom on U.S. 1. After a brief overview of the study area, Charrette participants broke into groups, each with an aerial photo of the study area overlaid with trace paper. With the assistance of a member of the design team, each group discussed design issues and drew ideas onto the trace paper, which by the end of the afternoon, would become the 'Citizens' Plans.' (See Figures 47-56) After several hours of drawing and discussion, the plans were displayed together and a citizen representative from each group discussed the features of their plan. With these presentations, there were many common areas of consensus in issues and suggestions for improvement in the study area. The design team took note of the ideas common in each presentation and are outlined in the list of 'Citizens' Requests.' (See Table 4) This Report and the Charrette Vision Plan is only possible with the consensus provided by the participants of the Charrette.

In the week following the design workshop, the design team remained in the Village, working in the Palmetto Bay Village Hall, where the public was invited to visit with and observe the design team at work. On the evening of Friday, April 23, 2004, a presentation at the South Motors showroom was given to show the work developed during the week and the next steps that would take place in the Charrette process.

In the following months, additional meetings were held with Village staff and the Advisory Committee to finalize the recommendations of the Charrette. This Report and its recommendations will then be presented to the general public for additional comments. With the benefit of this additional input the Advisory Committee finalized the report. Subsequently the report was presented and adopted before the Village Council by Resolution 04-89 on November 8, 2004.

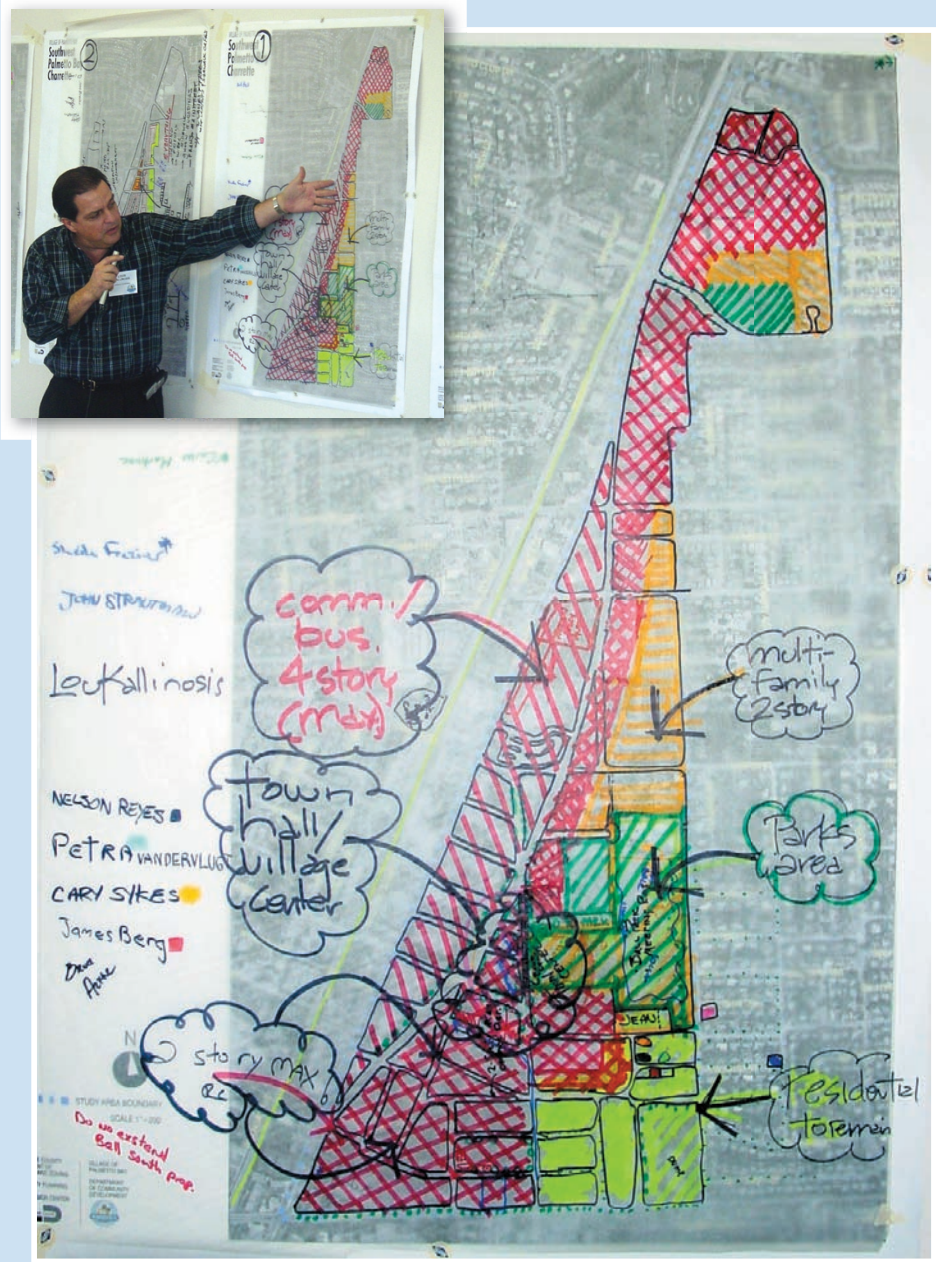
Citizens' Plans

These drawings, the Citizens' Plans, were created during the design workshop by groups of 8-12 participants. These plans, along with the Citizens' Requests, guide the design team in developing the concepts and recommendations within this Report.

Group 1

Summary of requests:

- Retain residential area east of Franjo Road
- Extend Perrine Park west to Franjo Road
- Develop a town hall and village center along Franjo Road south of U.S. 1
- Limit building height east of U.S. 1 to two floors
- Limit building height in the Island area to four floors
- Limit multifamily area along SW 94th Avenue to two floors
- Retain open space on South Motors property along SW 164th Street



Figures 47, 48.

Figures 49, 50.

Group 2

Summary of requests:

- Make everything walking friendly with wider sidewalks and green buildings
- Make Franjo Road a mainstreet with two lanes, trees, lamp posts, sidewalk cafes
- Allow mixed uses along U.S. 1 and SW 94th Avenue
- Improve intersections along northbound U.S. 1
- Locate town hall on current Perrine Park property
- Provide lighting and trees along east of Perrine Park expansion
- Allow three-floor low intensity mixed uses in triangle area between Franjo Road and U.S. 1
- Create pedestrian mall on Perrine Avenue
- Encourage transit-oriented commercial development on the Island
- Allow four floor buildings along U.S. 1, with taller buildings around future Metrorail station

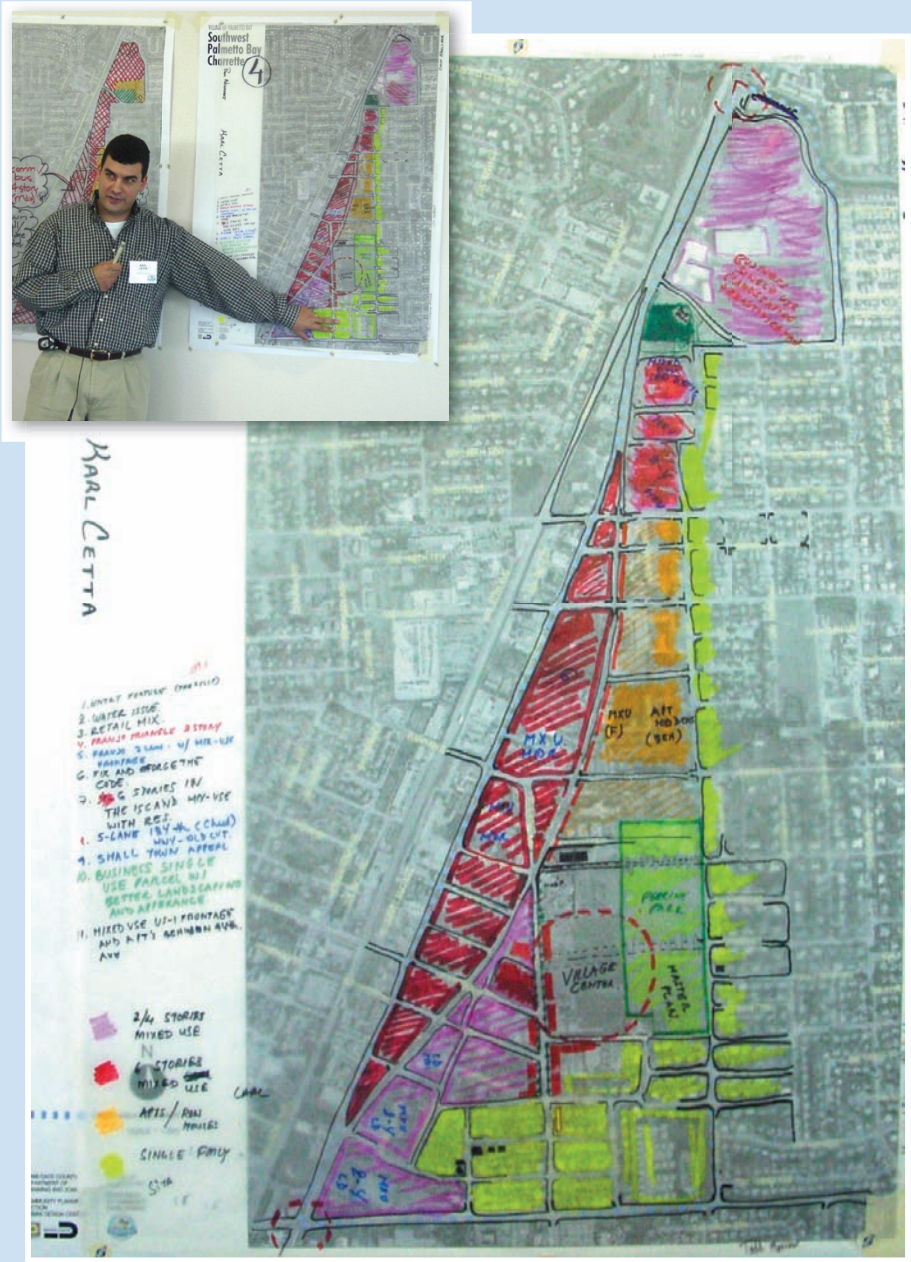
Citizens' Plans

Group 3

Summary of requests:

- Entrance markers
- Narrowed streets with wide sidewalks;
- A dog park outside of Perrine Park
- Pedestrian bridges over U.S. 1
- Improve Busway stops
- Improve pedestrian design
- Allow rental and owner-occupied town-houses is Triangle area
- Allow mixed-use in the Island area
- Develop town center similar to Miami Lakes' Main Street centered around Franjo Road and Banyan Street
- Provide a village hall and community center on vacant property between Perrine Park and Franjo Road
- Provide additional access to park from Franjo Road, improve landscaping around Brandsmart
- Retain residential area east of Franjo Road

Figures 51, 52.



Figures 53, 54.

Group 4

Summary of requests:

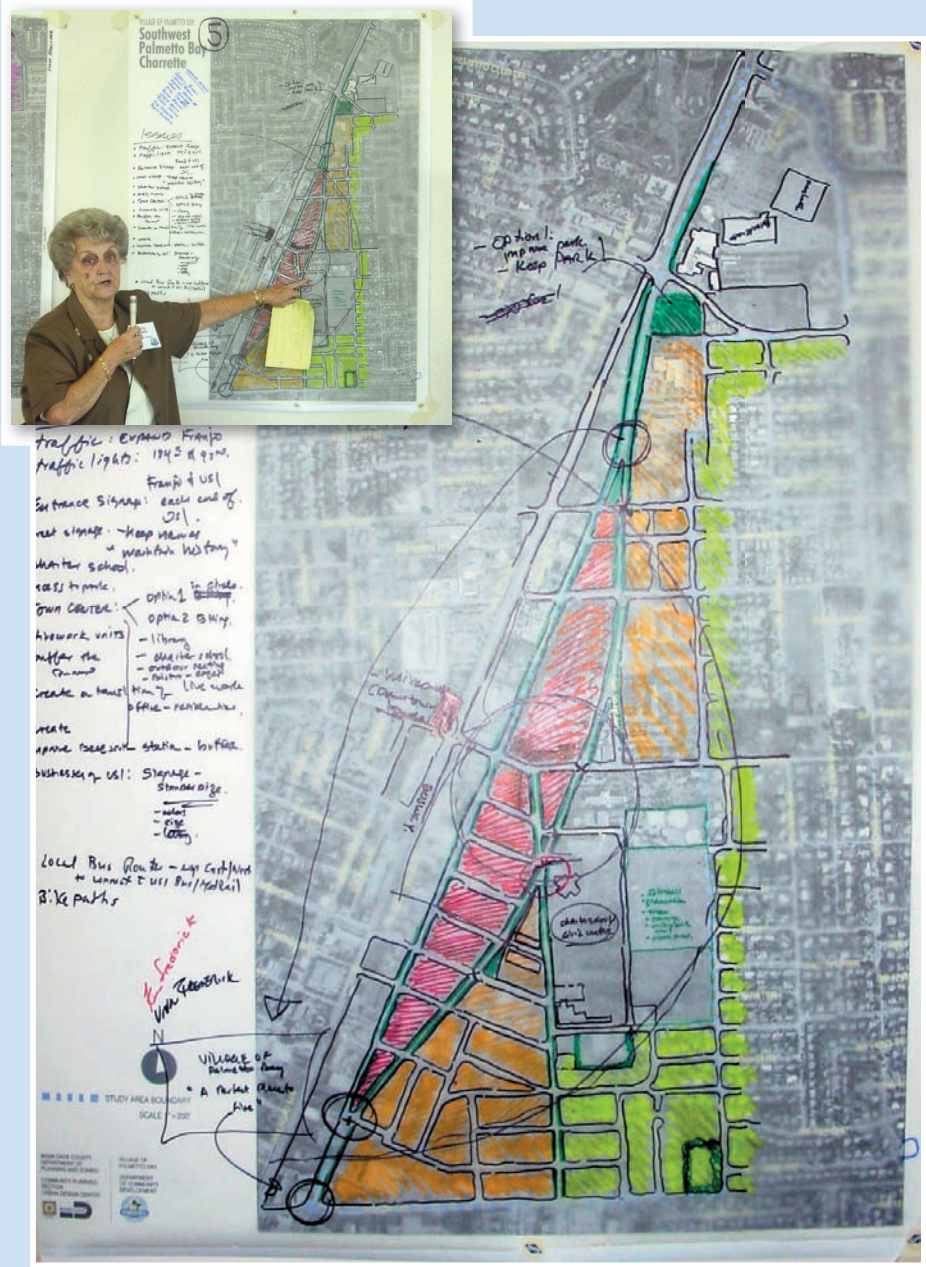
- Entry features on the island
- Resolve water issue
- Improve retail mix
- Franjo Road two lanes with mixed-use frontage
- Fix and enforce zoning code
- 6 story buildings on the Island mixed-use with residential
- 5-lane SW 184th Street from U.S. 1 to Old Cutler Road
- Keep small town appeal
- Improve landscaping and appearance of business uses
- Allow 2-4 story mixed-use buildings between U.S. 1 and Franjo, Holcomb, and Linda Avenues
- Maintain single family uses east of Holcomb Avenue and south of SW 181st Terrace

Citizens' Plans

Group 5

Summary of requests:

- Expand Franjo Road
- Add a traffic light at SW 184th Street and 92nd Avenue
- Add entrance signs at north and south ends of the Island
- Provide a charter school
- Improve access to park
- Build a Town center on Franjo Road
- Provide live/work units
- Create a transition of live/work and office-residential uses
- Standardize signage on U.S. 1 with color, size, and location
- Provide circulator bus route to Busway and Metrorail
- Provide bike paths



Figures 55, 56.

Citizens' Requests

This list represents a compilation of the most common suggestions received during the Charrette process. A theme that unites nearly every request is the desire to see that the Franjo Triangle Commercial Island area develop into a distinct area with an attractive public realm that is pedestrian-friendly, accessible to the surrounding area, and provides a range of residential and employment opportunities.

- Improve public infrastructure: sidewalks, street lights, landscaping, water and sewer
- Announce arrival to the Village with entrance features, signs, buildings, fountains and landscaping
- Make Franjo Road a neighborhood main street
- Locate the Village hall within the Franjo area
- Encourage mid-rise business/commercial/mixed use development on the Island
- Provide a pedestrian friendly mixed-use town center in the area
- Incorporate shops, restaurants, hotels, cafes, office, residences and 'mom and pop' businesses in new development
- Create North-South connectivity through the Island
- Connectivity to a future Metrorail Station at Banyan Street and the Busway
- Retain the residential area and its character completely
- No additional commercial development east of Franjo Road
- Provide a community center in Perrine Park
- Enhance bus stops with benches, trash cans, signage and improved street lighting (eliminate orange lighting)
- Provide roundabouts and traffic calming on key intersections
- Incorporate pavers in crosswalks and medians
- Provide a dog park
- Provide a skate park
- Provide an upscale flea market
- Provide an amphitheater for public events
- Provide more east-west connections as pedestrian linkages or bike routes
- Build additional neighborhood pocket parks and Village green
- Create a transitional buffer between the commercial and residential uses
- Improve the physical appearance of U.S. 1
- Standardize business signage along U.S. 1
- Restrict billboards
- Improve Landscaping and appearance of the Brandsmart area
- Add new buildings to display cars and dealerships
- Consolidate large parking areas into structured parking
- Replace obsolete buildings with new structures that respond to the community's vision
- Improve and enhance the Perrine Wayside park
- Provide entrance to the expanded Perrine Park from Franjo Road
- Improve landscaping along all major streets and corridors
- Provide a charter school within the area

Table 4.

Urban Design Recommendations

The urban design recommendations in this Report were developed in response to needs identified during the Charrette process. These concepts all intend to begin to establish an urban pattern of growth in the study area in order to:

- Encourage pedestrian activity
- Create a contrast between the public realm and private realm
- Provide a sense of enclosure, or the perception of defined space
- Create a distinct character for the study area
- Allow for efficient land utilization
- Encourage ease of circulation for both pedestrians and vehicles
- Provide meaningful, well-defined, and accessible open spaces

The following recommendations are organized around the five sub-districts shown in Figure 57. Within each of these districts is a common character or a strong defining boundary.

The concepts in this section are illustrations of the application of urban design principles applied to specific issues within the study area. Each area was carefully studied, and these specific recommendations were developed based on the Citizens' Requests made as during the Charrette:

- Improve SW 94th Avenue with landscaping
- New mixed-use development on Maroone Nissan property
- Promote pedestrian activity between the Busway stations and mixed uses on the Island
- Improve cross-island streets with sidewalks and landscaping
- Provide a new north-south street connection within the Island
- Provide entrance gateways along U.S. 1 on the Island
- Improve Franjo Road with pedestrian amenities and landscaping
- Implement a street grid west of Perrine Park
- Provide a Village Center/Hall on vacant land east of Perrine Park
- Create a civic presence along Franjo Road
- Construct sidewalks missing in various areas
- Provide street trees and landscaping wherever absent
- Improve street furniture and lighting
- Improve landscape on public right-of-ways
- Improve U.S. 1 with pedestrian amenities and landscaping
- Provide mixed-use land use categories in the Village's comprehensive plan
- Revise Zoning Code to allow mixed-use and pedestrian-friendly development

Charrette Vision Plan / Points of Interest

1. SW 168th Street Busway Station
2. North gateway to Island
3. Maroone Nissan/U.S. 1 Island District
4. Center of Island, Banyan Street at Perrine Avenue
5. Banyan Street Busway station, future Metrorail station
6. Potential new north-south street
7. Miami Children's Hospital
8. Expanded Perrine Park
9. Neighbors supermarket/Franjo Road Main Street
10. Potential new Village Hall
11. Indigo Street Busway station
12. South gateway to Island
13. Franjo Road Main Street

Figure 56 a. View to the south over U.S. 1, Franjo Road is at the middle center

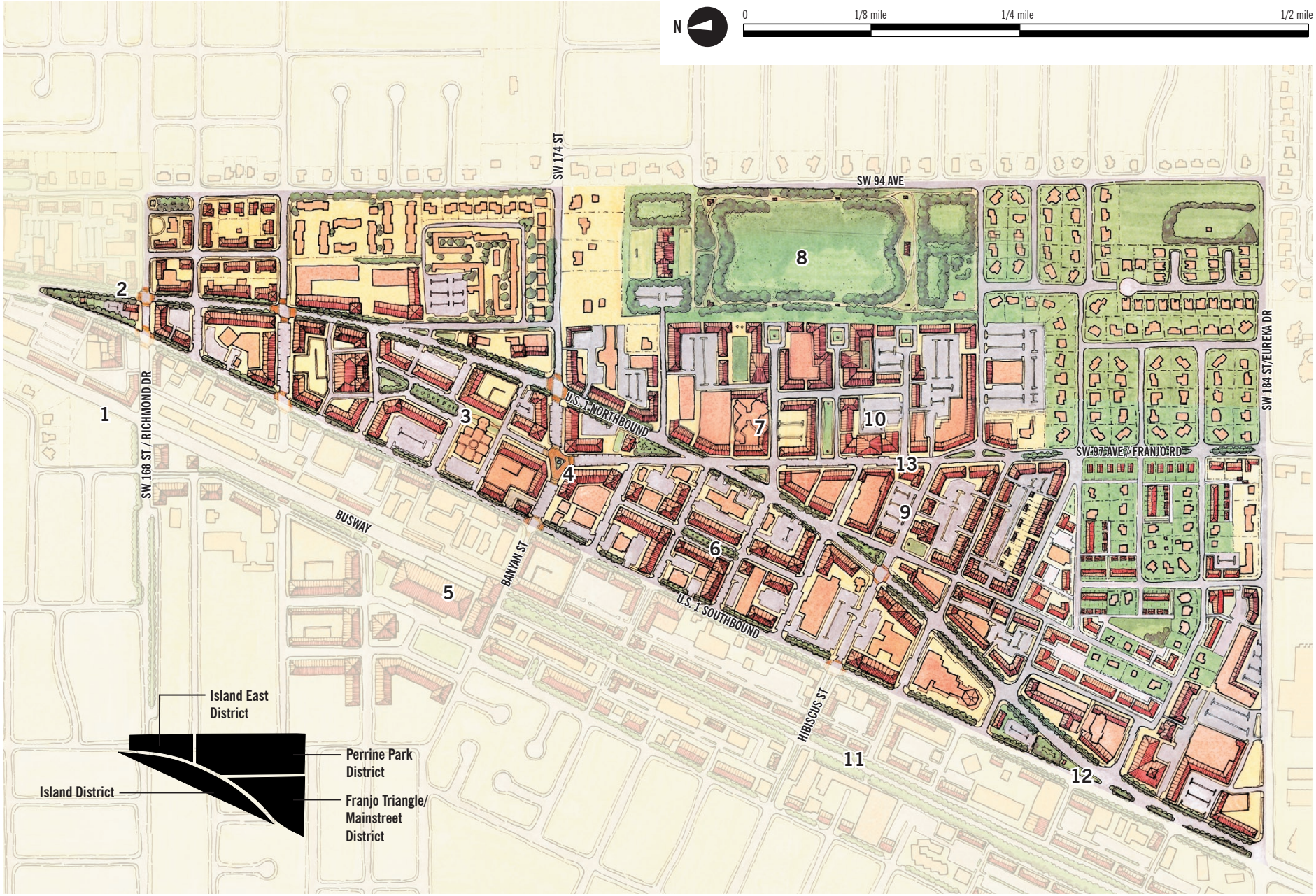


Figure 57. Charrette Vision Plan

Island East District

Overview/Citizens' Requests

- Improve public infrastructure: sidewalks, street lights, landscaping, water and sewer
- Provide Landscaping along all major streets and corridors

This portion of the study area, bounded by U.S. 1, Richmond Drive, SW 174th Street, and SW 94th Avenue is characterized by small-scale commercial uses along U.S. 1 and a variety of multi-family housing types along 94th Avenue.

The duplexes, townhouses, and apartment buildings in this area make up a large portion of the multi-family housing within Palmetto Bay. Similar to the condition of SW 92nd Avenue, 94th Avenue in this area appears unnecessarily wide due to the excessive amount of pavement and the lack of street trees or other landscaping. Along U.S. 1, small-scale commercial uses are found, including a small strip shopping center and a recently constructed multi-floor self-storage facility. The mix of uses in this area makes an effective transition to the single-family residential uses east of SW 94th Avenue.

Figure 58. View southwest to Villa del Sol townhouses, SW 170th Street at 94th Avenue

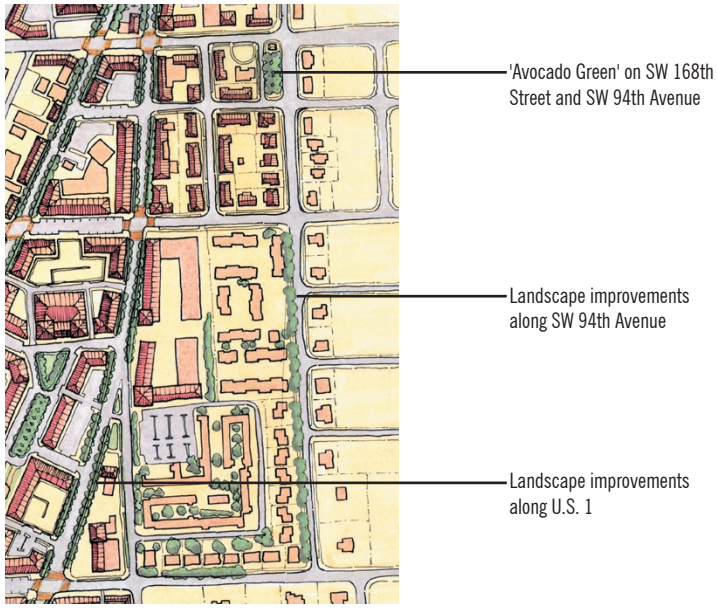


Figure 59. Charrette Vision Plan, Island East District

Figure 60. 2003 Aerial, Island East District

SW 94th Avenue Street Configuration

Existing

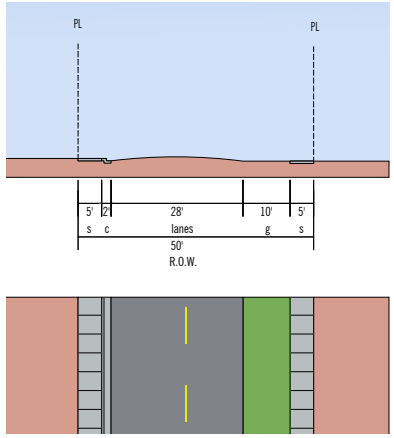


Figure 61. SW 94th Avenue, existing section

Recommended

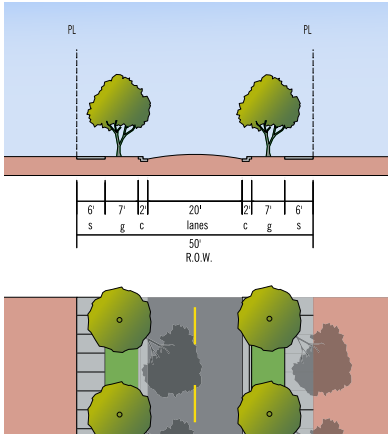


Figure 62. SW 94th Avenue, recommended section

	Existing Condition	Recommended Improvements
R.O.W width	50-ft	-----
Type	Residential	-----
Movement	Two-way	-----
Number of traffic lanes	2	-----
Lane width	14-ft each	10-ft each
Direction of traffic lanes	2-way	-----
Parking lanes	none	-----
Sidewalk width	5-ft each side	6-ft each side
Planting Strip Width	6-ft 6-in one side	7-ft each side
Curb & gutter	none	2
Tree pattern	-----	Symmetrical
Tree type	none	Shade
Median	none	-----

Table 5. SW 94th Avenue, recommended improvements

SW 94th Avenue

The appearance of SW 94th Avenue from Richmond Drive to SW 174th Street is barren and dominated by an expanse of asphalt. The Plan recommends a reduction in the paved area from 28 feet to 20 feet and the addition of a planting strip along the Villa del Sol townhouses. Symmetrically planted street trees should be used to provide shade. (See Figures 61-63)

Figure 63. Street trees and planting strip with pedestrian-scaled lamps

Island District

Overview/Citizens' Requests

- Provide additional north-south connectivity through the Island
- Develop the Island as a mid-rise business/ commercial/mixed district
- Announce arrival to the Village with entrance features, signs, buildings, fountains and landscaping
- Provide connectivity to a future Metrorail Station at Banyan and the Busway
- Improve the physical appearance of U.S. 1

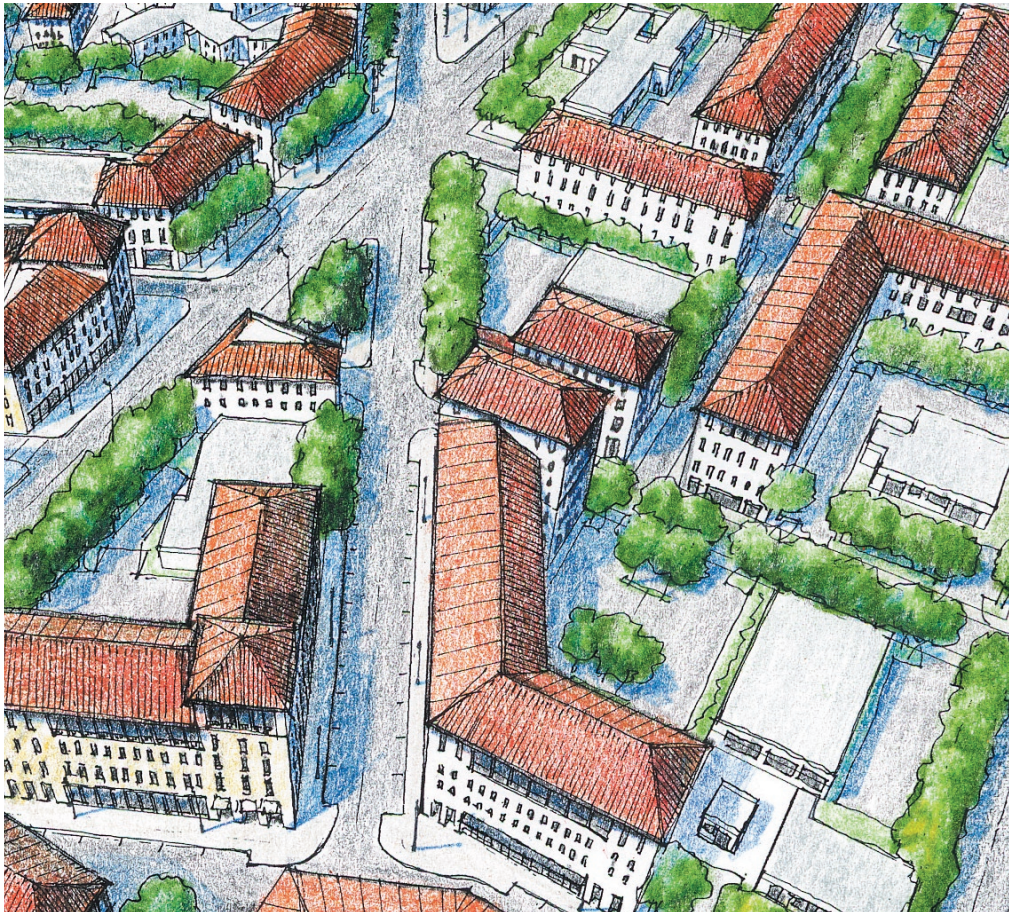


Figure 64. View to the south over Perrine Avenue

Figure 65. 2003 Aerial, Island District

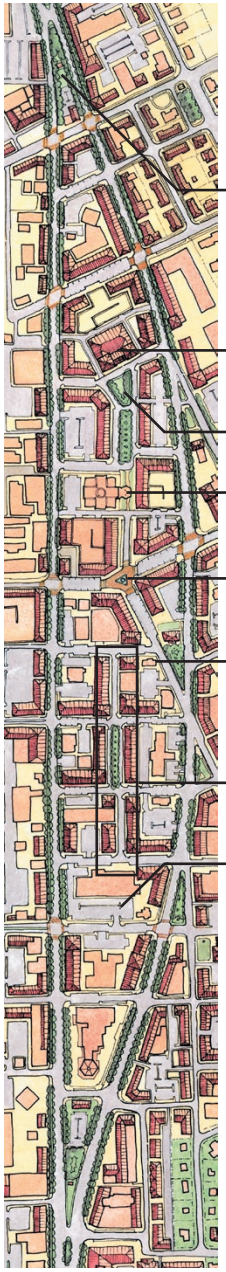


Figure 66. Charrette Vision Plan, Island District

Figure 67. Perrine Community House

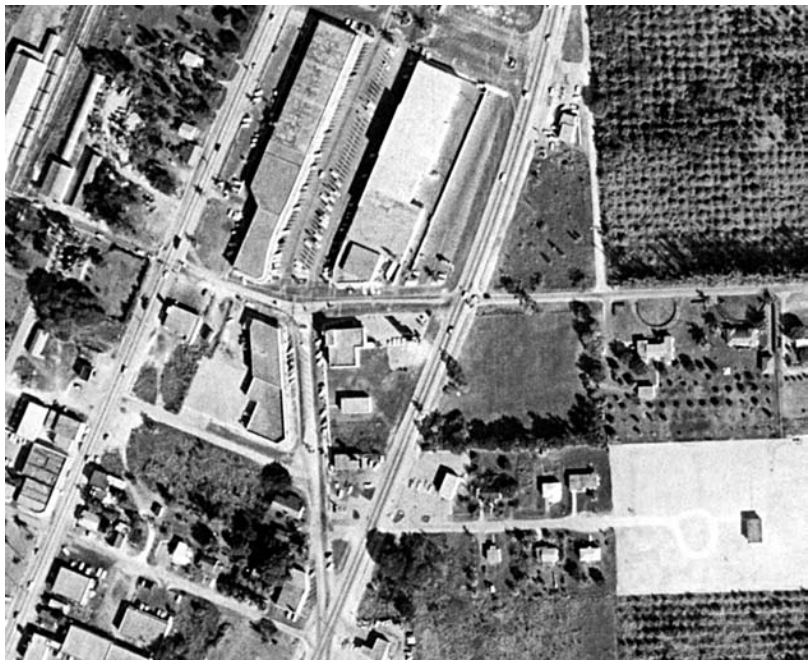


Figure 68. 1963 aerial, intersection of Banyan Street and Perrine Avenue. The former Perrine Plaza and current site of Maroone Nissan is at the top center

The division of U.S. 1 into a one-way northbound and southbound pair of streets between SW 167th and SW 183rd Streets results in the area known as 'the Island.' This long and narrow 43-acre area, about 600 feet wide at its broadest, is nearly completely devoted to commercial uses. This is not a recent occurrence; commercial activity in this area dates back to the construction of the FEC railroad in 1904. The most significant building remaining from the early years of this area's development is the Perrine Community House. This building, located at the corner of Perrine Avenue and Datura Street was constructed of locally quarried oolitic limestone by the Worker's Project Administration (WPA) and completed in 1936. Originally used for civic functions, the building is now occupied by ChamberSouth. (See Figure 67)

Until about 1996, the most prominent destination within the Island was the Perrine Plaza shopping center, which was anchored by a Winn-Dixie supermarket. Perrine Plaza's original configuration was in the form of a main street, with two retail buildings facing each other with a row of angle parking dividing two traffic lanes, similar to the present configuration of Perrine Avenue between Banyan and Datura Streets. (See Figure 68)

The Maroone Nissan showroom that replaced Perrine Plaza remains the most prominent business within the Island, but unlike the earlier shopping center, automobile dealerships tend not to serve neighborhood needs and rely instead on a regional market. Where once the intersection of Perrine Avenue and Banyan Street/SW 174th Street within the Island was the center of the Perrine commercial area, this intersection is now nearly devoid of any traffic or activity.

South of Banyan Street, the observations made in the South Cutler Area Study, written in 1981 by the then-Dade County Planning Department, largely still apply. The study noted that the Island was a unique area, but also pointed out several problems: "traffic circulation is poor, and pedestrian movement is difficult. A mixture of uncomplimentary commercial uses are found in the area. Vacant lots are scattered throughout, often cluttered with weeds and trash." Since that Report was written, abandoned buildings can be added to that list of concerns as well.

Difficulty in accessing the Island may explain why the area has yet to realize its full potential as a commercial district. Where the internal access roads in the Perrine Plaza once served as an extension to Perrine Avenue, that street now ends at Banyan Street. Except for the short segment of Perrine Avenue between U.S. 1 and Banyan Street, there are no means of circulating within the Island without having to travel onto U.S 1. In addition, as U.S. 1 splits into one-way pairs surrounding the Island, circulation is complicated even further. The 1981 study emphasized the desirability of providing for north-south movement within the Island.

Perrine Avenue at Banyan Street

This intersection should be reclaimed as the hub of activity on the Island and a starting point to restore a pedestrian, Village scale to

this area. This intersection is also the starting point of the Franjo Road mainstreet. The point where Perrine Avenue, Banyan Street, and SW 174th Street converge should be considered a '100% corner,' or the most prestigious retail location in the area, and any future development that occurs along these three short streets within the Island should assume an urban character. Buildings should be built to the property line and entrances located at the sidewalk similar to the existing Wachovia Bank and Palmetto Bay Plaza buildings. Uses within buildings should be visible from the sidewalk as well. Angle parking that occurs at the center of Perrine Avenue between Banyan and Datura Streets may be converted to parallel parking on both sides of the street. This configuration would provide an improved pedestrian environment with wider sidewalks and street trees utilizing the space currently occupied by parking.

Island Commercial Streets

The 11 streets crossing the Island typically have no sidewalks and lack landscaping, both major impediments to creating an environment favorable to pedestrian activity. The Plan recommends that each street on the Island, at a minimum, be reconstructed to provide 6-foot sidewalks, consistent street tree Planting, on-street parking lanes, and 10-foot travel lanes, as shown in Figure 71.

New north-south street

To enable greater access and ease movement between blocks within the Island, the Plan recommends that the Village explore the creation of a new north-south street connecting several existing streets. A street between Datura and Hibiscus Streets could be built within the constraints of existing buildings and lots. In addition to aiding circulation within the Island, this

Figure 69. On street parking, pedestrian-scaled light fixtures, street trees, and buildings located close to the sidewalk with windows and doors facing the sidewalk

Typical Island Commercial Street Configuration

Existing

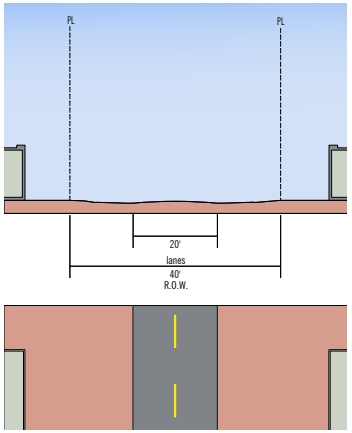


Figure 70. Typical Island commercial street, existing section

Recommended

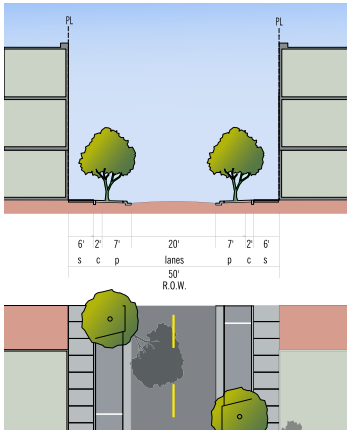


Figure 71. Typical Island commercial street, recommended section

	Existing Condition	Recommended Improvements
R.O.W width	40-ft/50-ft	50-ft
Type	Commercial	-----
Movement	Two-way	-----
Number of traffic lanes	2	-----
Lane width	10-ft typical	-----
Direction of traffic lanes	2-way	-----
Parking lanes	none	2
Sidewalk width	5-ft each side	6-ft each side
Planting Strip Width	6-ft 6-in one side	Planters in parking lane
Curb & gutter	none	2
Tree pattern		Symmetrical
Tree type	none	Shade
Median	none	-----

Table 6. Typical Island commercial Street,, recommended improvements

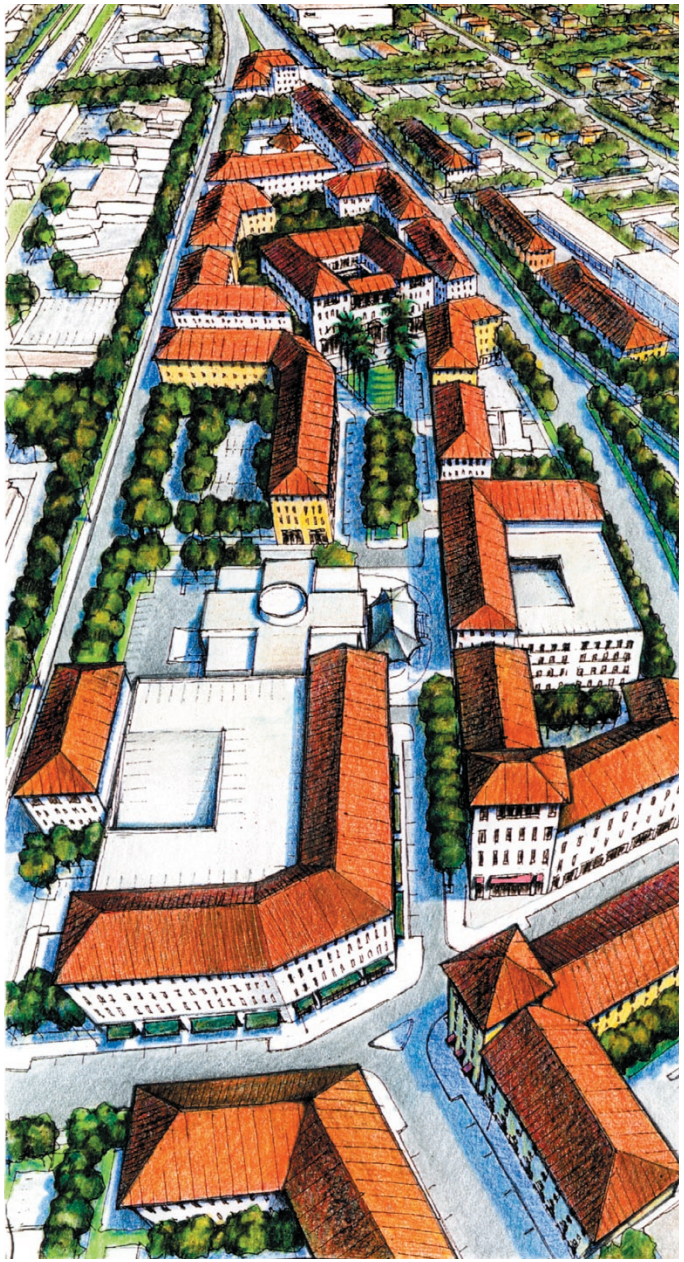


Figure 72. View to the north over intersection of Perrine Avenue and Banyan Street

street would provide additional frontage away from busy U.S. 1 and would be better suited for pedestrian-oriented and mixed uses. One possible way to implement this important connector would be to require that property owners adjacent to the street construct each section when redevelopment occurs.

Maroone Nissan property

As noted earlier, Maroone Nissan is the most prominent destination on the Island. Occupying approximately 12 acres, about 8 acres are used for surface parking, accommodating both customers and inventory. Only a small portion of the site, about 25,000 square feet, is covered by buildings. Despite the size and visibility of this automobile showroom, it generates very little activity. Because of this, the Plan recommends the additional development of this site to accommodate new uses, while retaining the existing dealership. The existing showroom building may be retained while creating sites for further development. Additional access to U.S. 1 and means of internal onsite circulation should be provided. In the long term, parking garages should be used for storing inventory on the site, therefore freeing the majority of this property to be used more productively. Portions of the frontage on U.S. 1 may be maintained for the display of cars.

The Plan envisions the extension of Perrine Avenue northward as a pedestrian and vehicular way. This north-south axis extends past the existing showroom toward to a new street opening up onto a triangular open space as shown in upper center of Figure 72. Surrounded by buildings, this 'central park' should serve as an

Figure 73. Mixed-Use buildings, West Palm Beach

amenity for the Island as well as the users of the surrounding buildings.

Maroone plans to relocate their service and repair facilities from a location west of the Busway to their Island property. This new facility should be developed in an urban manner, with automobile circulation oriented toward the interior of the property and customer waiting areas and retail space fronting onto Banyan Street. The building shown at the lower left of Figure 64 is an illustration of how this new facility could be configured. Additional development on this site as illustrated here would greatly to enhance the current character of the Island, and can be accomplished with the retention of existing businesses and uses.

Figures 74. U.S. 1 view north, south of the Island

Island Gateways

During the Charrette, many requests were made for a gateway or entrance feature to the Island area. This is particularly important at the south of the Island, as this is the primary southern entrance into the Village. The areas currently utilized at the north and south ends of the Island for the chain link fencing with the medallions of various civic associations could be used for such features. Two conceptual designs were developed during the Charrette and include a more suitable setting for these medallions. (See Figures 75, 76) Another way to mark the entrance into the Village is through the use of an overhead sign, similar to highway directional signs. As U.S. 1 often carries traffic at expressway speeds, this type of sign may be appropriate and would stand out from the surrounding commercial clutter. (See Figure 78)

Figure 75. North gateway to Island area

Figures 76. South gateway to Island area

Island Gateways

Figure 77. Fulford-by-the-Sea monument, North Miami Beach

Figure 78. Entrance sign north of SW 184th Street

Franjo Triangle/Mainstreet District

Overview/Citizens' Requests

- Make Franjo Road a neighborhood main street
- Locate the Village hall within the Franjo Area
- A community center
- Build additional neighborhood pocket parks and Village green
- Create a transitional buffer between the commercial and residential uses

The Franjo Triangle area is defined by Franjo Road on the east, Eureka Drive on the south, and U.S. 1 on the west. Land uses within this area consist of a mixture of commercial and residential uses, with non-residential uses almost completely surrounding the mainly single-family residential area between SW 181st and 183rd Streets. This quiet residential area is characterized by simple concrete-and-stucco dwellings on large lots that date from the early 1950s. To the north, east, and south of this area lie RU-5 and RU-5A zoned properties. (See Figure 85) Uses that typically occur in this zoning district include professional offices, child-care facilities, and other non-retail business uses. To the west, between Holcomb Avenue and U.S. 1, the area is zoned primarily BU-1A. Visually, due to the similarity of building types between the commercial and residential uses, particularly between the RU-1 and RU-5/RU-5A uses, there is the appearance of commercial uses encroaching into a residential area. A look at a zoning map will show otherwise; however, this impression remains and is this area's primary concern.

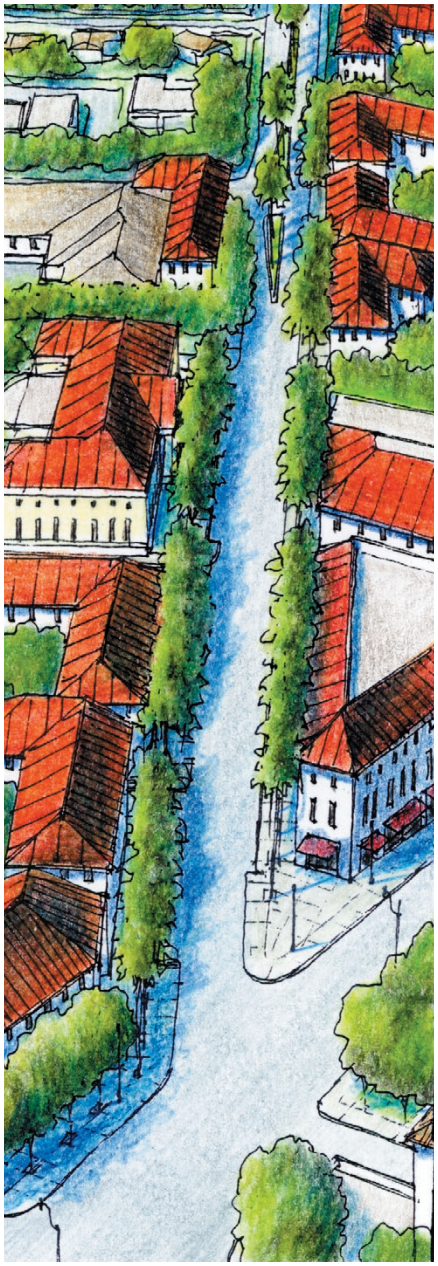


Figure 79. View south over Franjo Road at U.S. 1

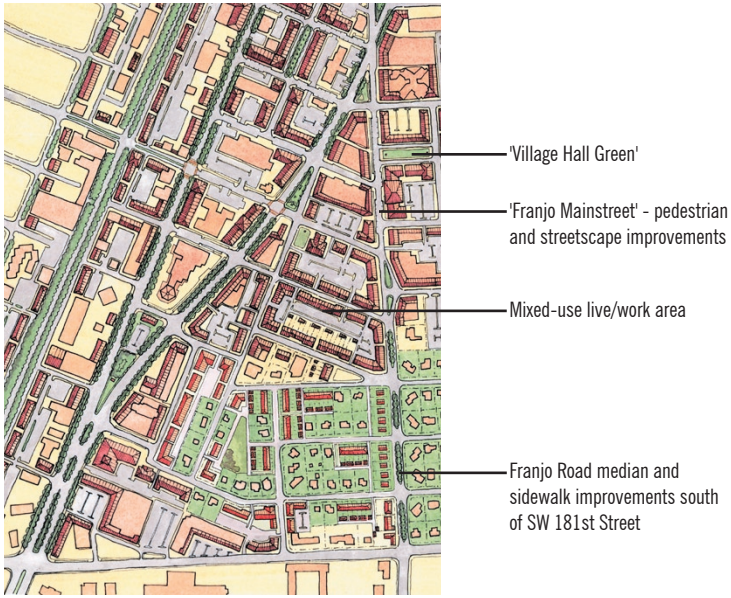
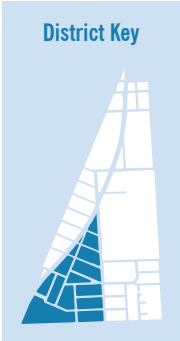


Figure 80. Charrette Vision Plan, Franjo Triangle District

Figure 81. 2003 Aerial, Franjo Triangle District



Figures 82, 83 Before-and-after photo-simulation, view of Franjo Road to the north at Fern Street

Franjo Road Mainstreet

This important street begins on the Island as Perrine Avenue, and acquires the name Franjo Road south of U.S. 1. During the Charrette this street was identified as an ideal street for mixed-use development with commercial uses on the ground floor and residential and office uses on the upper floors. This street should be enhanced to create an environment that encourages pedestrian activity and to continue the urban character of the Island southward. The Plan recommends that all buildings line the street and to require parking and service yards occur to the rear of each lot in order to provide a sense of spatial enclosure as shown in Figure 83. These mixed-use buildings should be provided along Franjo Road north of SW 180th Street and may have ground floor colonnades lining the street. Shops and cafes are examples of suitable uses at the street level that generate activity throughout the day.

Triangle Area

The residential area west of Franjo Road is surrounded almost completely by small offices and auto-oriented uses such as car repair, tire, and body shops. Many of the surrounding parcels are vacant and poorly maintained. The main concerns in this area are the appearance of the surrounding businesses and the incompatibility of uses adjacent to residential properties.

The Plan envisions the future of this area as a neighborhood-scale mixed-use workshop, office, and residential area. By establishing a hierarchy of streets, various building types, heights and densities, the Triangle area can provide an effective transition between the residential areas east of Franjo Road and the business areas to the west.

RU-1 Residential Area

For the area within the Triangle area, the small portion currently zoned RU-1 is recommended to continue the mixed-use character of the surrounding area and to become an area of townhouses and live-work units with a density not exceeding 8.5 net dwelling units per acre. Additionally, whatever the work component of the live-work unit, it should not in any way disturb the overwhelming residential character of the neighborhood and should further and more specifically be defined in the Land Development Code.

Future development within the remainder of the Triangle area should be comprised of a variety of building types, including those shown in Figures 87-90. These varied building types are designed to be compatible with one another even when accommodating different uses. Smaller-scale uses should occur along Franjo Road, increasing in scale toward U.S. 1. Parking should be accessed through alleys or parking courts located away from the street frontage.

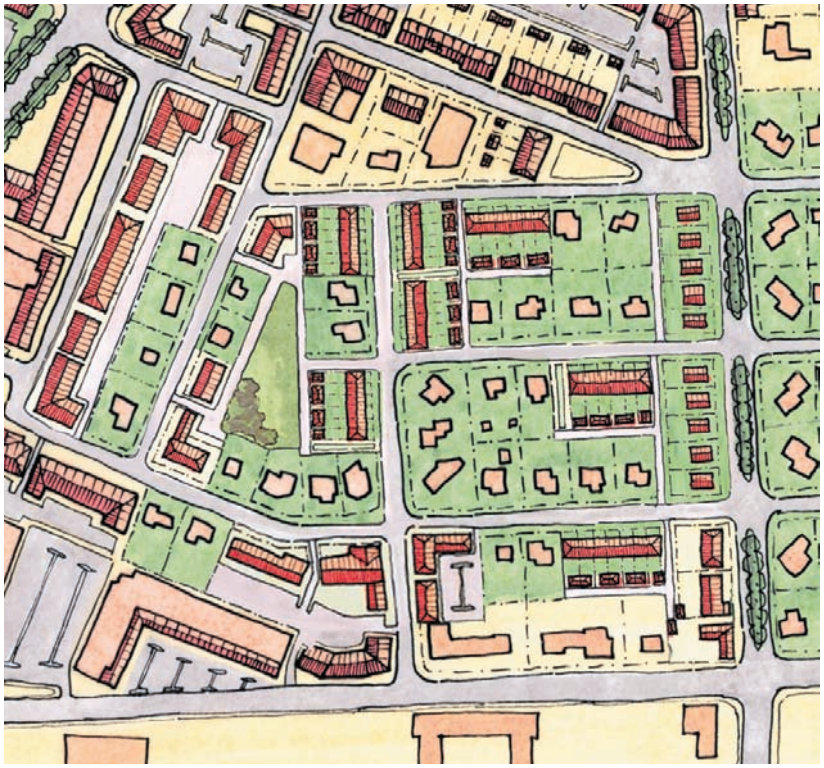


Figure 84. RU-1 area west of Franjo road with townhouse and live-work building types

Figure 85. 2003 Aerial, RU-1-zoned residential area inside dotted line

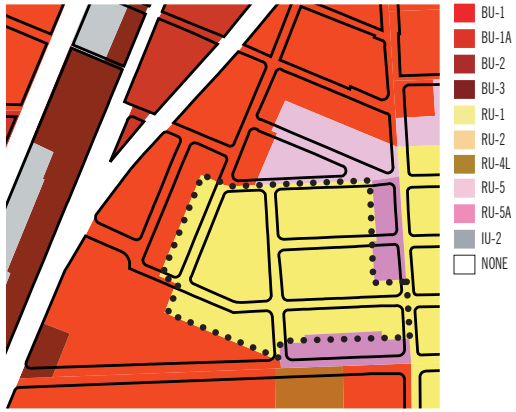
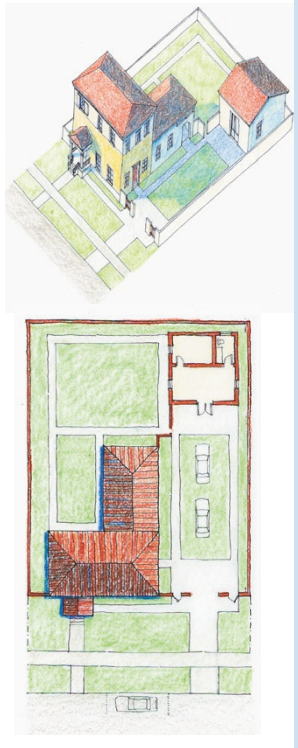


Figure 86. Triangle residential area, existing zoning; RU-1 area inside dotted line

Figures 87-90. Recommended building types

Live/Work

The live-work unit is an urban building type that integrates working and residential spaces onto a single lot. In the example at the above left, office uses occur on the ground floor with living space on the upper floors; in the example at the above right, a courtyard building provides workshop space along the street and residential space at the side and back.



Home Office

Sharing a single lot with a detached dwelling, the office has an entrance through an enclosed parking court and does not detract from the residential character of the main building.

Office Building

This type is designed to be compatible with single-family residential areas, yet not to be confused with a house. Any parking provided on site should occur at the rear.

Mixed-Use

This building type recommended along Franjo Road north of SW 181st Street typically may have retail and office uses on the ground floor and residential uses on the upper floors. Any parking provided on site should occur at the rear in order to maintain a consistent street frontage.

Building Types

To ensure the compatibility of uses that may be accommodated in the Franjo Triangle Workshop/Office/Residential District Alternative, appropriate building types for each use should be incorporated. The distinct types shown in Figures 87-90 are designed in a complimentary manner, so the potential for conflict between uses may be lessened. Through the implementation of prescriptive zoning regulations, types such as illustrated here can be required for any new development.

Franjo Road

North of SW 181st Street, Franjo Road is recommended to become a three-lane street with a center turning lane similar to the street shown in Figure 91. The existing swales are recommended to be improved with minimum 8-foot wide sidewalks, on-street parking lanes, curbs and gutters, and planting strips while retaining the existing palms wherever possible as shown in Figure 95. Where additional pedestrian activity is expected, the sidewalk may be extended to the curb, and tree grates used to provide planting areas for street trees.

As Franjo Road is a section-line arterial roadway, Miami-Dade County is responsible for any improvements in the right of-way. The Village should work closely with the County to ensure that any improvements to this important street are made to not only improve vehicular access, but enhance this street's pedestrian experience and desirability for future development.

The Plan recognizes the identity of the areas to the south of SW 181st Street as clearly suburban and residential in character. From this point south, the plan recommends that the configuration of Franjo Road consist of a two-lane street with a landscaped median and swale areas as shown in Figure 97. Existing swale areas should be improved with curbs, gutters, and sidewalks, while retaining the existing palm trees.

Figure 91. Three-lane street configuration with on-street parking, Lakeland

Figure 92. Mixed-use retail and residential buildings as recommended along Franjo Road north of SW 181st Street

Figure 93. Mixed-use building, Ft. Pierce

Franjo Road Mainstreet/Configuration north of SW 181st Street

Existing

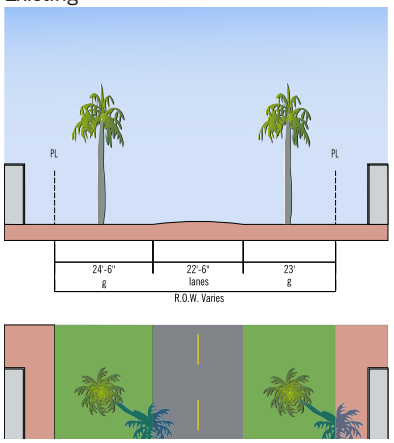


Figure 94. Franjo Road, north of SW 181st Street, existing section

Recommended

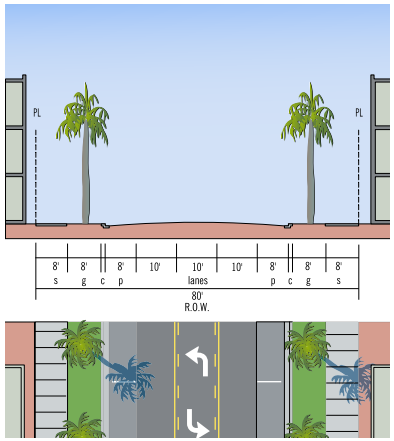


Figure 95. Franjo Road, north of SW 181st Street, recommended section

	Existing Condition	Recommended Improvements
R.O.W width	varies	80-ft
Type	commercial	-----
Movement	two-way	two-way w/center turn lane
Number of traffic lanes	2	3
Lane width	11-ft 3-in each	10-ft each
Direction of traffic lanes	2-way	-----
Parking lanes	none	8-ft parallel each side
Sidewalk width	none	8-ft each side
Planting Strip Width	24-ft 6-in & 23- ft	8-ft each side
Curb & gutter	none	2
Tree pattern	-----	symmetrical
Tree type	palm	-----
Median	none	-----

Table 7. Franjo Road, recommended improvements

Franjo Road/Configuration south of SW 181st Street

Existing

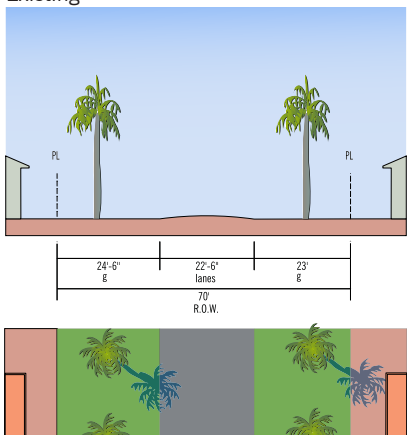


Figure 96. Franjo Road, south of SW 181st Street, existing section

Recommended

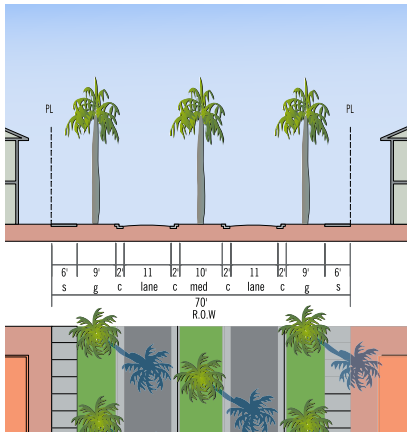


Figure 97. Franjo Road, south of SW 181st Street, recommended section

	Existing Condition	Recommended Improvements
R.O.W width	70-ft	-----
Type	Residential	-----
Movement	two-way	-----
Number of traffic lanes	2	-----
Lane width	11-ft 3-in each	11-ft each
Direction of traffic lanes	2-way	-----
Parking lanes	none	-----
Sidewalk width	none	6-ft each side
Planting Strip Width	24-ft 6-in & 23- ft	9- ft each side
Curb & gutter	none	4
Tree pattern	-----	symmetrical
Tree type	palm	-----
Median	none	10-ft

Table 8. Franjo Road, south of SW 181st Street, recommended improvements

Perrine Park District

Overview/Citizens' Requests

- Provide entrance to the expanded Perrine Park from Franjo Road
- Allow no additional commercial development east of Franjo Road
- Provide More east-west connections as pedestrian linkages or bike routes
- Locate the Village Hall within the Franjo Area
- Provide a charter school within the area

The area bounded by SW 174th Street, U.S. 1, Franjo Road, Eureka Drive and SW 94th Avenue, is primarily residential in character. Commercial activity occurs primarily along Franjo Road north of SW 181st Terrace. Additional commercial activity occurs along SW 175th Terrace and U.S. 1. Perrine Park, a 4.5-acre neighborhood park, is currently undergoing planning by the Village to be expanded by up to 17 additional acres. At present the only access to the park is via SW 175th Terrace. The additional property being added to the park has frontage along SW 94th Avenue; however, this street also adjoins a quiet residential area. 94th Avenue would be a natural way to access the expanded park from the neighborhoods to the east, but such access may increase traffic on surrounding local streets.

The largest amount of vacant land in the study area is found between Perrine Park and Franjo Road. There are five contiguous vacant parcels adjacent to the western boundary of the park's expanded property; two of these are currently

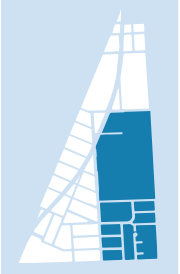


Figure 98. 2003 Aerial, Perrine Park area

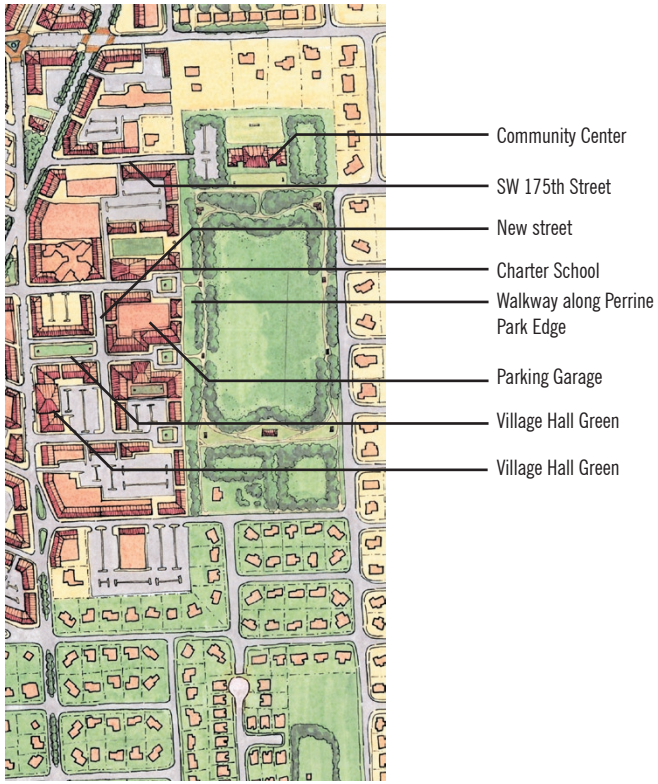


Figure 99. Vision Plan, Perrine Park area

Figure 100. View to the southwest over Perrine Park, towards Franjo Road. Parking garage wrapped with liner buildings shown at the center right

Figure 101. Park edge plan detail

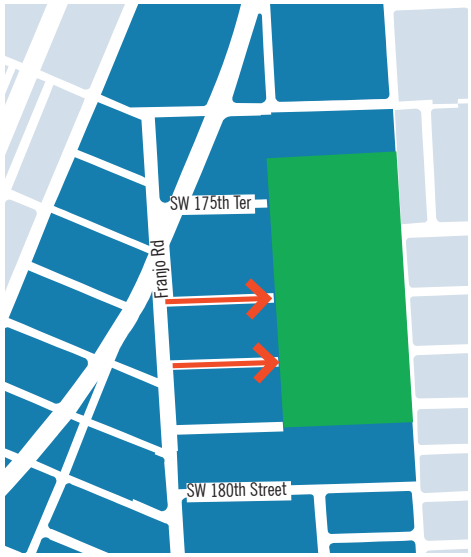


Figure 102. Recommended new streets east of Perrine Park

Figure 103. Perrine Park edge, with pedestrian walkway bordered by retail and residential uses

zoned RU-5A, one is zoned BU-1A, and two are zoned with a combination of BU-1A and RU-5A. Four of these parcels are owned by Miami Children's Hospital and may be used for future expansion of their existing outpatient facility, located at the intersection of Franjo Road and U.S. 1. The southern vacant parcel was the subject of a rezoning and special exception application to permit a mixed-use residential and office/retail development in a BU-1A zone. The Department of Planning and Zoning recommended approval of the application; however, Community Zoning Appeals Board 13, the board hearing zoning applications in the area prior to the incorporation of Palmetto Bay, denied the application in 2000. The developer subsequently appealed the Zoning Appeals Board's denial and the courts granted the appeal in June 2004. The development as it was presented to the board may now be built.

A neighborhood trash transfer station, located at Eureka Drive and SW 94th Street is operated by the Miami-Dade Department of Solid Waste Management, and appears well buffered from the surrounding residential area by a large lawn and extensive landscaping.

Transition to Perrine Park

Whatever kind of development occurs on the vacant land to the west of Perrine Park, it should compliment the park with active uses that enhance the environment of the park. All efforts should be made to avoid future development turning its back to the park. Current zoning requires a minimum 5-foot masonry wall

separating BU-zoned areas from RU-zoned areas. As Perrine Park is zoned RU-1, any use on the BU-1A zoned property will need to wall itself from the park property and result in a lifeless park edge.

As an alternative, the park edge should be seen as an amenity to be shared with the surrounding area. The park should be understood as the 'front yard' to the adjacent properties, and as such, building elements that abut the park edge should include entrances, windows, and balconies.

Parking needs

To reduce the need to use valuable park space for parking lots, the Plan recommends that the Village pursue a shared parking strategy with property owners to the west of the park. If the peak times of usage of park facilities do not conflict with the parking needs of the adjoining properties, park users may be able use parking in adjacent facilities. The Plan envisions a long-term buildout with a parking garage serving users of the park and surrounding properties. The garage should be screened from the park and adjacent streets with complimentary uses as shown in Figure 100.

West of Perrine Park, the Plan recommends to extend the street grid to accommodate users of the expanded park and facilitate access to properties west of the park. At a minimum, a new SW 178th Street should extend east from Franjo Road. With the additional activity that Perrine Park should generate, additional means for circulation within the area will be necessary. Parallel parking lanes should line the streets

Figure 104. View to the north, edge of Perrine Park with residential uses

and can provide parking for park users to further lessen the need for large parking lots on park property. (See Figure 101)

Treatment of the park edge

Regardless of how the area east of the park is developed, the Village should ensure that the edge of the park is used as an opportunity to benefit both park users and adjacent properties. To illustrate one possible treatment of the park edge, a broad sidewalk bordered by residential uses is shown in Figure 104. With wide sidewalks and pedestrian-scaled street furniture that compliment the park, such as lighting, seating, and trash receptacles, the park edge can be a significant amenity.

Business uses complimentary to the park may occur along the street as shown in Figure 103.

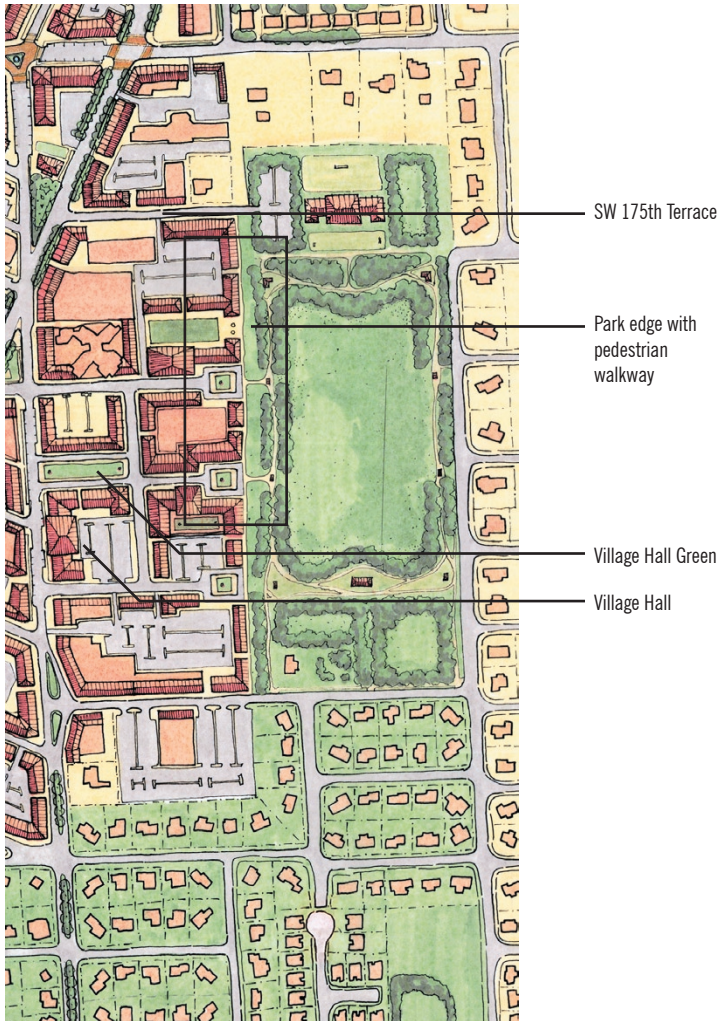


Figure 105. Perrine Park area, plan detail

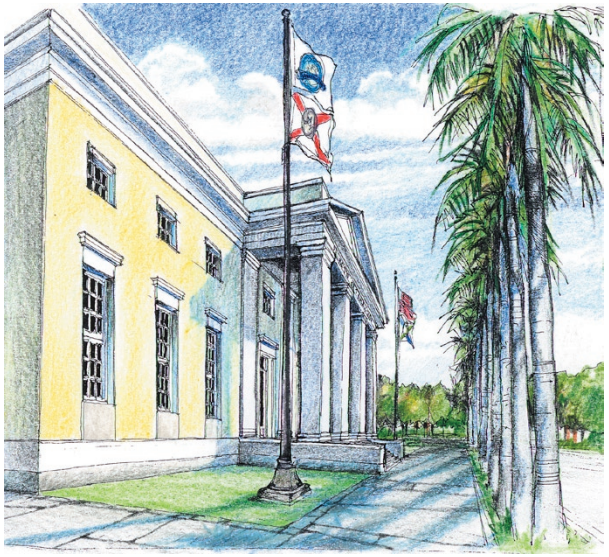


Figure 106. Village Hall, view south along Franjo Road

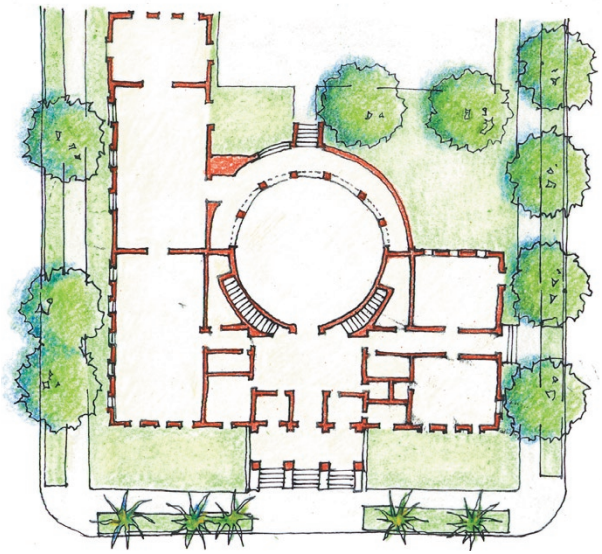


Figure 108. Plan, Village Hall

Figures 107. Charrette Vision Plan, Village Hall area

Village Center/Village Hall

A nearly universal opinion among Charrette participants was the desire to see a new Village Hall in the area of Perrine Park. The Plan depicts a possible location for such a facility on Franjo Road on the vacant land opposite Guava Street. This property is currently zoned BU-1A which allows shopping centers, office buildings, gas stations, and a range of other business uses up to four stories in height. If this property is not available, vacant land owned by Miami Children's Hospital lies immediately to the north. That property is expected to be used for future hospital expansion, but with creative site planning and architecture, multiple uses could be easily accommodated.

The Plan envisions a Village Hall along Franjo Road with a ceremonial entrance that emphasizes the civic character of the building. Immediately to the north, a small plaza would provide a dignified setting for civic events with the Village hall as backdrop.

Area-Wide Recommendations

Overview/Citizens' Requests

- Improve public infrastructure: sidewalks, street lights, landscaping, water and sewer
- Enhance bus stops with benches, trash cans, signage and improved street lighting (no orange lighting)
- Provide landscaping along all major streets and corridors

Infrastructure

The Village should immediately begin to inventory block frontages without sidewalks and develop streetscape standards which include pedestrian facilities. A general guide to areas lacking sidewalks is shown in Figure 35 on page 16. The Village should then work to determine methods to fund construction of sidewalks and other right-of-way improvements. Sidewalk improvements may be done in conjunction or independent of other street enhancements, but in either case, should be constructed with an adopted streetscape plan.

Street Furniture/Lighting

Roadway and Pedestrian Lighting

The Village should determine the feasibility of replacing the expressway-style roadway lighting found throughout the study area with lamp standards more appropriate in an urban center. A number of examples of alternative lighting systems are shown in Figures 109and 110-115. If necessary, along U.S. 1, high-level roadway lighting may alternate with pedestrian scaled lighting in a coordinated fashion.

A change that should be made relatively quickly is to replace the existing sodium vapor lamps, which produce an unpleasant orange light with metal-halide lamps, which provide a more natural light.

Sitting Areas

In addition to seating provided at bus stops, the Village should consider providing seating at other areas within the public right-of-way. In particular, residual spaces, such as the triangular block at Fern Street and Holcomb Avenue, and the area to the northeast of Maroone Nis-

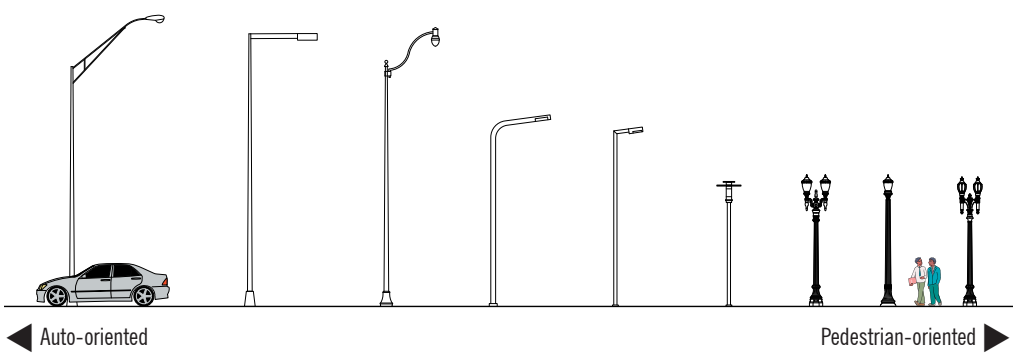
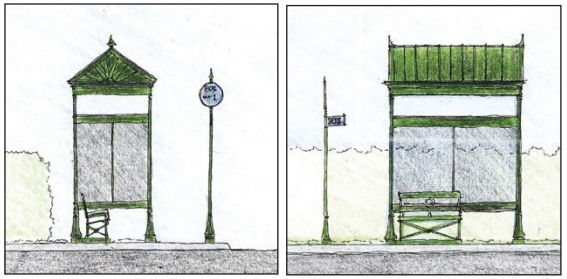


Figure 109. Street lighting

Figures 110-115. Clockwise from top left, street lighting and furniture in Surfside, Miami, Surfside, Bal Harbour, Venetian Causeway, and Sunny Isles



Figures 116-119. Bus shelters

Figures 120-123. Clockwise from top left, street trees in Celebration, Fla., Fort Pierce, Portland, Ore., Delray Beach

san should be enhanced with landscaping and paved areas and seating areas.

Bus shelters

The County is beginning a program of bus shelter replacement which include a transparent windscreen and a solar-powered backlit advertising panel. The Village should determine if in the Franjo Triangle Commercial Island area, a more unique design should be implemented. Regardless of the design chosen, bus shelters should provide, at a minimum, seating, wind protection, and weather protection.

Landscape

In 1995, Miami-Dade County adopted an updated landscape ordinance. This ordinance applies to all municipalities unless more stringent regulations are required in a particular city. This updated ordinance for the first time required street trees to be planted whenever new construction occurs. The importance of providing regular planting of trees along streets cannot be overstated. Street trees provide shade, visually define the space of the street, screen out unsightly views and lessen the impact of dissimilar land uses or building types. (See Figures 120-123) For these reasons, the Village should explore methods of beginning a street tree planting program within the Franjo Triangle Commercial Island area. As the best street trees suitable to the South Florida climate, such as live oak and mahogany, tend to grow slowly this program should begin as soon as possible.

U.S. 1/South Dixie Highway Corridor

U.S. 1 forms the spine of southern Miami-Dade County connecting nearly every community south of Kendall Drive. As mentioned earlier, the Village should use the unique opportunity of U.S. 1 splitting into northbound and southbound segments to encourage a more urban environment. This, like no other effort, would begin to create an identity for the Franjo Triangle Commercial Island area.

The area at the intersection of Franjo Road and U.S. 1 should be the starting point for these efforts, as SW 97th Avenue was identified by Charrette participants as the community's main street. Eliminating setbacks and requiring taller buildings along U.S. 1 would begin to create a feeling of enclosure and would signal to travelers passing through the area that one has entered an urban environment, distinct from the suburban commercial areas to the north and south. (See Figure 124)

Figure 126 illustrates the transformation that can occur when urbanizing elements are applied to arterial roadways such as U.S. 1.

Figure 124. View to the south over U.S. 1, Franjo Road is at the middle center

Figures 125, 126. Before-and-After simulation of the urbanization of an arterial street

U.S. 1 Northbound Street Configuration

Existing

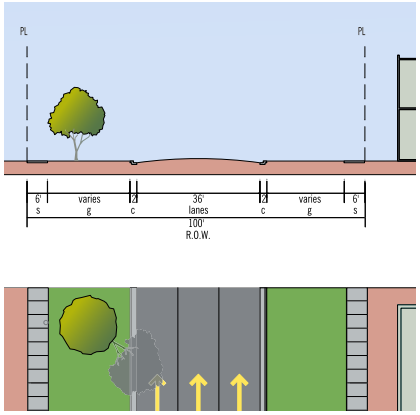


Figure 127. U.S. 1 northbound, existing section

Recommended

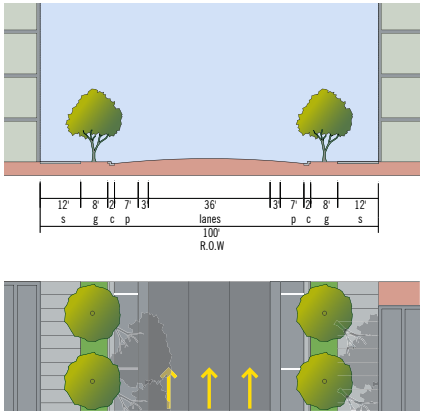


Figure 128. U.S. 1 northbound, recommended section

	Existing Condition	Recommended Improvements
R.O.W width	100-ft	-----
Type	State Highway	-----
Movement	One-way	-----
Number of traffic lanes	3	-----
Lane width	12-ft each	-----
Direction of traffic lanes	-----	-----
Parking lanes	none	8-ft parallel each side
Sidewalk width	6-ft each side	12-ft each side
Planting Strip Width	varies	8-ft each side
Curb & gutter	2	-----
Tree pattern	-----	Symmetrical
Tree type	none	Shade
Median	none	-----

Table 9. U.S. 1 northbound, recommended improvements

As the right-of-way of U.S. 1 north and south of the Island is fully utilized, the northbound one-way segment of U.S. 1 has the best opportunity for change. Southbound U.S. 1 west of the Island also has a fully utilized right-of-way of 66 feet, while the northbound right-of-way is 100 feet. Within this 100 feet, as shown in Figure 128, two on-street parking lanes can be added, as well as continuous Planting strips and generous 12-foot wide sidewalks. As shown by the photo-simulation in Figure 126, these simple elements, along with buildings of the appropriate scale, can turn U.S. 1 from a hostile environment to a signature element of the Village.

Figure 129. Southbound U.S. 1 at Datura Street

Figure 130. Boulevard de Magenta, Paris

Zoning Code Revisions

The Village's existing zoning code generally encourages the separation of land uses and where there is the ability to combine uses within zoning districts, these opportunities are limited. The existing zoning code also requires large setbacks and severely limits the area of a lot that may be covered by a building. These types of restrictions tend to create undefined, amorphous spaces. When buildings are spaced far apart as required by zoning, walking long distances is necessary, often through vast parking lots. To permit development such as illustrated in this Plan, revisions to the Village's zoning code should include these provisions:

- Increase permitted lot coverage and eliminate or reduce setback requirements, particularly in areas where pedestrian activity is desired
- Limit building height in zoning districts where unlimited building height is currently permitted
- Require parking and loading areas to be located away from the street frontage
- Prohibit blank walls along sidewalks
- Require weather protection elements, such as awnings, overhangs, or colonnades where buildings are built along the sidewalk edge

The revised zoning code should also be graphical to the fullest extent possible to illustrate the above recommendations and the concepts presented througout this Report, as shown in Figure 131.

More than simply providing graphics, the revised zoning code should become prescriptive, rather than proscriptive, or stating what

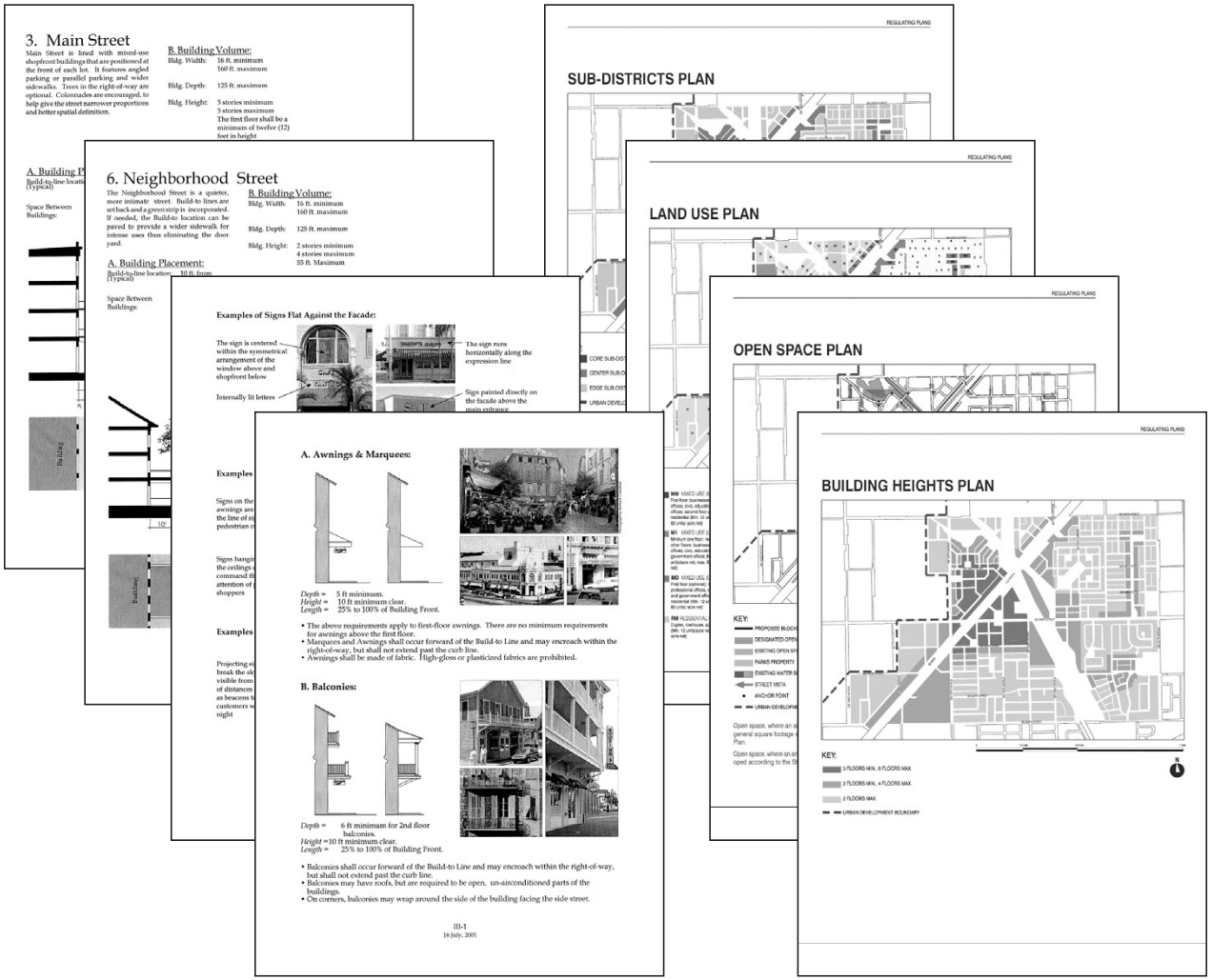
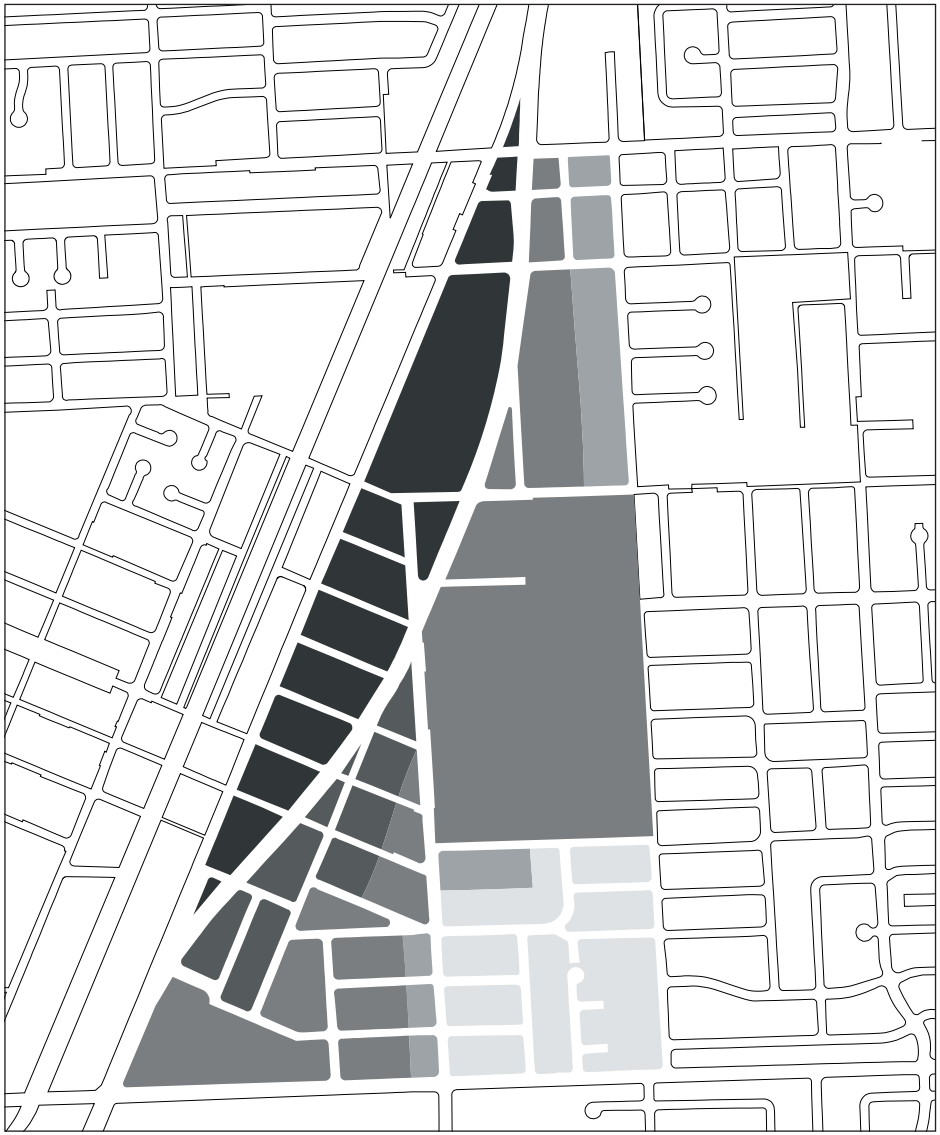


Figure 131. Graphic codes

cannot be built, as the current code typically does. Prescriptive zoning is well suited for areas where a vision has been established, as is the case with Franjo Triangle Commercial Island area. The zoning code can become a powerful tool for the implementation of the Vision Plan.

Building Height

A major issue of concern expressed by Charrette participants and the Advisory Committee was building height. Current zoning in a large part of the study area allows buildings of unlimited height. The Plan recommends that building height be limited as shown in Figure 132, and setback requirements reduced. The resulting effect would be the allowing of shorter, bulkier buildings in place of tall buildings typically surrounded by parking lots. Appendix B provides a theoretical build-out under either scenario.



Recommended Permitted Building Height

- Up to 2 Floors
- Up to 3 Floors
- Min. 2 Floors, Max. 4 Floors
- Min. 2 Floors, Max. 5 Floors
- Min. 3 Floors, Max. 6 Floors

In the Island area, two additional penthouse floors should be permitted that are no larger that 50% of the floors below, for a total of up to 8 floors.

Figure 132. Recommended building height plan

Implementation

During the Charrette process, the community expressed a need for immediate action and the desire to raise the community's ambition to a higher level. This Vision Plan can be a tool for significant change in the Franjo Triangle Commercial Island area, provided that the Village and community work as a united group. This Report presents an attainable vision, not simply a collection of pretty pictures. As recommendations from the Plan are realized, this area will be a model for inspiration.

Over the long term, the Vision Plan will be seen as successful only if there is a concerted effort on the part of the Village and the community to see its recommendations through to realization. The implementation of a plan such as this requires coordination between government agencies, property owners, and concerned citizens.

Table 10 summarizes the recommendations of the Vision Plan by District. Some of these recommendations may be implemented in a short time by the Village or property owner, while others will require cooperation between different agencies and property owners. For each recommendation participating government agencies or private property owners are identified. Some recommendations are dependent on other recommendations being implemented, in most cases revision of the Village's zoning code. Possible funding sources and time estimates have also been identified for each recommendation.

The Village should prioritize the plan recommendations and begin to implement those with the shortest time horizon to demonstrate that the Charrette process can produce tangible results in a short amount of time. Additionally, the Village should involve property owners in areas identified as desirable for redevelopment to measure the level of interest of future development that supports the concept of the Plan.

"Developing the Plan is actually laying out the sequence of events that have to occur for you to achieve your goal"

George L. Morrissey

District / Project (Page)	Participating Agencies	Dependent on other Recommendations?	Funding Sources	Time Element	Priority (To be Determined by Village)
East Island District					
94th Avenue Improvements (31)	Village PW		Municipal CIP	Medium	
Island District					
Maroone Nissan Redevelopment (35)	Private	Yes (Zoning Code Update)	Private	Long	
Cross-island street Improvements (34)	Village PW		Municipal CIP	Long	
New north-south street (34)	Village PW		Municipal CIP	Medium	
Gateways on US1/Island (36)	Village PW		Municipal CIP	Short	
Franjo Triangle District					
Franjo Road Improvements (42)	Village PW/County PW		LRTP/TIP	Medium	
Adoption of design Standards (41)	Village CDD	Yes (Zoning Code Update)		Short	
Perrine Park District					
Shared Parking with property owners to the west of Perrine Park (46)	Village Parks/Private	Yes (Zoning Code Update)		Short	
Street grid implementation (45)	Private/Village PW		Road dedication, Impact fees, TIP	Long	
Village Center/Hall (47)	Village		Municipal CIP	Medium	
Area-Wide					
Sidewalks (48)	Village PW/County PW		Road dedication, Impact fees, Special taxing district, CIP	Short	
Street Trees (49)	Village PW		Special taxing district, CIP	Short	
Street Furniture/Lighting (48)	Village PW		Special taxing district, CIP	Short	
Landscape (49)	Village PW		Special taxing district, CIP	Short	
U.S. 1 Improvements (51)	Village/FDOT		Special taxing district, CIP	Medium	
Comprehensive Plan Adoption (68)	Village CDD			Short	
Revision of Land Development Regulations (Updating Zoning Code) (52)	Village CDD			Short	
Infrastructure Improvements (Water, Sewer)	Village/WASD		Special taxing district, CIP	Medium	

Table 10. Vision Plan Recommendations

Acronyms

CARL	State of Florida Consevation and Recreational Lands Program
CDD	Palmetto Bay Community Development Department
CIP	Capital Improvement Program
FDOT	Florida Department of Transportation
LTRP	Miami-Dade MPO Long Range Transportation Plan
MPO	Miami-Dade County Metropolitan Planning Organization
PW	Public Works
SFWMD	South Florida Water Management District
TIP	Miami-Dade MPO Transportation Improvement Program
WASD	Miami-Dade County Water and Sewer Department

Time Frames

Short < 5 years
Medium 5-10 years
Long >10 years

Appendix

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

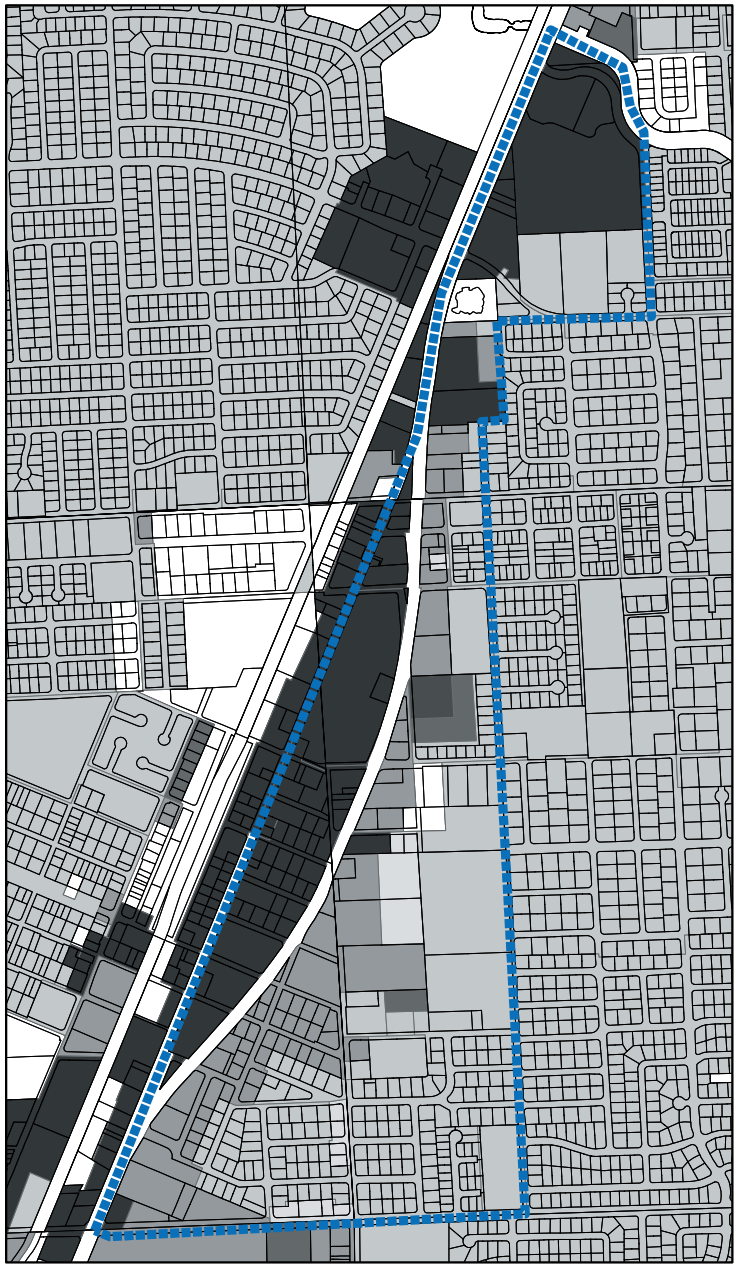
* Zoning is cumulative. Therefore, with the exception of agricultural uses, uses allowed in one district are generally allowed in the next most intensive district.
** Requires a special exception
Chapter 33, Zoning, Code of Miami-Dade County, as adopted by the Village of Palmetto Bay

Building Characteristic	Zoning District								
	AU	**EU-M**	**RU-1**	**RU-1MA**	**RU-2**	**RU-3M**	**RU-4L**	**RU-4M**	**RU-4**
Minimum Lot Area	5 Acres	15,000	7,500	5,000	7,500	16,884	10,000	10,000	10,000
Max Lot Coverage	15%	30%	35%	40%	30%	30%	30%	30%	40%
Maximum Height	2 stories or 35 ft	2 stories or 35 ft	2 stories or 35 ft	2 stories or 35 ft	2 stories or 35 ft	2 stories or 35 ft	6 stories or 75 ft	8 stories or 100 ft	100 ft if>100 ft shadow controlled by 41 angle
Front Setback (Feet)	50	25	25 15 for 50% of house width 25 for the balance if platted after 3/'02	25 15 for 50% of house width 25 for the balance if platted after 3/'02	25	25	25	25	25 if height < 35 ft. 25 ft + 40% of height if height > 35 ft maximum 50 ft.
Rear Setback (Feet)	25	25	25 15 for 50% of house width 25 for the balance if platted after 3/'02	25 15 for 50% of house width 25 for the balance if platted after 3/'02	25	25	25	25	25 if height < 35 ft 25 ft + 40% of height if height 35 ft.
Interior Side Setback (Feet)	15	15	7.5	5	7.5	20	2 story 15 > 2 story 20	2 story 15 > 2 story 2	25 or line formed by sun angle of 63 angle
Side Street Setback (Feet)	25	25	15	10	15	25	25	25	25 or line formed by 63 angle
Maximum FAR	N/A	N/A	N/A	N/A	N/A	1 fl. 30 2 fl. 50	1 story .30 2 story .50 3 story .75 4 story .80 5 story .85 6 story .90	1 story .30 2 story .50 3 story .75 4 story .80 5 story .85 6 story .90 7 story .98 8 story 1.0	1 story .40 2 story .60 3 story .80 4 story 1.0 5 story 1.2 6 story 1.4 7 story 1.6 8 story 1.8 9 story 2.0
Minimum Open Space (%)	N/A	N/A	N/A	N/A	N/A	25	1-4 story 25 > 4 story 35	1-4 story 25, 5-6 story 30 > 6 story 35	40

Chapter 33, Zoning, Code of Miami-Dade County, as adopted by the Village of Palmetto Bay

Building Characteristic	Zoning District								
	RU-4A	RU-5	RU-5A	BU-1	BU-1A	BU-2	BU-3	IU-1	IU-2
Minimum Lot Area	10,000	10,000	10,000	5,000 Corner 7,500	5,000 Corner 7,500	5,000 Corner 7,500	5,000 Corner 7,500	7,500	7,500
Max Lot Coverage	40%	40%	40%	40%	40%	40%	40%	No limit	No limit
Maximum Height	100 ft if>100 ft shadow controlled by 41 angle	2 stories or 35 ft	2 stories or 35 ft	2 stories or 35 ft	4 stories or 45 ft	No limit	No limit	Equal to width of widest adj. street	Equal to width of widest adj. street
Front Setback (Feet)	25 if height < 35 ft. 25 ft + 40% of height if height > 35 ft maximum 50 ft.	25	24	20	20	20	20	20	20
Rear Setback (Feet)	25 if height < 35 ft 25 ft + 40% of height if height 35 ft.	25	25	20 if adj. To RU/EU 5 if adj to BU/IU (walls w/opening) 0 adj. BU/IU (walls w/o opening)	20 if adj. To RU/EU 5 if adj to BU/IU (walls w/opening) 0 adj. BU/IU (walls w/o opening)	20 if adj. To RU/EU 5 if adj to BU/IU (walls w/opening) 0 adj. BU/IU (walls w/o opening)	20 if adj. To RU/EU 5 if adj to BU/IU (walls w/opening) 0 adj. BU/IU (walls w/o opening)	20 if adj. To RU/EU 5 if adj. To BU/IU 0 if adj to BU/IU (w/o wall opening) maximum 35	20 if adj. To RU/EU 5 if adj. To BU/IU 0 if adj to BU/IU (w/o wall opening) maximum 35
Interior Side Setback (Feet)	25 or line formed by 63 angle	15	15	15 if adj. To RU/EU, 5 if adj. To BU/IU (walls w/ opening) 10 if BU contains residential use 0 if adj to BU/IU	15 if adj. To RU/EU, 5 if adj. To BU/IU (walls w/ opening) 10 if BU contains residential use 0 if adj to BU/IU	15 if adj. To RU/EU, 5 if adj. To BU/IU (walls w/ opening) 10 if BU contains residential use 0 if adj to BU/IU	15 if adj. To RU/EU, 5 if adj. To BU/IU (walls w/ opening) 10 if BU contains residential use 0 if adj to BU/IU	0 BU/IU 5 w/o wall opening 10 for res portion 15 if adj. RU/EU	0 BU/IU 5 w/o wall opening 10 for res portion 15 if adj. RU/EU
Side Street Setback (Feet)	25 or line formed by 63 angle	15	15	15 25 if adj to RU/EU	15 25 if adj to RU/EU	15 25 if adj to RU/EU	15 25 if adj to RU/EU	15 25 if adj to RU/EU	15 25 if adj to RU/EU
Maximum FAR	1 story .40 2 story .60 3 story .80 4 story 1.0 5 story 1.2 6 story 1.4 7 story 1.6 8 story 1.8 9 story 2.0	1 story .40 2 story 60	1 story .40 2 story 60	1 story .40 > 1 story. 11 for each additional story	1 story .40 > 1 story. 11 for each additional story	1 story .40 2-8 story .11 for each additional story 9+ story .06 for each additional story	1 story .40 2-8 story .11 for each additional story 9+ story .06 for each additional story	No limit	No limit
Minimum Open Space	40	25	25	1 acre 18 >1-5 acres 16, >5-25 acres 14, >25 acres 12 add. 1.5% per story	(One story) 1 acre 18 >1-5 acres 16 >5-25 acres, 14, >25 acres 12 (2-8 stories) add. 1.5% per story	One story) 1 acre 18 >1-5 acres 16 >5-25 acres, 14, >25 acres 12 (2-8 stories) add. 1.5% per story (9+ stories) add 2.5% per story)	One story) 1 acre 18 >1-5 acres 16 >5-25 acres, 14, >25 acres 12 (2-8 stories) add. 1.5% per story(9+ stories) add 2.5% per story)	10% 15% if abuts RU/EU	10% 15% if abuts RU/EU

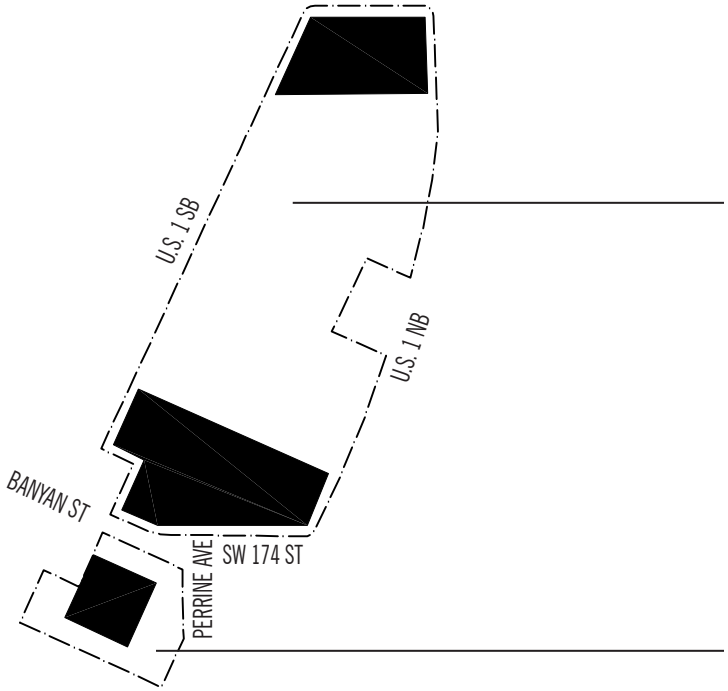
Setbacks in BU and IU districts are determined by adjacent zoning districts where noted.
Chapter 33, Zoning, Code of Miami-Dade County, as adopted by the Village of Palmetto Bay



- 1 Story/25 Feet
- 2 Stories/25 Feet
- 2 Stories/35 Feet
- 4 Stories/45 Feet
- 6 Stories/75 Feet
- 100 Feet
- Unlimited
- Franjo Triangle Commercial Island Study Area

APPENDIX B / Theoretical Build-out

Permitted under existing zoning

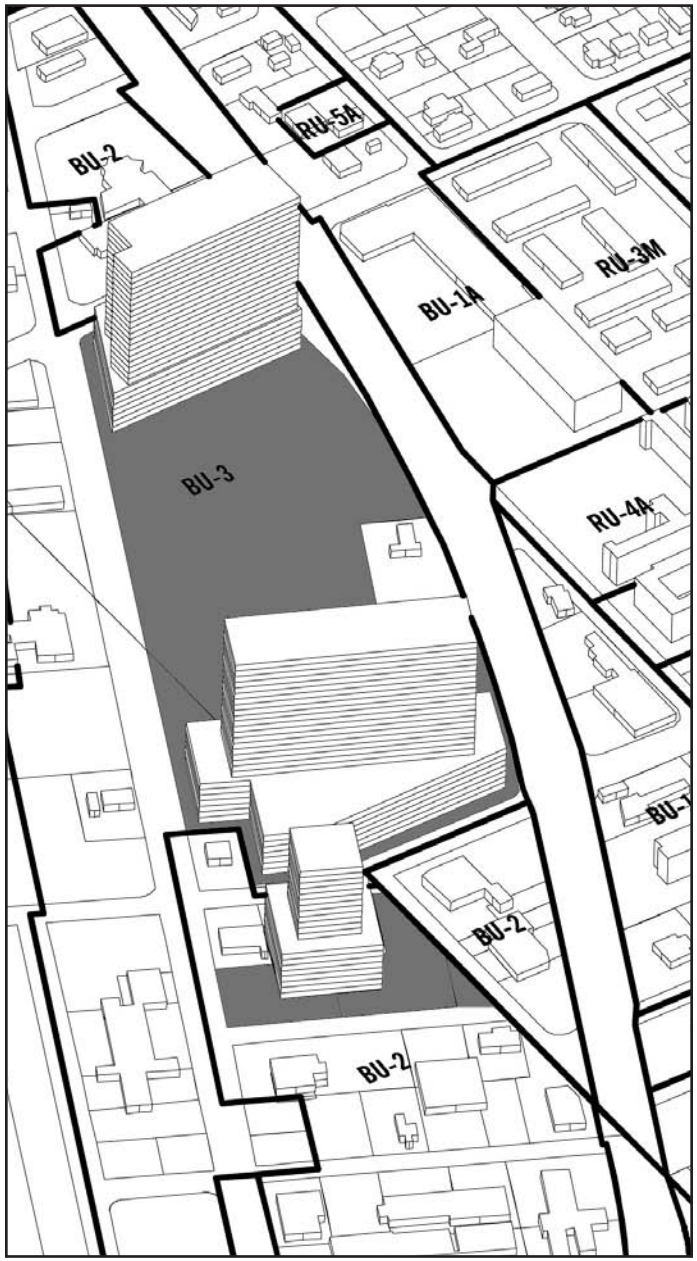


Nissan Site

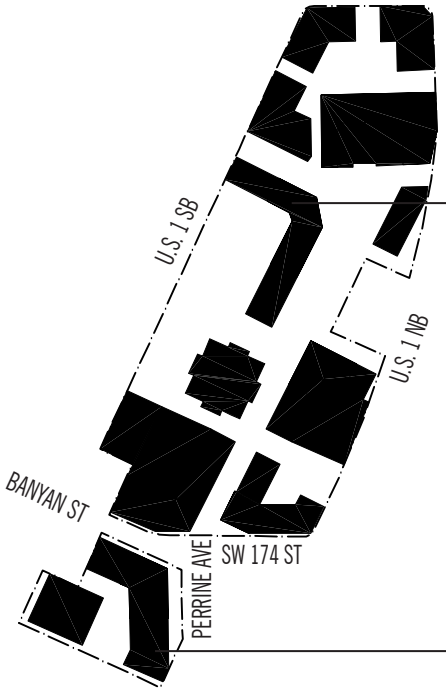
Lot Size	567,337 SF
Setbacks	20'/0' Interior Side
Required Open Space	431,176 SF
GLA	1,310,548 SF
FAR	2.31
Lot Coverage	27%
Height (Floors)	27

Palmetto Bay Plaza Site

Lot Size	64,616 SF
Setbacks	20'/0' Interior Side
Required Open Space	37,800 SF
GLA	122,124 SF
FAR	1.89
Lot Coverage	32%
Height (Floors)	20



GLA: Gross Leasable Area
FAR: Floor-Area Ratio



Nissan Site

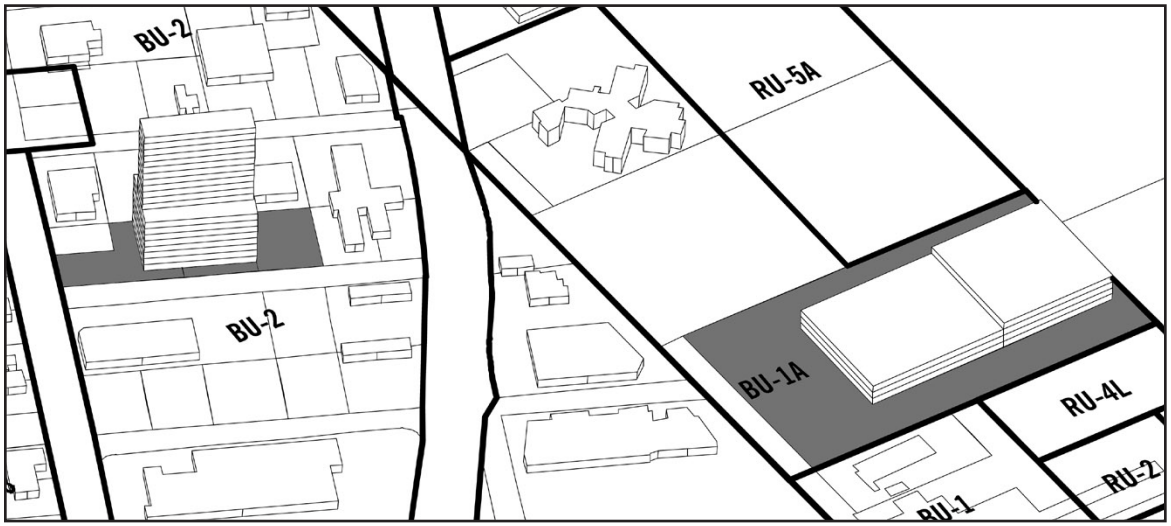
Lot Size	567,337 SF
Setbacks	0'
Required Open Space	TBD
GLA	1,280,460 SF
FAR	2.26
Lot Coverage	68%
Height (Floors)	Varies, 3-8

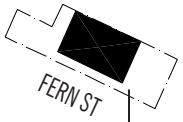
Palmetto Bay Plaza Site

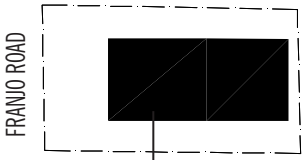
Lot Size	64,616 SF
Setbacks	0'
Required Open Space	TBD
GLA	230,348 SF
FAR	2.88
Lot Coverage	76%
Height (Floors)	Varies, 4-8

APPENDIX B / Theoretical Build-out

Permitted under existing zoning







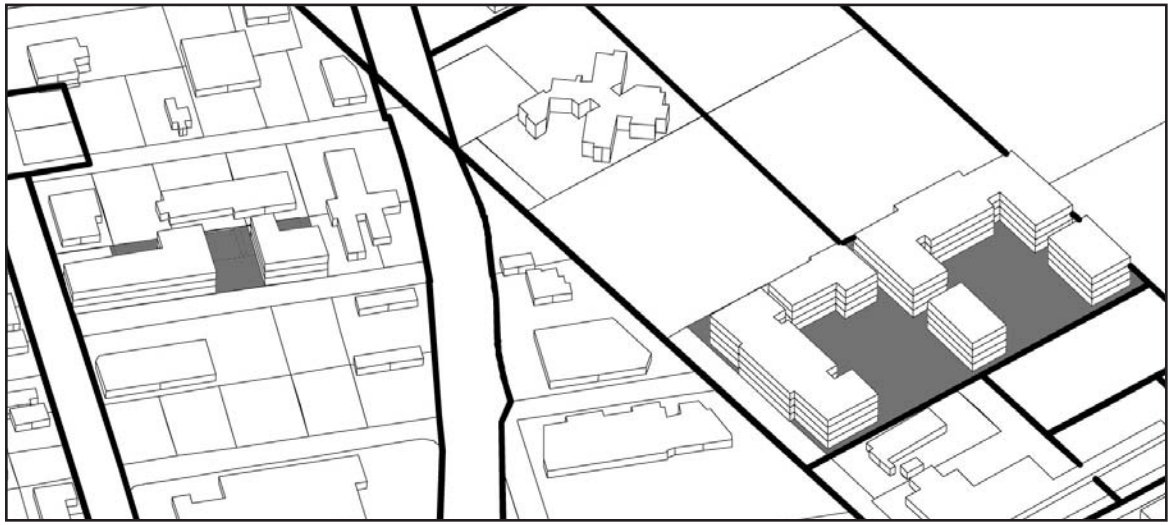
Fern Street Site

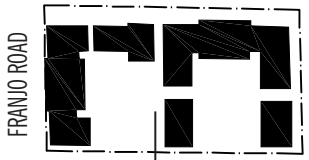
Lot Size	43,395 SF
Setbacks	20'/0' Interior Side
Required Open Space	25,386 SF
GLA	82,016 SF
FAR	1.89
Lot Coverage	40%
Height (Floors)	20

Franjo Road Site

Lot Size	198,714 SF
Setbacks	20'
Required Open Space	40,736 SF
GLA	145,000 SF
FAR	.73
Lot Coverage	40%
Height (Floors)	4

GLA: Gross Leasable Area
FAR: Floor-Area Ratio





Fern Street Site

Lot Size	43,395 SF
Setbacks	0'
Required Open Space	TBD
GLA	69,969 SF
FAR	1.61
Lot Coverage	54%
Height (Floors)	3

Franjo Road Site

Lot Size	198,714 SF
Setbacks	0'
Required Open Space	TBD
GLA	323,816 SF
FAR	1.62
Lot Coverage	41%
Height (Floors)	4

Land Use Categories

The Charrette Vision Plan recommends the adoption of two new land use categories to address specific conditions found within the study area as well as to assist in implementing the recommendations of this Report. The two new categories are "Mixed-Use Neighborhood," which is recommended to address the areas primarily between Franjo Road and U.S. 1, and "Mixed Use Corridor," which is focused primarily on the island area and the properties adjacent to U.S. 1. (See Land Use Plan on Page 69) For the remainder of the U.S. 1 corridor, a modified Business and Office land use category is recommended.

- *Mixed Use Neighborhood*
  The Mixed Use Neighborhood land use designation accommodates convenience goods/business and services within or near residential neighborhoods for day-to-day living needs. Areas under this designation shall be compatible and connected to the neighborhoods they serve. The vertical and horizontal integration of uses is permitted. Vertical integration allows any combination of primary uses, with business uses typically located on the ground floor and office and/or residential uses on the upper floors. Horizontal integration allows any combination of primary uses within the same block. Supporting uses are highly desirable in this land use category, including low intensity institutional uses. Appropriate design standards are essential to ensure that the uses permitted are compatible and contribute to the character of the street and neighborhood. On-street parking will be allowed, off street parking will be encouraged in the rear of buildings. Convenience business-type uses include small grocery stores and laundromats and low vehicle-trip generation type of business and office uses such as florists and law offices. The allowed residential density shall range from a minimum of 6 to a maximum of 18 gross dwelling units per acre.

- *Mixed Use Corridor*
  The Mixed Use Corridor land use designation requires the vertical integration of primary uses, with business uses located on the ground floor and residential uses on the upper floors. Office uses may also take place above the ground floor. Exempt from the mix requirement are existing car dealerships, hotels and apartment hotels, governmental offices, civic uses, and schools. Permitted business uses shall provide for the needs of the surrounding community as well as that of those passing through. All development within these areas shall comply with the respective land development regulations. Appropriate design standards are essential to ensure that the uses permitted are compatible and contribute to the character of the street and the community. On-street parking will be allowed, off street parking will be encouraged in the rear of buildings. The allowed residential density shall range from a minimum of 18 to a maximum of 40 gross dwelling units per acre.

- *Business and Office*
  This category accommodates the full range of sales and service activities. Included are retail, wholesale, personal and professional services, commercial and professional offices, hotels, motels, hospitals, medical buildings, nursing homes (also allowed in the institutional category), entertainment and cultural facilities, amusements and commercial recreation establishments such as private commercial marinas. Appropriate design standards are essential to ensure that the uses permitted are compatible and contribute to the character of the street and surrounding neighborhoods. In reviewing zoning requests or site plans, the specific intensity and range of uses, and dimensions considered to be appropriate will depend on locational factors, particularly compatibility with both adjacent and adjoining uses, and availability of highway capacity,

Recommended Future Land Use Plan

ease of access and availability of other public services and facilities. The mixing of residential use with commercial and office is permitted in this land use designation provided that the residential use shall not exceed fifty (50) percent of the floor area of the building.

Policies

It is also recommended that the village adopt the two policies below, which direct the village to adopt design standards for the study area and establish a review process to evaluate new development for compliance with adopted standards.

- *Policy x.1*
  By the year 2006, the Village shall develop and adopt appropriate development design standards for the areas designated mixed use with the purpose of assuring that proposed development is compatible and contributes to the character of the surrounding community. These standards shall serve to implement the recommendations of area planning and/or urban design studies adopted by the village.
- *Policy x.2*
  The Village shall establish an administrative development review process to ensure compliance with the design standards recommended by Policy x.1.

Urban Centers

A large part of the Franjo Triangle Commercial Island study area lies within a Community Urban Center (CUC), as designated by the CDMP. (See Figure 26) The CDMP calls for designated urban centers to become focal points of future development intensification characterized by a more compact and efficient urban form than that typically found in the balance of the County. These centers should take advantage of existing infrastructure and encourage the use of alternatives to automobile travel. The designation of the area in Palmetto Bay as part of a CUC is due to its location in close proximity to the Busway and the projected future Metrorail Station.

Until such time that the Village develops design standards for the Franjo Triangle Commercial Island area, it is recommended that the Village adopt the requirements for uses and activities, streets, public spaces, parking, and buildings from the Urban Centers section of the Land Use Element in the County's CDMP. This text is provided is Appendix D.

Miami-Dade County's Comprehensive Development Master Plan provides the following requirements for Urban Centers. Part of the study area falls under the Community Urban Center designation. (See Figure 26)

Urban Centers

Diversified urban centers are encouraged to become hubs for future urban development intensification in Miami-Dade County, around which a more compact and efficient urban structure will evolve. These Urban Centers are intended to be moderate- to high-intensity design-unified areas which will contain a concentration of different urban functions integrated both horizontally and vertically. Three scales of centers are planned: Regional, the largest, notably the downtown Miami central business district; Metropolitan Centers such as the evolving Dadeland area; and Community Centers which will serve localized areas. Such centers shall be characterized by physical cohesiveness, direct accessibility by mass transit service, and high quality urban design. Regional and Metropolitan Centers, as described below, should also have convenient, preferably direct, connections to a nearby expressway or major roadways to ensure a high level of countywide accessibility.

The locations of urban centers and the mix and configuration of land uses within them are designed to encourage convenient alternatives to travel by automobile, to provide more efficient land use than recent suburban development forms, and to create identifiable "town centers" for Miami-Dade's diverse communities. These centers shall be designed to create an identity and a distinctive sense of place through unity of design and distinctively urban architectural character of new developments within them.

The core of the centers should contain business, employment, civic, and/or high-or moderate-density residential uses, with a variety of moderate-density housing types within walking distance from the centers. Both large and small businesses are encouraged in these centers, but the Community Centers shall contain primarily moderate and smaller sized businesses which serve, and draw from, the nearby community. Design of developments and roadways within the centers will emphasize pedestrian activity, safety and comfort, as well as vehicular movement. Transit and pedestrian mobility will be increased and areawide traffic will be reduced in several ways: proximity of housing and retail uses will allow residents to walk or bike for some daily trips; provision of both jobs, personal services and retailing within walking distance of transit will encourage transit use for commuting; and conveniently located retail areas will accommodate necessary shopping during the morning or evening commute or lunch hour.

Urban Centers are identified on the LUP map by circular symbols noting the three scales of planned centers. The Plan map indicates both emerging and proposed centers. The designation of an area as an urban center indicates that governmental agencies encourage and support such development. The County will give special emphasis to providing a high level of public mass transit service to all planned urban centers. Given the high degree of accessibility as well as other urban services, the provisions of this section encourage the intensification of development at these centers over time. In addition to the Urban Center locations depicted on the Land Use Plan Map, all future rapid transit station sites and their surroundings shall be, at a minimum, be developed in accordance with the Community Center policies established below.

Following are policies for Development of Urban Centers designated on the Land Use Plan (LUP) map. Where the provisions of this section authorize land uses or development intensities or densities different or greater than the underlying land use designation on the LUP map, the more liberal provisions of this section shall govern. All development and redevelopment in Urban Centers shall conform with the guidelines provided below.

Uses and Activities

Regional and Metropolitan Centers shall accommodate a concentration and variety of uses and activities which will attract large numbers of both residents and visitors while Community-scale Urban Centers will be planned and designed to serve a more localized community. Uses in Urban Centers may include retail trade, business, professional and financial services, restaurants, hotels, institutional, recreational, cultural and entertainment uses, moderate to high density residential uses, and well planned public spaces. Incorporation of residential uses are encouraged, and may be approved, in all centers, except where incompatible with airport or heavy industrial activities. Residential uses may be required in areas of the County and along rapid transit lines where there exists much more commercial development than residential development, and creation of employment opportunities will be emphasized in areas of the County and along rapid transit lines where there is much more residential development than employment opportunity. Emphasis in design and development of all centers and all of their individual components shall be to create active pedestrian environments through high-quality design of public spaces as well as private buildings; human scale appointments, activities and amenities at street level; and connectivity of places through creation of a system of pedestrian linkages. Existing public water bodies shall also be incorporated by design into the public spaces within the center.

Radius

The area developed as an urban center shall extend to a one mile radius around the core or central transit station of a Regional Urban Center designated on the LUP map. Designated

Metropolitan Urban Centers shall extend not less than one-quarter mile walking distance from the core of the center or central transit stop(s) and may extend up to one-half mile from such core or transit stops along major roads and pedestrian linkages. Community Centers shall have a radius of 700 to 1,800 feet but may be extended to a radius of one-half mile where recommended in a professional area plan for the center, consistent with the guidelines herein, which plan is approved by the Board of County Commissioners after an advertised public hearing. Urban Center development shall not extend beyond the UDB.

Streets and Public Spaces

Urban Centers shall be developed in an urban form with a street system having open, accessible and continuous qualities of the surrounding grid system, with variation, to create community focal points and termination of vistas. The street system should have frequent connections with surrounding streets and create blocks sized and shaped to facilitate incremental building over time, buildings fronting on streets and pedestrian pathways, and squares, parks and plazas defined by the buildings around them. The street system shall be planned and designed to create public space that knits the site into the surrounding urban fabric, connecting streets and creating rational, efficient pedestrian linkages. Streets shall be designed for pedestrian mobility, interest, safety and comfort as well as vehicular mobility. The size of blocks and network of streets and pedestrian accessways shall be designed so that walking routes through the center and between destinations in the center are direct, and distances are short. Emphasis shall be placed on sidewalks, with width and street-edge landscaping increased where necessary to accommodate pedestrian volumes or to enhance safety or comfort of pedestrians on sidewalks along any high-speed roadways. Crosswalks will be provided, and all multi-lane roadways shall be fitted with protected pedestrian refuges in the center median at all significant pedestrian crossings. In addition, streets shall be provided with desirable street furniture including benches, light fixtures and bus shelters. Open spaces such as public squares and greens shall be established in urban centers to provide visual orientation and a focus of social activity. They should be located next to public streets, residential areas, and commercial uses, and should be established in these places during development and redevelopment of streets and large parcels, particularly parcels 10 acres or larger. The percentage of site area for public open spaces, including squares, greens and pedestrian promenades, shall be a minimum of 15 percent of gross development area. This public area provided outdoor, at grade will be counted toward satisfaction of requirements for other common open space. Some or all of this required open space may be provided off-site but elsewhere within the subject urban center to the extent that it would better serve the quality and functionality of the center.

Parking

Shared parking is encouraged. Reductions from standard parking requirements shall be authorized where there is a complementary mix of uses on proximate development sites, and near transit stations. Parking areas should occur predominately in mid-block, block rear and on-street locations, and not between the street and main building entrances. Parking structures should incorporate other uses at street level such as shops, galleries, offices and public uses.

Buildings

Buildings and their landscapes shall be built to the sidewalk edge in a manner that frames the adjacent street to create a public space in the street corridor that is comfortable and interesting, as well as safe for pedestrians. Architectural elements at street level shall have a human scale, abundant windows and doors, and design variations at short intervals to create interest for the passing pedestrian. Continuous blank walls at street level are prohibited. In areas of significant pedestrian activity, weather protection should be provided by awnings, canopies, arcades and colonnades.

Intensity

Regional and Metropolitan Urban Centers shall be intensively developed. They should be developed at the highest intensities of development in the urbanized area. Floor area ratios (FARs) in Regional Urban Centers designated on the LUP map should average not less than 4.0 in the core of the center and around mass transit stations, and should taper to an average of not less than 2.0 near the edge of the center. Average FARs for developments in Metropolitan Urban Centers designated on the LUP map should be not less than 3.0 at the core adjacent to transit station sites and should taper to not less than 0.75 at the edge. Community centers should average an FAR of not less than 1.5 at the core adjacent to transit station sites and should taper to an average of approximately 0.5 at the edge, but around rail rapid transit stations they should be developed at densities and intensities no lower than those provided in Policy 7F. Height of buildings at the edge of Metropolitan Centers adjoining stable residential neighborhoods should taper to a height no more than 2 stories higher than the adjacent residences, and one story higher at the edge of Community Centers. However, where the adjacent area is undergoing transition, heights at the edge of the Center may be based on adopted comprehensive plans and zoning of the surrounding area. Densities of residential uses shall be authorized as necessary for residential or mixed-use developments in Urban Centers to conform to these intensity and height policies.

As noted previously in this section, urban centers are encouraged to intensify incrementally over time. Accordingly, in planned future rapid transit corridors, these intensities may be implemented in phases as necessary to conform with provisions of the Transportation Element, and the concurrency management program in the Capital Improvement Element, while ensuring achievement of the other land use and design requirements of this section and Land Use Policy 7F.

RESOLUTION NO. 03-88

A RESOLUTION OF THE MAYOR AND VILLAGE COUNCIL OF THE VILLAGE OF PALMETTO BAY, FLORIDA, RELATING TO THE FRANJO ROAD TRIANGLE, APPOINTING A CHARETTE ADVISORY COMMITTEE; PROVIDING AN EFFECTIVE DATE.

WHEREAS, a Charette is an effective way of involving the community in the development of possible plans for a neighborhood or community; and

WHEREAS, the Council and the community wish to have a Charette for the Franjo Road Triangle Area.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND VILLAGE COUNCIL OF THE VILLAGE OF PALMETTO BAY, FLORIDA, AS FOLLOWS:

Section 1. The following persons are appointed to Franjo Road Charette Advisory Committee:

Denise Heacock
Carlton Decker
Joyce Masso
Steve Kreisher
Tom David

Section 2. The Advisory Committee shall terminate upon completion of the Charette process.

Section 3. This resolution shall take effect immediately upon enactment.

PASSED and ADOPTED this 7th day of October, 2003.

Attest: Meighan Pier
Meighan Pier
Village Clerk

Eugene P. Flinn, Jr.
Mayor

APPROVED AS TO FORM:

Earl G. Gallop
Earl G. Gallop,
Village Attorney

FINAL VOTE AT ADOPTION:

Council Member Ed Feller	Yes
Council Member Paul Neidhart	Yes
Council Member John Breder	Yes
Vice-Mayor Linda Robinson	Yes
Mayor Eugene P. Flinn, Jr.	Yes

Franjo Charette, p. 2.

RESOLUTION NO. 04-20

A RESOLUTION OF THE MAYOR AND VILLAGE COUNCIL OF THE VILLAGE OF PALMETTO BAY, FLORIDA; APPROVING THE SELECTION OF MIAMI-DADE COUNTY DEPARTMENT OF PLANNING AND ZONING TO CONDUCT A CITIZEN'S PLANNING CHARRETTE FOR THE FRANJO TRIANGLE/U.S. 1 COMMERICAL ISLAND FOR THE VILLAGE OF PALMETTO BAY; AUTHORIZING THE VILLAGE MANAGER TO NEGOTIATE AND ENTER INTO A CONTRACT WITH MIAMI-DADE COUNTY IN AN AMOUNT NOT TO EXCEED $50,000; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the Village is desirous of conducting a citizen's planning charrette so that stakeholders of the community have an effective opportunity to express their intentions for the revitalization of the area commonly referred to as the Franjo Triangle/U.S. 1 Commerical Island; and

WHEREAS, the area of study for the planning charrette encompasses the Franjo Triangle and U.S. 1 Island and is generally bounded by S.W. 94th Avenue on the east, S.W. 168th Street on the north, the center line of U.S. 1 on the west and S.W. 184th Street on the south; and

WHEREAS, the findings of the charrette process will be incorporated into the Comprehensive Development Master Plan underway for the Village and will serve as the guiding framework for implementation of its resulting vision; and

WHEREAS, the Miami-Dade County Department of Planning and Zoning has a unique combination of experience, qualifications and resources to provide services to conduct a citizen's planning charrette process for the Village;

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND VILLAGE COUNCIL OF THE VILLAGE OF PALMETTO BAY, FLORIDA, AS FOLLOWS:

Section 1. The Miami-Dade County Department of Planning and Zoning is hereby selected to conduct a citizen's planning charrette for the Franjo Triangle/U.S. 1 Commercial Island for the Village of Palmetto Bay.

Section 2. The Village Manager is authorized to negotiate and enter into a Contract for Professional Services with Miami-Dade County Department of Planning and Zoning in an amount not to exceed $50,000.

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Section 3. This resolution shall take effect immediately upon approval.

PASSED and ADOPTED this 2nd day of February, 2004.

Attest:
Meighan Pier
Village Clerk

Eugene P. Flinn, Jr.
Mayor

APPROVED AS TO FORM:

Earl G. Gallop,
Village Attorney

FINAL VOTE AT ADOPTION:

Council Member Ed Feller	YES
Council Member Paul Neidhart	YES
Council Member John Breder	YES
Vice-Mayor Linda Robinson	YES
Mayor Eugene P. Flinn, Jr.	YES

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RESOLUTION NO. 04-28

A RESOLUTION OF THE MAYOR AND VILLAGE COUNCIL OF THE VILLAGE OF PALMETTO BAY, FLORIDA; RELATING TO THE FRANJO ROAD TRIANGLE/U.S. 1 COMMERCIAL ISLAND, AMENDING RESOLUTION NO. 03-88 TO APPOINT ADDITIONAL MEMBERS TO A CHARETTE ADVISORY COMMITTEE; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the Village is desirous of conducting a citizen's planning charette so that stakeholders of the community have an effective opportunity to express their intentions for the revitalization of the area commonly referred to as the Franjo Road Triangle/U.S. 1 Commercial Island; and

WHEREAS, on October 7th, 2003, the Mayor and Village Council adopted Resolution No. 03-88 appointing members to a Franjo Road Charette Advisory Committee; and

WHEREAS, on February 2nd, 2004, the Mayor and Village Council adopted Resolution No. 04-20 selecting Miami-Dade County Department of Planning and Zoning to conduct a planning charette for the area encompassing both the Franjo Road Triangle and the U.S. 1 Commercial Island generally bounded by S.W. 94th Avenue on the east, S.W. 168th Street on the north, U.S. 1 on the west and S.W. 184th Street on the south; and

WHEREAS, to include representation from among stakeholders of an expanded study area, it is desirous to appoint additional members to a charette advisory committee;

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND VILLAGE COUNCIL OF THE VILLAGE OF PALMETTO BAY, FLORIDA, AS FOLLOWS:

Section 1. The following persons were appointed to the Franjo Road Charette Advisory Committee on October 7th, 2003 pursuant to Resolution No. 03-88:

Denise Heacock
Carlton Decker
Joyce Masso
Steve Kreisher
Tom David

Page 1 of 2

Section 2. The following persons are appointed as additional members to the charette advisory committee hereinafter known as the Franjo Road Triangle/U.S. 1 Commercial Island Charette Advisory Committee:

John Strawman	Chuck Latshaw
Richard Laguna	Louis Kalanosis
Philip Ludovici	Baldir Singh
Gabe Bifano	Keith Cetti
	Carolyn Theile

Section 3. This resolution shall take effect immediately upon approval.

PASSED and ADOPTED this 1st day of March, 2004.

Attest: Meighan Pier
Meighan Pier
Village Clerk

Eugene P. Flinn, Jr.
Mayor

APPROVED AS TO FORM:

Earl G. Gallop,
Village Attorney

FINAL VOTE AT ADOPTION:

Council Member Ed Feller	YES
Council Member Paul Neidhart	YES
Council Member John Breder	YES
Vice-Mayor Linda Robinson	YES
Mayor Eugene P. Flinn, Jr.	YES

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RESOLUTION NO. 04-89

A RESOLUTION OF THE MAYOR AND VILLAGE COUNCIL OF THE VILLAGE OF PALMETTO BAY, FLORIDA; ACCEPTING "THE FRANJO TRIANGLE COMMERCIAL ISLAND CHARRETTE REPORT, A CITIZEN'S VISION PLAN," AS ATTACHED AND AS AMENDED, PREPARED SEPTEMBER 2004 BY MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, COMMUNITY PLANNING SECTION, URBAN DESIGN CENTER, AS AMENDED AND ACCEPTED BY THE SOUTHWEST PALMETTO BAY CHARRETTE ADVISORY COMMITTEE ON OCTOBER 27TH, 2004; SUNSETTING SAID CHARRETTE ADVISORY COMMITTEE; DIRECTING STAFF TO IMPLEMENT PLAN; AND, PROVIDING AN EFFECTIVE DATE.

WHEREAS, the Village of Palmetto Bay conducted a citizen's planning charrette so that stakeholders of the community could have an effective opportunity to express their intentions for the revitalization of the area commonly referred to as the Franjo Road Triangle/U.S. 1 Commercial Island or Southwest Palmetto Bay; and

WHEREAS, on October 7th, 2003, the Mayor and Village Council adopted Resolution No. 03-88 appointing five (5) members to a Charrette Advisory Committee ("Advisory Committee") to provide oversight to the process; and

WHEREAS, on March 1st, 2004, the Mayor and Village Council adopted Resolution No. 04-28 appointing nine (9) additional members to said Advisory Committee to include representation from among stakeholders of an expanded study area; and

WHEREAS, the Advisory Committee attended the public planning charrette on April 17th, 2004 and convened a total of nine (9) meetings to receive input from Village residents, hear presentations from the Miami-Dade County Urban Design Center regarding the Franjo Triangle Commercial Island Charrette Report ("Charrette Report") for the charrette study area, and to deliberate; and

WHEREAS, on October 23rd, 2004, a public forum was held to present the findings contained in the Charrette Plan to interested parties and to gather additional public input; and

WHEREAS, on October 27th, 2004, the Advisory Committee accepted the Charrette Plan, with amendments, to forward to the Mayor and Village Council for further consideration; thus concluding its duties and responsibilities;

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND VILLAGE COUNCIL OF THE VILLAGE OF PALMETTO BAY, FLORIDA, AS FOLLOWS:

Section 1. "The Franjo Triangle Commercial Island Charrette Report, A Citizen's Vision Plan," is hereby amended and accepted by the Mayor and Village Council of the Village of Palmetto Bay, as attached, prepared September 2004 by Miami-Dade County, Department of Planning and Zoning, Community Planning Section, Urban Design Center, as amended and accepted by the Southwest Palmetto Bay Charrette Advisory Committee on October 27th, 2004, as follows:

i. The Wayside Park District (east of US-1, north of 168 Street, excluding the commercial island area north of 168 Street) is stricken from the plan;
ii. Elimination of interior north/south street off S.W. 164 St. to U.S. 1 proposed to cut through car dealership property;
iii. Perrine Park area: the alternative without the street and urban edge bordering the west side of the park is approved;
iv. Franjo Triangle area: the alternative including mixed-use (workshop/office/residential component) is approved, with apartments being specifically removed; the density being established as no greater than townhouse density or 8.5 units per acre for the existing RU-1 residential zoned area..

Section 2. Amendments to the Franjo Triangle Commercial Island Charrette Report accepted by the Advisory Committee and recommended to the Mayor and Village Council include i) the elimination of the interior north/south street off S.W. 164 St. to U.S. 1 proposed to cut through a car dealership's property and ii) the acceptance of the Perrine Park alternative without the street bordering the west side of the park.

Section 3. The Southwest Palmetto Bay Charrette Advisory Committee has successfully concluded its duties and is hereby sunsetted.

Section 4. The acceptance of The Franjo Triangle Commercial Island Charrette Report does not convey any rights or privileges, but, rather solely reflects recommendations and may be used by the Council as reference material during Council deliberations.

Section 5. Staff shall take appropriate action to implement the Franjo Triangle Commercial Island Charrette Report.

Section 6. This resolution shall take effect immediately upon approval.

PASSED and ADOPTED this 8th day of November, 2004.

Attest: Meighan Pier
Village Clerk

Eugene P. Flinn, Jr.
Mayor

APPROVED AS TO FORM:

Village Attorney

FINAL VOTE AT ADOPTION:

Council Member Ed Feller	Yes
Council Member Paul Neidhart	Yes
Council Member John Breder	Yes
Vice-Mayor Linda Robinson	Yes
Mayor Eugene P. Flinn, Jr.	Yes

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Thanks to all who spent their Saturday helping to create the vision for the future of the Franjo Triangle Commercial Island area:

Daniel Alfonso
Vee Baldeo
Sharon MacIvon Bamer
Ed Behl
Jim Berg
John Breder
Sean Brennan
George Cadman III
Ginger Cates
Henry Clifford
Tucker Crusan
Thomas David
Lowell Elsea
Margana Elsia
Arlene Feller
Bruce Ford
Clara Fowell
Sheiela Frazier
Kim Frederick
Barbara Golob
Phillis Guthrio
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John Lindgren
Wally Lucky
Ed Ludovici
Phil Ludovici
Patricia Gadala Maria
Carlos Martinez
Donna Masson
Barbara Mathews
Marsha Matson
Karen McGuire
Barrie McHugh
Chris Merinkers
Todd Morrow
Benn Mullins
Pamela Mullvis
Lois Neidhart
Paul Neidhart
John Overholt
David Palm
Paula Palm
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George Steele
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Cary Sylis
Ralph Thiele
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Petra Vandervlugt
Mike Werner
Marvin Winhold
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Miami-Dade County Department of Planning and Zoning

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