OFF REC 19690 PG. 3466

01R278679 2001 MAY 30 15:34

ORDINANCE NO. 2001-03-08

AN ORDINANCE OF THE CITY OF HOMESTEAD, FLORIDA; ADOPTING ROCKEFELLER GROUP FOREIGN TRADE ZONE MASTER DEVELOPMENT PLAN FOR THE HOMESTEAD PARK OF COMMERCE; AUTHORIZING THE CITY MANAGER TO APPROVE AMENDMENTS AND MODIFICATIONS TO THE MASTER DEVELOPMENT PLAN; REPEALING DEVELOPMENT PLANNING CRITERIA ADOPTED BY ORDINANCE NO. 97-12-61; PROVIDING FOR SEVERABILITY; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the City of Homestead (the "City") has entered into a Purchase and Development Agreement with Rock-Homestead, LLC (the "Developer") dated August 19, 1999, (the "Agreement") for the sale and development of approximately 260 acres of land (the "Property") located within the 280-acre parcel known as the Homestead Park of Commerce; and

WHEREAS, the Agreement requires the Developer to develop and submit to the City for its approval an overall conceptual master development plan for the Property, which master plan will include development planning criteria and architectural control guidelines for the Property; and

WHEREAS, the Developer has submitted to the City for approval The Rockefeller Group Foreign Trade Zone Master Development Plan dated March 7, 2001, (April 10, 2001 rev) prepared by Cooper, Robertson & Partners (the "Master Development Plan"); and

WHEREAS, the City has reviewed the Master Development Plan and has determined that the development planning criteria and architectural control guidelines

contained in the Master Plan will insure a high quality of architecture and urban design within the Property; and

WHEREAS, the Agreement states that any modifications or amendments to the Master Development Plan requested by the Developer may be approved by the City Manager on behalf of the City; and

WHEREAS, in the Agreement the City has agreed that the Master Development Plan shall replace all prior architectural control guidelines applicable to the Property; and

WHEREAS, by Ordinance No. 97-12-61 the City previously adopted certain development planning criteria applicable to the Property, which criteria the City now wishes to repeal; and

WHEREAS, the City Council of the City hereby finds and declares that adoption of this ordinance is necessary, appropriate, and in the public interest of citizens of this community; now therefore:

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF HOMESTEAD, FLORIDA:

Section 1. Adoption of Master Development Plan. The City Council of the City hereby adopts the Master Development Plan attached to this Ordinance as Exhibit "A" as the development planning criteria for the Property described in Exhibit "B."

Section 2. Modifications and Amendments. The City Manager is hereby authorized to review and approve reasonable modifications and amendments to the Master Development Plan, which may be requested by the Developer in the future.

Section 3. Repeal of Ordinance No. 97-12-61. The provisions of Ordinance No. 97-12-61, recorded in Official Records Book 17974, at Page 1371, of the Public Records of Miami-Dade County, Florida, a copy of which is attached hereto as Exhibit "C," setting design standards and planning development criteria for the Homestead Park of Commerce, are hereby repealed.

Section 4. Severability. The provisions of this Ordinance are declared to be severable and if any section, sentence, clause or phrase of this Ordinance shall for any reason be held to be invalid or unconstitutional, such decision shall not affect the validity of the remaining sections, sentences, clauses, and phrases of this Ordinance but they shall remain in effect, it being the legislative intent that this Ordinance shall stand notwithstanding the invalidity of any part.

Section 5. Inclusion in the Code. It is the intention of the City Council, and it is hereby ordained that the provisions of this Ordinance shall become and made a part of the Code of the City of Homestead; that the sections of this Ordinance may be renumbered or relettered to accomplish such intentions; and that the word "Ordinance" shall be changed to "Section" or other appropriate word.

Section 6. Effective Date. This Ordinance shall be effective immediately upon adoption on second reading.

PASSED AND ADOPTED on first reading this 19TH day of MARCH, 2001.

PASSED AND ADOPTED on second reading this 16TH day of APRIL, 2001.

ROSCOE WARREN
Mayor

ATTEST:

SHARON ALXIER, CMC
City Clerk

APPROVED AS TO LEGAL SUFFICIENCY:

WEISS SEROTA HELFMAN PASTORIZA & GUEDES, P.A.
City Attorney

Motion to adopt by Mrs. Perry seconded by Mr. Fletcher.

FINAL VOTE AT ADOPTION

Mayor Roscoe Warren	*ABSENT*
Vice Mayor Nick Sincore	*YES*
Councilwoman Cheryl Arroyave-Sweeney	*YES*
Councilman Eddie Berrones	*YES*
Councilman Sean L. Fletcher	*YES*
Councilwoman Eliza D. Perry	*YES*
Councilman Jeffrey D. Porter	*YES*

2001-03-08 ROCKEFELLER MASTER PLAN – PARK OF COMMERCE

OFF REC 19690 PG. 3470

EXHIBIT "A"

Rockefeller Group Foreign Trade Zone

Homestead, Florida

Master Development Plan

March 7, 2001

April 10,2001 (Rev.)

OFF REC 19690 PG. 3471

Rockefeller Group Foreign Trade Zone, Homestead Florida

Master Development Plan

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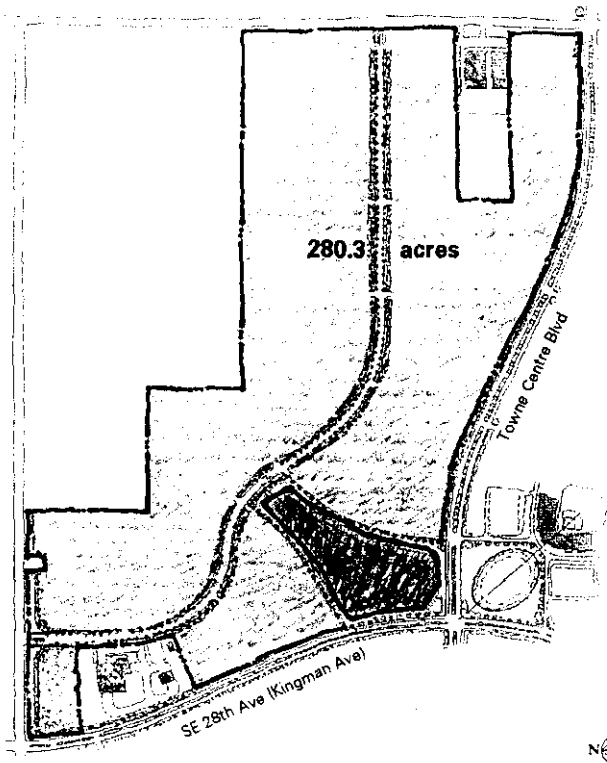
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General Architectural Controls	19

Relationship to Existing Buildings
Building Setbacks
Building Facades and Materials
Building Height and Massing
Parking Areas and Private Drives
Loading Docks and Trailer Storage

OFF REC 19690 PG. 3473

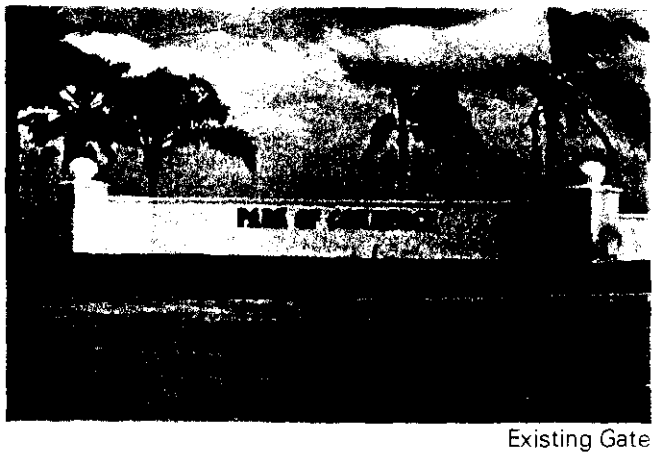
Introduction

The purpose of this master development plan is to describe the standard of high quality architecture and urban design within the Rockefellar Group Foreign Trade Zone, Homestead (RGFTZ) and its relationship to the surrounding areas. The plan is meant to provide an overview of the future development and its impact on the community. By and large, the physical plan focuses on existing Commerce Drive (an internal street) and will have little visual impact on the surrounding environment. This is a key goal of the plan. The site is primarily envisioned as a light manufacturing, light assembly, office and distribution center with a small commercial component at the foot of the lake. The existing lake is the site's main open space resource and the plan is laid out to maximize accessibility to it. Because the plan is to be implemented over a period of time, there is less emphasis on individual building requirements, but more attention paid to the location and scale of building masses, their relationship to a coordinated landscape plan, and the creation of a friendly, high quality, marketable environment.



The Site

This Plan shall guide new development within the RGFTZ. This Plan, however, is a generalized conceptual document and is not intended to constitute a detailed description of the configurations, phasing, design and designations shown thereon. In addition, this Plan is not intended to approve any specific design or layout of any improvements or structures on any particular parcel of property within the boundaries of the subject property. Final design, configurations, designations and siting and orientation details are intended to be addressed as part of the Site Plan approval process, under the provisions of Division 5 of Chapter 30 of the Homestead City Code. The standards and criteria set forth in Divisions 7-16 of Chapter 30 of the Homestead City Code shall, when not in conflict with this Plan, be generally followed, consistent with the spirit and intent of this Plan. Such standards and criteria, however, may be reduced, waived or eliminated as part of the Site Plan approval process, without the need for a variance, provided that the City Manager (or his or her designee) or the City Council, as appropriate, determines that the reduction, waiver or elimination of such standards and criteria is consistent or compatible with the intent of the Plan and is appropriate and in the best interest of the public health, safety and general welfare.



Existing Gate

CAR 5171 - Exhibit 7

OFF REC 19690 PG. 3475

te Plan Principles

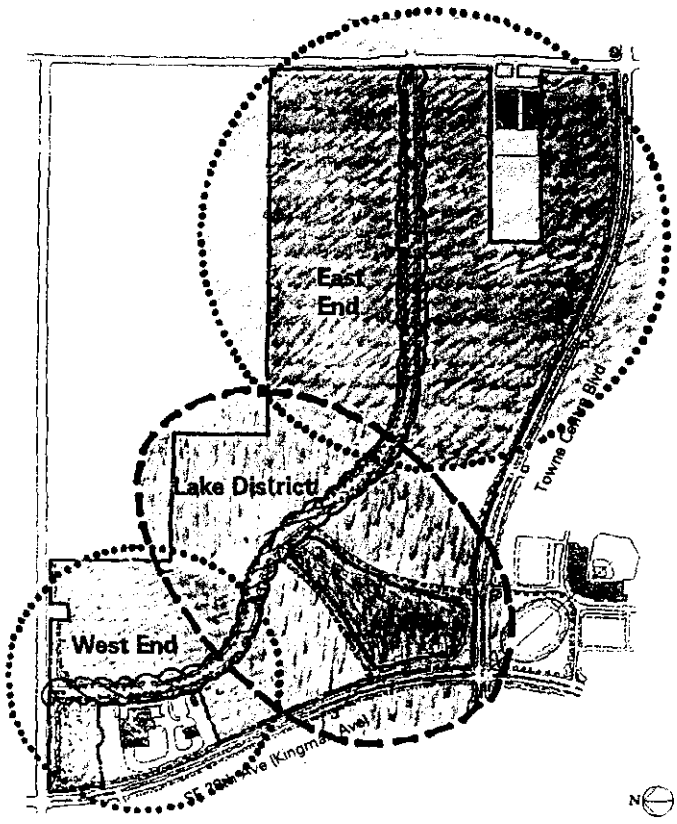
ıe key to the development plan relies on the existing ıape of the parcel, the location of the lake within the ırcel, and the existing alignment of Commerce Drive as it ıeanders through the site.

ıe site plan is principally organized around three distinctly fferent areas within the site; the Lake District, the East End, ıd the West End.

ıe Lake with its unique frontage, commercial potential, and ssociation with the neighboring ballpark suggests a Lake istrict as the center of the site. The entire perimeter of the ke is designated for pedestrian paths and public access. he large, dense hedge along Alex Muxo Boulevard and ingman Road should be cut back to allow visibility across ıe lake to the commercial center where Commerce Drive asses by the foot of the lake. A small group of open spaces n the lakefront are envisioned to provide front doors for the ommercial buildings.

he East End of the site is composed of large uninterrupted arcels of land suitable for warehouse development and the perations needed for their success. Commerce Drive, a traight street through almost all of this district, is the key rganizer for future development here. All new buildings in ıis area will be required to be orthagonal to Commerce rive and generally aligned along a setback line to provide unified street frontage. Along SW 142 Avenue, the uildings will be required to generally align with the setback stablished by the existing buildings currently occupied by Contender Boats". A gatehouse or landscaped portal will kely identify one of the the project's front doors along North anal Drive. While traveling westward on Commerce Drive, is anticipated that the view corridor will be ended with areful consideration.

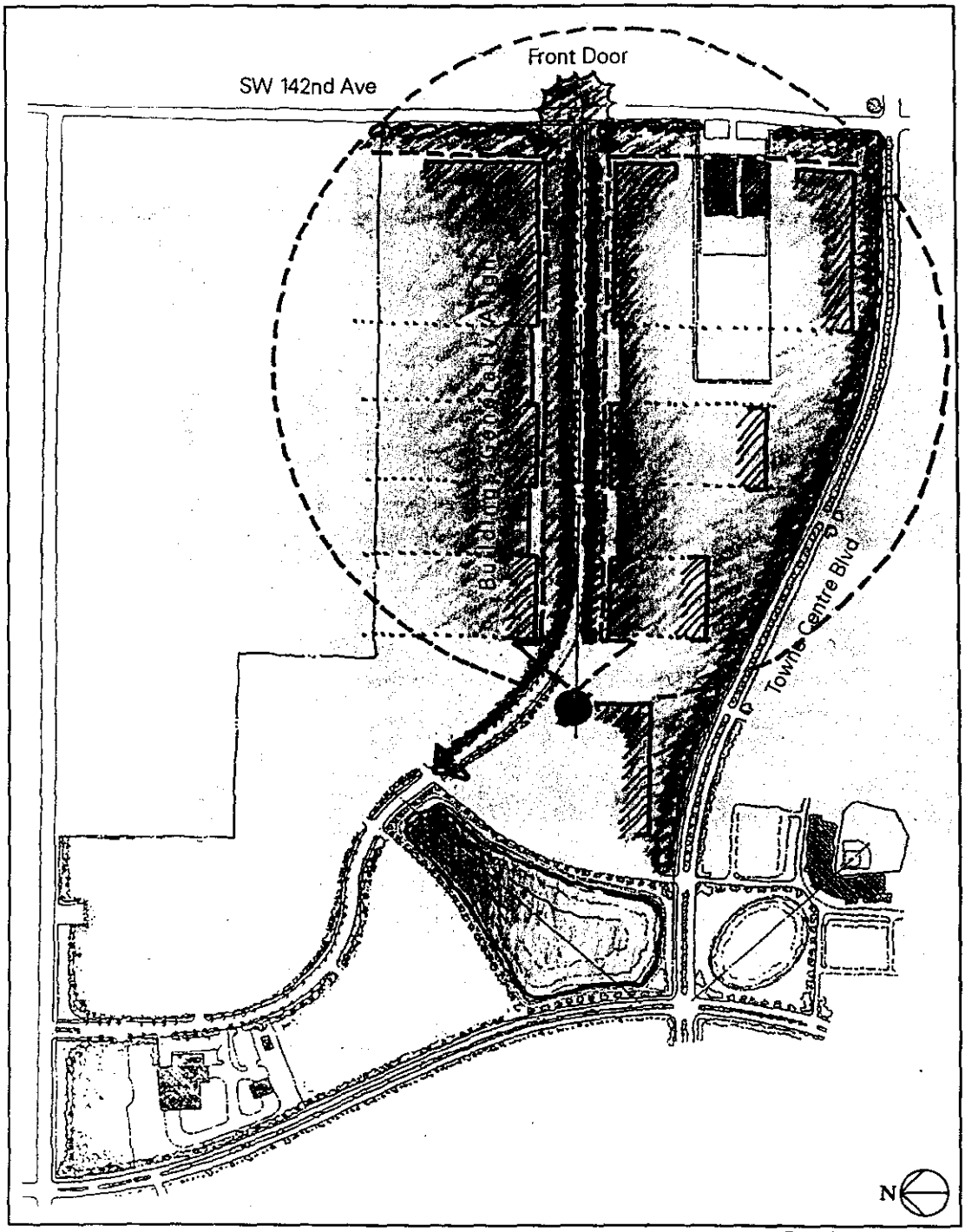
The remaining West End of the site will be composed of fewer and smaller warehouse buildings. Unlike the East End where Commerce Drive is long and straight, Commerce Drive in the West End is short and curvilinear. This results in a very different approach to the organization of building masses. The buildings will step back in groups responding to the curve of the street, and will splay away from the street in order to provide visibility to the lake from Commerce Drive.



Three Districts

CAR 5171 - Exhibit 7

OFF REC 19690 PG. 3477



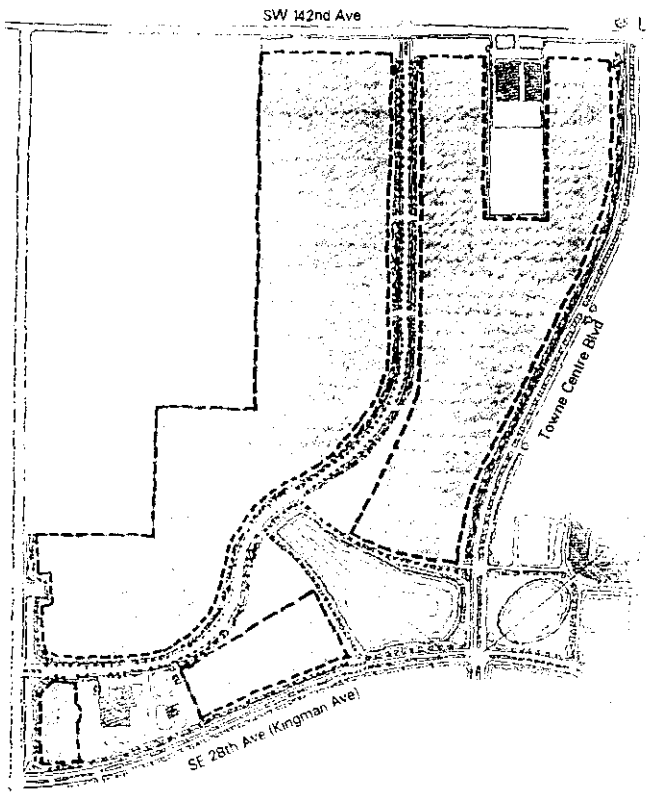
East End Principles

OFF REC 19690 PG. 3479

General Land Uses - Idustrial/Office/Commerce Center

The required land uses reinforce the establishment of three districts within the site. The Lake District is seen as the commercial district, a place for office buildings, hotels, conference centers, convenience retail, and is the primary open space for repose and recreation within the site. The majority of the land in both the East and West Ends is designated for light assembly, light manufacturing and distribution uses.

In addition to the uses enumerated above, other uses permitted within the development include the following: industries; manufacturing operations; warehouses and mini-warehouses; office buildings; showrooms; technology facilities, including telecommunications facilities and other facilities related to the technology industry including call centers, carrier hotels, data centers, points of presence facilities application service providers, network access points, server or satellite farms or storage facilities, or similar computer/internet facilities; broadcast operations and facilities; distribution centers; foreign trade zone; free trade zone; merchandise marts; pre-cast concrete facilities; public facilities; educational facilities, biomedical research/medical technology, hospitals, medical buildings, and other health care facilities; commercial uses compatible with industrial/office/commerce uses; hotels and motels; the existing lake and other fill excavations; uses permitted pursuant to Section 30-663 of the City Code; other uses permitted pursuant to Sections 30-659 through 30-662 of the City Code; and such other uses determined by the Director of Development Services or the appropriate division of the City's Department of Development Services to be a use similar to one of the above enumerated uses and that conforms with the intent of this Master Development Plan.



Development Zones

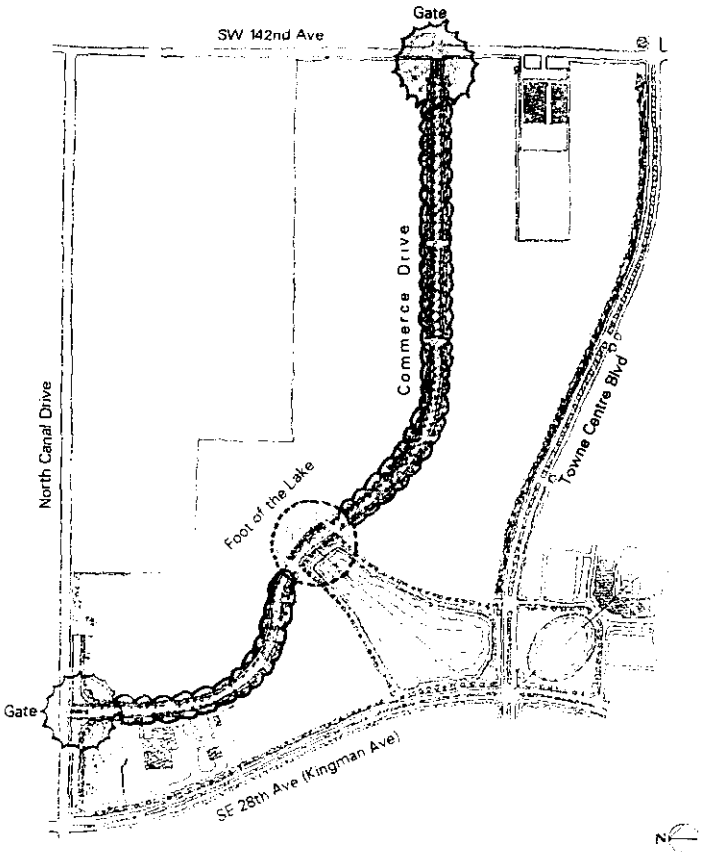
CAR 5171 - Exhibit 7

OFF REC 19690 PG. 3481

General Location of Roadways

Clearly the most important street in the plan is Commerce Drive which will remain in place without any alteration to the roadbed or traffic carrying capacity. Over time as individual development projects come on-line, private drives for the sole use of individual business operations will be connected to Commerce Drive. These will be exclusively private driveways.

Ultimately, the street and block pattern that is envisioned will provide efficient truck and vehicular access to the warehouse facilities and reinforce a more intimate, pedestrian environment around the lake and the commercial center.



Commerce Drive

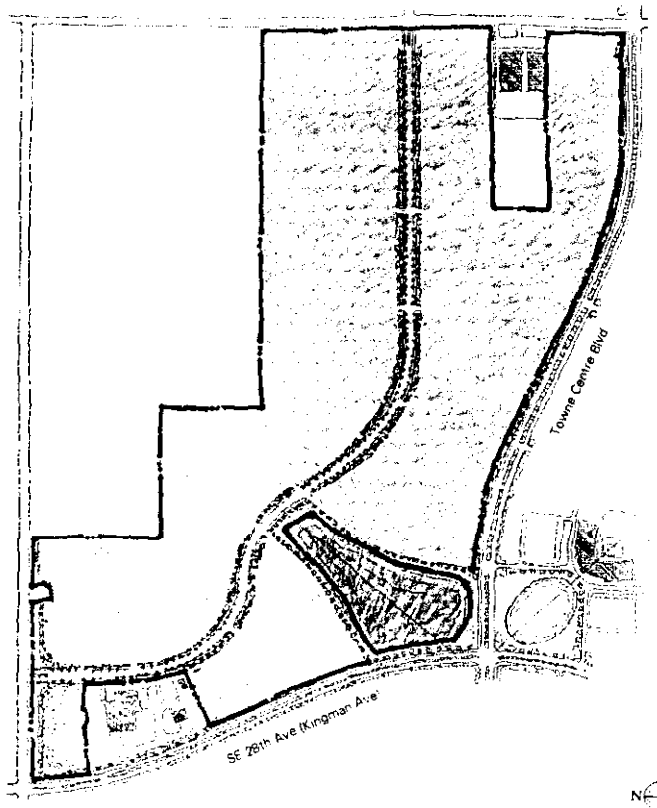
CAR 5171 - Exhibit 7

OFF REC 19690 PG. 3483

The Lake

There is but one lake on the site today and it will remain as the only lake in the future. From a design perspective the uniqueness of the lake would be diminished by adding more bodies of water and from a real estate perspective the value of the land will not be increased by the addition of more water.

The lake is an important component in the drainage and water retention system for the project. The drawing to the left outlines a shared drainage system, allowing development parcels to drain into a common easement along Commerce Drive and leading to the lake. Still, individual parcels will have to accommodate their own on-site water retention using seepage drains and/or swales. The general grading of the entire parcel is outlined to retain water in the landscape zone along Commerce Drive and to direct the flow of water toward the Lake.



The Existing Lake

OFF REC 19690 PG. 3485

General Landscaping

The general landscape plan consists mainly of three parts; first is the perimeter hedge which exists, second is the definition of Commerce Drive, and third is the area around the lake.

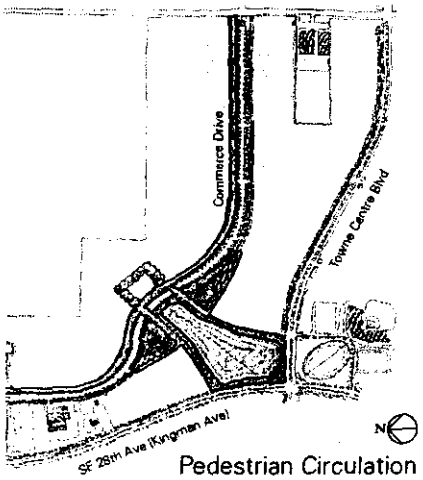
The Perimeter Hedge. The dense, lush, opaque nature of the existing hedge should be continued as a screening motif on all street frontages except where the lake has frontage at the intersection of Kingman Road and Alex Muxo Boulevard. At this important corner, the hedge should be removed and replanted elsewhere to provide visibility into the site across the lake to the commercial center.

Commerce Drive. Commerce Drive is primarily a functional street with a consistent approach to the landscape treatment. The role of the landscape along this street is to soften the overtly industrial image of warehouse architecture, to provide a continuous image along the street, and to provide a pedestrian amenity for tenants and the surrounding community.
Typically the landscape along the street consists of equally spaced rows of trees with a double row on the north side of the street where the building setback is larger. The landscape plan changes when the street meets the lake and at the entrance gates. If there are entrance gates, they will have less landscape to allow clear visibility for trucks entering and exiting. The entrance area also provides the opportunity for seasonal plantings to provide some color and variety to the landscape.

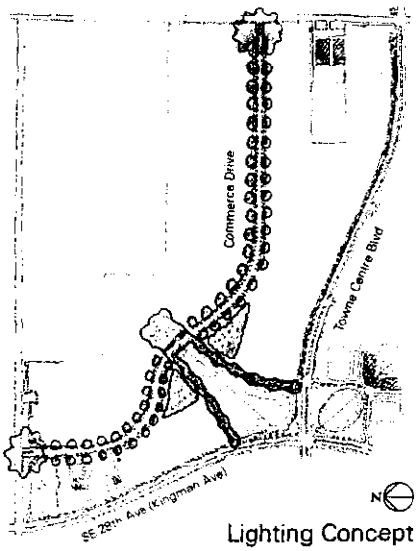
Around the Lake. This area is the most pedestrian oriented and should be reinforced with smaller species trees and lower canopies, bushes and gardens (even community gardens maintained by employees of tenants here), and an occasional place to sit. This plan recommends, although doesn't require, a series of small park-like open spaces as front door addresses for the commercial buildings.

Pedestrian Circulation. The most pedestrian oriented area of the plan is around the lake where access to the entire frontage is planned. Pedestrian circulation is also permitted along Commerce Drive (as well as jogging, bicycling, and other light activities) but will not extend into other areas of the site.

General Lighting Concept. The general plan for lighting follows closely the general landscape plan. The two are not linked by any phasing or timing requirements, and may occur separately and at different rates of time. Street lighting will be the primary type along Commerce Drive while around the lake the lighting will become more pedestrian scaled and more intimate. There is the possibility of special lighting at the entrance gates, (if they are constructed) to illuminate the signs or gatehouses.



Pedestrian Circulation



Lighting Concept

CAR 5171 - Exhibit 7

OFF REC 19690 PG. 3487

General Architectural Controls

The design of each individual building is of less importance than the control of the design for groups of buildings. Facade treatments are not strictly limited except that each be generally light in color and simple in expression. More important is the relationship of the new buildings to Commerce Drive and to each other. The buildings along the East End should generally align along a building setback to create a unified street. The buildings in the Lake District shold generally arrange around small open spaces that are oriented toward the lake. The buildings along the West End will generally "step back" in response to the curve of Commerce Drive.

Relationship to existing buildings. There are three groups of existing buildings which are near enough to the site to influence the plan layout. To the east, the existing Contender Boat buildings provide the basis for the primary building setback along SW 142nd Avenue. On the west end, the existing casual arrangement of buildings there establishes the basis for a group of buildings that responds to the curve of Commerce Drive. Finally the ballpark (across the street) influences the the formation of the Lake District as a place for non-warehouse functions, and marks the most public corner of the project.

CAR 5171 - Exhibit 7

OFF REC 19690 PG. 3489

Building Setbacks. The most important building setback lines occur along Commerce Drive. At the east and west ends the buildings shall set back 150 feet from the north R.O.W. of Commerce Drive and 80 feet from the south R.O.W. of Commerce Drive. In the Lake District buildings shall set back 50 feet from either side of Commerce Drive R.O.W. Along Kingman Road and Alex Muxo Boulevard the buildings shall set back 50 feet from the street R.O.W. Along North Canal Drive and SW 142nd Avenue the buildings shall set back 100 feet from the street R.O.W. to provide area for an appropriate entrance to the project. All buildings shall be setback at least 25 feet from any other property lines.

In the West End the buildings should be grouped in order to preserve and frame a view to the lake while one is moving toward the east. In the Lake District, it is important that careful attention be paid to the group of buildings at the foot of the lake, especially building facades forming courtyards and any facades which end one's view across the lake while looking to the north.

Building Facades and Materials. The warehouse buildings must be durable, efficient, and cost effective. The most appropriate construction technique is tilt-up concrete panels. Once in place the panels may be either sandblasted or painted a light color (as close to the color of the natural concrete as possible). The primary aim of this rule is to achieve as much uniformity as possible amongst the many warehouses foreseen in the plan. Any glass used may be tinted for sun protection, and should contrast the lighter color of the concrete.

In the Lake District, there are likely to be office buildings and hotels. These buildings should be constructed using an exterior insulated facing system, pre-cast concrete or stone. As with the warehouses, the buildings should be light in color, as close to the color of the warehouses as possible. An exception would be any facades which front on the lake or define courtyards on the lake. These may be more colorful in their design as long as they support the greenish-bluish aquatic nature of the lake, and are done in a cheerful manner.

CAR 5171 - Exhibit 7

OFF REC 19690 PG. 3491

Building Height and Massing. The East and West Ends, primarily envisioned as warehouse type buildings will be limited to 65 feet in height. The small parcel on the corner of North Canal Drive and Kingman Road will be limited to 50 feet in height. In the Lake District, where office buildings and hotels are primarily envisioned, the height will be limited to 120 feet. As stated earlier, indivdual buildings are less important than choreographed groups. Therefore, it is expected the the warehouse buildings in the East End will organize around a grid pattern orthagonal to Commerce Drive and that the facades of buildings will generally align on the setback line. It is expected that either a building element or a landscaped element will be centered on the long view corridor of Commerce Drive as one looks to the west.

OFF REC 19690 PG. 3493

Parking Areas and Private Drives. Commerce Drive and the Lake are the only "common" elements in the plan. All other access drives, main driveways and parking lots are part of the private realm. Parking lots shall be landscaped with shade trees on a 60 foot grid with parking spaces and drive aisles in between. The private drives and parking areas will typically act as each building's front door. Each building will be limited to one sign along the private drive.

Loading Docks and Trailer Storage. The primary conflict with warehouses is the need for trucking and loading docks and the visual impact on the surrounding area. Loading docks will be prohibited in the most sensitive areas, around the lake and along North Canal Drive and SW 142nd Avenue at the main entrances to the project. Any loading docks along Kingman Road and Alex Muxo Boulevard must be screened from view to pedestrians and motorists. (A heavy and lush vegetated screen already exists along these streets but may need additional landscape in some specific locations.) Within the remainder of the site loading docks and trailer storage are permitted with no restrictions.

CAR 5171 - Exhibit 7

EXHIBIT "B"

LEGAL DESCRIPTION OF THE PROPERTY

All of the property shown on the Plat of the HOMESTEAD PARK OF COMMERCE, according to the Plat thereof recorded in Plat Book 157, at Page 38, of the Public Records of Miami-Dade County, Florida.

OFF. REC. 17974 1371

OFF REC 19690 PG. 3495

98R060139 1998 FEB 10 09:13

ORDINANCE NO. 97-12-61

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF HOMESTEAD, DADE COUNTY, FLORIDA, SETTING DESIGN STANDARDS AND PLANNING DEVELOPMENT CRITERIA FOR THE HOMESTEAD PARK OF COMMERCE.

WHEREAS, the City Council of the City of Homestead desires to set design standards and planning development criteria for the Homestead Park of Commerce to insure the quality of development, and

WHEREAS, the Homestead Park of Commerce development and planning criteria shall insure an integrated, well planned and quality environment for the development of consistently high standards, and

WHEREAS, the City of Homestead shall, in the future, develop a Declaration of Covenants and Restrictions for the Homestead Park of Commerce after a thorough review of the Ordinances of the City of Homestead, including but not limited to its zoning ordinances and shall record same in the public records of Dade County, Florida, and

WHEREAS, should there be a variance between the planning development criteria established here and the above requirements as set forth in the previous paragraph, then the more restrictive regulation shall govern.

NOW THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF HOMESTEAD, FLORIDA, AS FOLLOWS:

SECTION 1. That as a general guideline for development criteria for the Homestead Park of Commerce to insure an integrated, well planned, quality environment for its development, the City Council of the City of Homestead hereby adopts as its planning development criteria for the Homestead Park of Commerce, that report prepared by the SWA Group, Inc., entitled Homestead Park of Commerce Planning Development Criteria as revised in October of 1997, as the planning development criteria for the Park of Commerce.

Exhibit "C"

SECTION 2. Any substantial deviations from the planning development criteria that are not caused by required compliance with Declarations of Covenants and Restrictions or ordinances of the City of Homestead shall not be approved without a public hearing before the City Council of the City of Homestead and the adoption of a Resolution by the City Council approving such deviation.

PASSED AND ADOPTED first reading this 15th day of December, 1997.

PASSED AND ADOPTED final reading this 5TH day of January, 1998.

STEVE SHIVER
Mayor

ATTEST:

SHARON HOUSER
City Clerk

APPROVED AS TO FORM & CORRECTNESS:

MICHAEL E. WATKINS
City Attorney

Motion to adopt by Mrs. Perry seconded by Mr. Porter

RECORDED IN OFFICIAL RECORDS BOOK OF DADE COUNTY, FLORIDA, RECORD VERIFIED
HARVEY RUVIN
CLERK CIRCUIT COURT

FINAL VOTE AT ADOPTION

Mayor Steve Shiver	*YES*
Vice Mayor Jeffrey D. Porter	*YES*
Councilman Steven C. Bateman	*YES*
Councilman Eddie Berrones	*YES*
Councilwoman Eliza D. Perry	*YES*
Councilman Nick Sincore	*YES*
Councilman Roscoe Warren	*YES*

RECORDED IN OFFICIAL RECORDS BOOK OF DADE COUNTY, FLORIDA, RECORD VERIFIED
HARVEY RUVIN
CLERK CIRCUIT COURT