Memorandum

MIAMI-DADE COUNTY

Date: November 6, 2007

To: Honorable Chairman Bruno A. Barreiro
and Members, Board of County Commissioners

Agenda Item No. 8(N)(1)(A)

From: George M. Burgess
County Manager

Subject: Resolution Accepting the North Corridor Station Area Planning Charrette Report for the NW 183rd Street Metrorail Station

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Recommendation
It is recommended that the Board of County Commissioners adopt the attached resolution accepting the North Corridor Station Area Planning Charrette Report for the NW 183rd Street Metrorail Station.

Scope
This ordinance impacts the area of the NW 183rd Street Community Urban Center located in Commission District 1.

Fiscal Impact/Funding Source
The proposed resolution creates no fiscal impact on Miami-Dade County.

Track Record/Monitor
Not applicable.

Background
The North Corridor is the proposed 9.5-mile northern extension of the Metrorail system included in the County's People's Transportation Plan. This extension is being designed to serve the communities along NW 27th Avenue with seven new stations located between NW 82nd Street and NW 215th Street, including a station at NW 183rd Street in the City of Miami Gardens.

The County's Comprehensive Development Master Plan (CDMP) designates the area in the vicinity of the proposed North Corridor Metrorail station at NW 183rd Street as a Community Urban Center. As part of the CDMP-mandated area planning process, Miami-Dade Transit in coordination with the Department of Planning and Zoning and the City of Miami Gardens held the North Corridor Charrette for the Metrorail Stations at NW 183rd and NW 199th Streets from March 11 to March 16, 2006. During the Charrette, residents of the area requested the redevelopment of the same into an urban center that offers a variety of public transportation, a mixture of residential, commercial office and civic uses, and an architecturally enriched downtown environment where people can live, work, shop and walk.

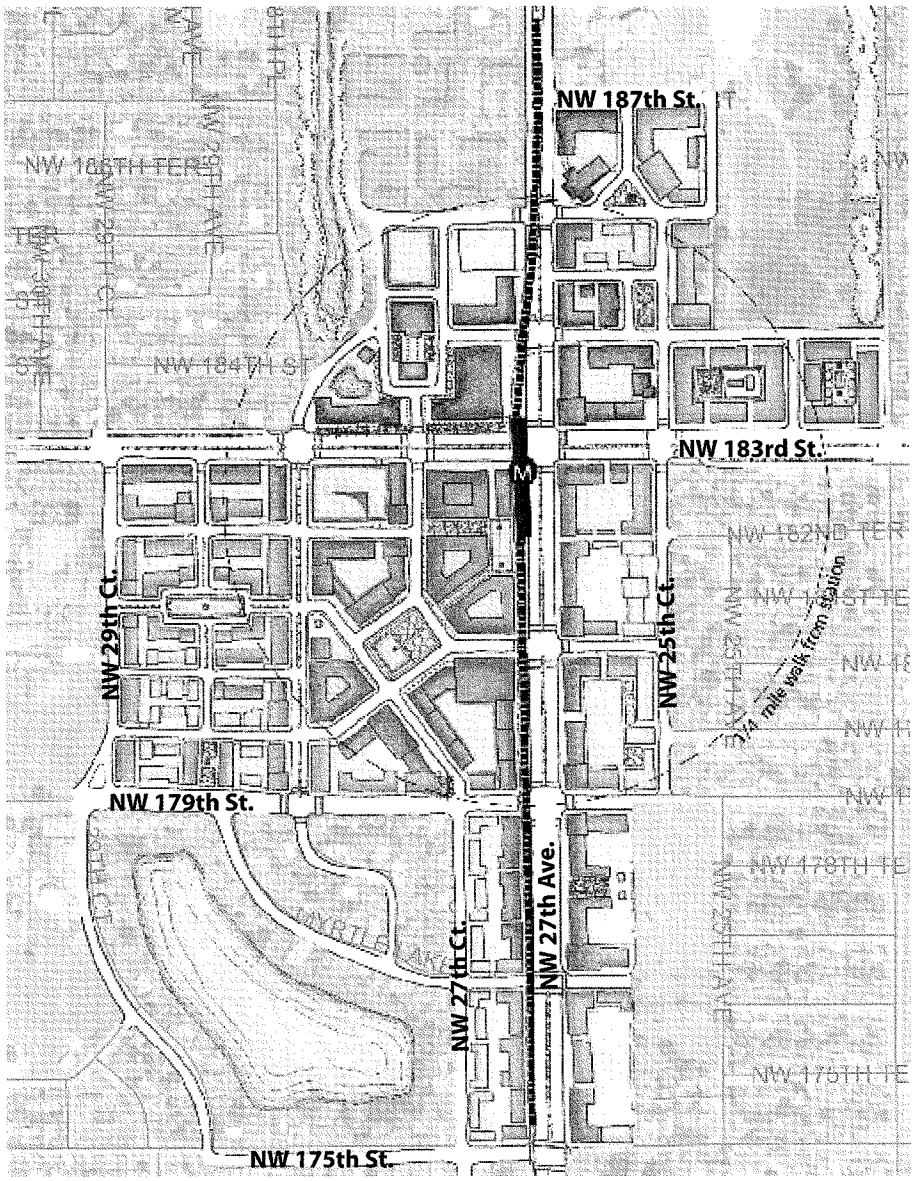
On March 6, 2007 Miami-Dade Transit issued a draft of the North Corridor Station Area Planning Charrette Report for the NW 183 Street Metrorail Station (Charrette Report) containing the charrette plan (citizens' vision) and the recommendations for implementation. On June 4, 2007 the Planning Advisory passed a resolution endorsing the draft Charrette Report and recommending to the Board of County Commissioners acceptance of the same.

In August 2007 Miami-Dade Transit issued the final draft of the Charrette Report that includes the final comments from the City of Miami Gardens which intends to transform portions of the charrette area into the City's Town Center. The NW 183rd Street Station Charrette Report recommendations are consistent with the County's CDMP and the City of Miami Garden's CDMP and their implementation will require close coordination between County agencies, State agencies, including the Florida Department of Transportation and the City of Miami Gardens.

A Charrette Report Summary Sheet containing the main highlights of the Charrette Report is also attached to this memorandum.

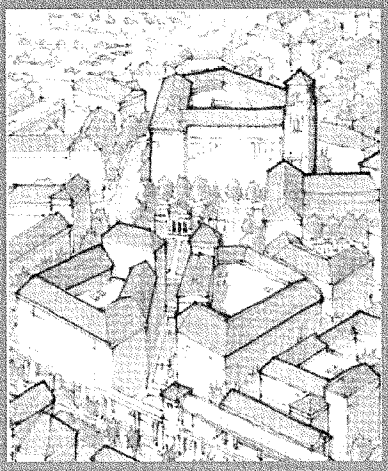
Assistant County Manager

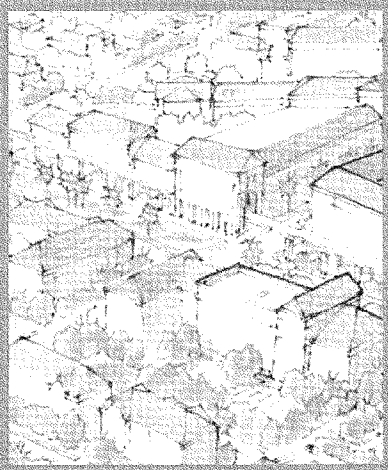
NORTH CORRIDOR SUMMARY SHEET



- The proposed Metrorail Station at NW 183rd Street and NW 27th Avenue is one of the seven new stations being proposed as part of the 9.5-mile North Corridor Metrorail extension.
- The station area which is located in the City of Miami Gardens is designated as a Community Urban Center in the County's Comprehensive Development Master Plan.
- Miami-Dade Transit in coordination with the Department of Planning and Zoning and the City of Miami Gardens held the North Corridor Charrette for the Metrorail Stations at NW 183rd and NW 199th Streets from March 11 to March 16, 2006.
- In August 2007 Miami-Dade Transit issued the final draft of the NW 183rd Street Station Charrette Report which includes the latest revisions by County and City staff. It is the intent of the City of Miami Gardens to transform portions of the Charrette area into the City's Town Center and this is being reflected on their CDMP and in a new zoning district adopted by their Council. Both the Charrette plan and the City's plan are complementary.

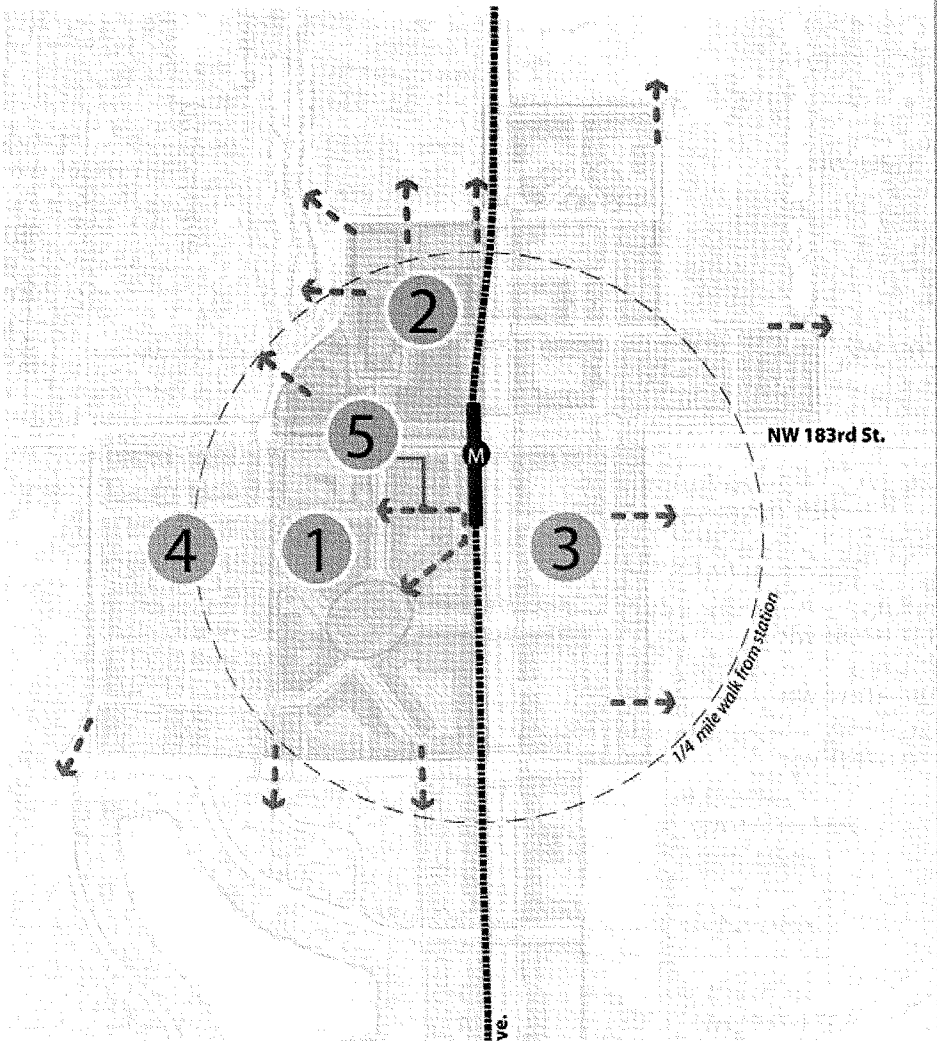
183RD STREET





Implementation Diagram

Immediate	Near Future	Long Term
Reconvene Transit-Oriented Development Working Group		
Adopt Station-Area Zoning		
	NW 27th Avenue Improvements	
	Financing Infrastructure Improvements	
	Select a Transit-Oriented Development Master Developer	
		Station Area Redevelopment



NW 183rd STREET CONCEPT DIAGRAM

POTENTIAL DEVELOPMENT PARAMETERS

Residential	2,500 units
Commercial	200,000 square feet of office
Retail and Entertainment	150,000 square feet of retail
Civic	500,000 square feet

Implementation of the Charrette Report requires close coordination efforts between Miami-Dade County agencies, the Florida Department of Transportation and the City of Miami Gardens. In addition, while the County would retain jurisdiction and will seek implementation of the land use recommendations for the immediate station area and the Metrorail guideway (Rapid Transit Zone), the municipality will be responsible for implementing the land use recommendations away from the Rapid Transit Zone.

STATION AREA CONCEPT

1. Town Center

The existing Carol City Shopping Center will be redeveloped into a new town center featuring a mix of commercial and higher density residential uses.

2. Civic Center

A complementary concentration of civic uses, including a city hall, is proposed on the north side of NW 183rd Avenue. This would have direct access from the Metrorail station and would build upon the presence of existing civic uses on the north side of NW 183rd Avenue.

3. Transforming NW 27th Ave.

The strip commercial uses on the east side of NW 27th Avenue are proposed for redevelopment into mixed-use commercial and retail buildings with residences on the upper floors. The character of development along the street would also evolve into one with buildings oriented to NW 27th Avenue and parking placed to the rear.

4. Residential Neighborhood

A new residential neighborhood is envisioned on the west side of the plan area. Compatible with the design, scale, and density of the area's established neighborhoods, it would contain a mixture of townhouses and low-rise apartment and condominium buildings.

5. Pedestrian Connectivity

Improved walking conditions will be an important change for the area. A pedestrian plaza welcomes transit patrons at the station and walkways radiating from it provide pleasant and convenient pedestrian access to the town center. Inviting pedestrians into and through the area will be a major theme in the design of streets, parks, and public spaces.

MEMORANDUM

(Revised)

TO: Honorable Chairman Bruno A. Barreiro and Members, Board of County Commissioners

DATE: November 6, 2007

FROM: R. A. Cuevas, Jr. County Attorney

SUBJECT: Agenda Item No. 8(N)(1)(A)

Please note any items checked.

_____ "4-Day Rule" ("3-Day Rule" for committees) applicable if raised

_____ 6 weeks required between first reading and public hearing

_____ 4 weeks notification to municipal officials required prior to public hearing

_____ Decreases revenues or increases expenditures without balancing budget

_____ Budget required

_____ Statement of fiscal impact required

_____ Bid waiver requiring County Manager's written recommendation

_____ Ordinance creating a new board requires detailed County Manager's report for public hearing

_____ Housekeeping item (no policy decision required)

_____ No committee review

5

Approved _____ Mayor
Veto _____
Override _____

Agenda Item No. 8(N)(1)(A)
11-06-07

RESOLUTION NO. _____

RESOLUTION ACCEPTING THE NORTH CORRIDOR STATION AREA PLANNING CHARRETTE REPORT FOR THE NW 183RD STREET METRORAIL STATION INCLUDING ITS PLAN AND RECOMMENDATIONS AND DIRECTING COUNTY STAFF TO BE GUIDED BY THE CHARRETTE REPORT AND FURTHER DIRECTING THE MANAGER TO COORDINATE THE IMPLEMENTATION OF THE REPORT'S RECOMMENDATIONS WITH THE CITY OF MIAMI GARDENS AND ALL OTHER PERTINENT AGENCIES

WHEREAS, the North Corridor is one of the major transit projects proposed by the County's People's Transportation Plan; and

WHEREAS, the North Corridor is a 9.5-mile extension of the Metrorail system serving the communities along NW 27th Avenue with seven new stations from NW 82nd Street to NW 215th Street, including a station at NW 183rd Street in the City of Miami Gardens; and

WHEREAS, the County's Comprehensive Development Master Plan (CDMP) designates the area in the vicinity of the proposed North Corridor Metrorail station at NW 183rd Street as a Community Urban Center; and

WHEREAS, Miami-Dade Transit in coordination with the Department of Planning and Zoning and the City of Miami Gardens held the North Corridor Charrette for the Metrorail Stations at NW 183rd and NW 199th Streets from March 11 to March 16, 2006; and

WHEREAS, on March 6, 2007 Miami-Dade Transit issued the first draft of the North Corridor Station Area Planning Charrette Report for the NW 183 Street Metrorail Station (NW 183rd Street Station Charrette Report); and

WHEREAS, at their meeting of June 4, 2007, the members of the Planning Advisory Board recommended acceptance of the North Corridor Station Area Planning Charrette Report for the NW 183rd Street Metrorail Station and endorsed its plan and recommendations; and

WHEREAS, in August 2007 Miami-Dade Transit issued the final draft of the NW 183rd Street Station Charrette Report; and

WHEREAS, the NW 183rd Street Station Charrette Report recommendations are consistent with the County's CDMP and the City of Miami Garden's CDMP; and

WHEREAS, the NW 183rd Street Station Charrette Report promulgates recommendations and guidelines to influence form and character of future development within the NW 183rd Street Station area; and

WHEREAS, the County wishes to accept these recommendations and guidelines; and

WHEREAS, further implementation of the Charrette/Area Plan guidelines requires close coordination efforts between Miami-Dade County agencies, the Florida Department of Transportation and the City of Miami Gardens,

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF MIAMI-DADE COUNTY, FLORIDA, that this Board hereby (1) accepts the North Corridor Station Area Planning Charrette Report for the NW 183rd Street Metrorail Station, including its plan and recommendations, and (2) directs County Staff to be guided by such plan and recommendations, and (3) further directs the County Manager to coordinate the implementation of the Charrette Report's plan and recommendations with the City of Miami Gardens and all other pertinent agencies.

The foregoing resolution was offered by Commissioner , who moved its adoption. The motion was seconded by Commissioner and upon being put to a vote, the vote was as follows:

Bruno A. Barreiro, Chairman
Barbara J. Jordan, Vice-Chairwoman

Jose "Pepe" Diaz	Audrey M. Edmonson
Carlos A. Gimenez	Sally A. Heyman
Joe A. Martinez	Dennis C. Moss
Dorrin D. Rolle	Natacha Seijas
Katy Sorenson	Rebeca Sosa
Sen. Javier D. Souto	

The Chairperson thereupon declared the resolution duly passed and adopted this 6th day of November, 2007. This resolution shall become effective ten (10) days after the date of its adoption unless vetoed by the Mayor, and if vetoed, shall become effective only upon an override by this Board.

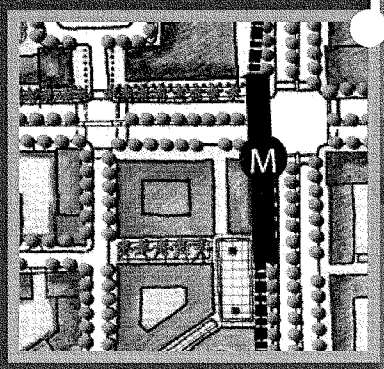
MIAMI-DADE COUNTY, FLORIDA
BY ITS BOARD OF COUNTY
COMMISSIONERS

HARVEY RUVIN, CLERK

By:_____
Deputy Clerk

Approved by County Attorney as
to form and legal sufficiency.

Dennis A. Kerbel



NORTH CORRIDOR STATION AREA PLANNING

CHARRETTE REPORT FOR NW 183RD STREET METRORAIL STATION

PREPARED BY: PB PLACEMAKING / AUGUST 2007

PMC
Program Management Consultant

ACKNOWLEDGEMENTS

County Commissioner District 1: Vice-Chairwoman Barbara J. Jordan

Congresswoman Carrie Meek

Miami-Dade Transit:
Harpal Kapoor, Director
Jon T. Spillman
Maria Baptista
Richard Pereira
Frank Talleda
Michelle Simmons
Ruby Hemingway-Adams

Miami-Dade Department of Planning and Zoning:
Subrata Basu, Interim Director
Tom Spehar
Shailendra Singh
Jess Linn
Natasha Alfonso
Gianni A. Lodi

City of Miami Gardens:
Jay Marder, Director, Development Services
Bhairvi Pandya
Robert Coleman

PB PlaceMaking Charrette Team:
GB Arrington, Project Manager
Thomas Bennett, Deputy Project Manager
Rajiv Batra
James Hencke
Patrick Sweeney
Keith Liden
Jennifer Rosales
Kimi Iboshi-Sloop
Brian Newman
Emily Hull
Kokila Lochan
Mark Bachels
Paul Morris
Julienne Chen

Charrette Design Support:
Grace Dillon, Jaime Correa + Associates
Jennifer Pearson, Jaime Correa + Associates
Maria Chalgub, Chalgub Inc.
Derrick Smith, A +S Architects, Planners P.A.
Steven Fett

Bay Area Economics:
Ron Golem

Dickey Consulting Services:
Sheryl A. Dickey
Sady Diaz
Dana Shelby
Carla Hankerson

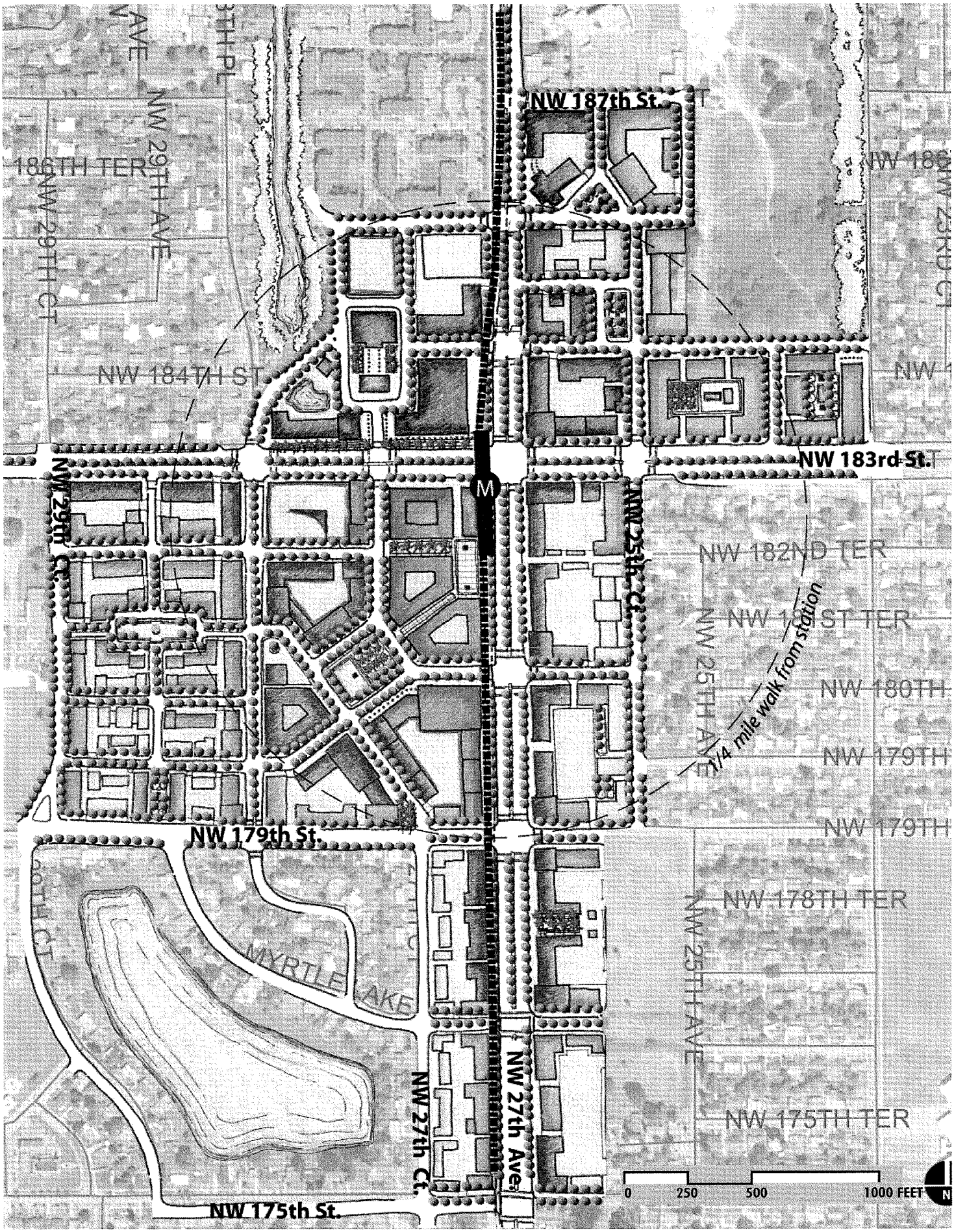
PMC Team:
Dennis Newjahr
Jack Schnettler
Sheila Grant
Marie Elsie Dowell
John Lafferty
Jayne Pietrowski
Raul J. Carrasquel
Richard A. Bionda
Novia Chang
Naomi Wright
Schyatzie Jefferson
Jean Kouch

FDOT:
David Kouros
Janet S. Seitlin
Erinia Nagid

Miami-Dade MPO:
David Henderson
Elizabeth Rockwell

Thanks to all the Miami Gardens community members who generously gave their time to help envision the future of the NW 183rd Street station area.

Special thanks to the North Dade Regional Library for providing charrette space and seeing to the needs of the charrette team.


NW 187th St.
NW 183rd St.
NW 179th St.
NW 175th St.
NW 29th Ct.
NW 25th Ct.
NW 27th Ave.
NW 27th Ct.
NW 29TH AVE
NW 29TH CT
NW 184TH ST
NW 182ND TER
NW 181ST TER
NW 180TH
NW 179TH
NW 178TH TER
NW 175TH TER
NW 25TH AVE
1/4 mile walk from station
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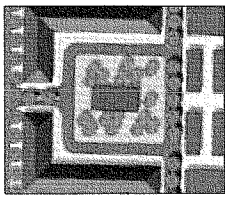
RELATIONSHIP OF THIS REPORT TO CITY PLANS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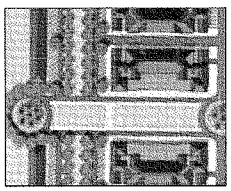
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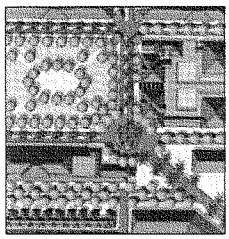
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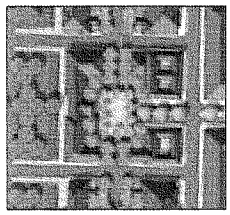
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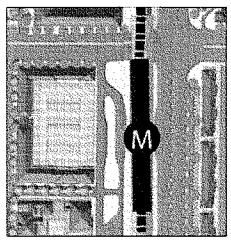

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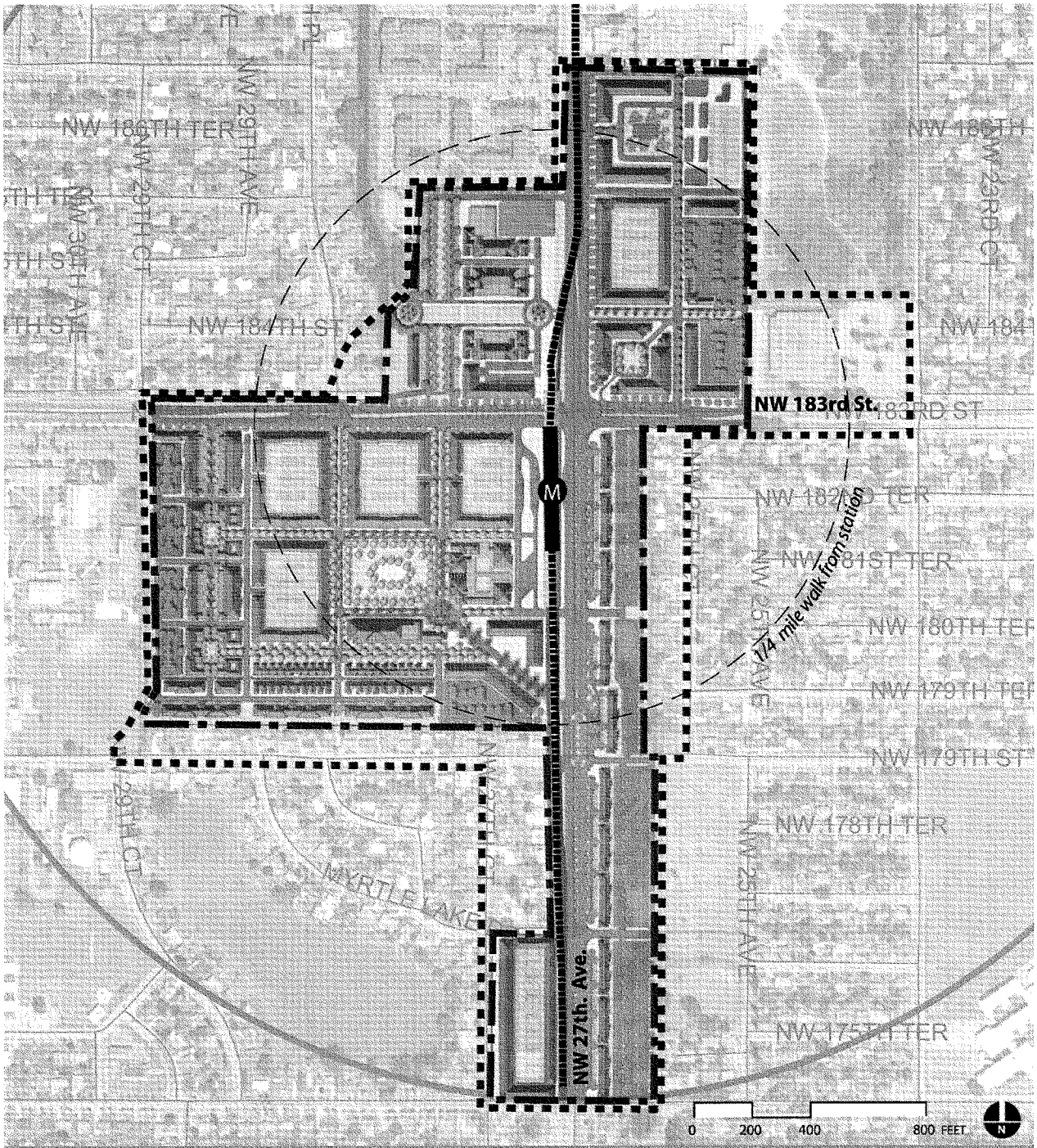
The Station Area Charrette Plan provides a vision, planning framework, and implementation strategy for leveraging the North Corridor Metrorail Extension to achieve broader community-building goals at each station. The final product is a detailed roadmap that can guide the City of Miami Gardens next steps.

This plan is not a regulatory document, and it does not supersede or amend the adopted *City of Miami Garden's Comprehensive Development Master Plan (CDMP)* or the adopted *Town Center Zoning District* in any way. The Station Area Charrette Plan may inform future amendments to these plans, any such action would have to be taken by the governing bodies of the City and County.

The charrette plan looks to the future and does not necessarily reflect the current uses of property. As is discussed throughout the charrette plan, it is anticipated that existing uses will evolve as properties develop or redevelop. The process was consciously open-ended in order to allow participants to have a fresh perspective on their community and to make recommendations. The City's CDMP and Town Center Zoning District informed the development of the Station Area Charrette Plan, but participants were not bound by previous planning processes. Therefore, the plan shown in this report represents one potential outcome and has inconsistencies with current City and County plans and codes. Overall, the charrette plan and the City of Miami Gardens Town Center Plan are very complementary.

At the NW 183rd Street Station, the Town Center District boundary is not entirely consistent with the boundaries of the Station Area Charrette Plan. The diagram to the right shows the Miami Gardens Adopted Town Center Plan with the Metrorail Station Area Charrette Plan boundary superimposed.

1. Civic Center in Northeastern Quadrant
2. Town Square North in Northeastern Quadrant
3. Town Square
4. Small Neighborhood Park
5. Metrorail Station at NW 183rd Street



Adopted Miami Gardens Town Center Plan

M Proposed Metrorail Alignment and Platform

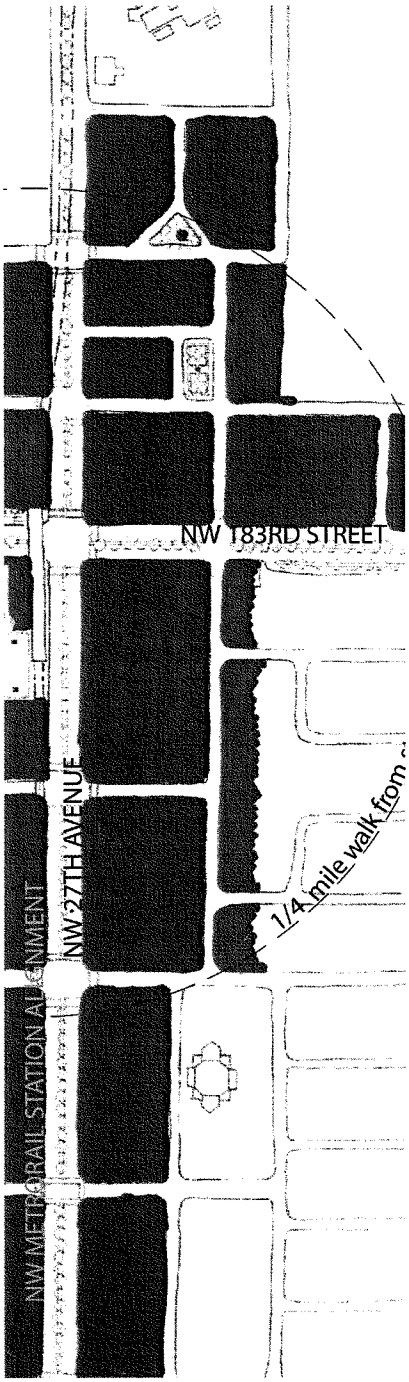
Miami Gardens Town Center Zoning District Boundary

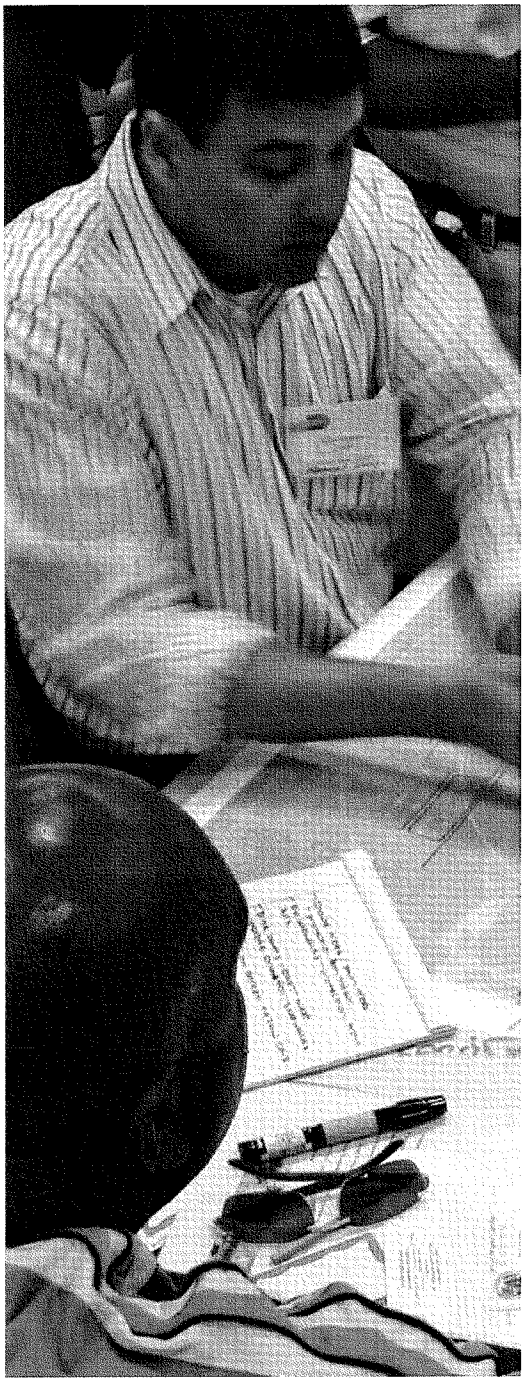
Metrorail Station Area Charrette Plan Boundary

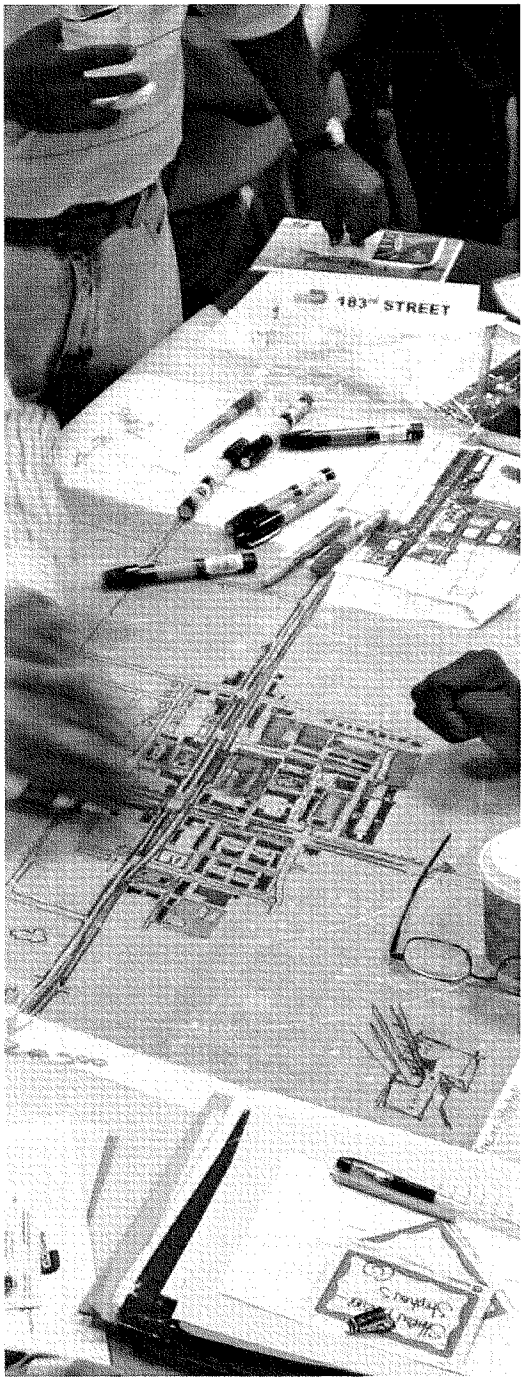
Miami Gardens Town Center Master Plan prepared by Calvin Giordano + Associates, Inc

EXECUTIVE SUMMARY

FOR NW 183rd STREET STATION







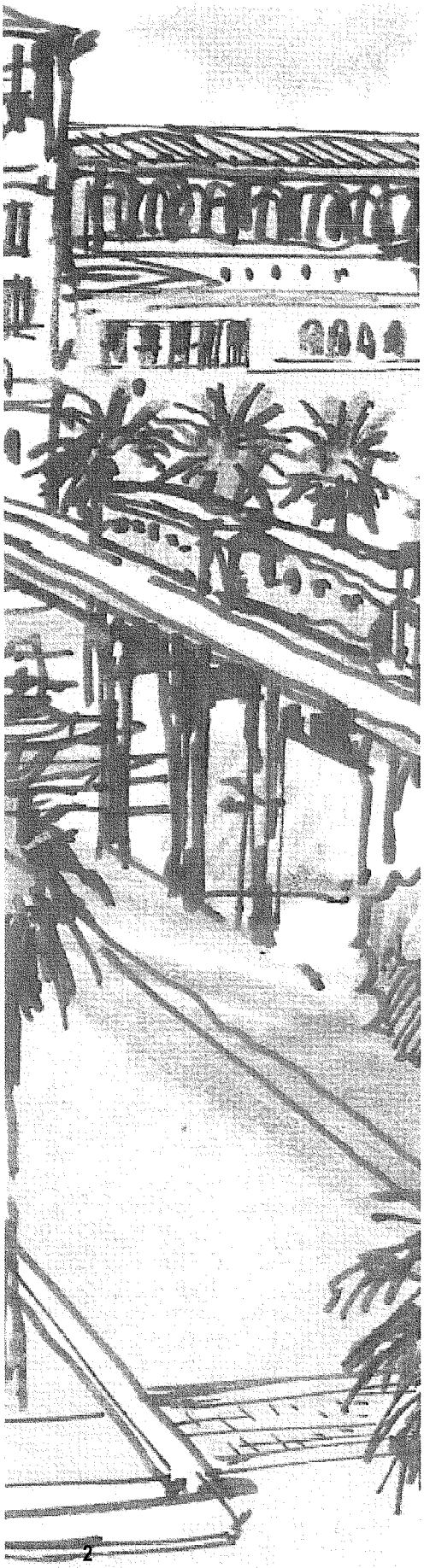
VISION

The Miami Gardens residents want a town center that offers public transportation, a mixture of residential, commercial, office and civic uses, and an architecturally rich downtown environment where people can live, work, shop, and walk. The Miami Gardens Town Center will be that place, taking advantage of the proposed Metrorail North Corridor Extension.

The NW 183rd Street station area is just one part of a larger vision for the entire NW 27th Avenue corridor - an exercise in both community building and people moving. The introduction of Metrorail service is intended to be a catalyst for reinvestment in, and revitalization of, the communities in the North Corridor. The aim of the station area planning in the North Corridor is to create more livable neighborhoods that will support the coming of Metrorail.

Citizens are the experts about what makes sense in their community. After all, they will live with any changes long after the city planners move on to the next project. A five-day community charrette was conducted involving local citizens and a design team to listen to the public's hopes and ideas about the future of the community surrounding the proposed Metrorail station at NW 183rd Street and NW 27th Avenue. The all-day workshops translated the community's voices into pictures and plans using an iterative process to clarify and refine a consensus-based vision for the station and surrounding community.

The NW 183rd Street station area is envisioned as the city's future center for Miami Gardens with a mixed-use commercial core and a variety of housing types, parks, and civic services. It will be locally oriented – designed to serve the City of Miami Gardens rather than a regional destination. This course is defined in the recently adopted *City of Miami Gardens CDMP*, which is intended to further support the evolution of the new City of Miami Gardens into a city with a unique identity in Miami-Dade County.



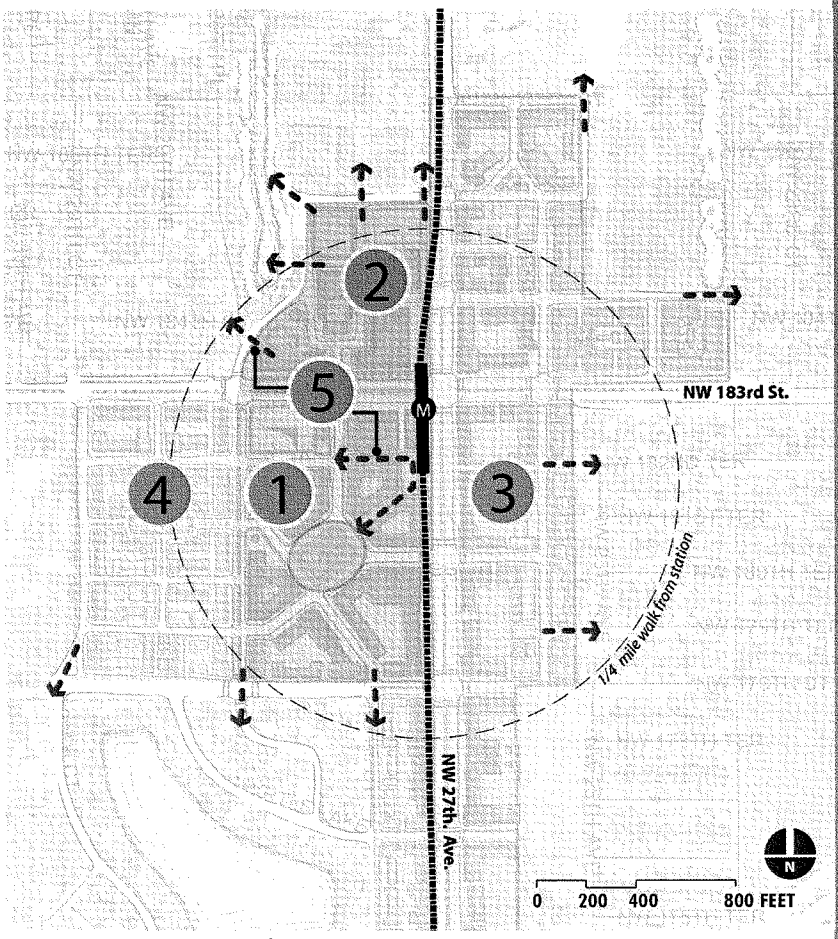
A PLACE TO CELEBRATE COMMUNITY - MIAMI GARDENS TOWN CENTER

The area surrounding the intersection of NW 183rd Street and NW 27th Avenue is proposed to transform the Carol City Shopping Center into the Town Center for the City of Miami Gardens. The Metrorail station, located on the west side of the NW 27th Avenue and NW 183rd Street intersection will provide a major pedestrian-oriented destination around which the mixed-use Town Center – complete with commercial, residential, and civic uses - can develop.

The station area will be comprised of locally-oriented businesses and attractions, rather than the regional scaled development proposed for the NW 199th Street station area near Dolphin Stadium. The proposed Metrorail station will extend over NW 183rd Street to provide direct pedestrian access from both sides of the street. The NW 183rd Street station area will have several key features described in this report:

- Town Center
- Civic Center
- Transforming NW 27th Avenue
- Residential Neighborhood
- Pedestrian Connectivity

The introduction of Metrorail in the North Corridor is recognized as a tool to help reinvest in and revitalize the surrounding neighborhoods. The plan acknowledges that the City of Miami Gardens has approved a complementary plan and zoning ordinance that requires the type of development described in this report. As properties within the plan area become available for redevelopment, this area will transition over time into a town center envisioned by the city.



NW 183rd STREET CONCEPT DIAGRAM

DEVELOPMENT PROGRAM

Residential	2,500 units
Commercial	200,000 square feet of office
Retail and Entertainment	150,000 square feet of retail
Civic	500,000 square feet

STATION AREA CONCEPT

① Town Center

The existing Carol City Shopping Center will be redeveloped into a new town center featuring a mix of commercial and higher density residential uses.

② Civic Center

A complementary concentration of civic uses, including a city hall, is proposed on the north side of NW 183rd Avenue. This would have direct access from the Metrorail station and would build upon the presence of existing civic uses on the north side of NW 183rd Avenue.

③ Transforming NW 27th Ave.

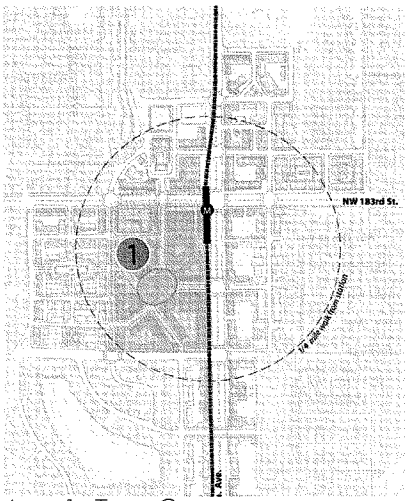
The strip commercial uses on the east side of NW 27th Avenue are proposed for redevelopment into mixed-use commercial and retail buildings with residences on the upper floors. The character of development along the street would also evolve into one with buildings oriented to NW 27th Avenue and parking placed to the rear.

④ Residential Neighborhood

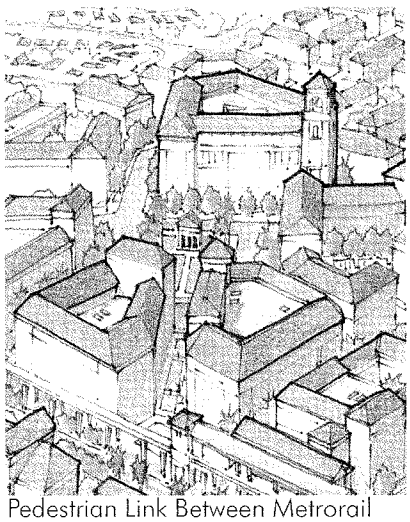
A new residential neighborhood is envisioned on the west side of the plan area. Compatible with the design, scale, and density of the area's established neighborhoods, it would contain a mixture of townhouses and low-rise apartment and condominium buildings.

⑤ Pedestrian Connectivity

Improved walking conditions will be an important change for the area. A pedestrian plaza welcomes transit patrons at the station and walkways radiating from it provide pleasant and convenient pedestrian access to the town center. Inviting pedestrians into and through the area will be a major theme in the design of streets, parks, and public spaces.



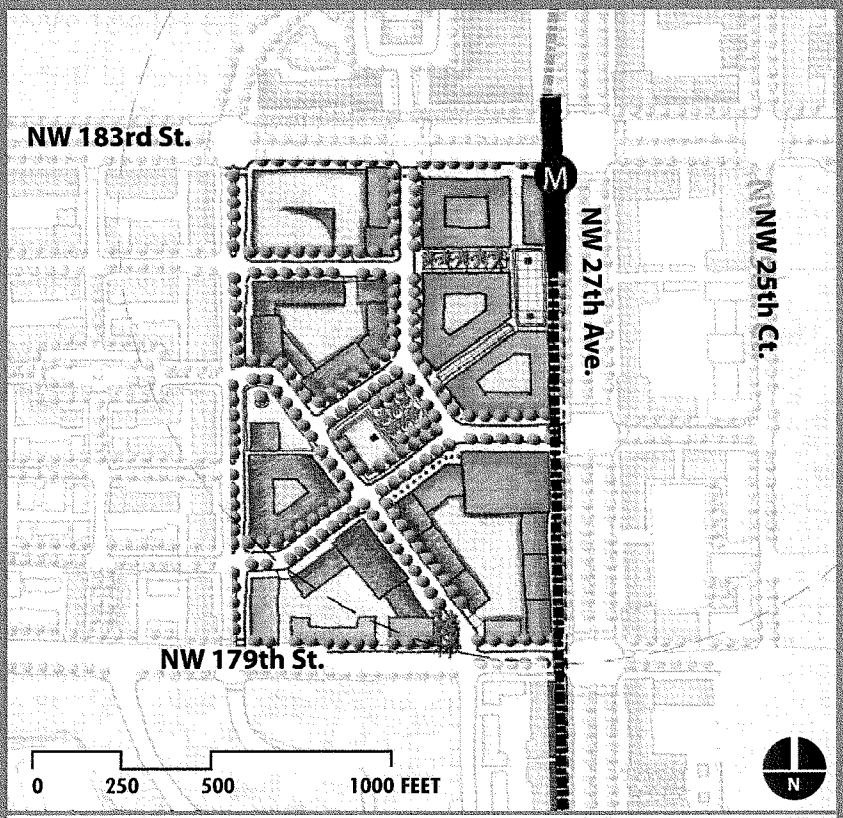
Area 1- Town Center

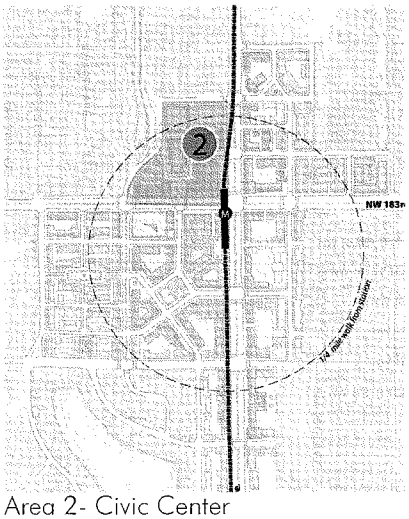

Pedestrian Link Between Metrorail Station and Town Center

Town Square and Bell Tower from Transit Plaza

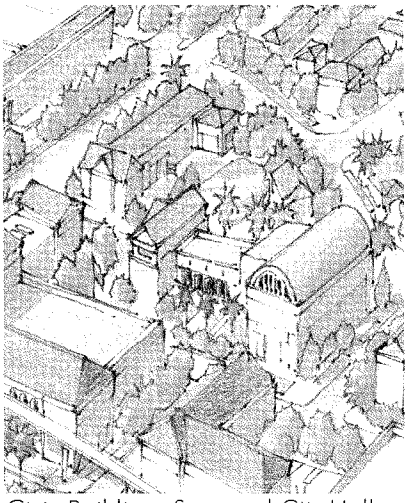
Town Center

The new Miami Gardens Town Center will represent a complete conversion of the Carol City Shopping Center into an urban destination. A town square and bell tower forms the centerpiece of the station area. A pedestrian walkway forms a direct link between the square and the Metrorail station. Ground floor retail establishments surround the square and line the pedestrian walkway with overlooking offices and residences on the floors above. Parking will be located in structures to further support the pedestrian emphasis of the new Town Center.





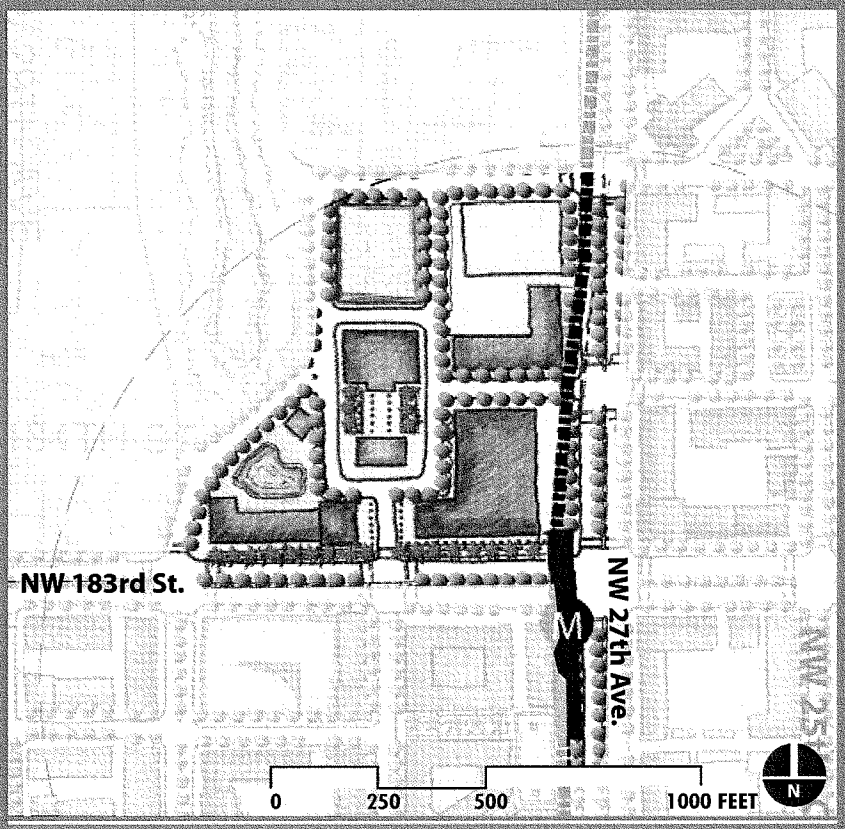
Area 2- Civic Center



Civic Buildings Surround City Hall

Civic Center

A civic center envisioned in the charrette, immediately north of the Town Center, will further establish the NW 183rd Street station area as the core of the community. A challenge for the City of Miami Gardens will be how to knit the existing civic and government uses into a cohesive district that will further enhance the urban quality of the Town Center and provide convenience for its citizens by locating multiple government functions and services in close proximity. A police and fire department building and North Miami-Dade County Library are located to the north of NW 183rd Avenue and east of NW 27th Avenue. Although they are within the station planning area, they are not conveniently located near the Metrorail station. The plan concept calls for establishing the City Hall immediately north of the Town Center to take full advantage of the station and the convenient access to and from the Town Center.



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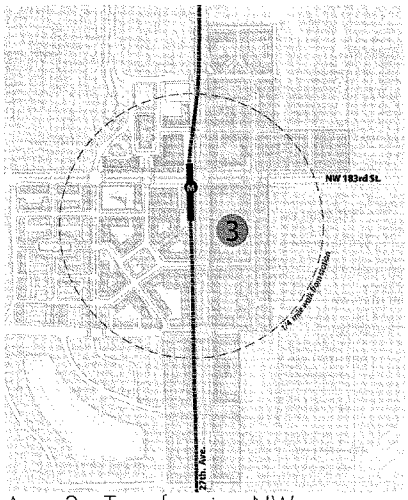
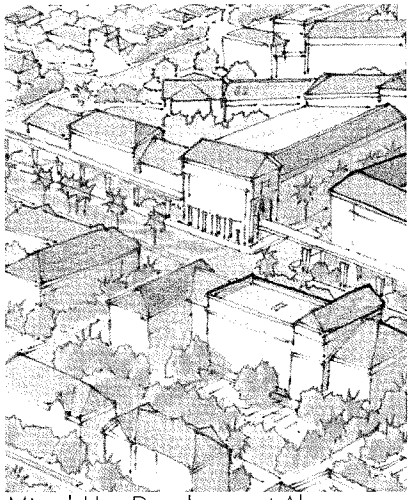
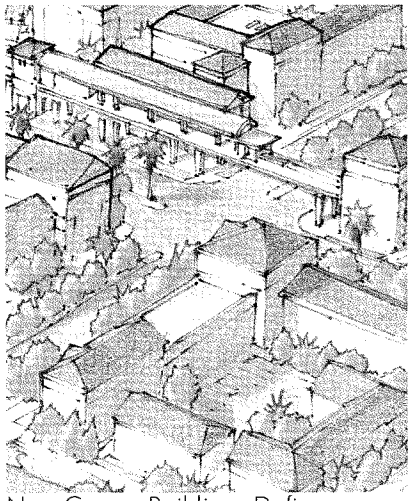


Area 3 - Transforming NW 27th Avenue

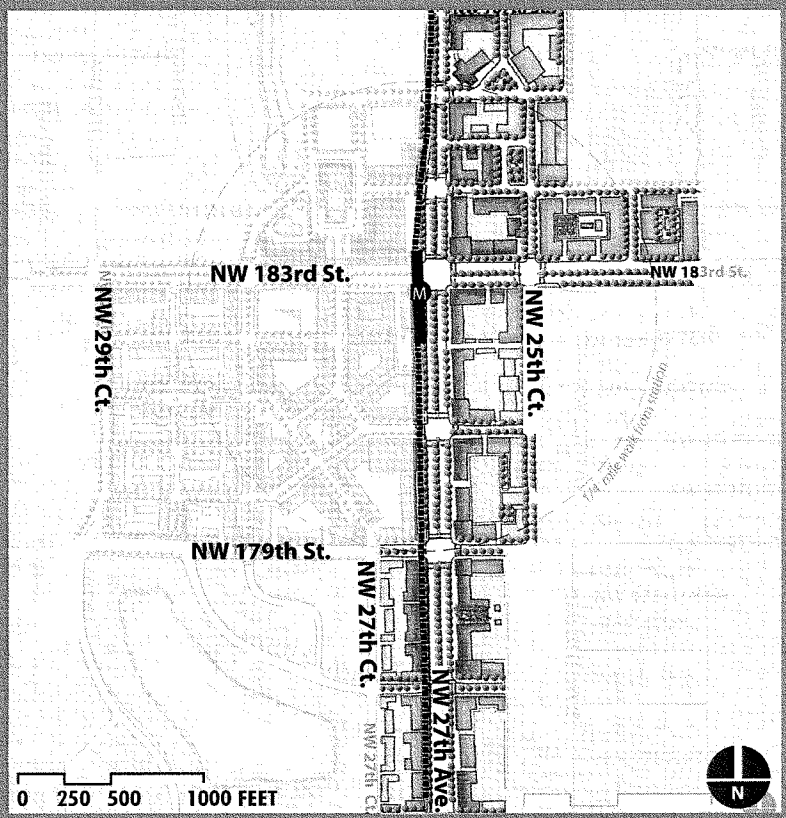

Mixed-Use Development Along NW 27th Avenue


New Corner Buildings Define NW 183rd Street Intersection

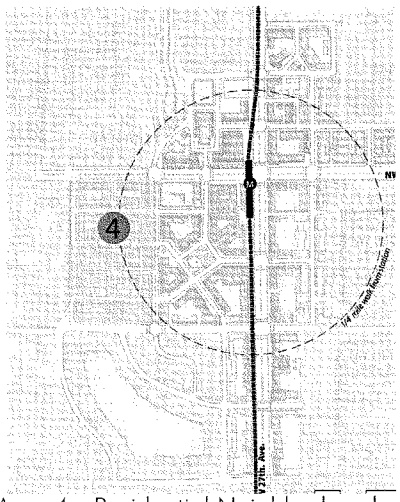
Transforming NW 27th Avenue

The existing commercial retail uses along the east side of NW 27th Avenue are representative of the commercial development typology in the North Corridor today. They are single story, auto-oriented establishments with parking lots in front of the buildings. Although there is a sidewalk adjacent to the street, it is surrounded by auto activity on both sides resulting in a place to walk if one has to, not because one wants to.

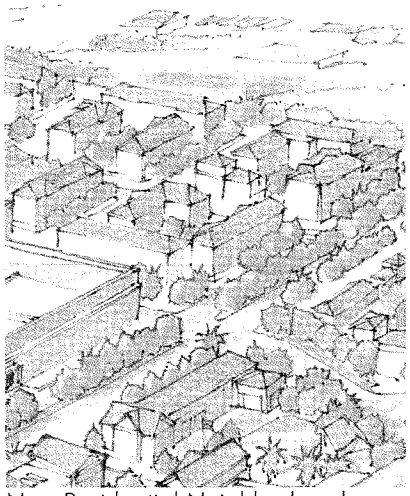
A main street atmosphere along NW 27th Avenue with storefront businesses along the sidewalk would create a more pleasant pedestrian environment taking advantage of access to Metrorail and further supporting the urban character of the Town Center. The existing strip commercial uses are proposed to be redeveloped into mixed-use development featuring storefront commercial businesses on the ground floors with residences or offices above. Buildings would front on improved sidewalks along NW 27th Avenue, which would have greater separation from moving traffic and more amenities, such as street trees, landscaping, and public gathering places. Parking would be located to the rear.



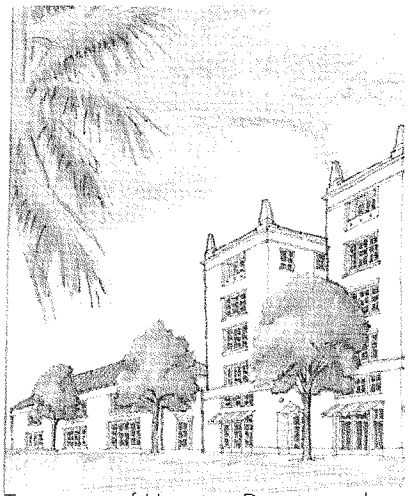
PB PLACEMAKING



Area 4 - Residential Neighborhood



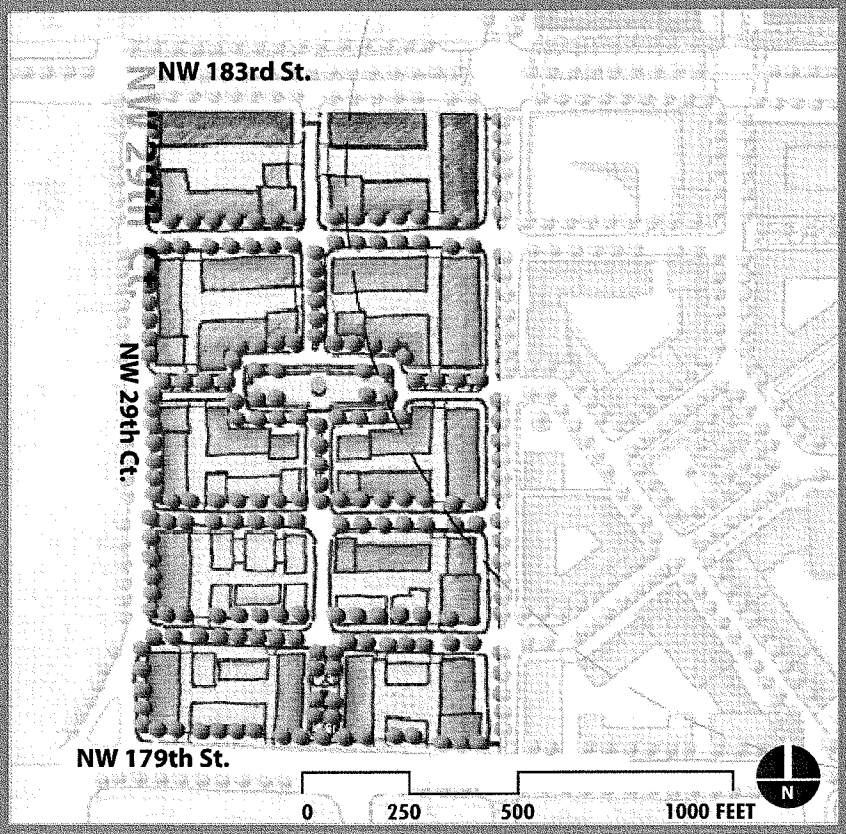
New Residential Neighborhood



Transition of Housing Density and Building Height

Residential Neighborhood

Compatibility with surrounding development is an important component of this plan concept. To establish a complementary relationship between the new Town Center and surrounding development, the concept plan calls for a transition from the intensive commercial and multi-family residential development in the core area to the lower density residential character of the surrounding neighborhoods. Building heights along the edge would be compatible with existing housing, and residential buildings, not parking lots, will face neighboring residents.



LAND USE - NW 183rd Street

Proposed Metrorail Alignment and Platform

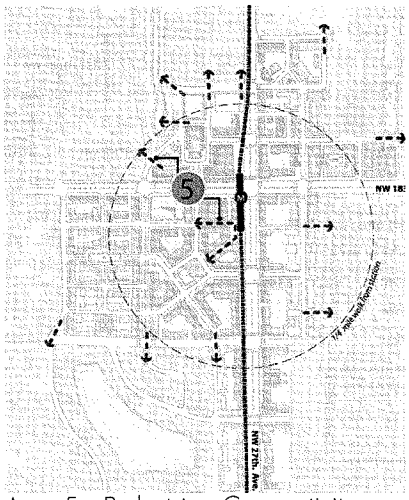
Commercial

Mixed-Use

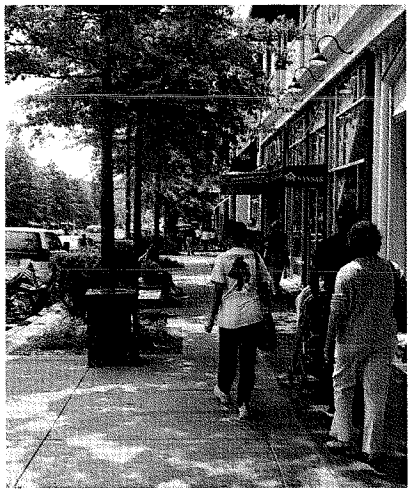
High Density Residential

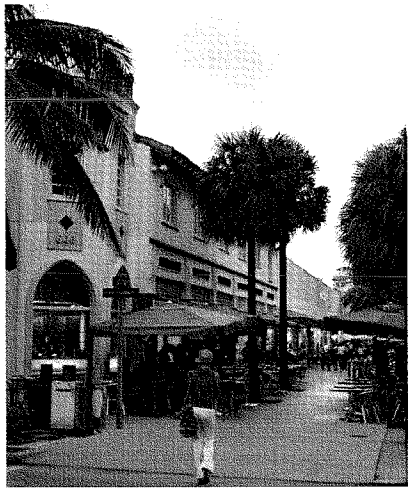
Medium Density Residential

Civic / Institutional



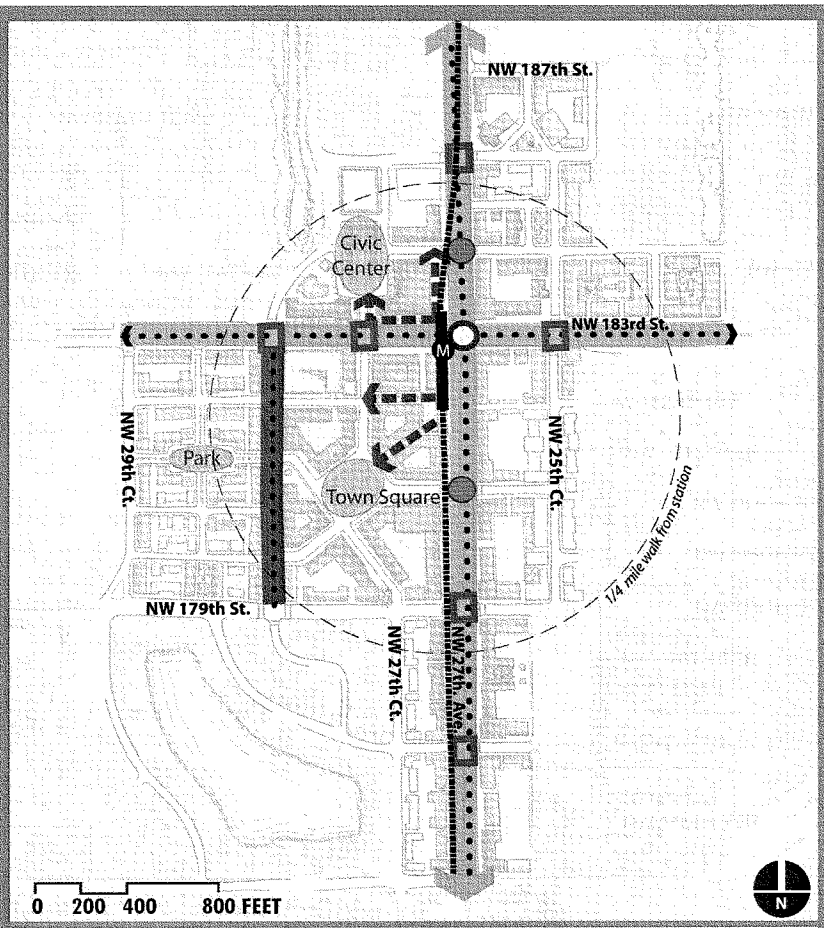
Area 5 - Pedestrian Connectivity


Quality Pedestrian Environment


Active Pedestrian Walkway

Pedestrian Connectivity

Another key element of the vision is to establish improved circulation throughout the station area for pedestrians, bicyclists, and transit while retaining good accessibility for motorists. The new Metrorail station, Town Center, civic uses, mixed-use development along NW 27th Avenue, and adjoining neighborhoods are proposed to be connected by a street network with a quality pedestrian and bicycling environment along major streets. Emphasis is placed on providing improved opportunities for crossing NW 27th Avenue and NW 183rd Street to complement a new system of walkways in the Town Center area.



Pedestrian Connectivity - NW 183rd Street

Proposed Metrorail Alignment and Platform

Complete Streets
Green Boulevard
Pedestrian Route
Primary Bikeways
Signal w/ Pedestrian Improvements
New Signal & Pedestran Crossing
Enhanced Pedestrian Crossing
Key Destinations

PB PLACEMAKING

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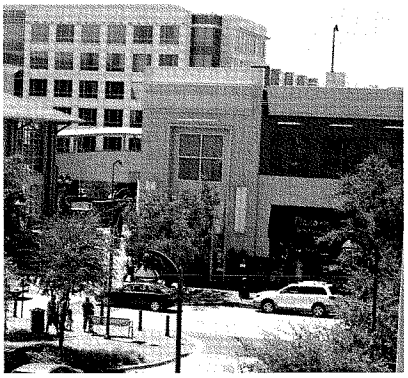
A DESIGN THAT FITS THE COMMUNITY

The vision for the NW 183rd Street station area is influenced by two sets of design principles. First, transit-oriented development (TOD) design principles focus on how to develop around transit stations in a way that supports transit use by nearby residents and businesses. Second, development-oriented transit (DOT) design principles address the other side of the equation, which is how to design station facilities to be well-integrated with the surrounding community.

The *City of Miami Gardens CDMP* policies clearly support an integrated land use and transit approach embodied in TOD and DOT design principles. These principles are summarized below.



1

Transit-Oriented Development (TOD)

TOD may be described by four basic principles, which define the essential characteristics of all successful TODs:

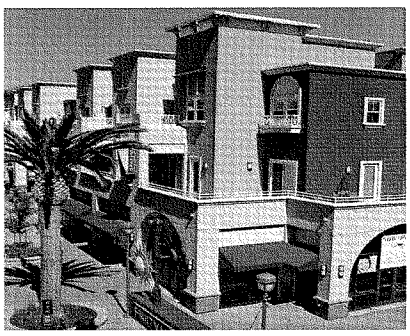
- Greater density than community average
- A mix of uses
- Quality pedestrian environment
- A defined center

2

Development-Oriented Transit (DOT)

It is equally important for transit facilities to be well-integrated with the communities they serve. The key design principles for development-oriented transit (DOT) are:

- Stations as the heart of the community
- Connect neighborhoods with transit
- Create a pedestrian environment
- Tame traffic
- Balance parking
- Create partnerships
- Complement community objectives



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4

1. Legacy Town Center. Dallas, TX
2. Santana Row. San Jose, CA
3. Fruitvale Transit Village. Oakland, CA
4. Clarendon. Arlington, VA

UNDERSTANDING THE MARKET

A market overview of the North Corridor station areas in Miami Gardens was prepared to assess the potential support for transit-oriented development through 2030 at future Metrorail stations. The analysis considered the demographic and employment characteristics of existing residents; current local market real estate conditions for various types of residential, office, and industrial uses; and a realistic level of how much development might be captured based on existing projections for future growth in county population and employment. Assuming actions by the city to focus a larger proportion of development around the station areas, the potential development program for NW 183rd Street Station through 2030 could include:

- 2,500 new units of various townhouses, lofts, apartments, and condos
- 200,000 square feet of offices and office condos
- 150,000 square feet of retail, including entertainment, dining, and specialty retail
- 500,000 square feet of civic and institutional uses, including education

MAKING THE PLAN REAL

Successful implementation of the station area plan will require a strong partnership between the City of Miami Gardens, Miami–Dade County, the Florida Department of Transportation, and the private sector. The implementation strategy is focused on six sub-areas:

Convene TOD Working Group

This multi-jurisdictional working group will oversee the comprehensive implementation of the station plan and TOD strategy, including improvements to NW 27th Avenue, the adoption of urban center zoning, the selection of a master developer, and joint development.

Implementing Town Center Zoning District and Charrette Planning Concepts

Further coordination between Miami Gardens and the county is necessary to ensure that the charrette plan and the adopted Town Center Zoning District address optimal transit-oriented development opportunities and improvements to NW 27th Avenue.

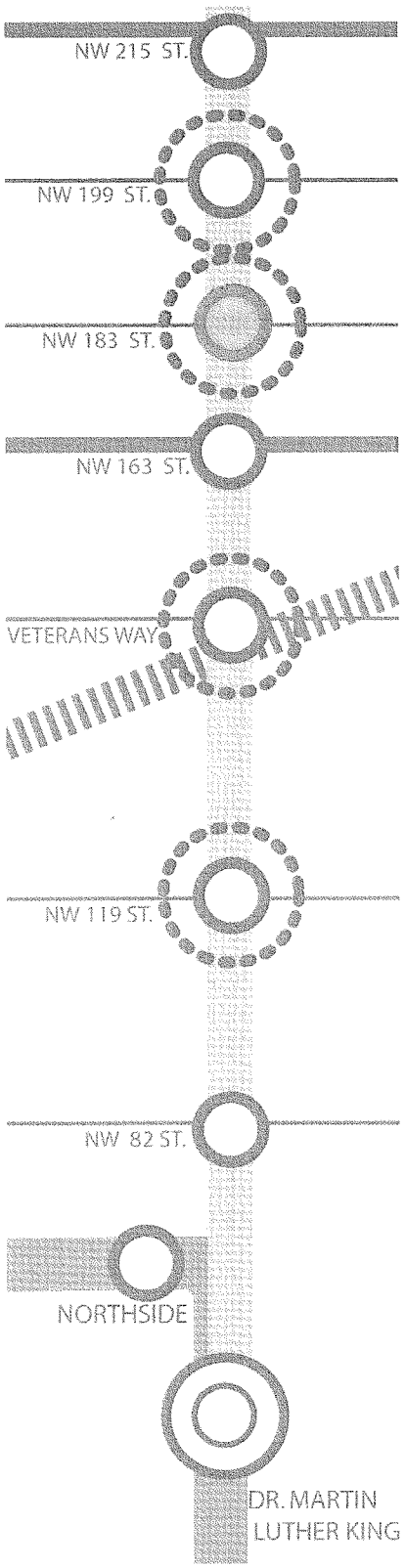
NW 27th Avenue Improvements

Working with the Florida Department of Transportation, NW 27th Avenue is proposed to be transformed into an urban boulevard with safety improvements. The NW 27th Avenue improvements would be built concurrently with the rail project and are dependent on specific funding commitments to implement the vision.

Financing Infrastructure Improvements

The build-out of the station plan will require a detailed public finance strategy that includes:

- New streets and infrastructure upgrades
- Extensive parks improvements
- Pedestrian connections through the neighborhoods

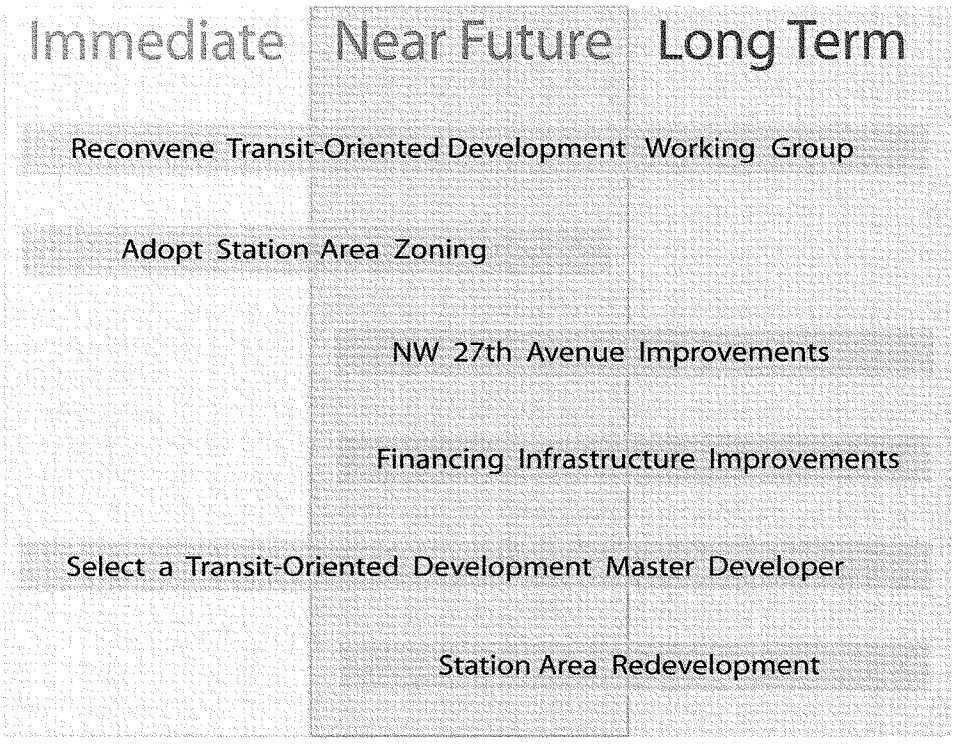


Select a TOD Master Developer

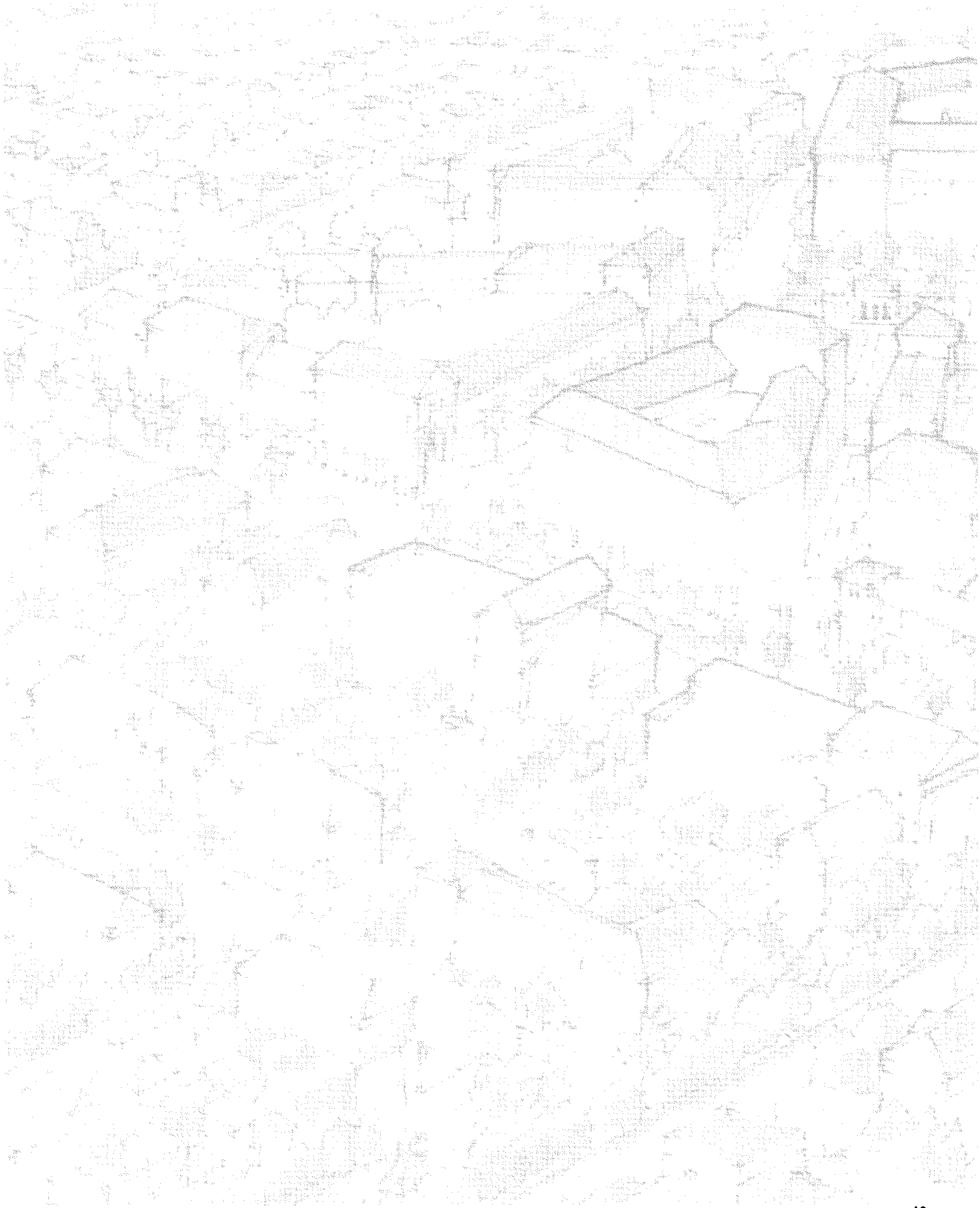
MDT plans to utilize a new approach to implement transit-oriented development in the corridor. The agency, in collaboration with local governments, including the City of Miami Gardens, will select a master developer to undertake joint development on several publicly owned sites that will be bundled together for phased implementation. The implementation strategy will include selection of a master developer and the signing of a development agreement.

Station Area Redevelopment

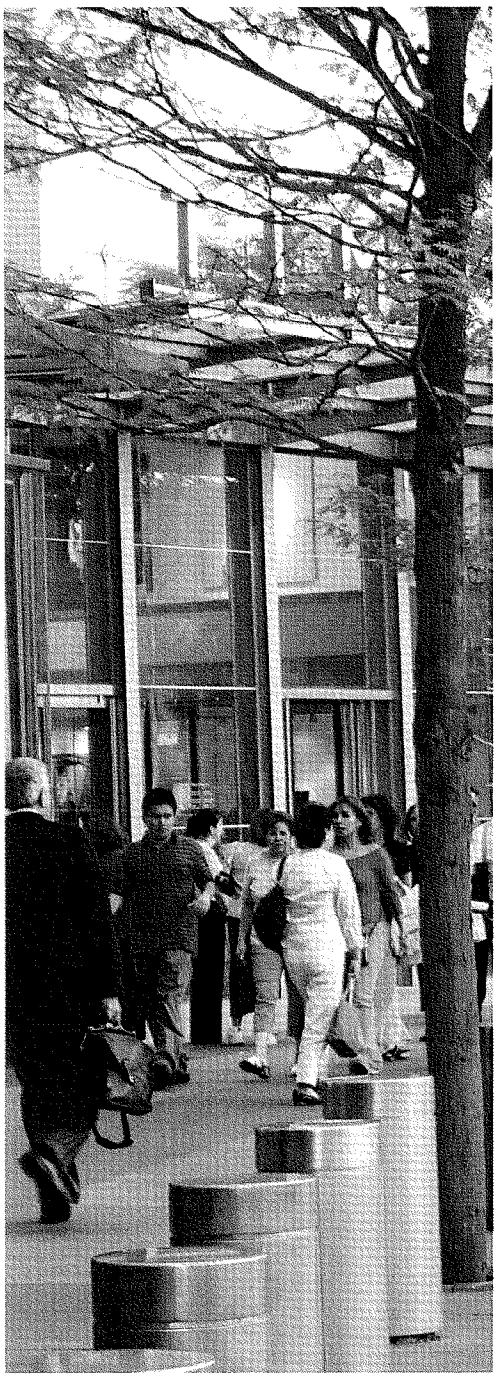
The redevelopment of the station area, including the Carol City Shopping Center, is a key element for the successful implementation of the vision for the NW 183rd Street Station. The redevelopment of the station area will occur in phases with the first phase focused on the land adjacent to the Metrorail station. The implementation section of this report includes a comprehensive public/private strategy for initiating redevelopment.

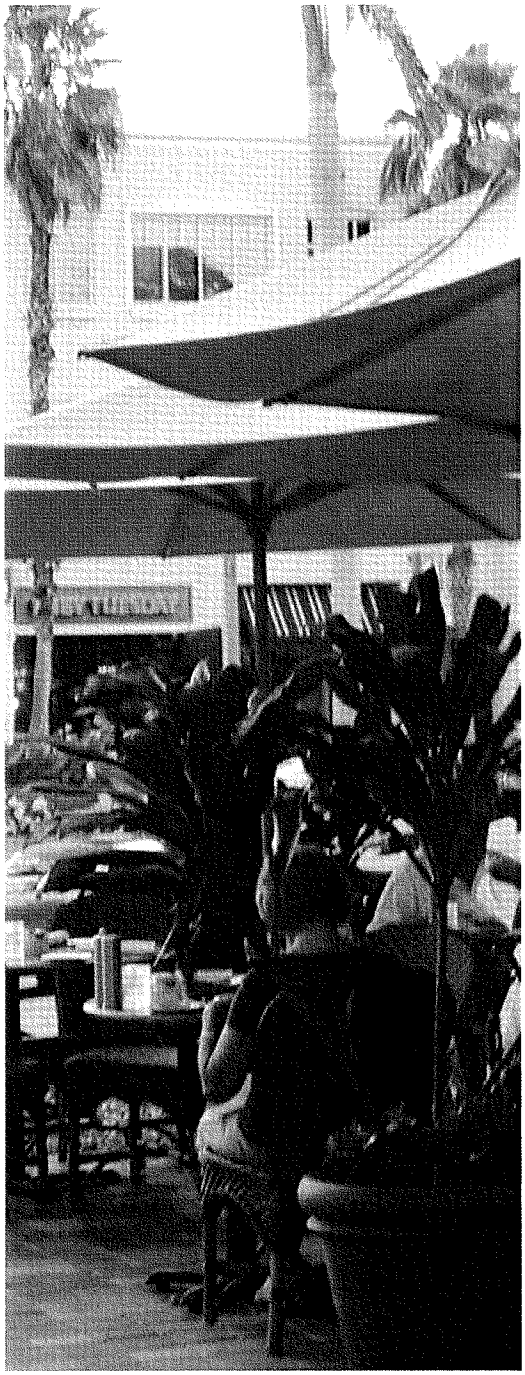


Implementation Diagram



CHAPTER 1
NORTH CORRIDOR PROJECT OVERVIEW





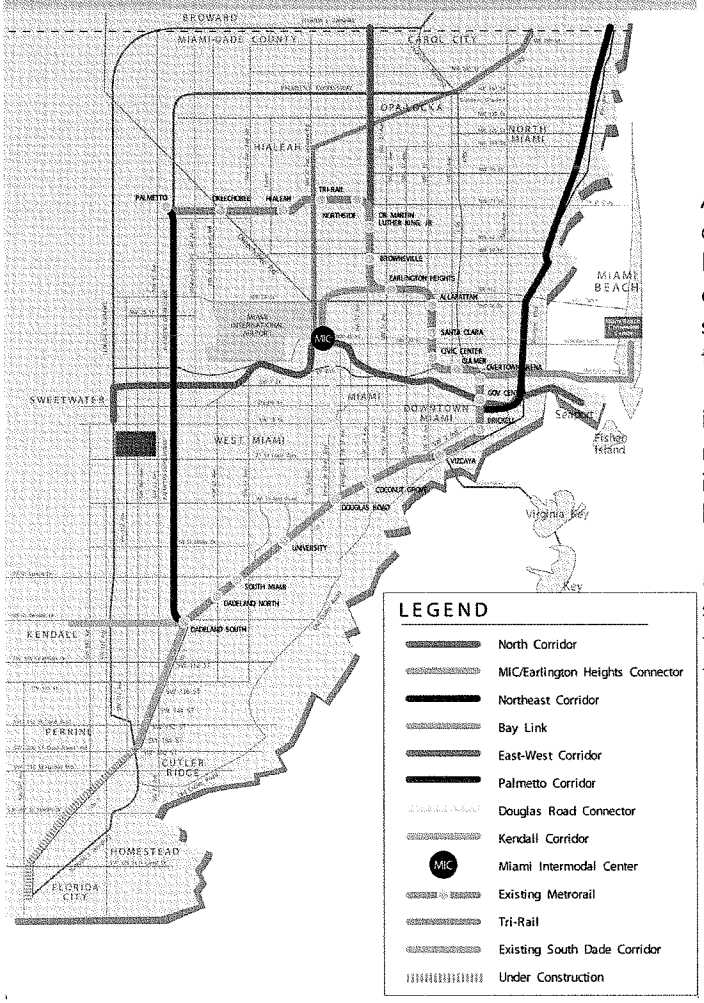
INTRODUCTION

NW 27th Avenue is a major north-south route that runs uninterrupted, linking the Miami-Dade and Broward County area at the north, to the southerly area of Miami at US 1. From NW 79th Street, where the existing Metrorail turns west, and then north to the county line, NW 27th Avenue helps unite a collection of diverse neighborhoods in the northerly Miami-Dade County area.

The 2025 transportation plan on the following page illustrates existing and proposed rapid transit corridors. The existing Metrorail (in green) and the proposed North Corridor (in red) are elevated, heavy rail systems generally paralleling existing streets or highways. Tri-Rail, south Florida's commuter rail line, travels southwest from Broward County, crossing the North Corridor in Opa-locka. There is a Tri-Rail station in Opa-locka ¾ mile southwest of the proposed Veterans Way Station. Tri-Rail, along with Amtrak's Eastern Seaboard Corridor, will both terminate at the future Miami Intermodal Center (MIC) currently under construction at the Miami International Airport (MIA). The proposed MIC/Earlington Heights Connector (in olive-green) will be a future Metrorail connection linking the existing Metrorail and the North Corridor to MIA.

The NW 82nd Street and NW 119th Street stations are located in unincorporated Miami-Dade County, Veterans Way station is in the City of Opa-locka, and the remaining stations are in the City of Miami Gardens. The North Corridor Metrorail extension is planned to provide elevated, fixed guideway rapid transit in an area with a high percentage of low income, transit-dependent households. According to 2000 Census data, 26 percent of the corridor's households have incomes below the poverty level, and 20 percent do not own, or have access to, a private vehicle. With peak period Metrorail service frequencies of 4 to 5 minutes, the proposed project will provide a convenient and efficient travel alternative in the corridor. This new line will be linked with the existing Metrorail system with direct connections to Tri-Rail (regional commuter rail).

Miami-Dade 2025 Transportation Plan
Rapid Transit Corridors



NORTH CORRIDOR STATIONS: A STRING OF PEARLS

A unifying theme that guides all of the North Corridor charrettes is that the stations act like a string of pearls. Each station is a unique place with its own defining character and mix of people and activities. However, the stations build on one another and create a sum greater than each individual place.

NW 183rd Street will serve as the Town Center for the new City of Miami Gardens, the NW 199th Street station is a regional destination, Veterans Way builds on the history and unique character of Opa-locka, and the NW 119th Street station includes Miami Dade College as a major higher-education anchor. Each of these stations serves a different purpose and community. Taken together, they provide Metrorail riders with everything that they might need.

Transportation Plan

Within the North Corridor, special attention is given to the areas within ½ mile of the proposed future rapid transit station locations. The proposed stations within the North Corridor include the following locations on NW 27th Avenue:

THE NORTH CORRIDOR COMMUNITY

The Built Environment

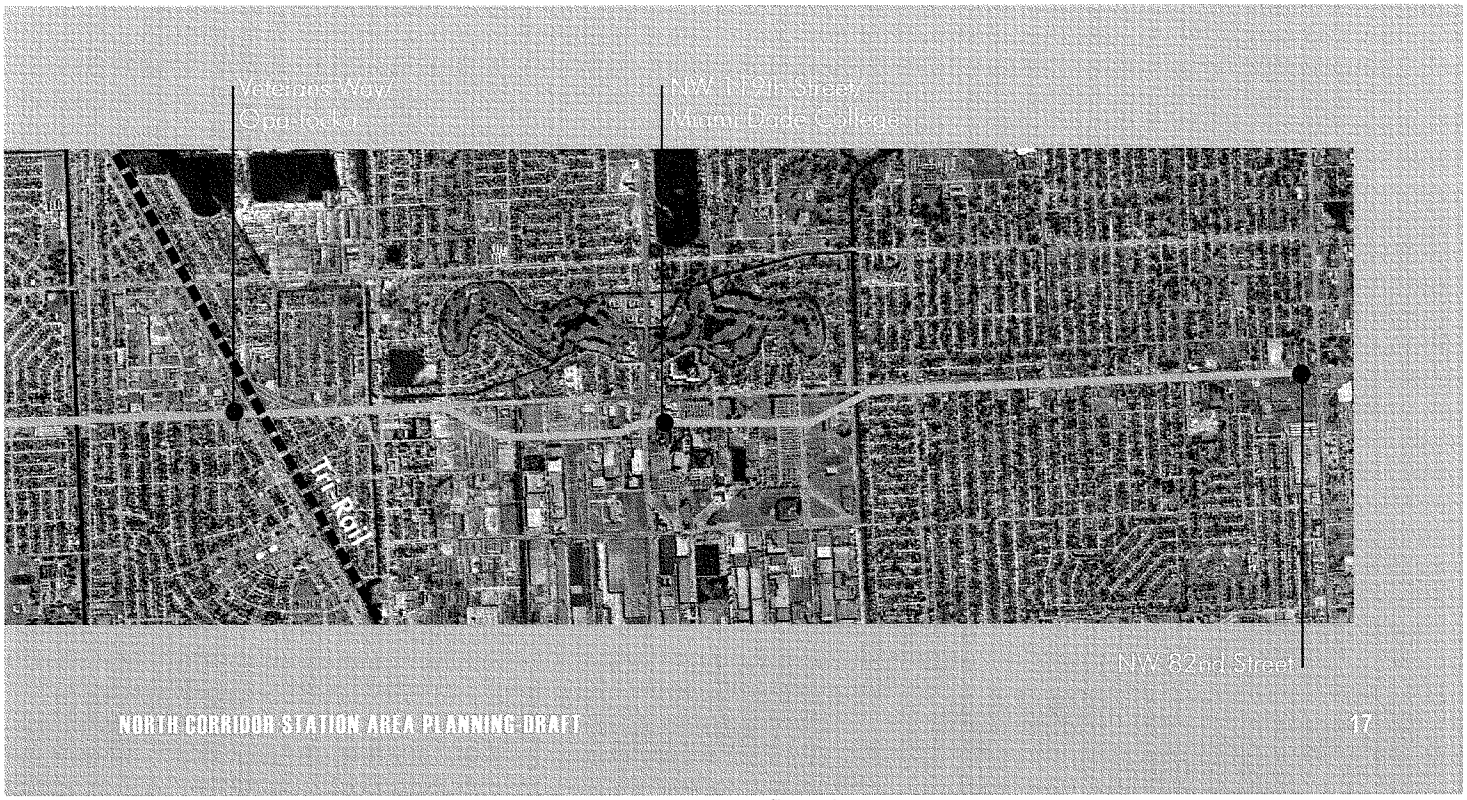
Much of the North Corridor's development has historically been auto-oriented. Although the corridor is lined with strip commercial uses, many existing neighborhoods surrounding the future stations feature a traditional urban grid. There are also larger, single-use parcels that could be developed or redeveloped into more mixed-use and pedestrian-friendly centers.

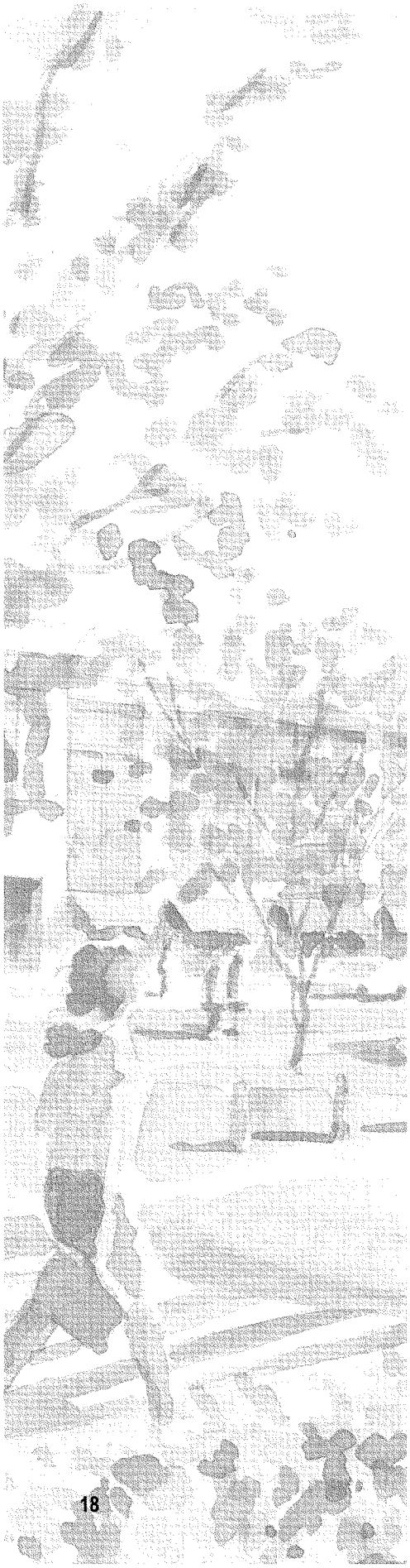
The overall density of existing development in the corridor tends to be well above the regional average. The total land area within ½ mile of the seven proposed stations is approximately 5.3 square miles. Population densities within these same areas range between 3,000 and 10,500 persons per square mile with an average of approximately 7,000, compared to an average density for Miami-Dade County of 1,200 persons per square mile. The average housing unit density is 2,087 units per square mile, yielding a total of 11,125 housing units and a population of 37, 234 within the seven station areas.

The average employment density within ½ mile of the seven proposed stations in the North Corridor is over 2,000 jobs per square mile, and there is a total of approximately 17,600 jobs in these station areas. A total number of 206,992 jobs are accessible with a single, no-transfer ride through the North Corridor and existing Metrorail System.

▲ Station Study Area

▼ North Corridor





Major Attractions and Institutions

High trip generators include several regional destinations—all located within the corridor near the planned stations.

- NW 119th Street Station. Miami Dade College's 245-acre North campus, serving a student population of 49,000
- NW 163rd Street Station. St. Thomas University and Florida Memorial College (2 miles west of the station), each with a student population of over 2,100
- NW 199th Street Station. Dolphin Stadium, hosts a variety of professional, college, and top-level high school football games, Florida Marlins baseball, other sports events, plus an annual concert and special events schedule. The average 2003 attendance was 73,473, and events such as the Super Bowl easily fill the stadium to its capacity of over 75,000
- NW 215th Street Station. Calder Race Course, a thoroughbred horse racing venue, with a total capacity of 15,000. Its 208 event days per calendar year attract an average weekday attendance of 2,500 people. However, its average weekend attendance doubles to 5,000.

The People

The corridor has a high concentration of transit-dependant populations, which will benefit from the North Corridor extension. The 2000 US Census reports a population of 49,280 in the North Corridor of which over 75% are within ½ mile of the seven proposed stations. Key demographic characteristics of the corridor include:

- 32% of the total corridor population is under 18 years old, and 3.6% is over 75
- 26% of the households have an income below the poverty level
- 20% of the households have no personal vehicle available
- 8.5% of workers living in the corridor already commute by public transportation

Two station locations, NW 82nd Street and Veterans Way, have a population density of over 8,000 persons per square mile. NW 163rd Street station has a population density of over 10,000 persons per square mile.

THE PLANNING CONTEXT

The southern segment of the North Corridor is unincorporated land within the county, and the northern portion is within the cities of Opa-locka and Miami Gardens. Although it is not required, the intent of the Urban Center designations in the *Miami-Dade CDMP* should be followed in order to provide consistency for this regional transportation facility.

Relationship to the County and Local Plans

The 183rd Street Charrette Plan was initiated when the *Miami-Dade CDMP* was in effect. That plan encourages TOD in the North Corridor by designating the seven proposed station-areas as urban centers to become hubs for future urban intensification in Miami-Dade County. The recently adopted *City of Miami Gardens CDMP* and *Town Center Master Plan Report* envision a role for the center at NW 183rd Street, which is consistent with the county's CDMP for such areas to satisfy many of the commercial service and housing needs for neighborhood residents.

The City's CDMP includes Policy 1.5.14 regarding the MetroRail North Corridor Extension which supports the North Corridor MetroRail extension from NW 79th Street, through Miami Gardens, to the City's northerly city limits at NW 215th Street. "That project and enhanced transit already being provided by Miami Dade Transit provides the basis to establish Transit Oriented Development (TOD) locational criteria and standards set forth in this Plan. The City supports and will actively participate in the planning and subsequent implementation regulations that will support the success of this major transportation facility." "The areas around these stations will be encouraged to develop according to transit oriented development standards and guidelines (TOD)."

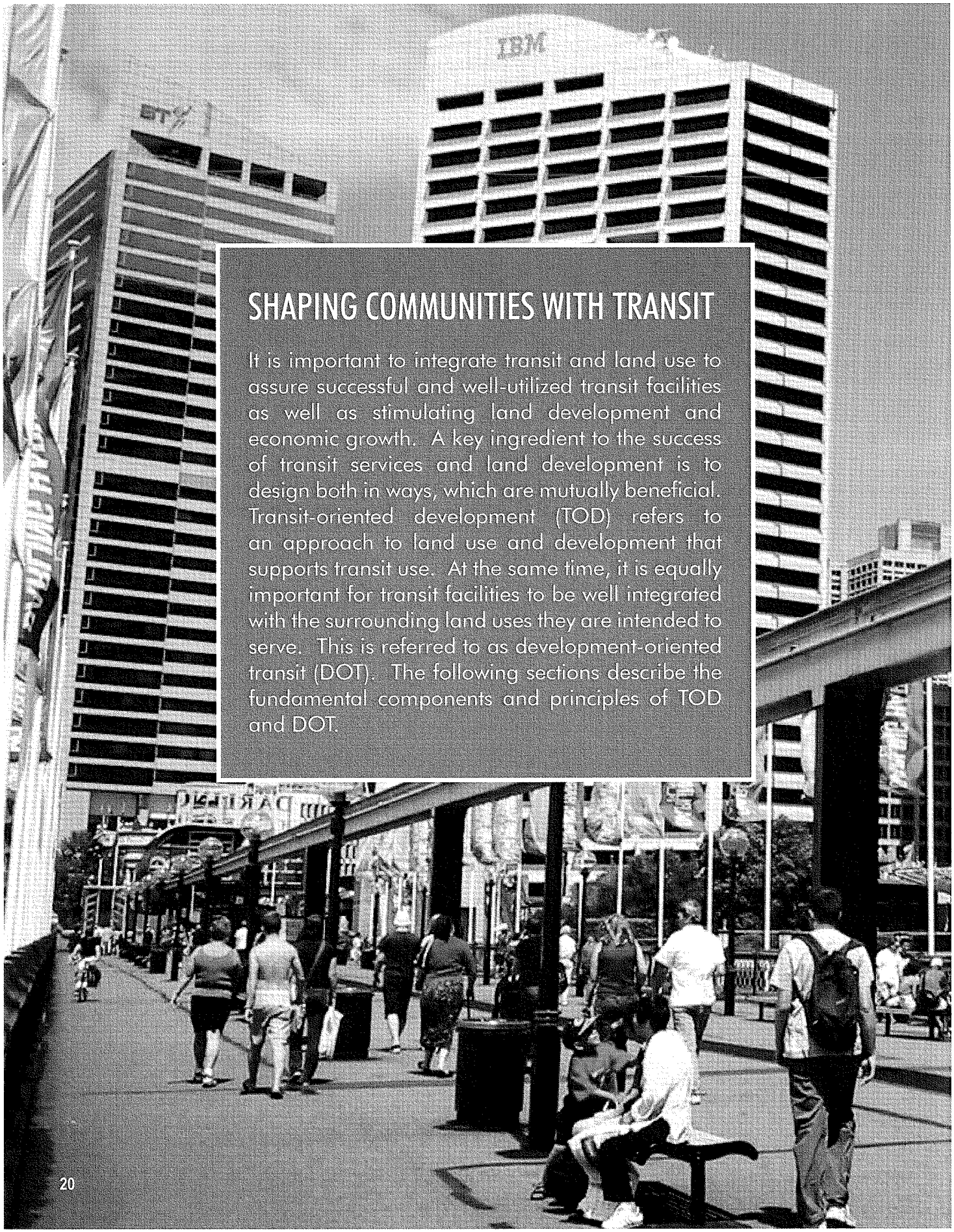
The City's Urban Center land use policies call for moderate to high intensity mixed-use areas. They are intended to be physically cohesive, have high-quality urban design, be directly accessible to transit, reduce auto-dependency, create more efficient land use, and create identifiable town centers. They should include a core area containing business, employment, civic, and moderate to high-density residential uses.

Policy 1.5.17 of the City's CDMP specifically addresses the Town Center: "The area around NW 183rd Street/Miami Gardens Drive and NW 27th Avenue represents the geographic center of the City of Miami Gardens. The City envisions this area as redeveloping into the community focal point that it was thirty to forty years ago, with high quality goods and services being available and convenient. In addition, a strong residential component consistent with urban mixed use/transit oriented development is envisioned and encouraged. The City shall develop a master plan for the area and implement land development standards for a mixed use, pedestrian oriented area. Locational standards and criteria for an Urban Center set forth in this Plan shall apply to this area . . ."

Project Purpose and Objectives

Implementation of the CDMP and local plans in the North Corridor is intended to occur through intergovernmental cooperation between Miami-Dade Transit, Miami-Dade County, the Cities of Opa-locka and Miami Gardens, and Florida Department of Transportation (FDOT). The CDMP objectives and policies strongly support growth management in the North Corridor by promoting:

- Development along major existing or designated transit corridors and station locations to create high intensity well-designed urban centers
- Pedestrianism and transit use while prohibiting strictly auto oriented uses
- Mixed-use development by designating each station area as a Metropolitan Urban Center or Community Urban Center



SHAPING COMMUNITIES WITH TRANSIT

It is important to integrate transit and land use to assure successful and well-utilized transit facilities as well as stimulating land development and economic growth. A key ingredient to the success of transit services and land development is to design both in ways, which are mutually beneficial. Transit-oriented development (TOD) refers to an approach to land use and development that supports transit use. At the same time, it is equally important for transit facilities to be well integrated with the surrounding land uses they are intended to serve. This is referred to as development-oriented transit (DOT). The following sections describe the fundamental components and principles of TOD and DOT.

WHAT IS TRANSIT-ORIENTED DEVELOPMENT (TOD)?

TOD is a strategy available to help manage growth and improve the quality of life in the North Corridor. TOD provides communities with an alternative to low-density suburban sprawl and automobile-dependent land use patterns.

In one recent Caltrans study, TOD was defined as follows:

> *"Transit Oriented Development (TOD) is moderate to higher density development, located within an easy walk of a major transit stop, generally with a mix of residential, employment and shopping opportunities designed for pedestrians without excluding the auto. TOD can be new construction or redevelopment of one or more buildings whose design and orientation facilitate transit use."*
> *California Department of Transportation TOD Study Technical Advisory Committee, January 2002.*

TOD seeks to align transit investments with a community's vision for how it wants to grow, creating "livable" mixed-use, denser, walkable "transit villages." A successful TOD will reinforce both the community and the transit system.

In general, people living and working in TODs walk more, use transit more, and own fewer cars. TOD households are twice as likely to not own a car and own roughly half as many cars as the "average" household. At an individual station, TOD can increase ridership by 20 to 40 percent and up to five percent overall at the regional level. People who live in a TOD are five times more likely to commute by transit than other residents. Locations next to transit can enjoy increases in land values over 50 percent in comparison to locations away from transit stops.

People who live in a TOD are five times more likely to commute by transit than other residents.

TOD LAND USE AND DESIGN PRINCIPLES

Transit-oriented development may be described by four basic principles, which define the essential characteristics of all successful TODs:

- Greater density than community average
- A mix of uses
- Quality pedestrian environment
- A defined center

These four principles directly influence the land use, circulation, and design concepts of the North Corridor as well as the recommended code elements that support it.

Greater Density than the Community Average

A key ingredient for walkable communities and support for transit is having sufficient residential densities to reduce walking distances between residences and other destinations, including commercial services, schools, parks, and transit. The following elements contribute to appropriate density for transit supportive land uses:

- Densities that are higher than the community norm are located within ¼ to ½ mile of transit
- Structured parking is used rather than surface lots in higher density areas
- Site design for major projects allows for the intensification of densities over time

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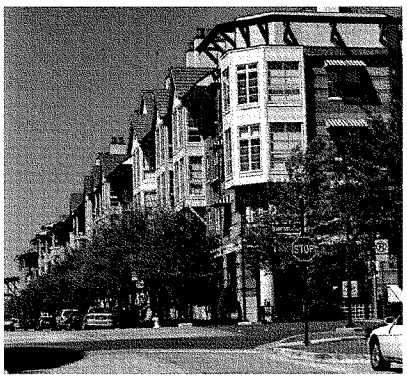

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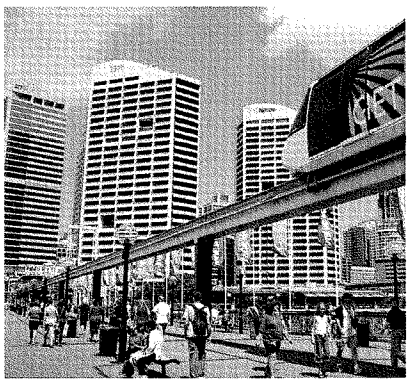
1. Orenco Station. Hillsboro, OR
2. Addison Circle. Dallas, TX
3. Ballston, VA

A Mix of Uses

A transit supportive environment includes a mixture of residential, commercial, service, employment, and public uses making many trips between destinations shorter and more walkable. In addition:

- First floor uses are "active" and oriented to serve pedestrians
- Multiple compatible uses are permitted within buildings near transit
- A mix of uses generating pedestrian traffic is concentrated within walking distance (¼ to ½ mile) of transit
- Auto-oriented uses, such as service stations and drive-through facilities, are limited or prohibited near transit

1. Hollywood and Vine. Los Angeles, CA
2. Darling Harbour. Sydney, Australia
3. Santana Row. San Jose, CA
4. Biscayne Blvd. Miami, FL



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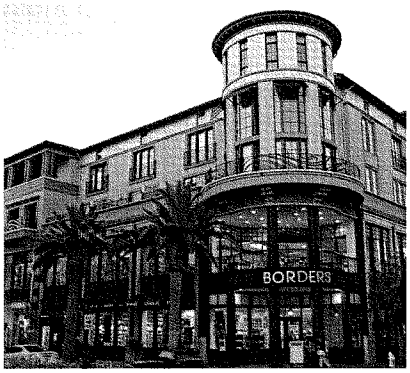

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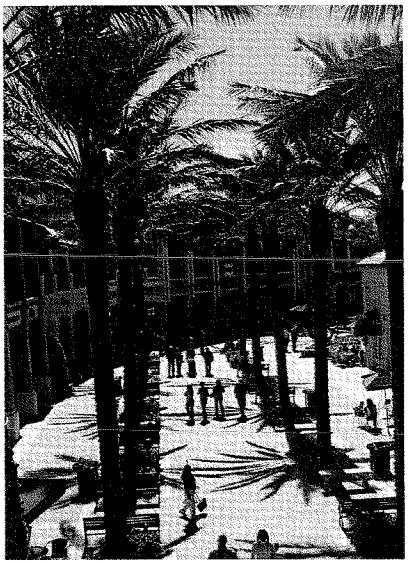

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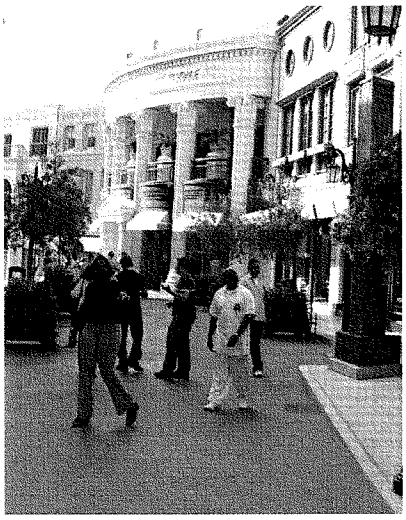

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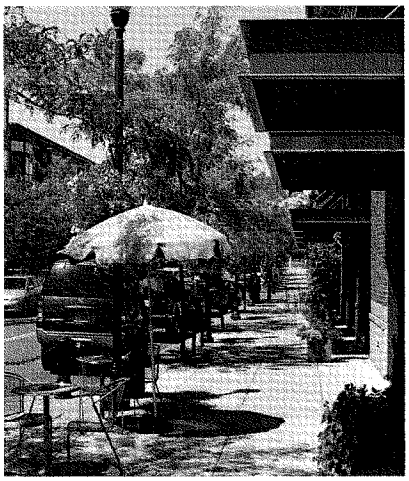

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Quality Pedestrian Environment

Vibrant communities, with or without transit, always are convenient and comfortable places for pedestrians. There are a number of components that contribute to a quality pedestrian environment:

- Buildings and primary entrances are sited and oriented to be easily accessible from the street
- Buildings incorporate architectural features that convey a sense of place and relate to the street and the pedestrian environment
- Amenities, such as storefront windows, awnings, architectural features, lighting, and landscaping, are provided to help create a comfortable pedestrian environment along and between buildings
- The site layout and building design allow direct pedestrian movements between transit, mixed land uses, and surrounding areas
- Most of the parking is located to the side or to the rear of the buildings
- Sidewalks are present along site frontages, which connect to sidewalks and streets on adjacent and nearby properties
- Street patterns are based on an interconnected grid system that simplifies access for all modes
- Pedestrian routes are buffered from fast-moving traffic and expanses of parking
- Trees sheltering streets and sidewalks are provided along with pedestrian-scale lighting
- Buildings and parks are used to provide a focal point or anchor for key areas or intersections
- Secure and convenient bicycle parking is available

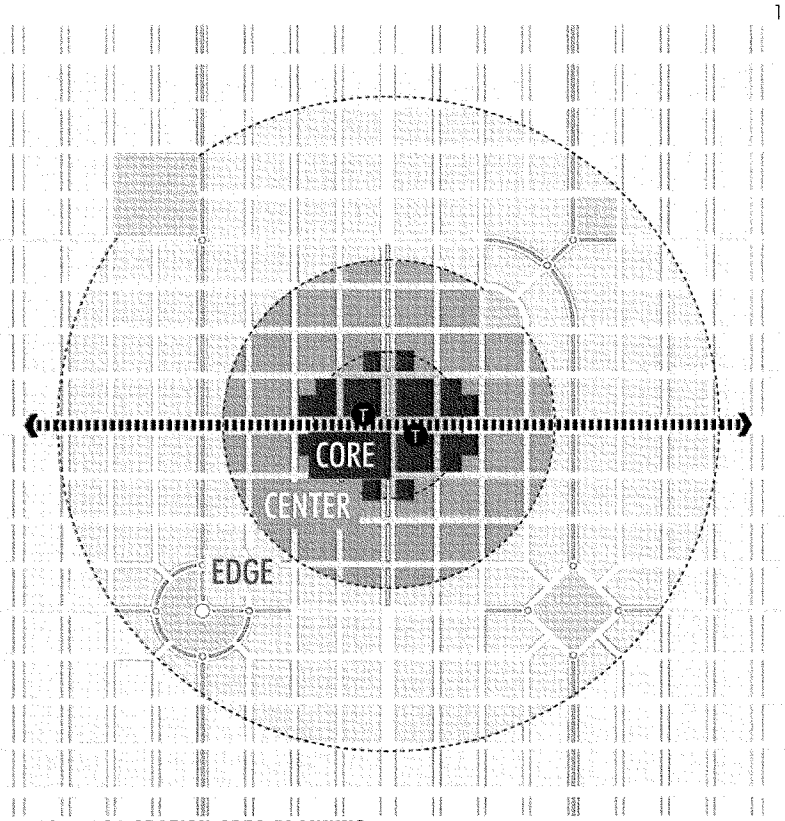
1. City Place. West Palm, FL
2. Beverley Hills. Los Angeles, CA
3. Orenco Station. Hillsboro, OR

A Defined Center

Transit is particularly successful in communities and neighborhoods that have defined centers, offering multiple attractions and reasons for pedestrians to frequent the area. These areas project a sense of place by including at least several of the following attributes:

- The density and buildings are highest in the core near the transit station, moderating somewhat in the center that is within ¼ mile of the transit station, and ultimately transitioning in the edge to match the character of surrounding development approximately ½ mile from the station
- Buildings are located closer to the street and are typically taller than the surrounding area
- Buildings are primarily oriented to the street with windows and main entrances
- Parking is less predominant, being located to the rear and in parking structures. Parking requirements are reduced in close proximity to transit, compared to the norm
- Sidewalks are wider than in lower density areas, and offer pedestrian amenities, such as street trees, benches, kiosks, and plazas

1. Core Center Edge Diagram - Illustrates development patterns in a TOD
2. Birkdale Village, Charolette, NC
3. Metro Center. Bethesda, MD
4. Clarendon. Arlington, VA



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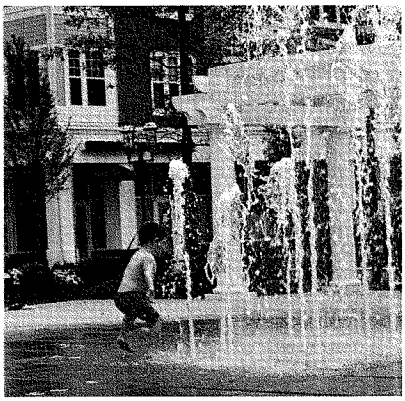

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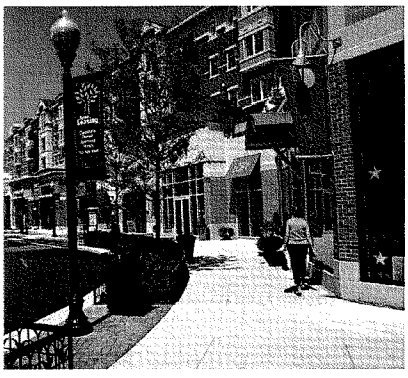

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BENEFITS OF TOD

By implementing TOD and coordinating investment in transportation and land use projects, communities can make significant progress toward improving their quality of life. The extent to which this progress is made depends largely on the type and quality of transit service available as well as the primary characteristics of the TOD. Ten major benefits from TOD are:

1. Providing mobility choices. By creating "activity nodes" linked by transit, TOD provides much needed mobility, including options for young people, the elderly and people who do not own cars or prefer not to drive.

2. Increasing public safety. By creating active places, which are busy through the day and evening and providing "eyes on the street", TOD helps increase safety for pedestrians, transit users, and many others.

3. Increasing transit ridership. TOD improves the efficiency and effectiveness of transit service investments by increasing the use of transit near stations by 20 to 40 percent, and up to five percent overall at the regional level.

4. Reducing rates of vehicle miles traveled (VMT). Vehicle travel has been increasing faster than population growth. TOD can lower annual household rates of driving by 20 to 40 percent for those living, working, and/or shopping within transit station areas. Recent research shows that automobile ownership in TOD is approximately one-half the national average.

5. Increasing disposable household income. Housing and transportation are the first and second largest household expenses, respectively. TOD can effectively increase disposable income by reducing the need for more than one car and reducing driving costs, saving households $3,000-4,000 per year.

6. Reducing air pollution and energy consumption rates. By providing safe and easy pedestrian access to transit, TOD can lower rates of air pollution and energy consumption. TOD can also reduce rates of greenhouse gas emissions by 2.5 to 3.7 tons per year per household.

7. Helping protect existing single-family neighborhoods. TOD directs higher density development to appropriate areas near transit, thereby reducing pressure to build higher density development adjacent to existing single-family neighborhoods.

8. Playing a role in economic development. TOD is increasingly used as a tool to help revitalize aging downtowns and declining urban neighborhoods and to enhance tax revenues for local jurisdictions.

9. Contributing to more affordable housing. TOD can add to the supply of affordable housing by providing lower-cost and accessible housing, and by reducing household transportation expenditures. It was recently estimated that housing costs for land and structures can be significantly reduced through more compact growth patterns.

10. Decreasing local infrastructure costs. Depending on local circumstances, TOD can help reduce infrastructure costs (such as for water, sewage, and roads) to local governments and property owners by up to 25 percent through more compact and infill development.

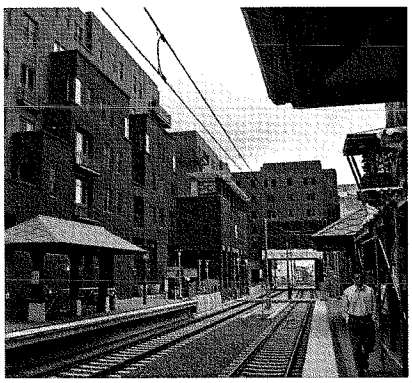
WHAT IS DEVELOPMENT-ORIENTED TRANSIT (DOT)?

A Development Oriented Transit (DOT) design perspective is a logical accompaniment to TOD. If transit systems and adjacent communities are to coexist, it is to their mutual benefit to do so as harmoniously as possible. Properly planned and designed transit facilities can be instrumental in positively shaping a community's future. They can set the stage by being a catalyst for implementing the community's vision and creating economic value. DOT strives to make a transit system an integral element of the community, complementary to local objectives.

In addition to providing community benefits, a DOT design perspective enhances conventional transit system operation and passenger requirements. It assumes that it is possible to meet user requirements and maintain cost-effective service while seeking synergies with station areas that exhibit TOD potential, encouraging environmentally friendly practices, and creating lively community spaces to visit and not just travel through.

Stations in a DOT system are designed to respond to an area's social, economic, and cultural makeup in ways that identify them as community elements, not just functional structures. Unfortunately, these are typically not recognized as important considerations during early phases of transit projects, and sometimes are overlooked or not fully understood, especially as they relate to pedestrians. It cannot be stated enough: key to growing ridership and creating economic value is accommodating the pedestrian! Like the transit-oriented development surrounding them, transit facilities in the North Corridor must give pedestrians priority in design decisions.

On the following pages, seven key DOT design principles are described in more detail and seven specific corridor-wide DOT recommendations are made that, if followed, will assure that the proposed North Corridor transit system will seamlessly orient itself towards existing and future development.



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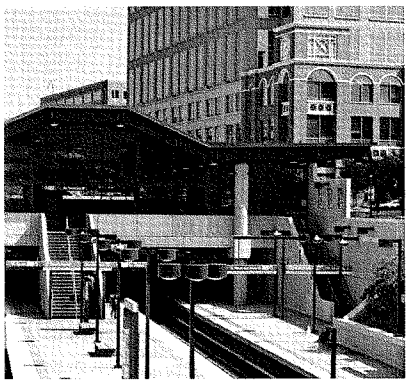

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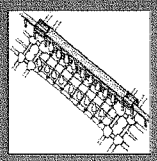
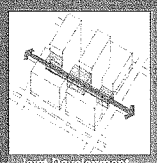
1. Del Mar. Pasadena, CA.
2. Lindberg Station. Atlanta, GA.
3. American Plaza, San Diego, CA.
4. The Round. Beaverton, OR.

DOT DESIGN PRINCIPLES

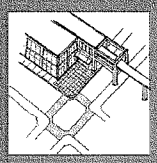
At the simplest level, DOT involves approaching transit facility design in the North Corridor to help shape the future of the communities within it in a manner consistent with their respective visions. The following seven interrelated principles are intended to help guide the design and implementation of the North Corridor Metrorail extension in a manner to help maximize its effectiveness as an investment in people moving and community building. The key design principles are:


Street Presence

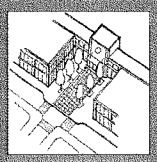
Create a Pedestrian Environment. Provide lively, safe, and convenient sidewalks and pedestrian paths connecting Metrorail stations to homes, jobs, schools, parks, and shopping, with buildings facing toward those connections.


Joint Development

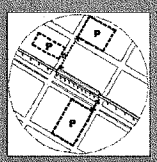
Create Partnerships. Secure public-private partnerships that will maintain the success of the North Corridor and the communities it serves to capture and enhance the public investment made in transit improvements.


Plaza - Corner

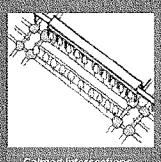
Complement Community Objectives. Help realize the vision and economic vitality of each community with quality development providing a mix of uses close to transit.


Plaza - Mid Block

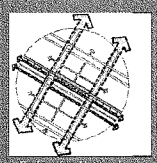
Stations as the Heart of the Community. Design transit stations to serve as the hub of a community and provide a local identity. Metrorail stations will create a new front door to the community; serve as a local landmark or a place to linger in an active and appropriately scaled public plaza.


Parking - Small Lots

Balance Parking. Parking must not separate transit from the community. Move, share, wrap, and deck parking to balance economic viability, pedestrian amenities and necessary parking.


Calmed Intersections

Tame Traffic. Major streets separate and divide the North Corridor. The coming of Metrorail provides an opportunity to reconnect communities by calming traffic and designing parking lots and associated street improvements so that traffic operates at speeds compatible with a healthy, safe community.


Pedestrian Network at Grade

Connect Neighborhoods with Transit. Link neighborhoods together along the North Corridor with transit, and link transit stations to the community through a well-connected street, bus, bicycle, and pedestrian network.

Corridor-wide DOT Recommendations

Miami-Dade Transit has ambitious plans for facilitating DOT in the North Corridor. A Development-Oriented Transit Workshop was held in November 2005 to bring county agencies, FDOT, corridor municipalities, and major stakeholders to the table with the Metrorail architects and engineers to maximize the design to the Metrorail as a community-building tool. The key corridor-wide recommendations were to:

- Improve pedestrian connections to the stations and orient entries to the pedestrian
- Move parking away from the stations to increase adjacent TOD opportunities
- Work with FDOT to create safe pedestrian crossings, wider sidewalks, and calm traffic on NW 27th Avenue and major cross streets within the stations areas
- Move bus interface to streets where possible to minimize conflicts with pedestrians
- Locate and size station plazas for maximum pedestrian benefit and activate the edges
- Identify joint development opportunities adjacent to each station
- Provide access and parking for bicycles

Ongoing coordination with MDT and the system designers and engineers has moved the DOT recommendations forward. It will be important to continue refining the recommendations as they are carried forward to final design.

Metro Station Concept in Dubai

GREAT STREETS DESIGN PRINCIPLES

The following are intended to provide guidance in efforts to improve the area's streets by:

- Promoting their role as places of shared use;
- Making them safe, comfortable and interesting – especially for pedestrians;
- Encouraging walking, biking, and transit use; and
- Accommodating vehicles in ways that respect other users and the form of public space.

1. Work with Basic Street Structure. Simply stated, streets are defined by three main component zones: 1) the roadway itself, 2) the sidewalk area, and 3) the adjacent buildings and/or development. It helps to understand these areas and how they work together when considering street improvements.

2. Consider Context. Streets are part of the overall community fabric and, at their best, are places of shared use. They physically create and define a network of public open spaces – sometimes referred to as the 'public realm'. How does the idea of a lively, aesthetically pleasing 'public realm' apply to streets? It helps to begin with an understanding of a given street's context and the adjacent land use character.

3. Streets are for People. The best streets are pleasant for pedestrians. They contain destinations for those walking and prioritize their needs such that vehicles are slowed to allow safer and more comfortable pedestrian crossings. They provide:

- Architectural continuity
- Ground floor transparency
- Complementary elements
- Diversity
- Detailed design and quality construction
- Good maintenance

4. Manage Access and Parking. The best streets make sure that good access is provided to adjoining land uses, and that parking does not overwhelm the character of the street.

5. Aesthetics and Definition. Lighting, signage, and planting design can beautify and stage a dynamic street. As a design element, lighting fixtures and signage can provide safety, express themes, and provide direction for travelers. Plants provide outstanding opportunities for spatial definition and the positive expression of landscape character.

" There is magic to great streets. We are attracted to the best of them not because we have to go there but because we want to be there. The best are as joyful as they are utilitarian. They are entertaining and they are open to all. They permit anonymity at the same time as individual recognition. They are places for escape and romance, places to act and to dream. On a great street we are allowed to dream; to remember things that may never have happened and to look forward to things that, maybe, never will."

- Allan Jacobs, Great Streets, Massachusetts Institute of Technology Press, 1993.

GREAT STREETS

Great places are defined in part by great streets. Jane Jacobs said it well: "Streets and their sidewalks, the main public places of a city, are its most vital organs." In a TOD, streets need to be great places for walking, for commerce, for casual interaction and for moving traffic. The interplay between human activity and the physical form framed by streets and buildings has an enormous amount to do with making a great street. As we think about designing streets and the public realm in a TOD we need to keep in mind the importance of some simple ideas. According to Allan Jacobs in *Great Streets,* the criteria for great streets includes:

- A great street should help make community and is a symbol of its history.
- A great street is physically comfortable and safe.
- The best streets encourage participation, entertain, and are open to all.
- The best streets are those that are attractive and can be remembered.
- The truly great street is one that is representative: it is the epitome of a type; it can stand for others; it is the best. To have achieved this status, it will have been put together well, artfully.

Great streets rarely happen by accident. Great streets require vision and knowledge to make them happen. When implemented properly and in the appropriate context, road diets can enhance livability of a street and contribute to the traits that can make a street great. A road diet entails removing travel lanes from a roadway and utilizing the space for other uses and travel modes. These improvements have generated benefits to users of all modes of transportation, including transit riders, bicyclists, pedestrians and motorists.

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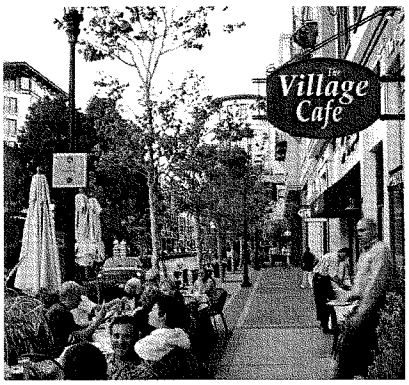

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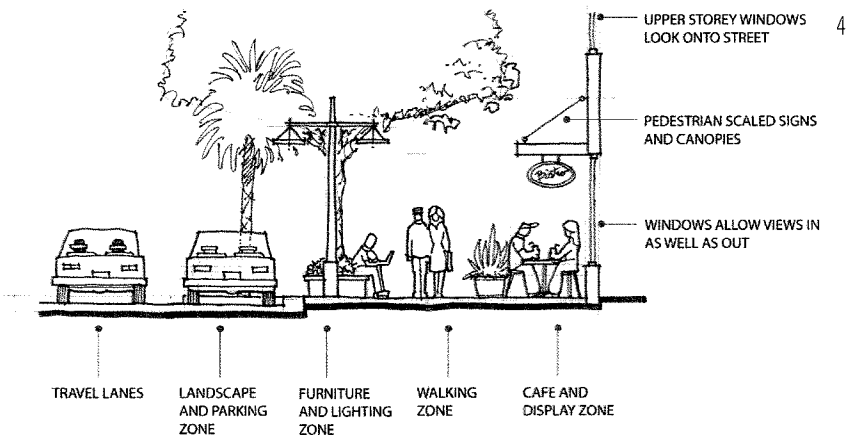
1. Las Olas. Fort Lauderdale, FL
2. Santana Row. San Jose, CA
3. Champs-Elysees. Paris, France
4. Great Streets Diagram



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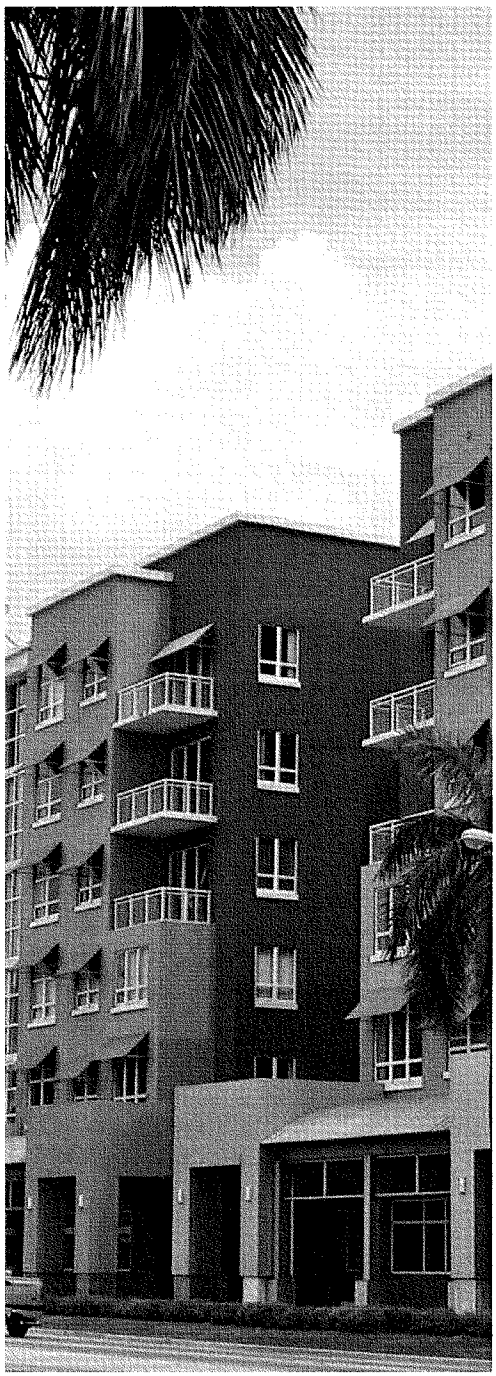
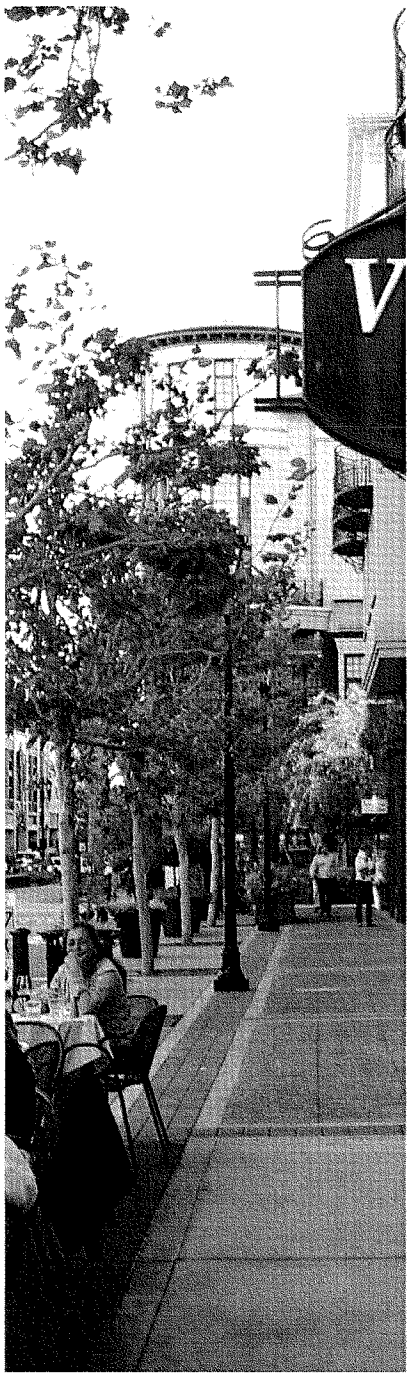
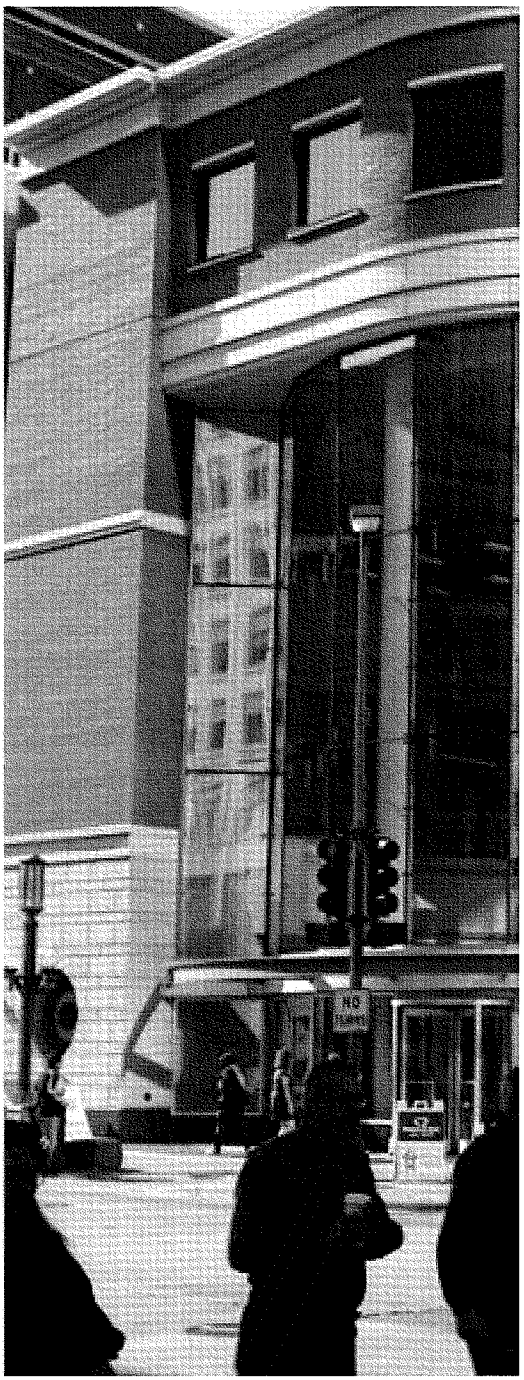
CHAPTER 2

NW 183RD STREET STATION AREA PLAN







STATION AREA DESCRIPTION

The proposed NW 183rd Street station is located near the north end of the corridor in the City of Miami Gardens. The station is on the west side of the NW 183rd Street and NW 27th Avenue intersection. It will be elevated and provide pedestrian access from either side of the street. The large commercial properties surrounding the station, such as the Carol City Shopping Center, provide ample opportunities for significant transit-oriented development consistent with the *City of Miami Gardens CDMP* and Town Center Zoning District.

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The Built Environment

The Carol City Shopping Center is the primary land use in the station area. This property and associated surface parking, occupy the southwest quadrant of the station area. Smaller shopping centers and individual auto-oriented retail establishments are located throughout. Civic and educational facilities, including the North Dade Regional Library represent another major use. A telephone switching facility occupies the northwestern edge of the station area. The majority of the low and moderate density neighborhoods near the edge of the station area are isolated from the proposed station by NW 27th Avenue and limited local street connections.

Getting Around

NW 183rd Street and NW 27th Avenue provide the primary access between the proposed station area and the surrounding neighborhoods. The existing street system inhibits good, walkable connections to and from the proposed station. NW 27th Avenue and NW 183rd Street also represent circulation barriers by being difficult to cross at the few signalized intersections. Surrounding neighborhood streets are generally designed to provide limited access to surrounding developments and one must use NW 27th Avenue or NW 183rd Street to travel a significant distance within or outside of the area.

SIGNIFICANT LAND USES

Civic and Institutional

1. Job Corps (SAI Tech)
2. Myrtle Grove Elementary School
3. North Dade Regional Library
4. Crestview Elementary School
5. Carol City Fire Station & Metro Dade Police District Office
6. Parkway Middle School

Parks and Open Space

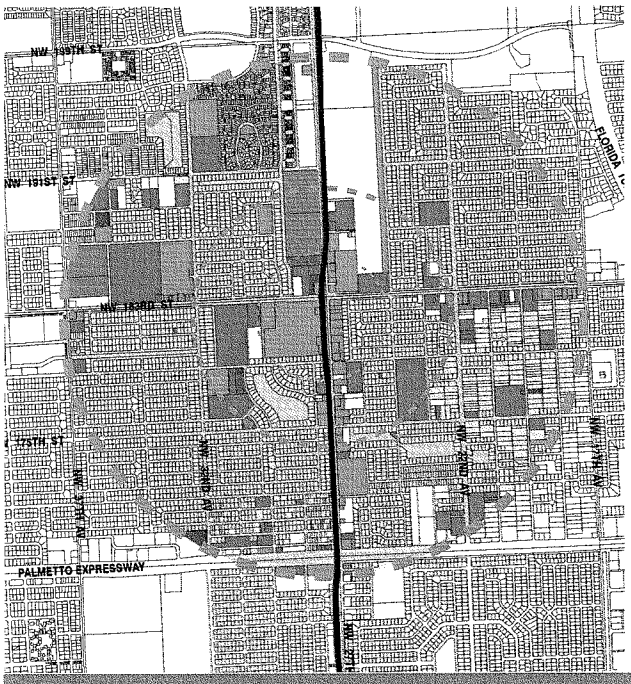
7. Miami Carol City Park
8. Myrtle Grove Park
9. Dolphin Center Park

Major Commercial

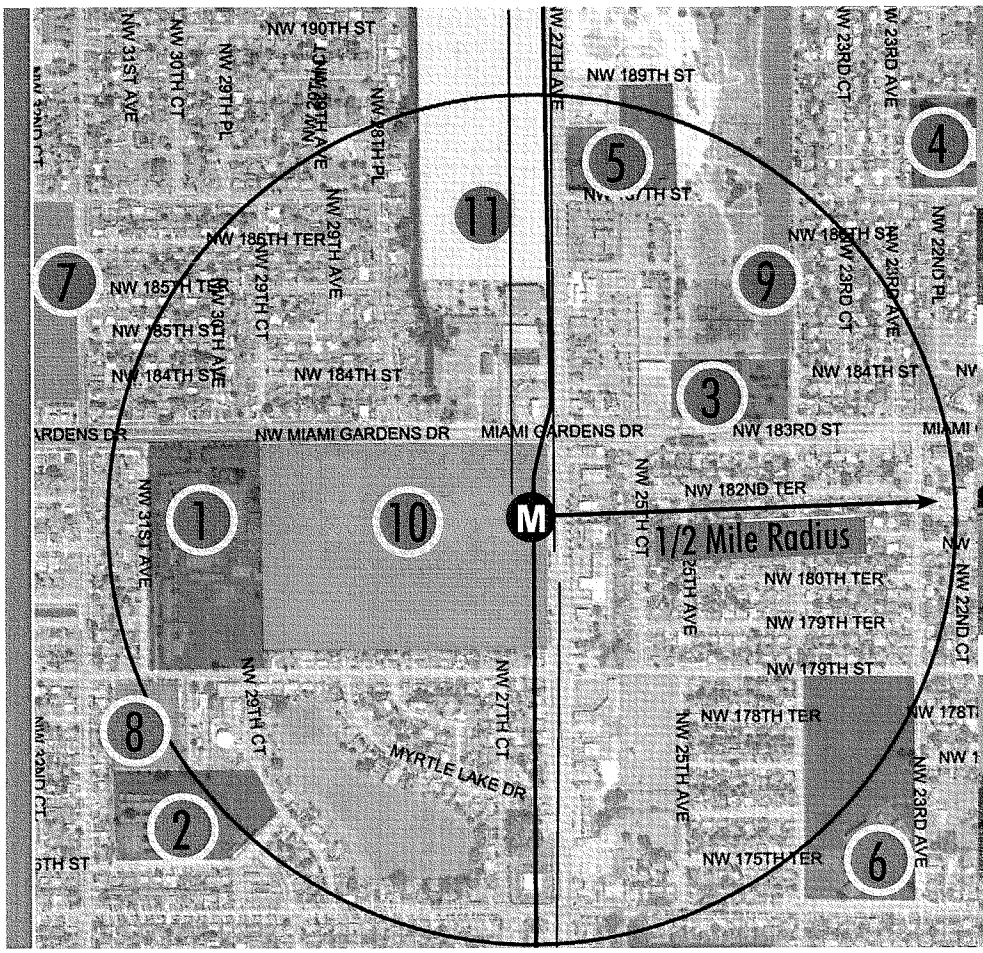
10. Carol City Shopping Center

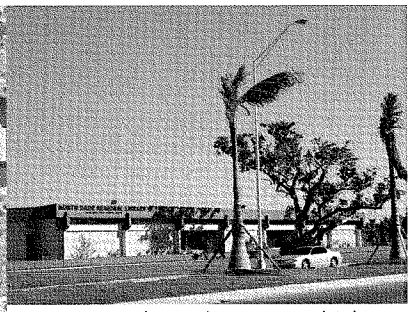
New and Recent Development

11. The Crossings at University & Eagles Landing

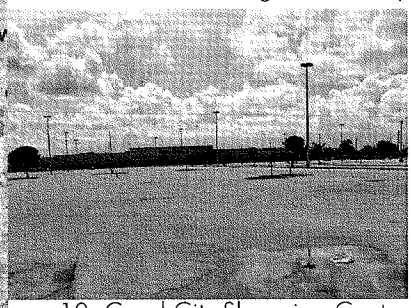


LAND USE MAP

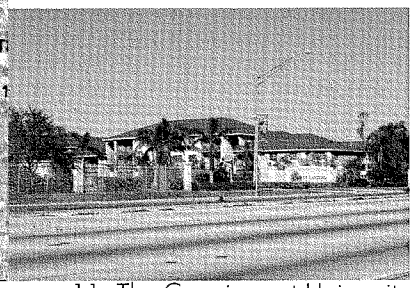




3. North Dade Regional Library



10. Carol City Shopping Center



11. The Crossings at University and Eagles Landing

1 MILE STATION RADIUS

1/2 MILE STATION RADIUS

1/4 MILE STATION RADIUS

LAND USE

- Communications, Utilities, Terminals, Plants
- Expressway Right of Way Open Areas
- Industrial
- Inland Waters
- Institutional
- Low-Density Multi-Family
- Office
- Parks (Including Preserves and Conservation)
- Shopping Centers, Commercial, Stadiums, Tracks
- Single Family
- Streets/Roads, Expressways, Ramps
- Streets/Roads/Canals RW
- Townhouse
- Two-Family (Duplexes)
- Vacant Protected
- Vacant Unprotected
- Vacant, Government Owned

PLAN AND LAND USE DESIGNATIONS

The current zoning in the area generally reflects the existing land uses described above. Commercial and business zones apply to properties that are concentrated along NW 27th Avenue. The remaining zoning in the area is predominantly low-density single family residential (primarily RU-1 that allows 4-5 units per acre) and lower density multiple family residential development with densities ranging from 8 to 12 units per acre.

The city of Miami Gardens recently adopted a Town Center Master Plan, which was developed prior to the March 2006 charrette. While the Town Center Master Plan and the charrette plan described herein are fundamentally similar regarding the major land uses and their locations, the charrette plan offers a number of design refinements intended to enhance pedestrian circulation and the overall functionality of the Town Center, specifically as they relate to the Metrorail station.

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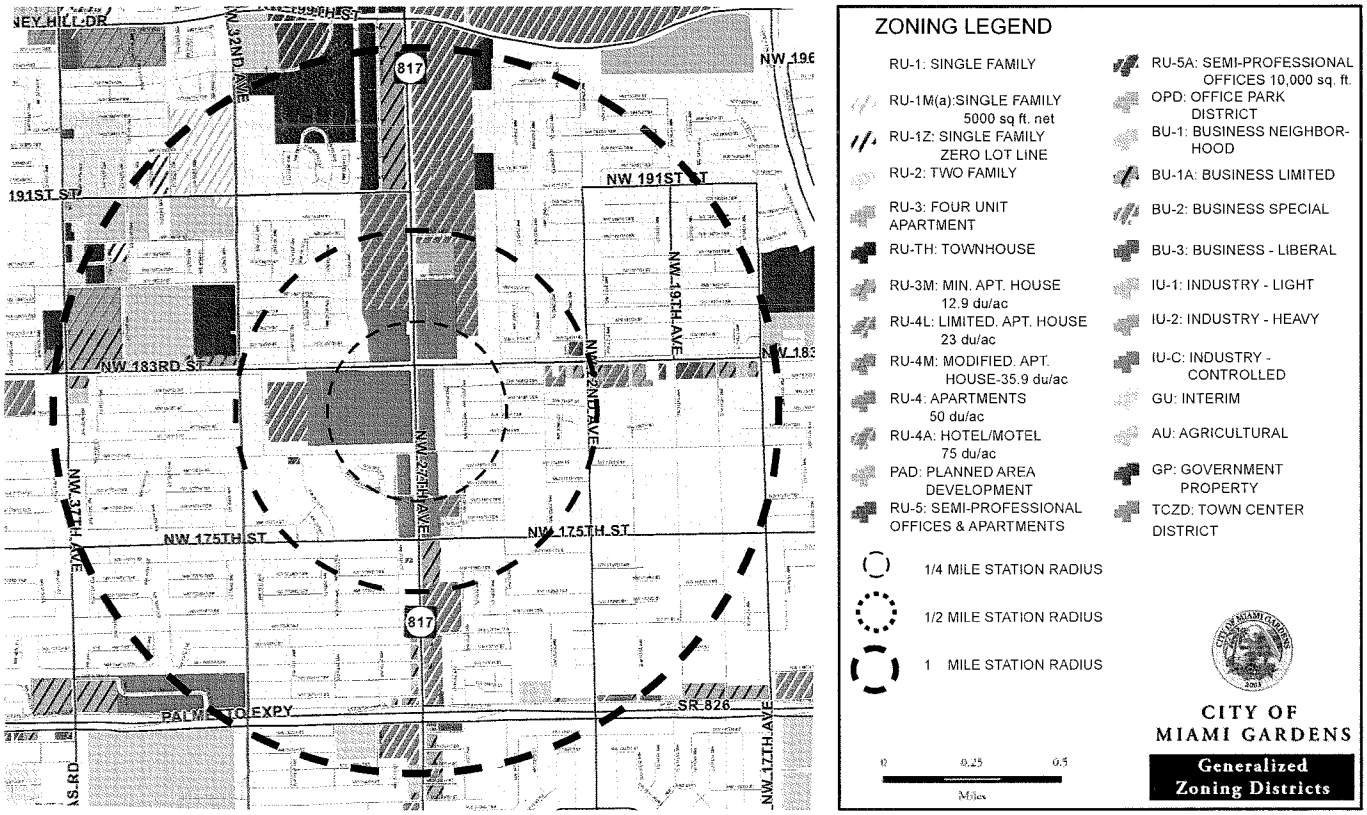

The city's desire to create a Town Center for Miami Gardens is expressed in the *City of Miami Gardens CDMP and Town Center Master Plan Report*. The current zoning is generally consistent with the concept of having more intense uses near the proposed station. However, opportunities for mixed-use development with commercial and residential are sometimes limited by the existing zoning. In addition, a number of auto-oriented uses, which are generally not compatible with good pedestrian environments, are permitted in some of the area's prominent commercial zoning districts.

THE MARKET

There is ample vacant and underdeveloped land available for redevelopment near this station. The station location is adjacent to Carol City Shopping Center, which has high potential for a more urban mixed-use commercial development. The potential for joint development here has been identified in both the Town Center plan and during the DOT workshop. A market overview of the Northern Corridor station areas in Miami Gardens indicated that actions by the city to focus a larger proportion of development around the station areas, could have the development potential for the NW 183rd Street station through 2030 including:

- 2,500 new units of various townhouses, lofts, apartments, and condos
- 200,000 square feet of offices, including mid- and high-rises and office condos
- 150,000 square feet of retail, including entertainment, dining, and specialty retail
- 500,000 square feet of civic and institutional uses, including education

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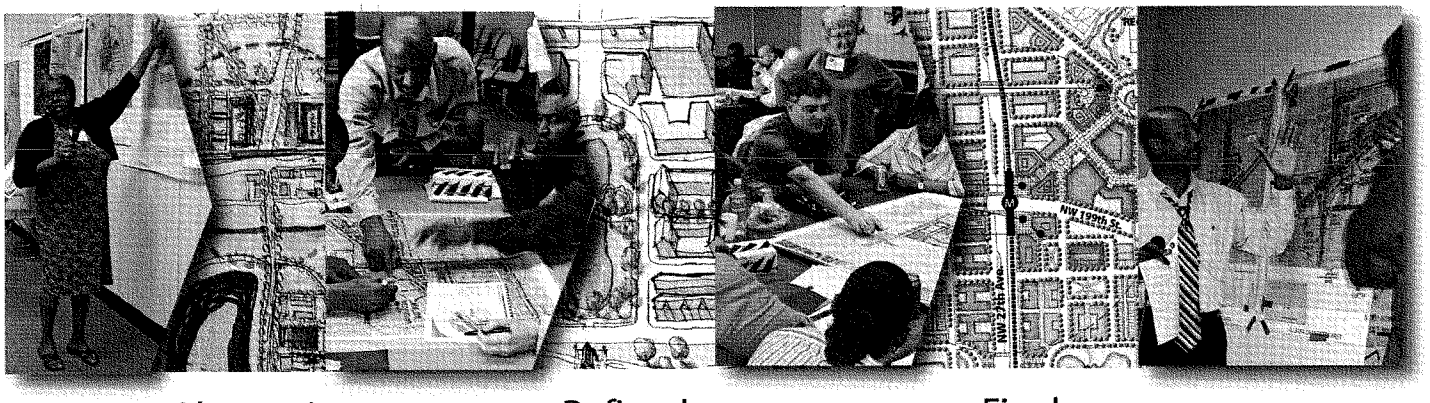
Public Vision

Public Input

Public Review

Public Confirmation



Alternative Plans

Refined Plans

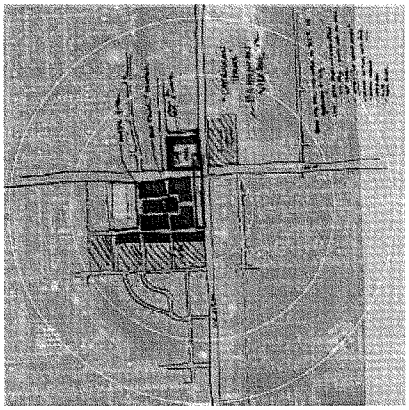
Final Plans

A CITIZEN-DRIVEN DESIGN

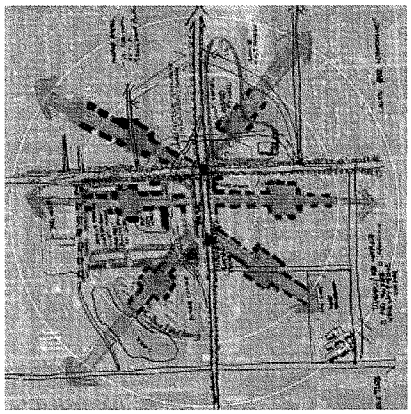
Citizens are the experts about what makes sense in their community. After all, they will live with the many changes long after the city planners move on to the next project. To capture their vision, a design team held an intense five-day planning charrette to listen to the public's hopes and ideas about the future Metrorail station and surrounding area.

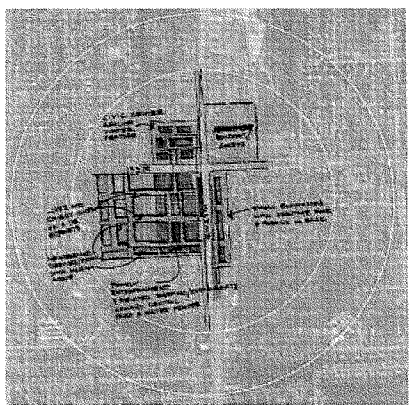
The ambitious vision for the NW 183rd Street Station area is to help the city establish a Town Center that becomes the civic "heart" of Miami Gardens. Citizens also suggested reflecting the Bahamian culture and heritage existent throughout the surrounding community.

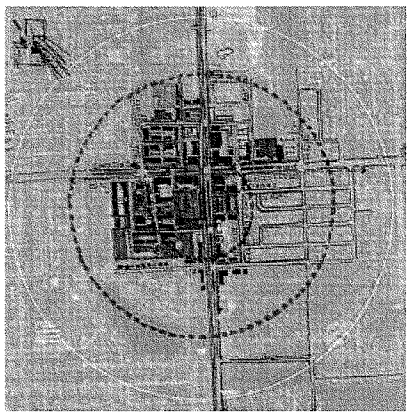
The key element of this vision is the conversion of the Carol City Shopping Center. The long-term plan for this property is to create an urban environment around the Metrorail station by building structured parking and converting the existing surface lots to accommodate new residential and commercial uses. This has the potential to create a vital and active new Town Center for Miami Gardens. Local residents and business owners also envision this future station community as being more pedestrian-friendly with quality design, safe and convenient walking and bicycling routes, and more parks and public spaces.



NW 183rd Citizen Plans







THE CITIZEN PLANS

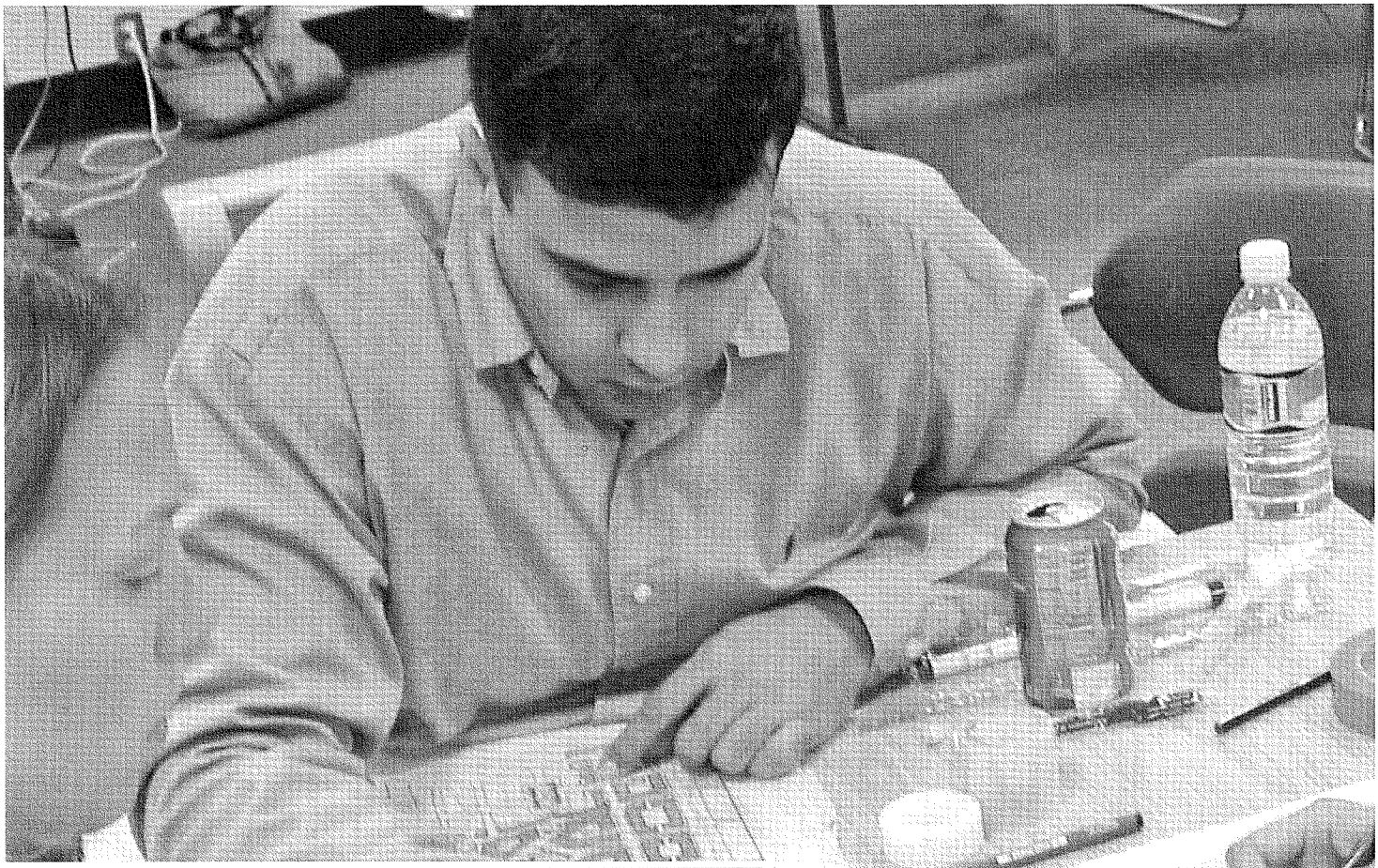
The five, all-day charrette sessions translated the community's voices into pictures and plans. Each evening, citizens reviewed the draft plan and its elements and provided feedback to the design team. The next day, designers refined their work to reflect what they had heard. Each day, planning and design concepts were refined to the next level using this method. Ultimately, this citizen-driven process resulted in a consensus-based vision and plan for the future of their community that leverages the Metrorail investment to help achieve a more urban and walkable community around the station.

The charrette for NW 183rd Street and NW 199th Street stations was held March 2006 in the North Dade Regional Library in Miami Gardens. The purpose was to create a publicly approved plan for future development at these two key Metrorail stations in the City of Miami Gardens. The approach of the charrette team is that the local citizens are experts in what is needed and what should and should not change in their respective communities.

The five-day process began with a community design workshop where citizens in small groups articulated their vision for future development around the NW 183rd Street and NW 199th Street station areas. Throughout the week, the design team translated what was heard from the public into land use plans. Each night there was a public review that allowed the design team to refine the plans based on the public feedback. By the end of the charrette, the two station area plans evolved into a plan that was approved by the citizens attending the final public meeting.

For the NW 183rd Street station, the following specific issues raised were incorporated into the plan:

- NW 183rd Street station as the town center becomes the civic focus of Miami Gardens with less intense development than the NW 199th Street station area immediately to the north
- The plan needs to promote economically sustainable development focusing on local needs and services and in keeping money within the local community
- Public safety and security
- Emphasis needs to be placed on both the vision and implementation
- Create a complete community by providing a mix of:
    - Housing types
    - Jobs
    - Shopping, and
    - Recreation and entertainment for families and all age groups
- Hold developers to higher standards for both density and quality



WHAT IS A CHARRETTE?

The French word charrette means "little cart" and is often used to describe the final, intense work effort expended by art and architecture students to meet a project deadline. This use of the term is said to originate from the École des Beaux Arts in Paris during the 19th century, where proctors circulated a cart, or charrette, to collect final drawings while students frantically put finishing touches on their work.

As applied to community planning, a charrette is an intensive and collaborative design workshop where citizens, community leaders, and others come together over several days to harness the ideas, talents and energy of all participants to create and support a feasible plan that represents transformative community change.

- National Charrette Institute

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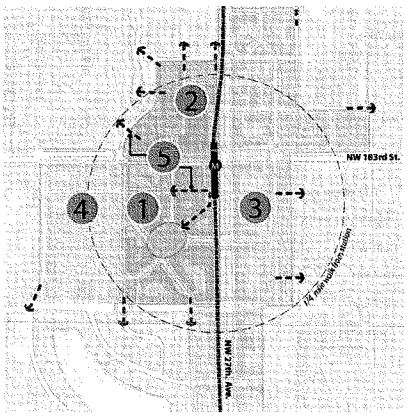


A NEW TOWN CENTER FOR MIAMI GARDENS

It is important to recognize that the design concept looks to the future, and it does not necessarily reflect current uses. As discussed in more detail under the phasing section, it is anticipated that existing uses will evolve over the next 20 years as properties develop or redevelop to be consistent with the land uses and densities shown.

The design team drafted a station area plan to achieve the public's vision and take into account the Miami Gardens Town Center Plan. Using the Town Center plan as a starting point, the charrette focused on strengthing the plan's relationship to transit and the surrounding neighborhoods.

The concept plan features several key areas, which are:

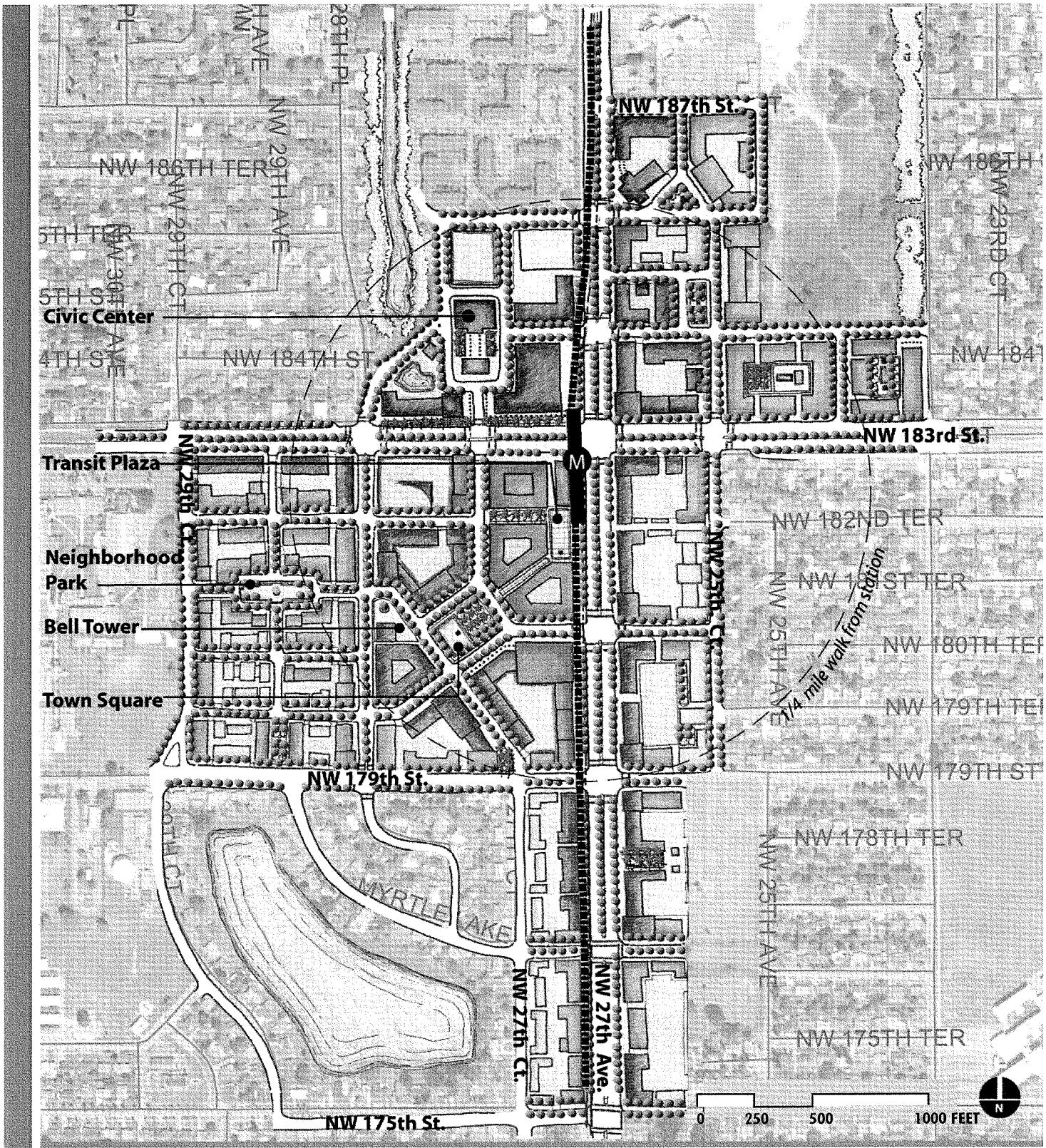
1. Town Center. The existing Carol City Shopping Center will be redeveloped into a new town center featuring a mix of commercial and higher density residential uses.

2. Civic Center. A complementary concentration of civic uses, including a city hall, is proposed on the north side of NW 183rd Avenue. This would build upon the presence of existing civic uses on the north side of NW 183rd Avenue.

3. Transforming NW 27th Avenue. The strip commercial uses on the east side of NW 27th Avenue are proposed for redevelopment into mixed-use commercial and retail buildings with residences on the upper floors. The character of development along the street would also evolve into one with buildings oriented to NW 27th Avenue and parking placed to the rear.

4. Residential Neighborhood. A new residential neighborhood is envisioned on the western edge of the plan area. Compatible with the design, scale, and density of the area's established neighborhoods, they would contain a mixture of townhouses and low-rise apartment and condominium buildings.

5. Pedestrian Connectivity. Improved walking conditions will be an important change for the area. A pedestrian plaza welcomes transit patrons at the station and walkways radiating from it to provide pleasant and convenient pedestrian access to the town center. Inviting pedestrians into and through the area will be a major theme in the design of streets, parks, and public spaces.



LAND USE - NW 183rd Street

Proposed Metrorail Alignment and Platform

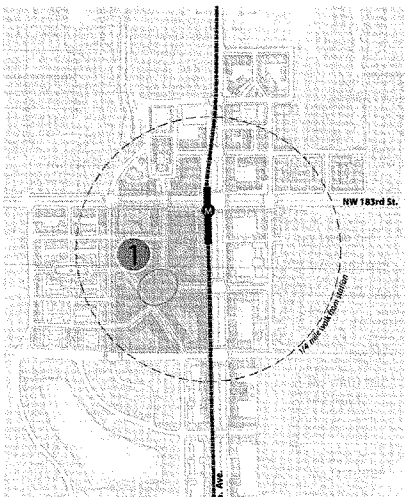
Commercial

Mixed-Use

High Density Residential

Medium Density Residential

Civic / Institutional



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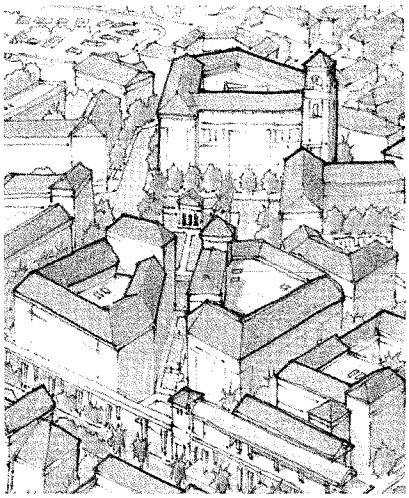

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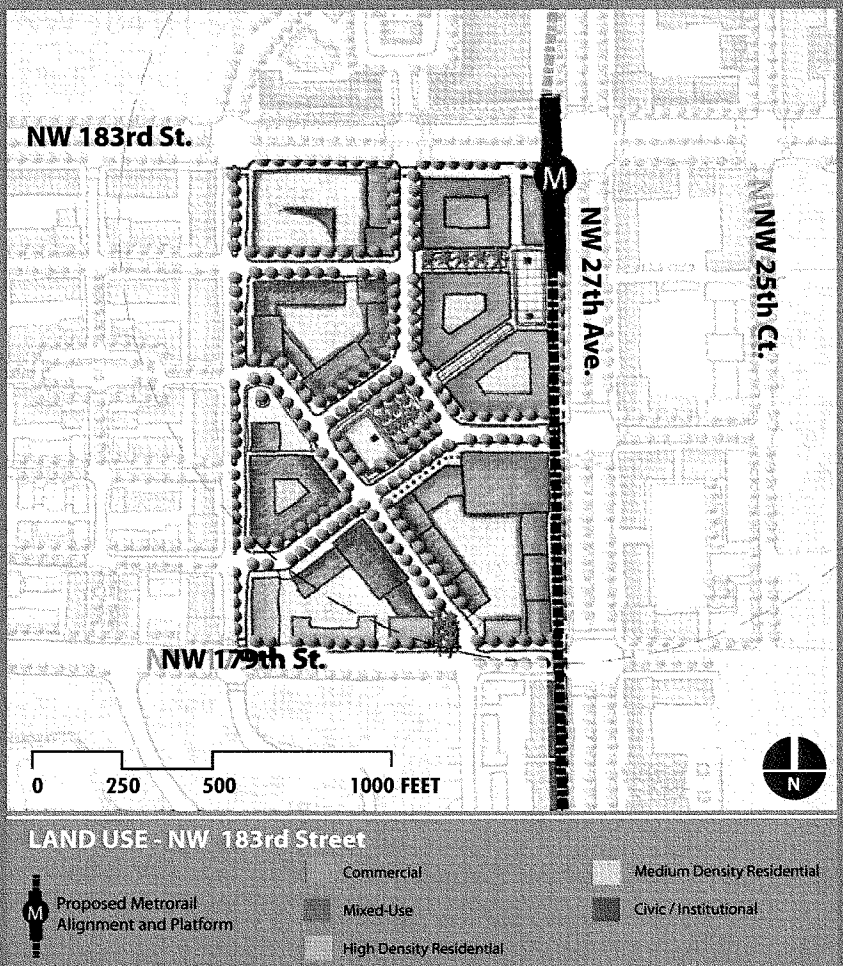
Town Center

- Metrorail station is the transportation focus for the new Town Center
- Retail, civic, and residential mix
- Town square and bell tower
- Pedestrian-friendly streets and walkways
- Parking and bus facilities pulled away from the station with parking integrated into structures



1. Area 1- Town Center
2. Pedestrian Link Between Metrorail Station and Town Center
3. Town Square and Bell Tower from Transit Plaza
4. A Vibrant Downtown
5. A Mix of Uses
6. Inviting Pedestrian Environment

TOWN CENTER

A Downtown for Miami Gardens

Experience from around the country has shown that transit is best utilized when higher density mixed-use development and associated pedestrian activity surrounds the stations. The area surrounding the proposed Metrorail station is envisioned as a new commercial and civic core for the City of Miami Gardens. It will become the urban center for the City, and will be comprised of several important elements described below.

A Community Focus

The proposed Metrorail station, Town Center, and civic center will combine to create a vibrant and enjoyable downtown for the City of Miami Gardens. It would contain a range of retail and entertainment businesses with residential units on the upper floors. The Metrorail station, town square and walkways surrounded by commercial and residential mixed-use buildings will help create a place with 18 hours of activity. The residential units in the Town Center would occupy 4 to 6 stories above the ground floor commercial uses.

Inviting Pedestrians

Pedestrian access linking the Metrorail station, Town Center, civic center, and nearby neighborhoods would be provided by interconnected plazas, open space, wide public walkways, and local streets. NW 27th Avenue and NW 183rd Street will be redesigned to provide a much more comfortable walking environment with improved opportunities to cross these busy streets. Combined with the retail, restaurant, and entertainment opportunities along the way, this should prove to be a very enjoyable and lively pedestrian place.

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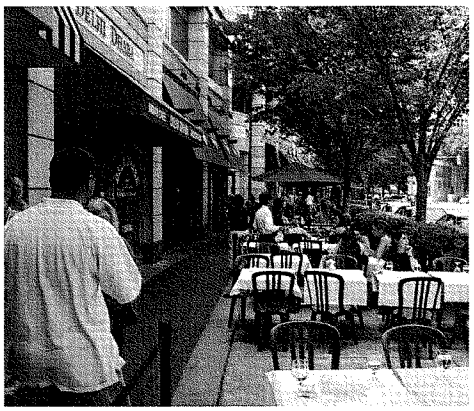
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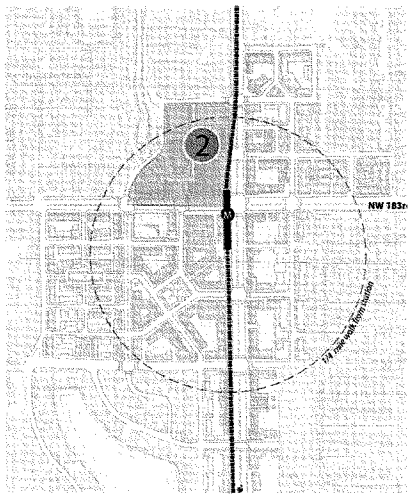

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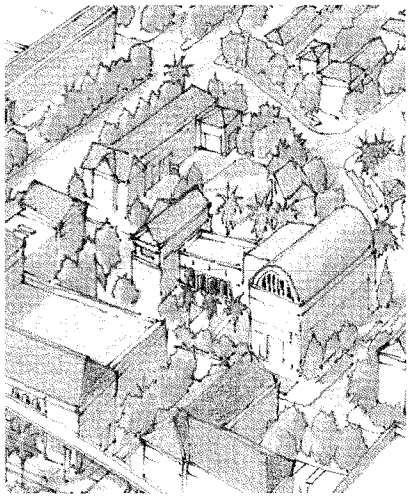

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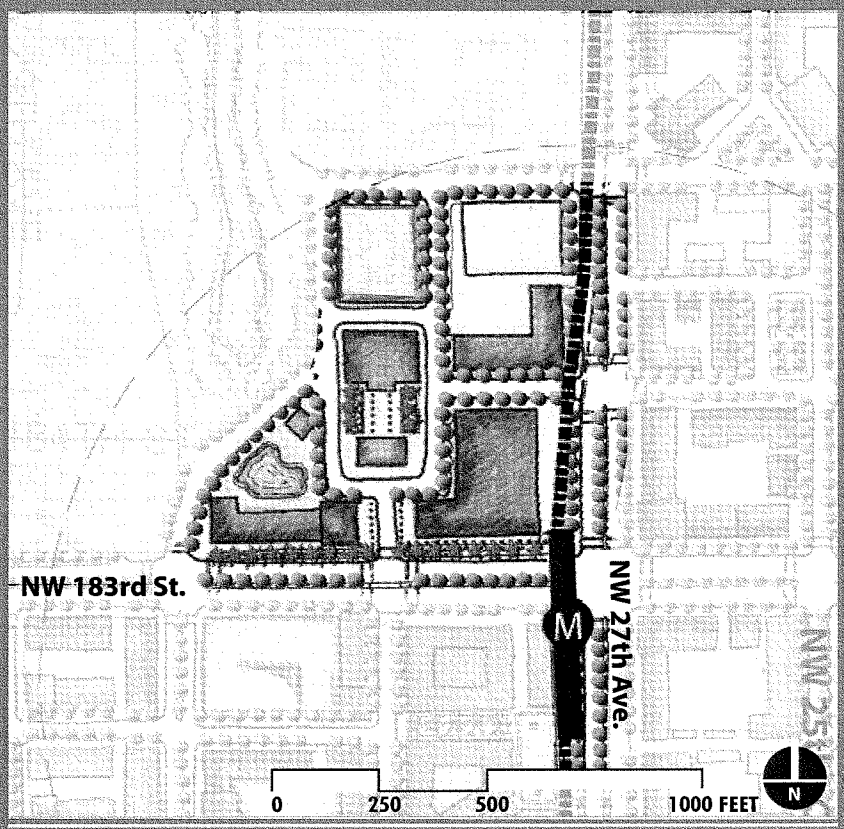
Civic Center

- Directly accessible from Metrorail Station
- City Hall central to civic center and visible from the Town Center
- Major civic and community buildings consolidated around City Hall



LAND USE - NW 183rd Street

M Proposed Metrorail Alignment and Platform

Commercial
Mixed-Use
High Density Residential
Medium Density Residential
Civic / Institutional

1. Area 2- Civic Center
2. Civic Buildings Surround City Hall
3. Visible and Accessible Civic Destinations
4. Civic Plaza
5. Major Civic Building

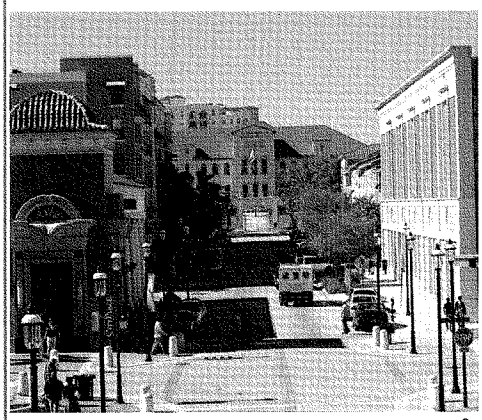
CIVIC CENTER

Visibility and Accessibility

Locating the major civic buildings across NW 183rd Street from the Town Center was a theme expressed during the charrette as it allows for increased visibility and accessibility. Direct access from the Metrorail Station will be provided over NW 183rd Street allowing transit riders to access the civic center without having to cross NW 183rd Street. In addition, the central civic building is envisioned to be a new City Hall for Miami Gardens. It would be visible from the town square in the Town Center by a north/south axial street that runs from the square north, terminating at the City Hall.

Civic Focus

The City Hall includes a small civic plaza. New civic buildings surround City Hall, consolidating municipal and community services along with community functions. The existing Bell South switching building remains at the north end of the civic center.



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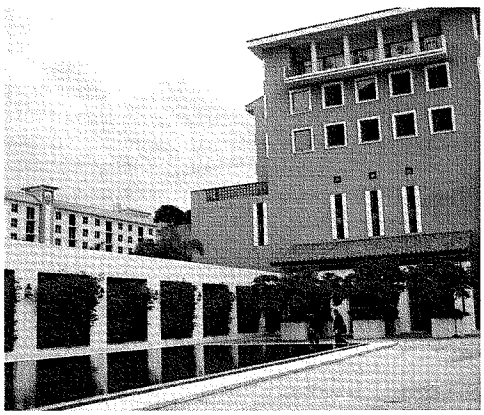

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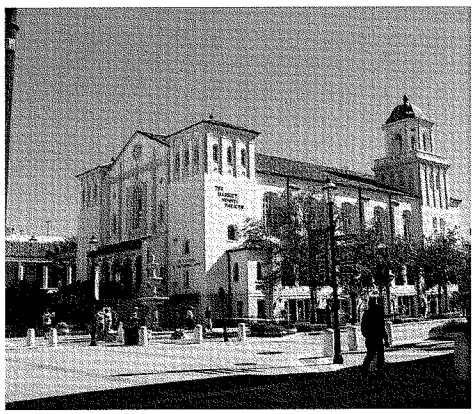

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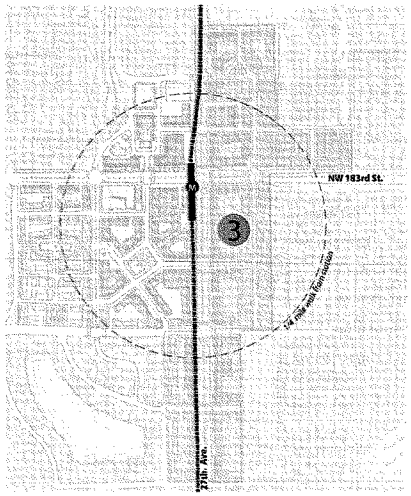

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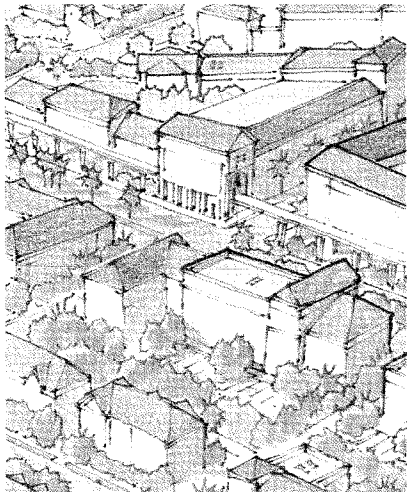

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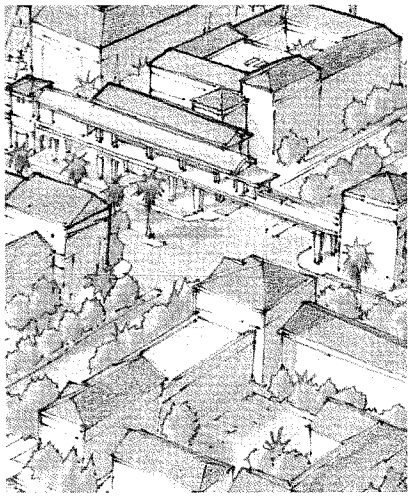

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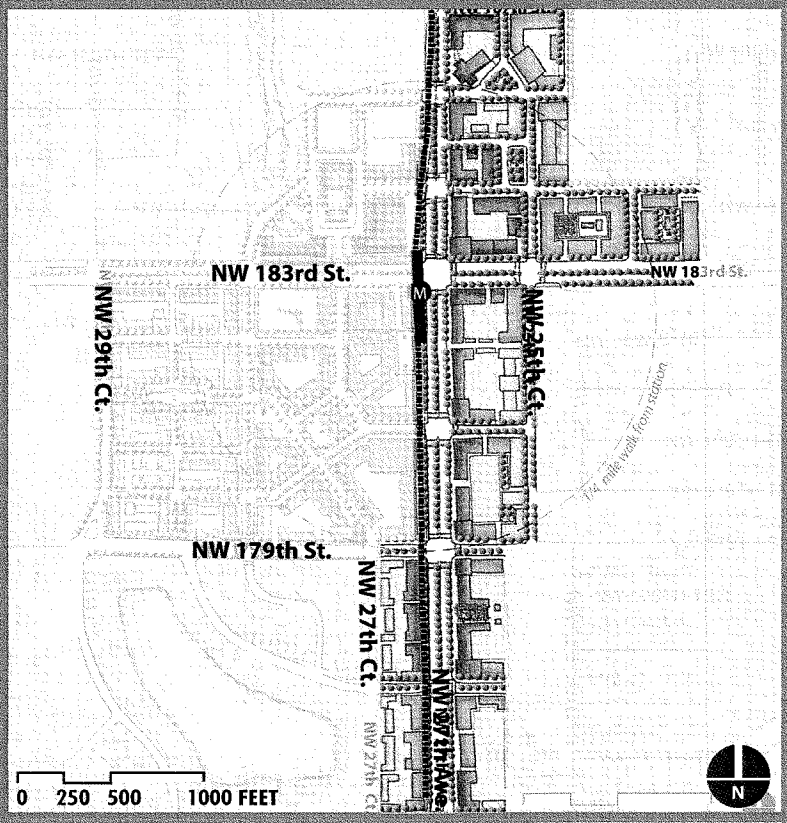
Transforming NW 27th Avenue

- A great place for walking, commerce, casual interaction and for moving traffic
- Provides pedestrians and bicyclists with additional safe and convenient crossing opportunities
- Mixed-use with ground floor retail/commercial near the station
- Taller buildings near the station and along the corridor
- Variety of housing types
- Lower density residences near existing neighborhoods



1. Area 3- Transforming NW 27th Avenue
2. Mixed-Use Development Along NW 27th Avenue
3. New Corner Buildings Define NW 183rd Street Intersection
4. Mixed-Use : Townhouses Over Retail
5. Mid-Rise Housing
6. Locally-Oriented Retail

TRANSFORMING NW 27TH AVENUE

Development along the NW 27th Avenue corridor is envisioned to evolve into an area with a greater mix of retail, office, and residential uses. The plan recognizes that the transition to the land uses shown will occur over time. Commercial and higher density residential uses are planned to be adjacent to NW 27th Avenue. Storefront commercial uses on the ground floor with residential above are proposed within ¼-mile of the Metrorail station. The most intensive uses will be along NW 27th Avenue with a gradual reduction in density and building height towards the existing residential neighborhoods.

The proposed future uses and development character of the corridor is intended to complement the existing community by introducing or enhancing the corridor's strengths in several ways described below.

Low and Mid-Rise Housing

The charrette plan envisions higher density residences in the Town Center, with lower density residences near the periphery of the station area. The tallest height limits in the station area will range from 5 to 7 stories. The combination of amenities, including the Town Center, parks and town square, and great transit service, will attract moderate and high-income residents.

Locally-Oriented Retail

Within ¼ mile of the station, commercial retail and service uses in the Town Center and south of NW 183rd Street along NW 27th Avenue are proposed on the ground floor with low and mid-rise housing on the upper floors. The scale and purpose of this station area would be to primarily serve the residents of Miami Gardens.

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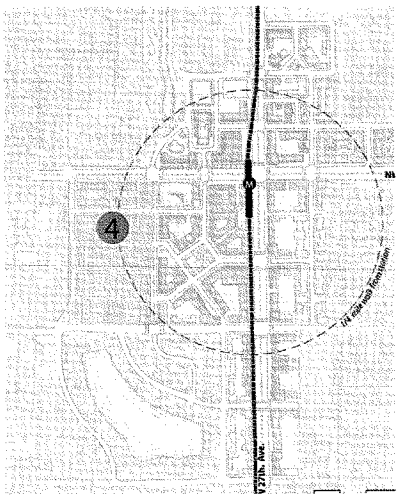

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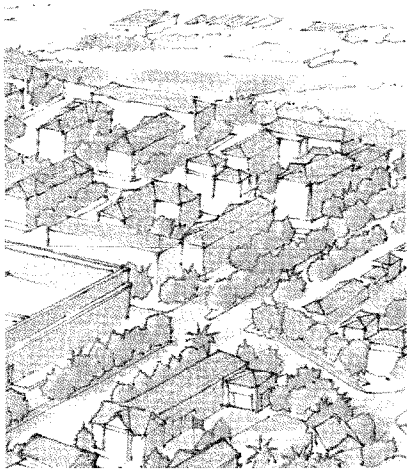

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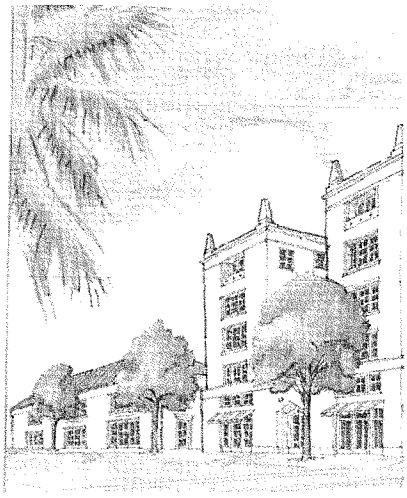

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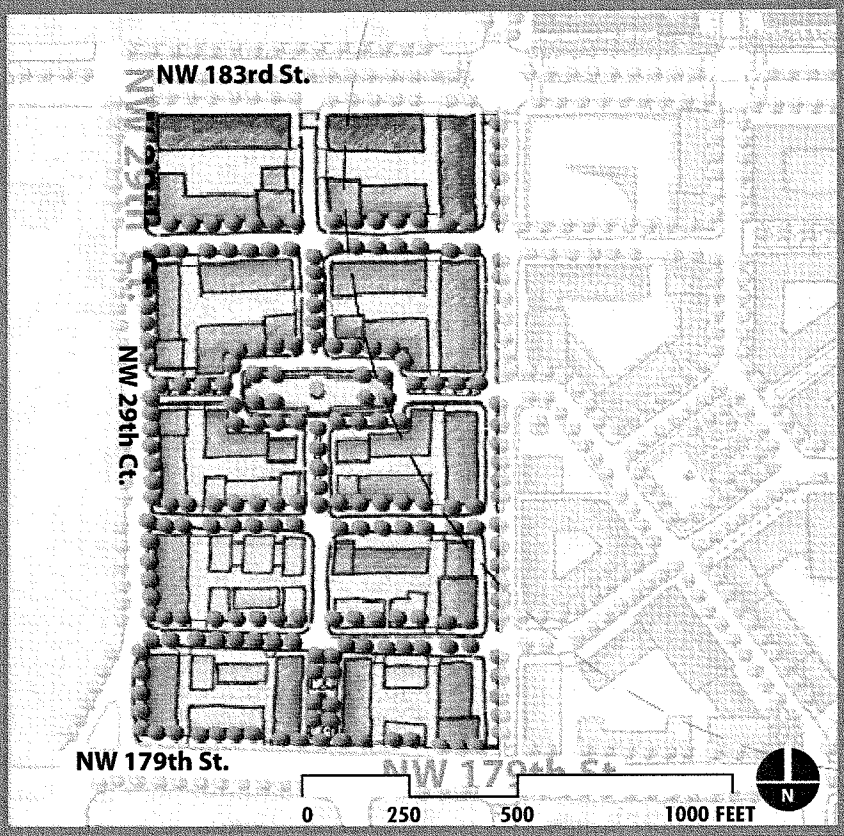
Residential Neighborhood

- Mix of housing types
- Density transition between the Town Center and surrounding neighborhoods
- Careful integration with existing residential development
- Public open spaces accessible to area residents



1. Area 2 - Residential Neighborhood
2. New Residential Neighborhood
3. Transition of Housing Density and Building Height
4. Low Rise Condominiums
5. Neighborhood Park
6. Townhouses

RESIDENTIAL NEIGHBORHOOD

A new residential neighborhood will have a distinct sense of place but must also be integrated into the surrounding character and circulation network.

Housing Types

A variety of housing types including townhomes, apartments, and low-rise condominiums would be mixed throughout the neighborhood. To provide an appropriate relationship between the higher density uses along NW 27th Avenue and the existing low-density neighborhoods to the west and east, a transition to lower density townhomes is proposed along the edges of the station area. The 2 to 3-story townhouses combined with additional parks and open space, will be compatible with the abutting neighborhoods.

Building Orientation

In addition to complementary building types, the plan calls for integrating the new with the existing by having the new residences face the street boundaries with existing neighborhoods. The parking would be placed behind buildings within the new developments rather than facing existing homes.

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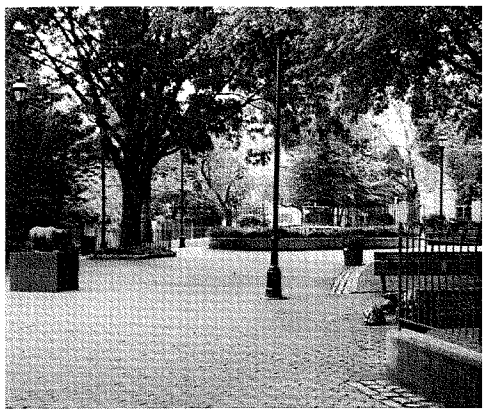

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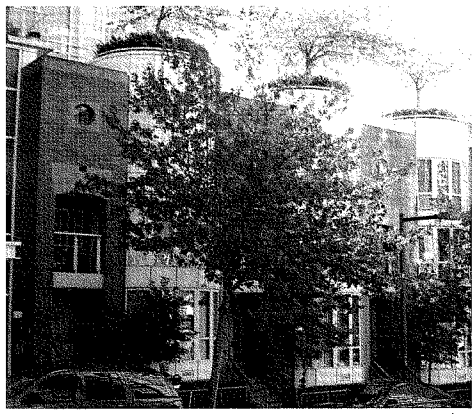

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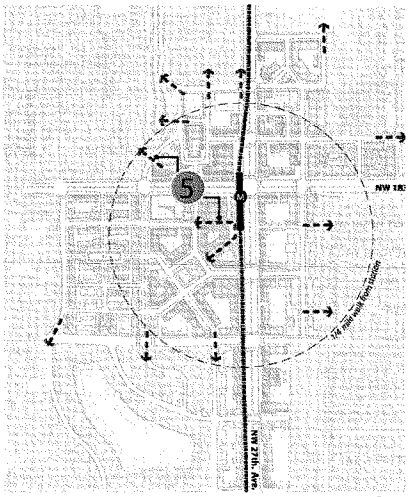

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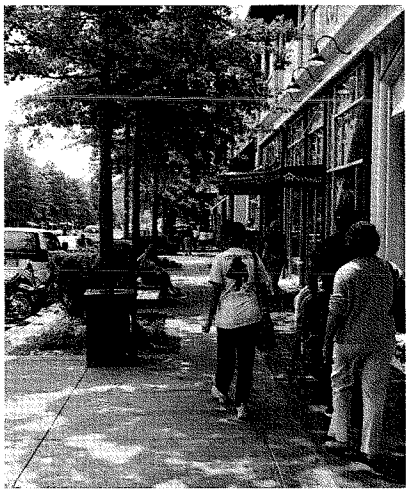

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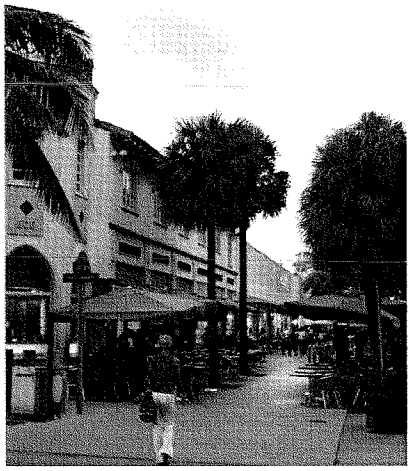

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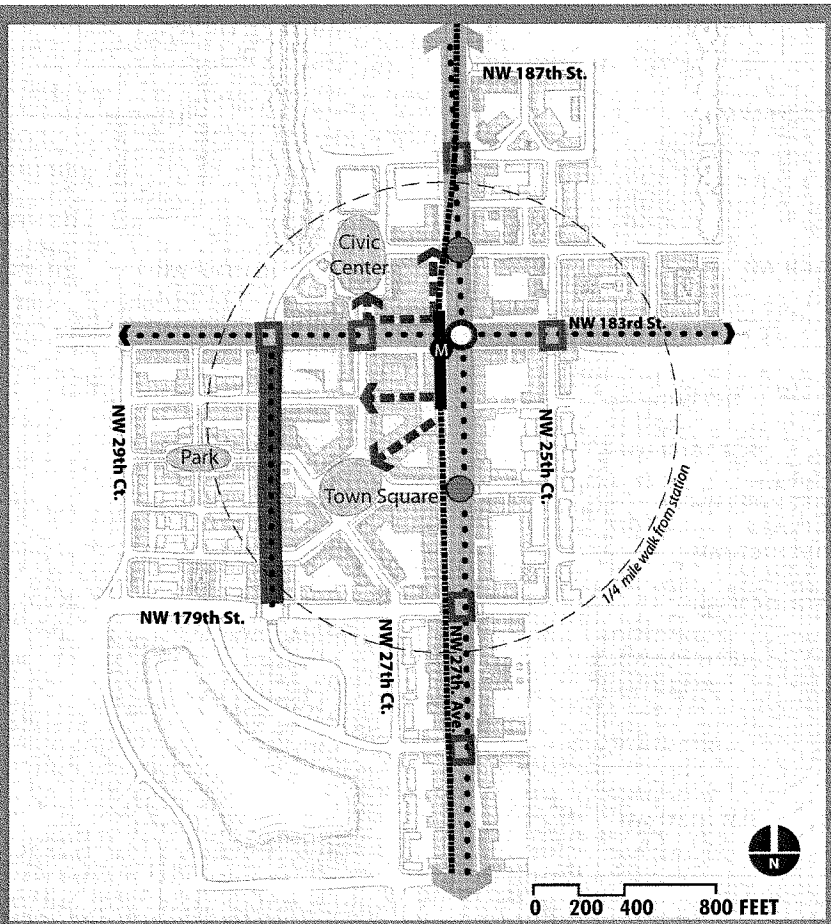
Pedestrian Connectivity

- Improved pedestrian and bicycle facilities along NW 27th Avenue and NW 183rd Street
- Direct pedestrian connections between the Metrorail station and surrounding destinations
- Emphasis on street and pedestrian connections between the station area and surrounding neighborhoods



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1. Area 5- Pedestrian Connectivity
2. Quality Pedestrian Environment
3. Active Pedestrian Walkway
4. Vibrant Pedestrian Routes
5. Bike Lanes
6. Complete Streets

STATION AREA PEDESTRIAN CONNECTIVITY

Another important element of the vision is to establish improved circulation throughout the station area for pedestrians, bicyclists, and transit while retaining good accessibility for motorists. The key circulation elements include:

Pedestrian Routes

The charrette plan calls for designated pedestrian routes that link key destinations within the station area. Primary destinations in the community are linked by an interconnected network of streets and walkways.

Bikeways

Encouraging bicycling is a great way to expand the potential passenger catchment area for the station. NW 27th Avenue and NW 183rd Street should have striped bicycle lanes (5-foot minimum width) leading to the station. In addition, secondary streets should provide convenient access to all parts of the station area by bicycle.

Street Improvements (Complete Streets)

The existing street system was designed with motorist needs in mind, and little attention was given to other transportation modes. In this respect, the streets are "incomplete" because they do not provide for safe, pleasant, and convenient pedestrian, transit, and bicycle travel. NW 27th Avenue and NW 183rd Street are proposed to be completed by including wider sidewalks, greater separation between pedestrian areas and moving traffic, street landscaping, traffic calming, and bicycle lanes.

In addition to the street improvements noted above, two new signalized intersections are proposed on NW 27th Avenue – one each to the north and south of NW 183rd Street. These intersections will provide pedestrians and bicyclists with additional crossing opportunities between the east and west neighborhoods. The signals should be timed to slow vehicles and give pedestrians a sufficient period to cross.

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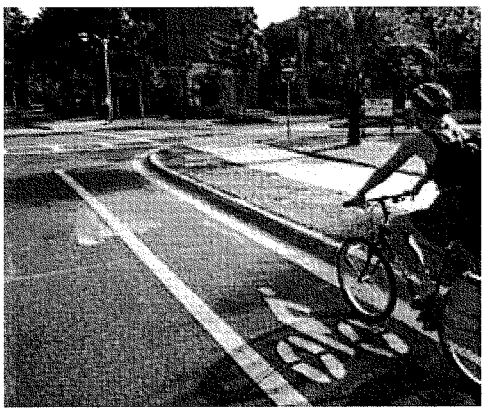

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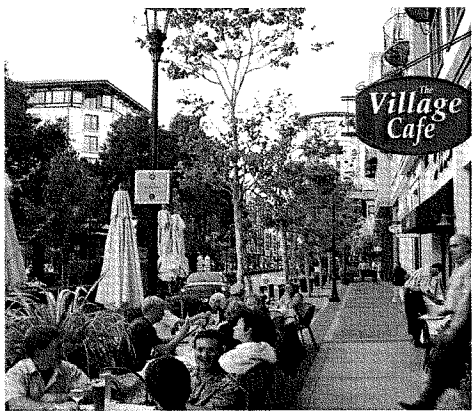

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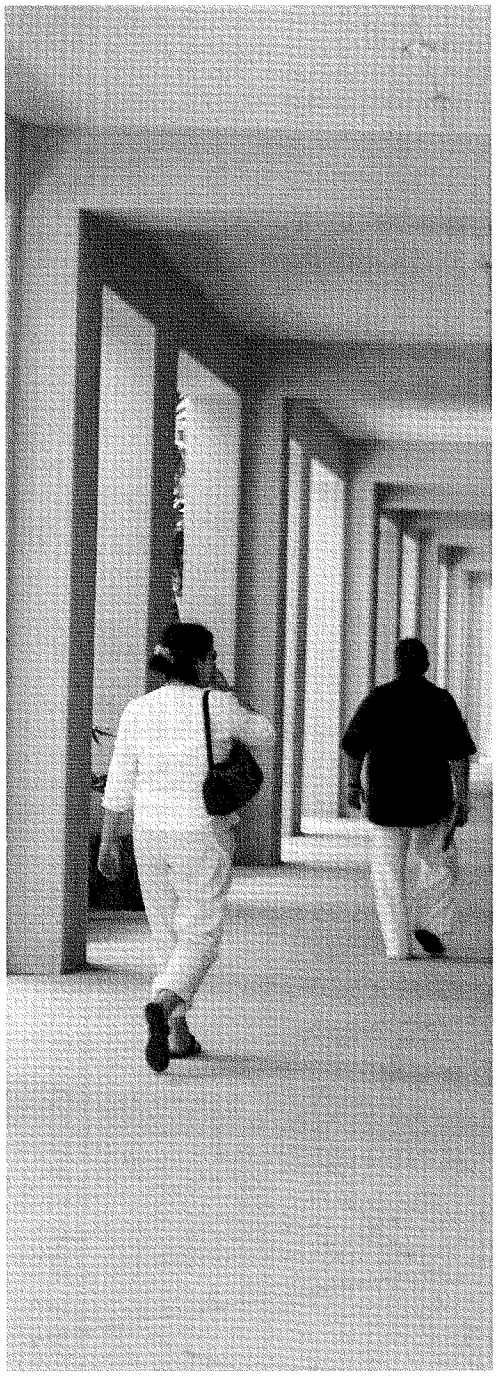
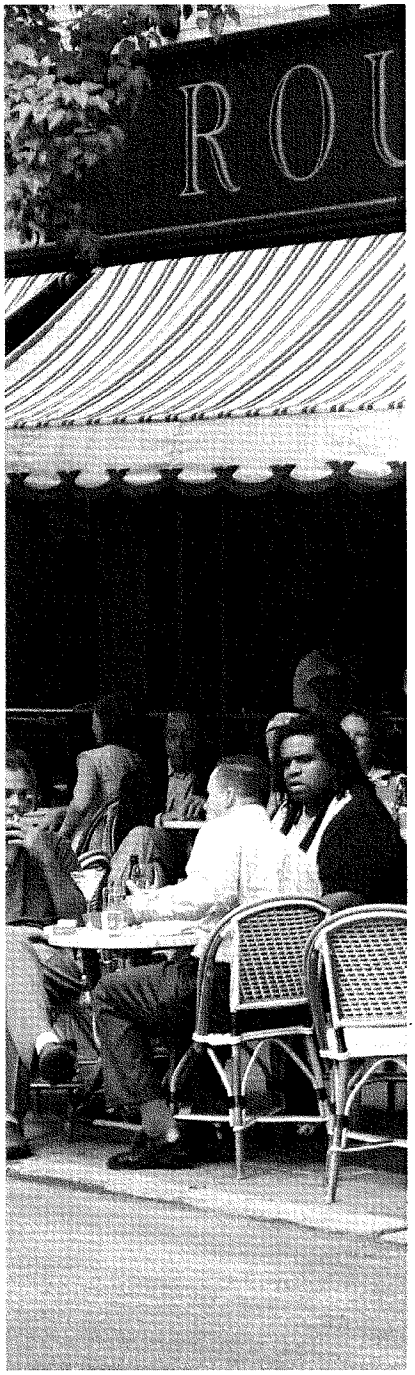
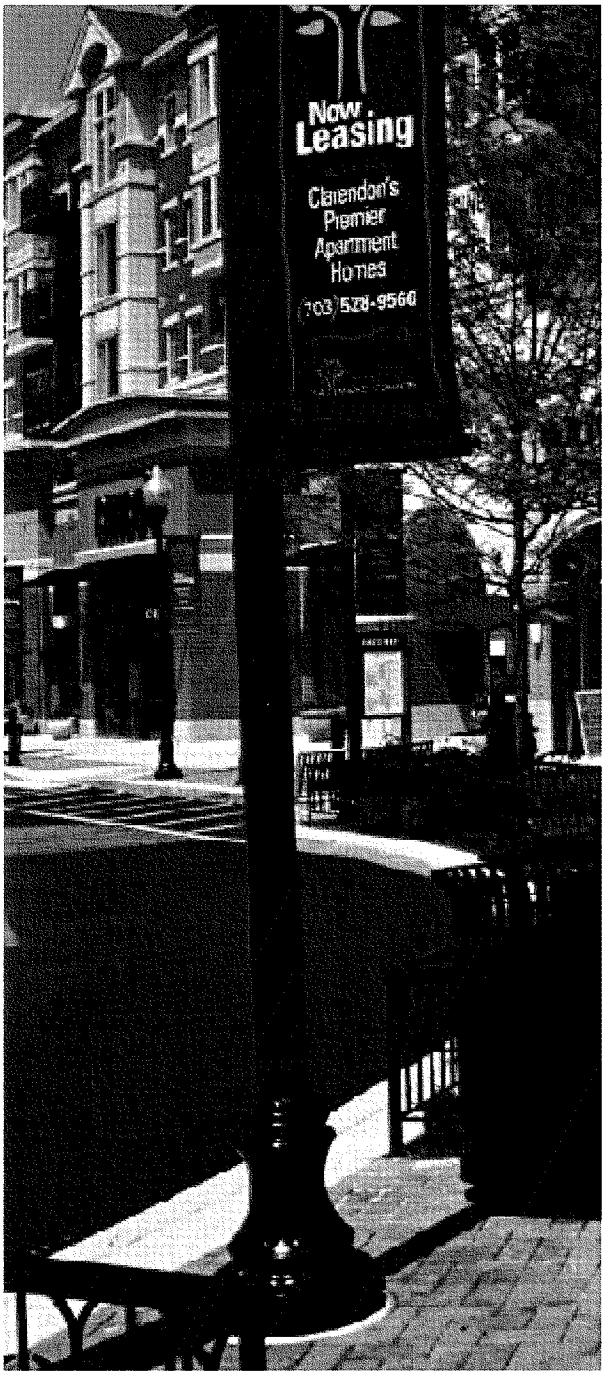
CHAPTER 3
NW 183RD STREET STATION DESIGN ELEMENTS





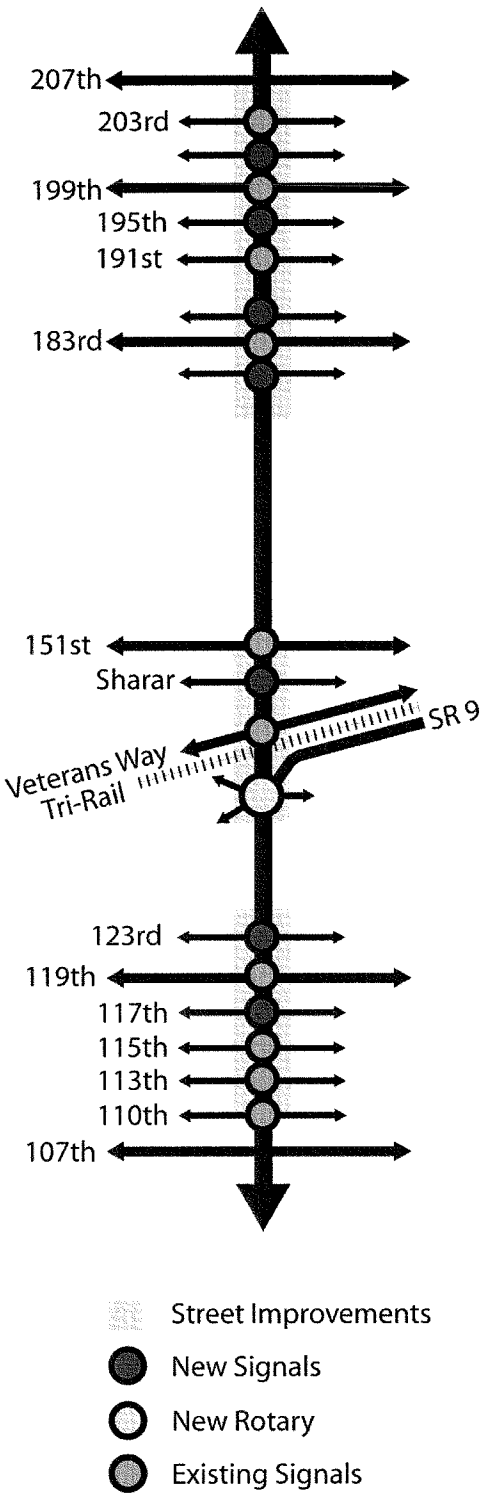


DESIGN ELEMENTS

The land use and circulation pattern described in Chapter 2 provides a framework for realizing the vision for the NW 183rd Street station area. This chapter provides several important design elements to help achieve the desired character and function for the station area:

- Housing Types and Location
- Building Design and Height
- Open Space
- Creating Complete Streets
- Circulation
- Parking

CREATING COMPLETE STREETS



NW 27th Avenue and NW 183rd Street provide access through the station area, but they are of limited value for simply getting around the station area itself. The focus of the circulation element is to create "complete" streets that provide an environment, which is easier, safer, and more pleasant for walking, bicycling, or driving. This will be achieved by creating improved accommodation of all modes along NW 27th Avenue and NW 183rd Street and by creating an interconnected local street and walkway network.

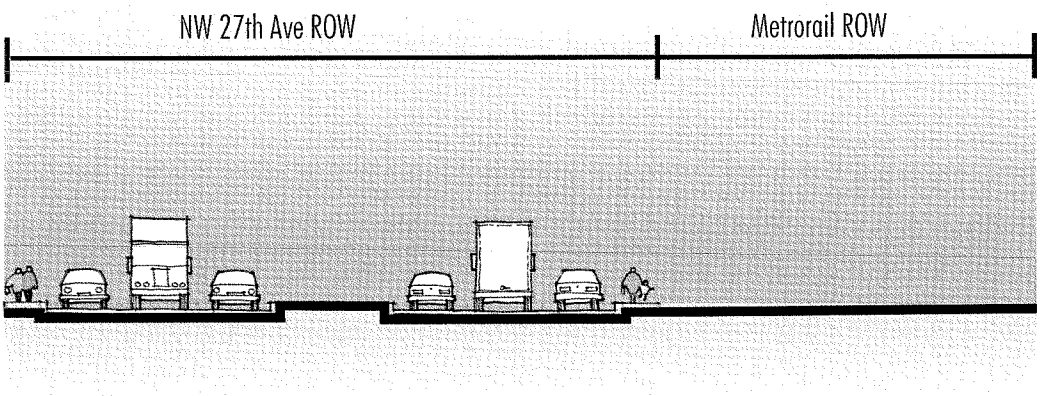
Currently, NW 27th Avenue and NW 183rd Street are designed primarily for automobile traffic. NW 27th Avenue has three travel lanes in each direction with 6-foot wide sidewalks adjacent to the curb. On-street parking and bike lanes are not provided. The NW 183rd Street design is similar with four travel lanes.

NW 27th Avenue is proposed to be transformed into a multi-modal street with four through travel lanes, separated local traffic and parking lanes, bike lanes, and wider sidewalks. By limiting turning movements on the four through lanes to the major intersections, the overall capacity of the street should not be compromised. At the same time, on-street parking can be introduced for the benefit of adjacent businesses, and bike lanes and improved sidewalks will make these two modes safer and more pleasant compared to today. This street cross-section would change somewhat when Metrorail moves to the east side of the street for the station. NW 183rd Street should also be modified in a comparable manner to improve walking and bicycling links to adjoining neighborhoods.

Achieving the community vision will require significant public leadership and intergovernmental cooperation between the City of Miami Gardens, Miami-Dade Transit, the Florida Department of Transportation (FDOT), and Miami-Dade County. FDOT and Miami-Dade Transit will need to collaborate on transit and streetscape investment that are consistent with the plan and implemented concurrently to minimize construction impacts and ensure that the NW 27th Avenue improvements are in place when North Corridor service begins.

In addition to NW 27th Avenue and NW 183rd Street, major pedestrian routes will connect the station with the Metrorail station, Town Center, civic center, and the residential neighborhoods in the area. Attention should also be paid to bicycle access between the surrounding neighborhoods and the station. Many residences are within a short distance of the station, but the actual travel distances are often considerably greater because of limited connectivity between neighborhoods and the major streets. Providing safe and convenient bicycling facilities, such as bike lanes and pathways, between the proposed station and surrounding neighborhoods will make bicycling an attractive option to walking or driving.

BEFORE



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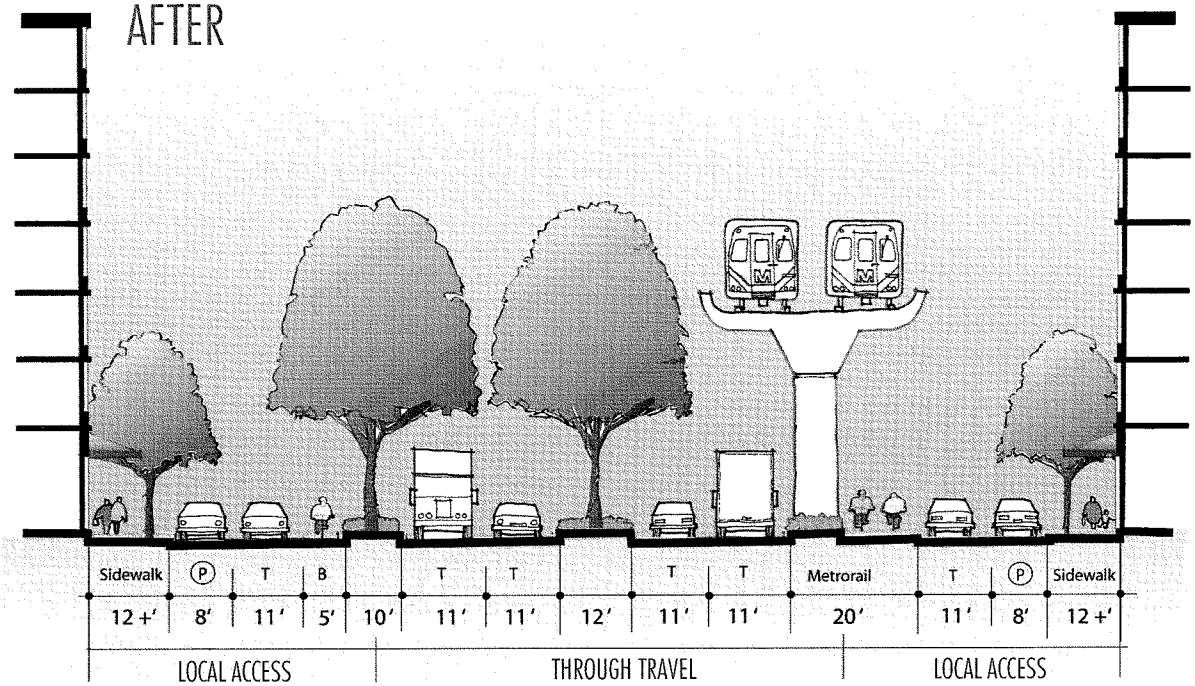
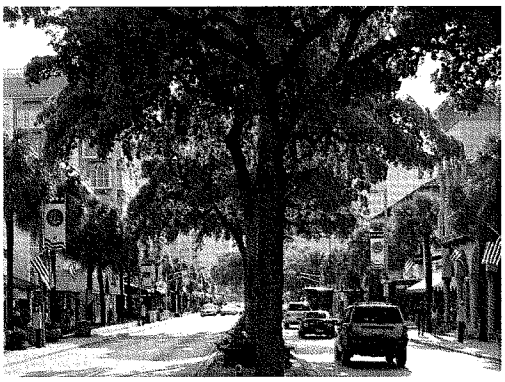




Complete Streets

Designated Bike Lanes

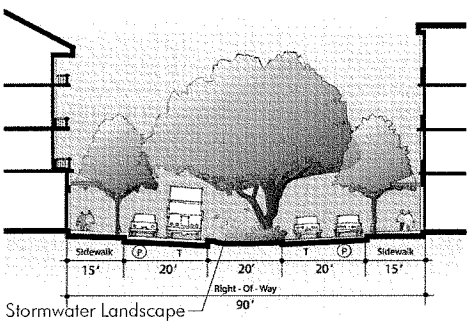
Enhanced Pedestrian Crosswalk

CIRCULATION

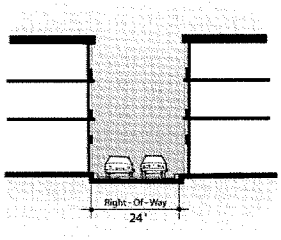
New neighborhood streets are proposed throughout the area to provide enhanced accessibility for local trips. Convenient connections will link the Town Center and civic center with the station and surrounding neighborhoods.

A key component to the improved local street and pathway network is the ability to cross NW 27th Avenue and NW 183rd Street, which presently act as barriers to local travel. In addition to the existing signalized intersections at NW 27th Avenue and NW 183rd Street, new signals and enhanced pedestrian crosswalks are proposed at several locations to enhance access for all modes.

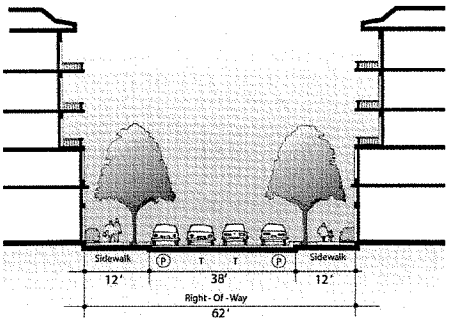
Green streets will provide an enhanced landscape aesthetic and serve as a water quality facility. The center median collects stormwater in a landscaped swale and also creates a partial riparian link between the canal to the north and the lake to the south.



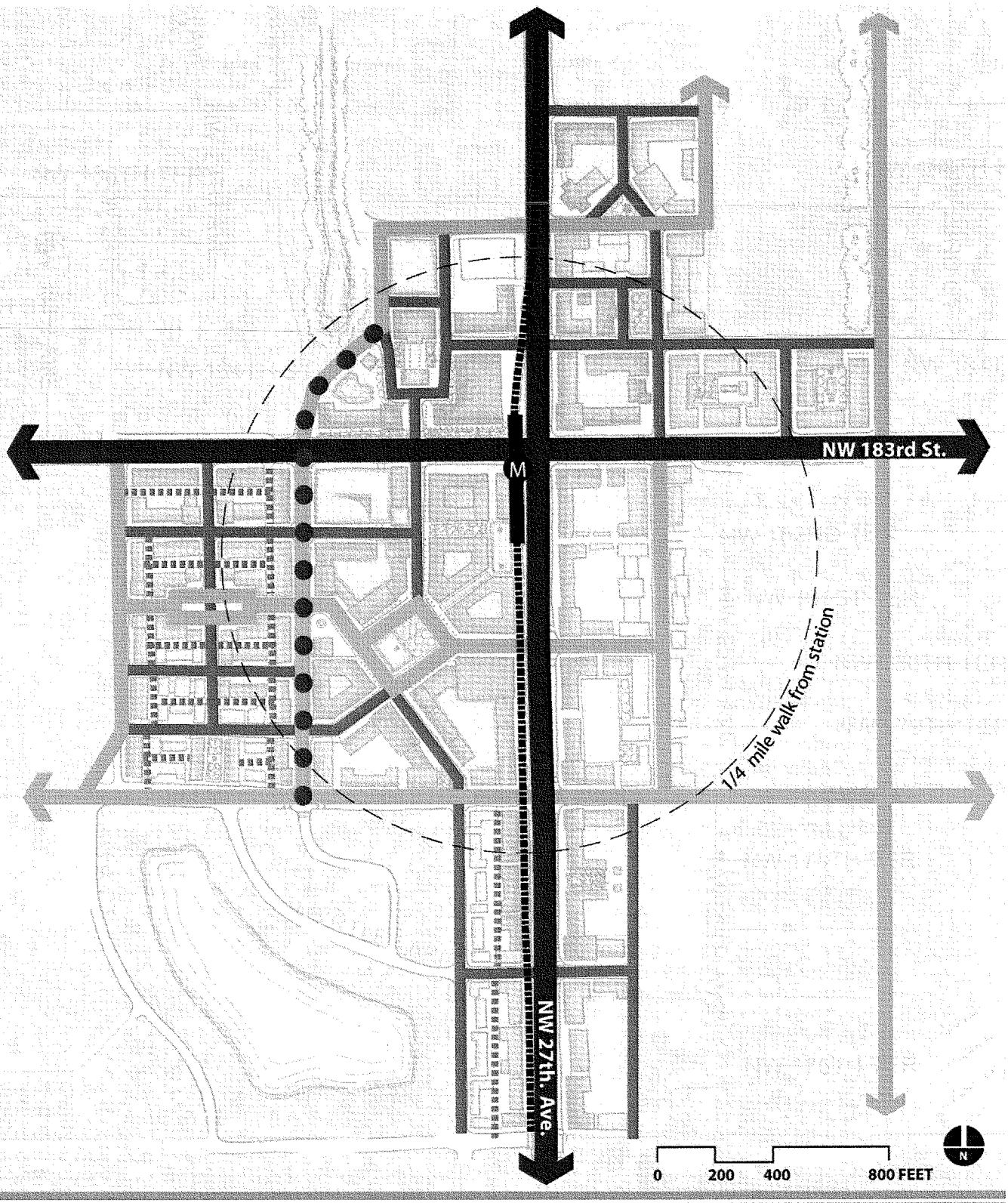
Green Street



Alley Way



Neighborhood Street



CIRCULATION - NW 183rd Street

M Proposed Metrorail Alignment and Platform

Regional Arterial

Collector

Local

Neighborhood

Alley ways

Green Streets

3

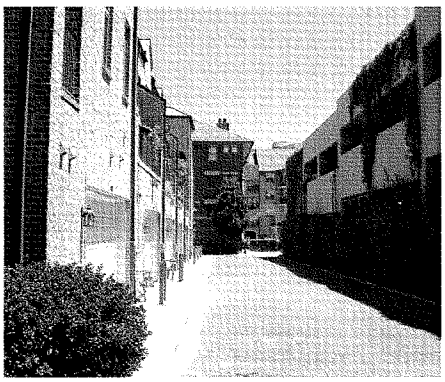
BUILDING DESIGN AND HEIGHT: SHAPING THE BUILT ENVIRONMENT

Consistent with the proposed density and intensity of uses in the station area, building heights are proposed to vary from 5 to 7 floors along NW 27th Avenue and in the Town Center. The taller buildings will generally be closest to the Metrorail station. Building heights of 2 to 4 stories would be adjacent to the existing residential neighborhoods.

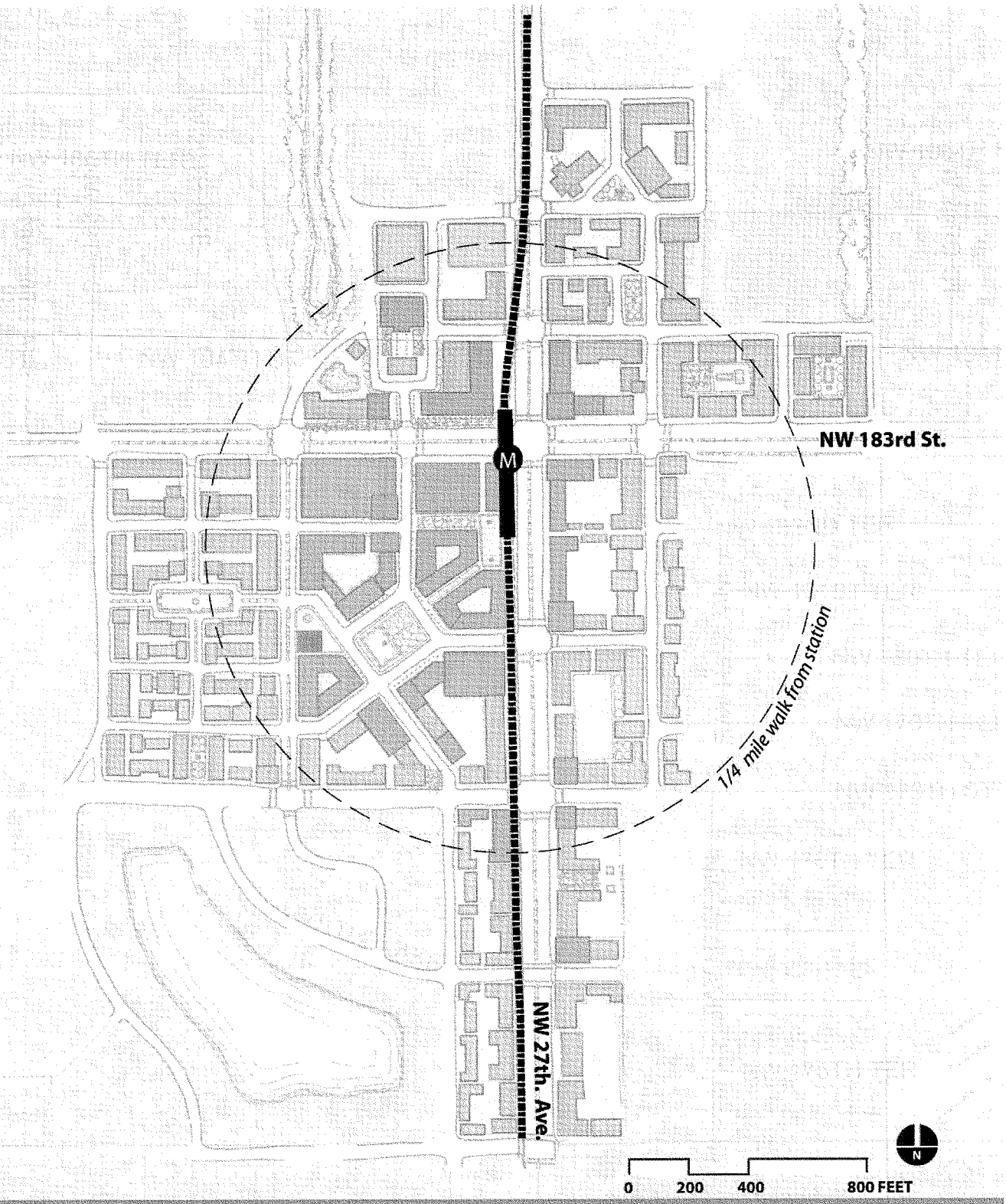
Buildings should generally be built to the sidewalk edge with active uses, arcades, canopies, and amenities to create a defined and lively streetscape. Lower density residences should be designed at a scale, which is more in keeping with the lower density neighborhoods that surround the station area. Although these homes will not necessarily be built up to the sidewalk, they should be close to the street with entries and windows facing it. Garages and on-site parking should be located to the rear or side of the homes.

The Town Center bell tower will be a landmark structure approximately 8-10 stories in height. It will visually and aurally announce the location of the Town Center from a distance and serve as an orientation device from the ground.

Landmark Bell Tower


Parking In Back

Sidewalk with Arcade and Active Uses



Building Heights - NW 183rd Street

M Proposed Metrorail Alignment and Platform

5-7 Stories

2-4 Stories

8-10 Stories

HOUSING TYPES AND LOCATION: ENCOURAGING DIVERSITY

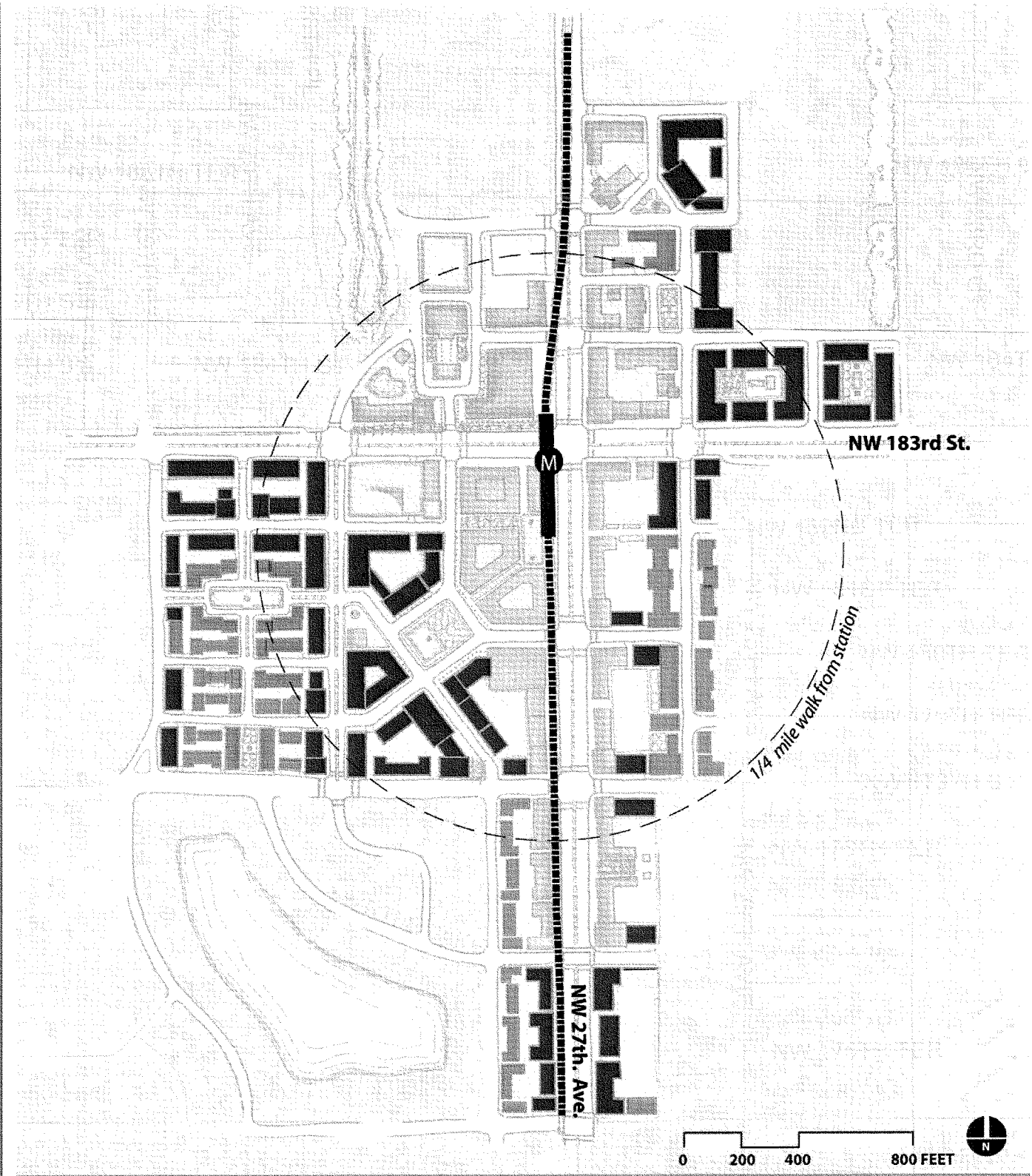
The plan calls for establishing a greater mix of residences along NW 27th Avenue, especially in the Town Center and south of NW 183rd Street. The highest density multiple-family residences are proposed in the Town Center with lower density apartments and condominiums along NW 27th Avenue and NW 183rd Street. In many cases, ground floor retail would be part of these predominantly residential buildings. Lower densities, typically in townhome units, would be located between the multi-family units and the existing neighborhoods, which consist predominantly of detached single family homes. This transition in building type and density is intended to maintain a compatible relationship with existing low-density residential neighborhoods. The primary housing types include:

- Mid-rise apartment, condominiums, and lofts
- Low-rise apartments, condominiums and lofts
- Townhouses

Townhouses

Low-Rise Housing

Mid-Rise Housing



Housing Typologies - NW 183rd Street

M Proposed Metrorail Alignment and Platform

Mid-rise Apartments, Condominiums and Lofts

Low rise Apartments, Condominiums, Lofts, or Townhouses.

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OPEN SPACE: GREEN SPACES, PEOPLE PLACES

With increased density, quality parks and open spaces become more critical. One of the common themes of the charrette was the lack of parks in the area. The charrette plan addresses this shortcoming by proposing a variety of public open spaces. A range of parks and open space areas are presented in Chapter 2 to create a general concept, leaving the specific design and function of these spaces to be guided by local community needs and preferences.

The important park and open space planning actions include:

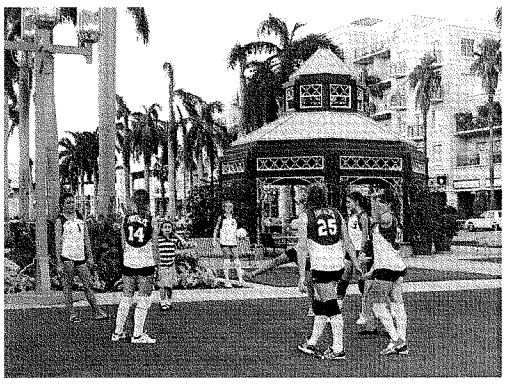
- Clarifying the location, type, and purpose of the park and open spaces desired
- Integrating the parks and open spaces into the community and making them accessible for all residents
- Identifying an implementation program for acquisition, improvements, operations, and financing
- Seizing opportunities to improve environmental quality

Specific recommendations include:

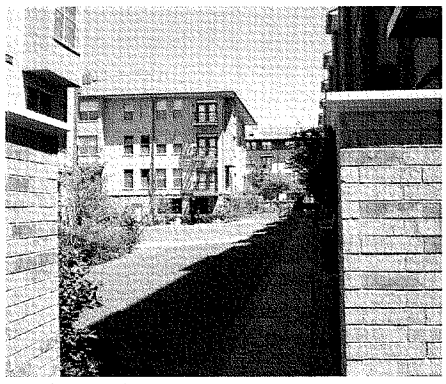
Town Square. The central feature of the Miami Gardens Town Center will be a public square that will serve as the City's primary civic space. This landscaped plaza will allow for passive activities such as eating lunch and community gatherings such as concerts and special events. The square will be activated by the streets and storefronts surrounding it on all sides. Centrally located within the Town Center, the square and adjacent bell tower will also orient pedestrians, having direct sight lines to the Metrorail station and civic center.

Pocket Parks and Plazas. Throughout the Town Center, small pocket parks and plazas provide additional open spaces as forecourts to significant buildings or simply to provide relief from the street.

Neighborhood Park. This park serves as the focal point for the residential neighborhood comprising the west side of the Town Center. The primary green space for residents, the park will accommodate passive activities such as picnics as well as play equipment for children.

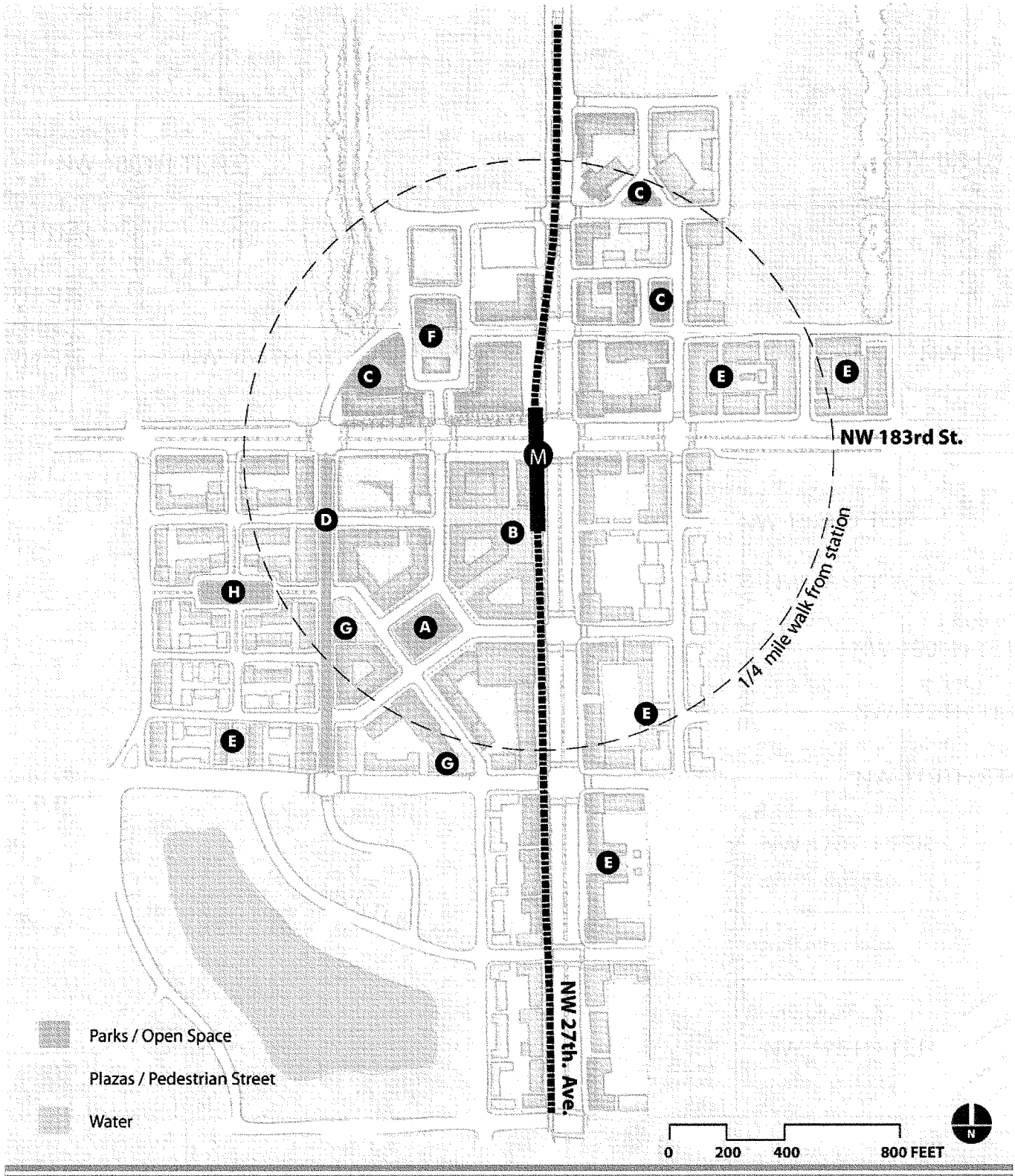


Neighborhood Park



Pocket Park

Town Square



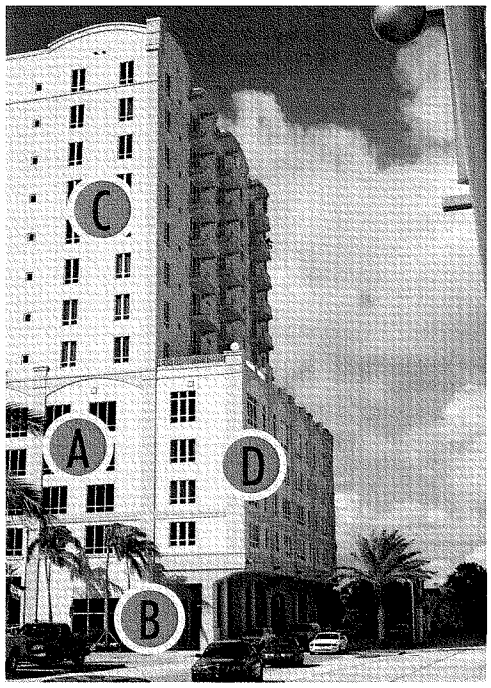
Parks / Open Space - NW 183rd Street

M Proposed Metrorail Alignment and Platform

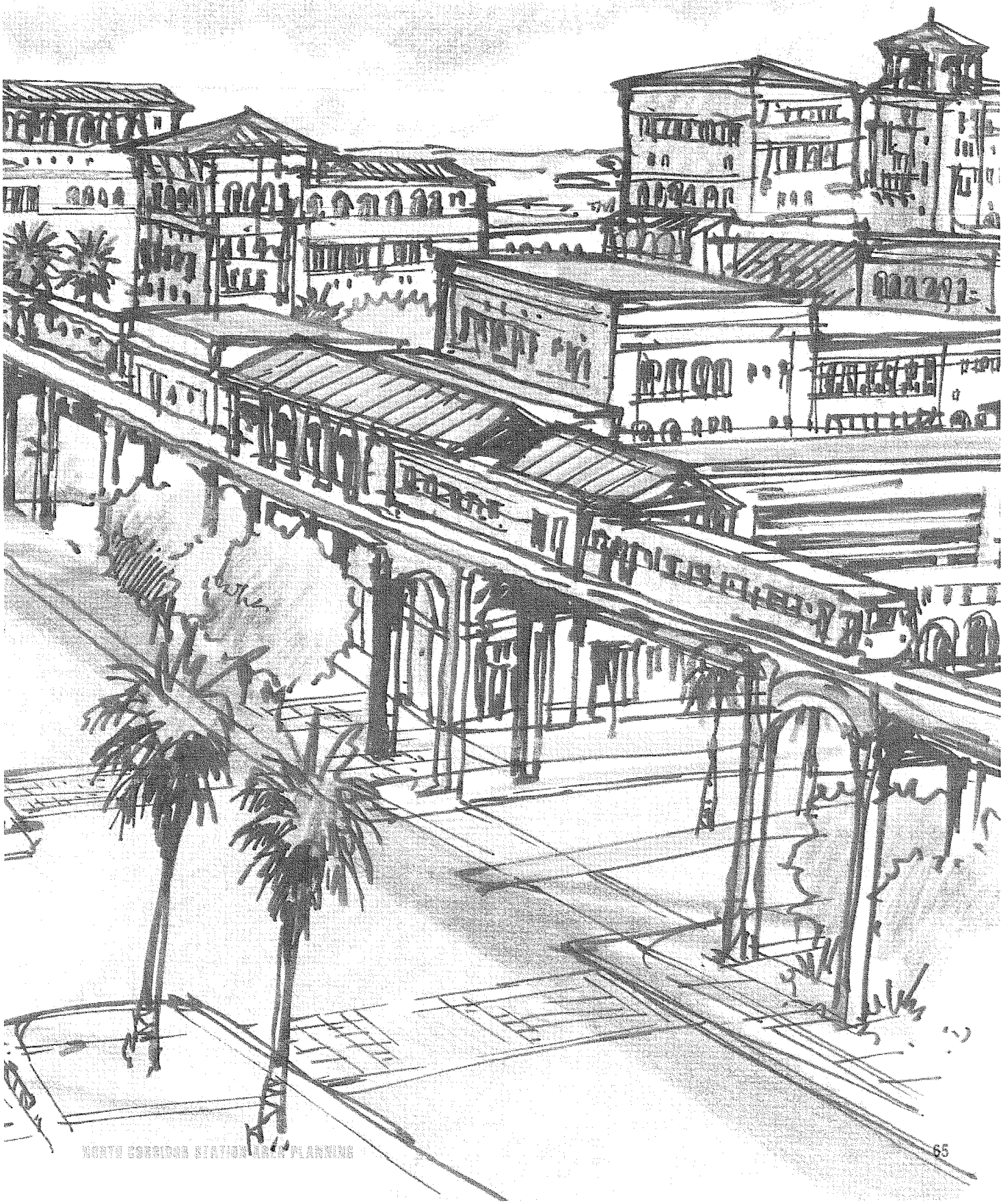
- A Town Square
- B Transit Plaza
- C Pocket Park
- D Green Street
- E Courtyard Plaza
- F Civic Plaza
- G Forecourt Plaza
- H Neighborhood Park

PARKING

While the importance of parking is keenly recognized, it must not be a dominant development feature near the Metrorail station. Large parking lots located between streets and buildings create a very unappealing environment that pedestrians will consistently avoid. The design intent for future development in the area will be to park cars in structures or surface lots that are located to the rear or the side of the buildings they serve. When parking structures do front on a pedestrian street, they should have retail or entertainment uses on the ground floor and be lined with active uses, such as housing or offices above.



A. Structured Parking
B. Ground Floor Retail
C. Housing or Office
D. Liner Building - Housing or Office
E. Surface Parking Behind Buildings



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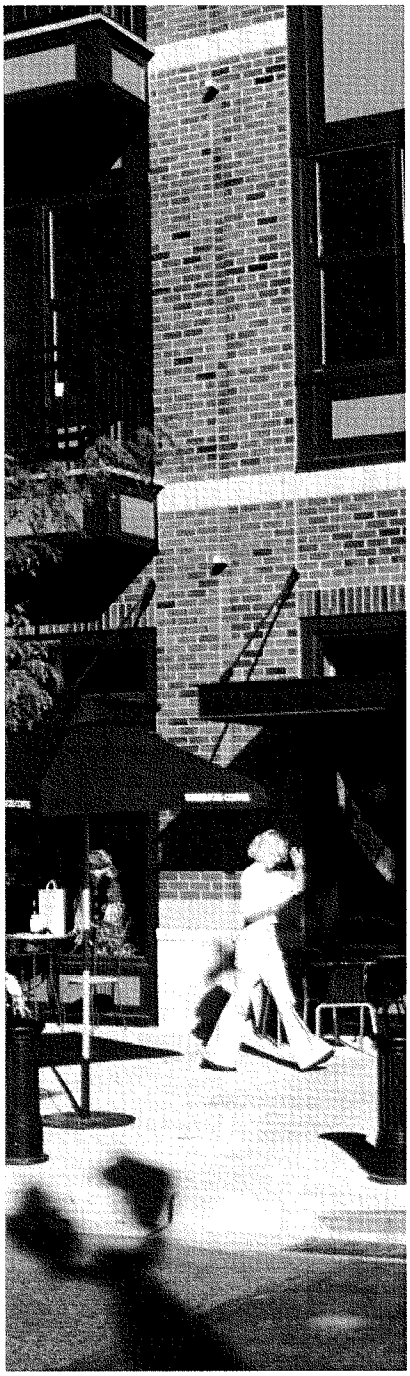
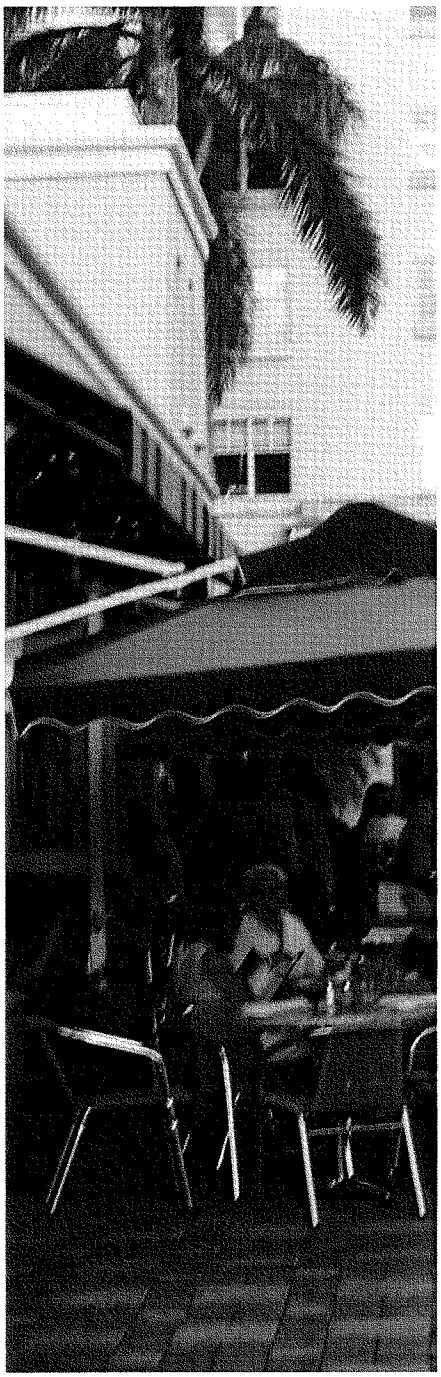
CHAPTER 4

AN IMPLEMENTATION STRATEGY FOR NW 183rd STREET





FROM VISION TO REALITY

The NW183rd Street station area plan provides a once in a generation opportunity to optimize the coming of Metrorail as a tool to realize the citizens vision as articulated in the charrette and create the most important new center in north Dade County. Implementation of the charrette report is expected to greatly increase ridership on Metrorail and to result in more than one billion dollars of private investment. Successful implementation of the plan will require a strong partnership between the City of Miami Gardens, Miami–Dade County, the Florida Department of Transportation, and the private sector.

4

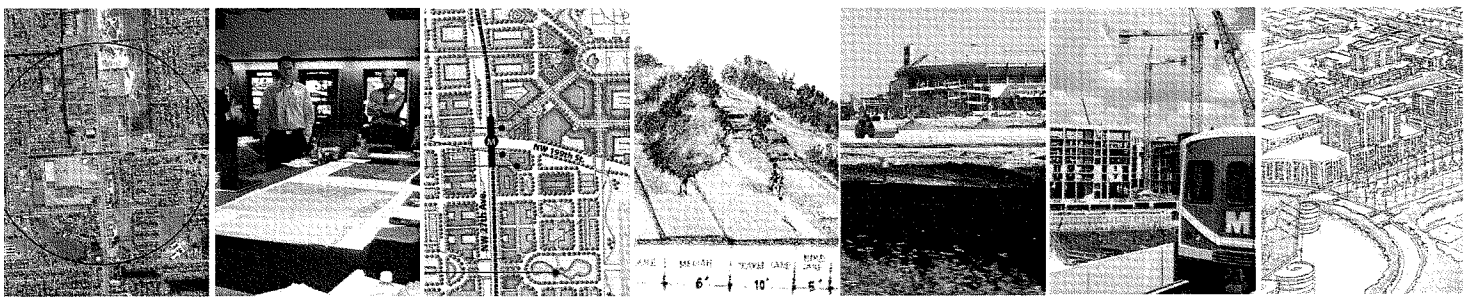
AN IMPLEMENTATION STRATEGY FOR THE NW 183RD STREET REPORT

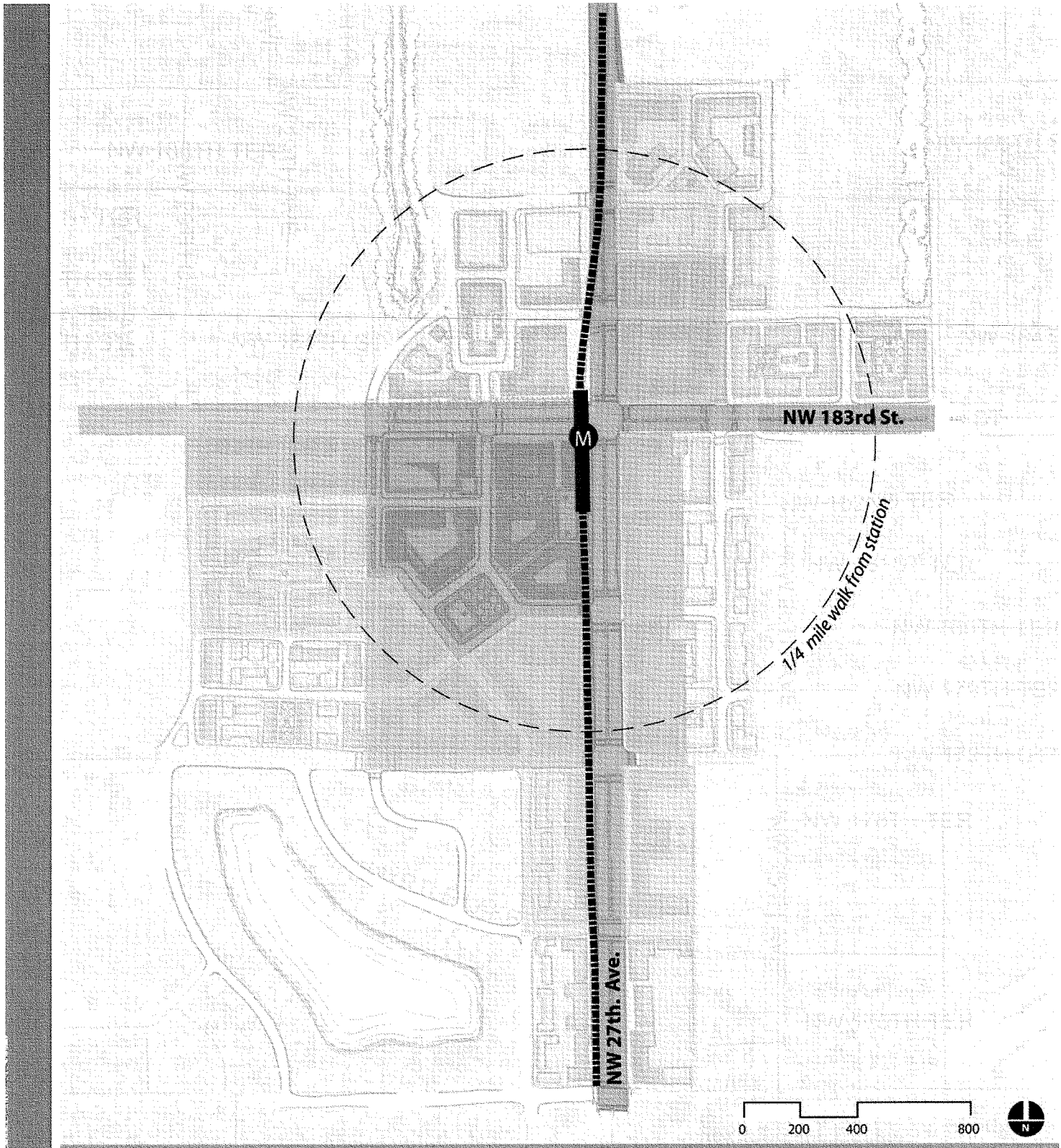
Due to the unique need for stakeholder and interagency collaboration and coordination for the NW 183rd Street station, this section focuses on the various actions and responsibilities of the local, state, and regional agencies from planning through design and full build-out. Furthermore, it is important to garner the support from the leaders of both the City of Miami Gardens and Miami-Dade County for a coordinated strategy with the private sector to facilitate and coordinate government actions necessary to realize the development vision for the station areas.

The charrette report anticipates phased implementation of the station plan. The implementation diagram graphically represents the logical sequence of phases over the next 20+ years. Phase one, the near future actions, includes the land immediately adjacent to the station platform and along the mixed-use spine of NW 27th Avenue. These improvements should be timed with the commencement of Metrorail service and the completion of all corridor improvements along NW 27th Avenue. The remaining phases radiate out from the station.

This implementation strategy is focused on the following seven sub-areas:

- Understanding the Market
- Convene TOD Working Group
- Adopt Station Area Zoning
- NW 27th Avenue Improvements
- Financing Infrastructure Improvements
- Select a TOD Master Developer
- Station Area Redevelopment Strategy





Phasing - NW 183rd Street

M Proposed Metrorail Alignment and Platform

Phase 1 (5 - 10 years)

Phase 2 (10 - 15 years)

Phase 3 (15 - 20 years)

Phase 4 (20 + years)

4

UNDERSTANDING THE MARKET

Assessment

A market overview of the North Corridor station areas in Miami Gardens was prepared to assess the potential support for transit-oriented development through 2030 at future Metrorail stations. The analysis considered the demographic and employment characteristics of existing residents; current local real estate conditions for various types of residential, office, and industrial uses; and realistic level of how much development might be captured based on existing projections for future growth in population and employment.

Miami Gardens is a stable, family-oriented working- and middle-class community, with income levels that are comparable to the county average, and somewhat larger family sizes. It possesses an excellent location, serving as the gateway to northern county and benefiting from excellent freeway access. While underserved for retail, significant new big-box retail development has recently been attracted to the City, including two new Wal-Marts and a Home Depot. Potential new development adjacent to the Dolphin Stadium may generate a broad range of additional entertainment, retail, and hospitality related activity. Its housing stock is primarily single-family residences and townhouses, which are somewhat older than elsewhere in the region. Development of new types of townhouse and condominium units could offer additional housing choices to encourage residents to remain in the City while also attracting newcomers.

Based on these factors, and assuming City actions to focus a larger proportion of development around the station areas, the potential development program for the NW 183rd Street station through 2030 could include:

- 2,500 new units of various townhouses, lofts, apartments, and condos
- 200,000 square feet of offices, including mid- and high-rises and office condos
- 150,000 square feet of retail, including entertainment, dining, and specialty retail
- 500,000 square feet of civic and institutional uses, including education

Development Potential

South Florida's long-term economic outlook remains very favorable. Ongoing population growth from in-migration from other states and company relocations will create continuing long-term demand for various types of new residential, retail, and office development, including TOD projects.

The North Corridor is well positioned to capture a larger share of this growth than has occurred in the past, for a range of reasons:

- The escalating costs of providing significant new infrastructure to support new suburban development on the periphery of the region, as well as worsening traffic congestion due to overburdened existing roadways, will create increased demand for infill development.

- While the region has historically been supportive of various types of multifamily development, demographic trends particularly for younger and smaller households who have a higher level of interest in multifamily and attached units, as opposed to single family detached units.

- The region's worsening affordability problem will create greater acceptance of townhouses and condominiums as the best opportunity for middle-income households to become homeowners. Reduce commute costs made possible by TOD, coupled with supportive mortgage programs, can be an important factor in making homeownership more affordable.

- As large scale parcels for new subdivisions on the periphery of the region become increasingly scarce, residential developers are increasingly looking at opportunities to develop smaller-scale projects in urban infill areas and developing the expertise to do such projects. A number of national residential development firms known for subdivision development have in recent years set up divisions to build "urban housing" or do such projects, including Lennar, KB Home, Centex, Pulte, and Toll Brothers, among many.

Market Support and Potential Development Programs

Data on projected regional growth from 2000 to 2030 was reviewed. While this data is based on previous trends, rather than being market-based, it provides the best available information on regional growth in population and employment. It should be noted that while reasonably accurate at a county-wide level, its accuracy in projecting actual future results decreases the smaller the geographic area that is considered.

Table A shows the projections for the Northern Corridor station areas in Miami Gardens, the entire City of Miami Gardens, and all of Miami-Dade County. The data shows the total level of growth in the station areas is relatively modest, representing approximately five percent of household growth and 15 percent of employment growth of the entire city. This underscores the potential for city policies that seek to channel likely growth to the North Corridor station areas to result in considerably more TOD than would otherwise be expected. The strong locational advantages that Miami Gardens has, in terms of freeway access and its central location in the combined Miami-Dade and Broward County areas, means that it also has a strong potential to capture a larger share of overall regional growth, potentially as much as three percent or more.

A PROJECTED POPULATION AND EMPLOYMENT CHANGE 2000 - 2030

	Population	Households	Employment
North Corridor Station Areas			
2000	8,791	2,872	4,408
2030	11,638	3,735	5,855
Change	2,847	863	1,447
Percent Change	32.4%	30%	32.8%
City of Miami Gardens			
2000	91,425	43,594	29,339
2030	119,472	59,506	39,275
Change	28,047	15,912	9,936
Percent Change	30.7%	36.5%	33.9%
Miami-Dade County			
2000	2,204,713	774,339	1,098,554
2030	3,149,291	1,084,890	1,582,288
Change	944,578	310,551	483,734
Percent Change	42.8%	40.1%	44.0%

Based on this analysis, and assuming supporting policy actions by the City, a market supportable development program through 2030 could include the following elements in Table B:

B DEVELOPMENT PROGRAM

Residential	2,500 units
Office and Institutional	200,000 square feet
Retail and entertainment	150,000 square feet
Civic and Institutional	500,000 square feet

4

CONVENE TOD WORKING GROUP

Creating a TOD plan for the NW 183rd Street Metrorail station is the starting point for realizing the vision set out by the citizens of Miami Gardens. Experience from successful planning programs in other communities demonstrates that an enhanced partnership between all levels of government and the private sector is a precondition to success – working together to bring about quality development and the meaningful growth of centers around transit.

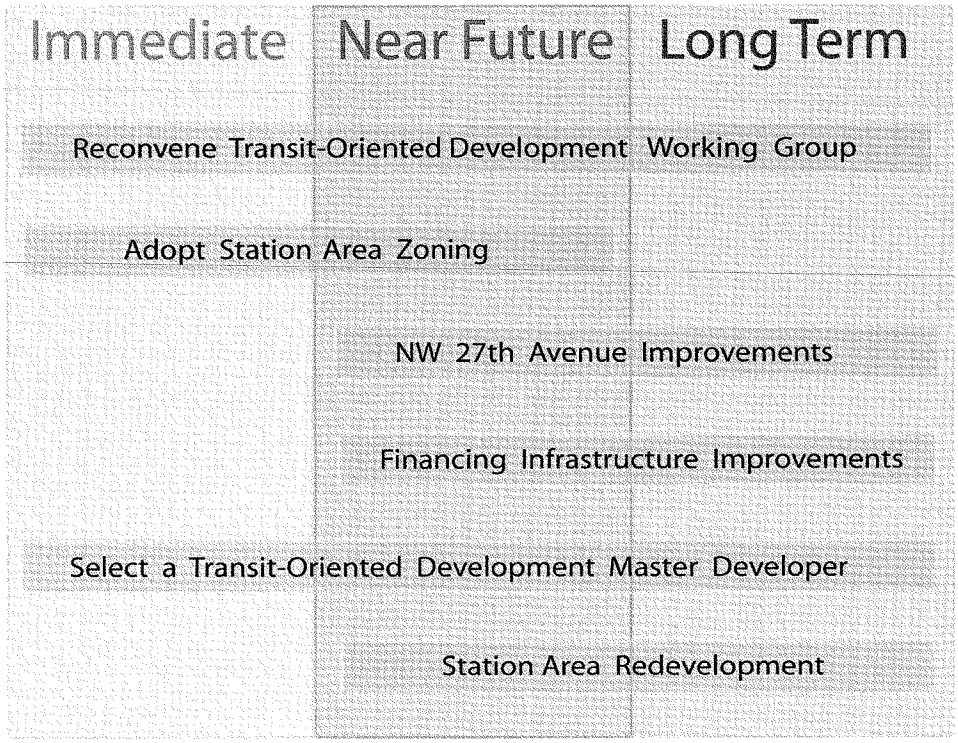
A lesson learned repeatedly is that the single most significant factor for creating a successful TOD is, quite simply, people. Whether as individuals or as part of a larger institution, people can make or break a successful development project and successful TOD plan, depending on their attitude toward public-private partnerships, innovative solutions, and problem solving. The City of Miami Gardens and Miami-Dade County both have important leadership roles to play in the implementation of the plans.

A collaborative approach that includes the City and county, the transit agency, local governments, and the private sector is necessary. The partners should convene the TOD Working Group that includes representatives from all of these entities. The working group's primary focus should be to span jurisdictional and agency boundaries to facilitate collaboration and guide the implementation of the TOD strategy. If possible, the members of the committee should have the authority to speak on behalf of their respective organizations and make decisions.

The working group should meet regularly. Additionally, it should be supported by a technical committee made up of jurisdiction and agency staff responsible for the day-to-day project management of the development strategy. Project partners should also consider the formation of a citizen advisory committee that includes residents, property owners, and businesses along the corridor. Both the technical and the citizen advisory committees would report directly to the policy level implementation committee.

Immediate Action:
To guide implementation of the NW 183rd Street station area plan the City of Miami Gardens and Miami-Dade County should take steps to enter into an inter-governmental agreement defining:

- Their mutual commitment to work together to achieve the station area plans and set the stage for successful private sector investment and to speak with one voice when moving forward on implementation
- A timeline for evaluating the Town Center Zoning District and Master Plan in relationship to recommendations contained in the Station Area Plan and ultimately determining whether amendments to the TCZD are needed
- A prioritized list of targeted public improvements and infrastructure investments to station areas that will implement the plan and leverage private investment
- The appointment of the TOD Working Group and assignment of dedicated staff to focus efforts on implementation and coordination



CONTINUE EVALUATING TOWN CENTER ZONING DISTRICT

The NW 183rd Street Station Area Plan may ultimately inform possible amendments to Miami Gardens' Town Center Zoning District specific to optimizing transit-oriented development opportunities and improvements to NW 27th Avenue. Any amendments are at the discretion of the City Council of Miami Gardens.

All involved agencies will need to continue the conversation about the integration of transit-oriented development and transportation-related refinements proposed in this charrette report. In addition, primary property owners must be included in discussions about how transit-oriented development can leverage benefits for all parties.

☐ Immediate Actions:
All governing bodies with a role in implementation should take formal action to accept the recommendations in the charrette report. This includes, but is not limited to, the Miami-Dade County Commission, the Miami Gardens City Council, and the Florida Department of Transportation. This step is necessary before formal zoning can be adopted to implement the station plan.

☐ Near Future Actions:
The Miami-Dade Department of Planning and Zoning has already begun drafting the Community Urban Center designation and zoning for the NW 183rd Street station area. The zoning code amendment will be shaped by the charrette report and its recommendations. Soon after acceptance of the charrette report, the City and the county should adopt the zoning code in order to shape land use and new development in a way that is consistent with the vision for the NW 183rd Street station. However, all stakeholders interviewed stressed the need for flexibility in any such code to allow for long-term implementation and a changing market and demographics.

NW 27TH AVENUE IMPROVEMENTS

Two major transportation investments are assumed as part of the NW 183rd Street station area plan:

- The construction and commencement of Metrorail service in 2012
- The redesign and reconstruction of NW 27th Avenue as an urban boulevard

These complementary transportation investments help to "set the table" for a fundamental transformation of land uses. Significant transportation impacts are anticipated as a result of the proposed TOD strategy. The presence of Metrorail service and street design refinements and improvements are intended to mitigate these impacts. Reconfigured street treatment and cross-sections will be most dramatic on NW 27th Avenue, which is proposed for significant rebuilding.

Transportation improvements identified in the plan include the redesign of NW 27th Avenue into a four-lane roadway (two lanes in each direction) with left turn lanes or a median in the middle, plus a single lane local access road on each side with parking and bike lanes. Safety improvements include new signalized intersections, textured crosswalks, curb extensions, and pedestrian countdown signals.

☐ Immediate Actions:
Although it is expected that transportation improvements should occur prior to build-out as part of the infrastructure improvements program, there are a number of actions that should be taken up front. The first steps should be agreement from the Florida Department of Transportation (FDOT), Miami Dade Transit (MDT), and the City of Miami Gardens upon a design concept for transforming NW 27th Avenue consistent with the framework defined in the charrette with a goal of making the improvements to coincide with the opening of Metrorail in 2012.

An agreement with FDOT will need to be set up by MDT to explore how the improvements on NW 27th Avenue can be incorporated into the MPO's long range plan for program construction. This will set the groundwork for FDOT to begin looking at appropriate funding sources (i.e., the Unified Work Program (UWP) or the State Transportation Improvement Program (STIP)) and to begin the process of obtaining the necessary variances (such as the spacing for signalized intersections in the station areas) for any of the design concepts that deviate from traditional design.

☐ Near Future Actions:
Once a design concept has been agreed upon, the process of creating local street standards, pursuing funding, and obtaining necessary variances can begin. Prior to construction of the Metrorail extension, a method of linking the ROW and construction for a new NW 27th Avenue with Metrorail needs to be identified.

Financing Infrastructure Improvements

Successful identification of an infrastructure strategy will be paramount to allow for new development to occur. Charrette participants were adamant about the provision of necessary infrastructure improvements prior to construction – citing both current under-service of utilities, such as overcrowded schools and an inadequate sewage system, along with the existence of already approved bonds for such improvements.

☐ Immediate Actions:
The Department of Planning and Zoning should use its Department Liaison to bring infrastructure improvement needs to the table for need and cost identification. Once a strategy for funding and phasing of improvements has been developed, the lead agency needs to craft a directional policy for the Department of Public Works, so that the two agencies can begin to collaboratively identify other sources for funding and coordination, such as existing special districts, appropriate development fees, and prior bond approvals.

Near Future Actions:
Due to the need to garner infrastructure improvements prior to development and, in particular, prior to undue speculation, the Department of Public works will need to prepare a specific funding strategy to implement in conjunction with any incoming development proposals.

SELECT A TOD MASTER DEVELOPER

Miami-Dade Transit is embarking on a "master developer" model for joint development along the entire North Corridor, including the NW 183rd Street Station. As applied to transit-oriented development, the master developer model is an approach where one development team undertakes development at multiple sites spread out among several transit stations. The transit agency bundles several publicly-owned sites together and offers them to a master developer who can also assemble adjacent parcels from private owners to create a critical mass of developable land at each station.

Once selected by the transit agency, in collaboration with local governments, the master developer controls the site(s), designs a master plan that guides development, obtains financing and approvals, and oversees phased implementation of the plan by multiple specialized builders. It is not unusual for the master developer to subcontract all construction to other companies. Notwithstanding the master developer's responsibilities and roles, station area development and redevelopment will be consistent with the City of Miami Gardens plans and codes as well as being reviewed and approved by the City.

The central advantage of the master developer approach is that it brings vision, expertise, and significant resources to bear on complex projects. The rationale for implementing a master developer model to transit-oriented development is threefold:

- To take a holistic, system-wide approach to TOD rather than an ad hoc approach that treats each station or development site in isolation. By developing sites at multiple stations, the master developer can phase development so product types and price points do not compete with each other and over-saturate the market.

- To offer several TOD sites at once to attract large national and regional firms with adequate financial resources to assemble adjacent parcels to create a critical mass of developable land to transform a station area.

- To expand and accelerate TOD efforts by partnering with a development firm that can undertake multiple projects concurrently, thereby increasing the size and capacity of an agency's joint development efforts.

This approach is a departure from conventional joint development programs. Currently, most joint development efforts are "single offerings." That is, they are site specific and limited to one development solicitation at a time.

The master developer will ideally have the following attributes:

- **Commitment to Policy Goals** – The lead entity will need to meet all of the policy goals inherent within each of the stakeholder agencies, as well as the community and the region. The master developer will need to make a long-term commitment to the project even when market cycles turned downward, corporate ownership structures change, or there are limited early-stage financial returns.
- **Expertise to Lead the Project from TOD Plan to Fruition** – This is perhaps the most difficult attribute to achieve in one option. The charrette report contains a mix of land uses, and the need to balance public and private interests, on a relatively large scale, requiring a comprehensive set of skills and experience.

- **Acquire Land or Create Partnerships with Landowners** – In order to create developable parcels beyond Miami-Dade Transit owned parcels, the master developers will either need to purchase land or structure joint venture or other partnership agreements with private landowners to stimulate implementation of the charrette plan. Joint activities to be undertaken in conjunction with the City of Miami Gardens can include securing public entitlements, design guidelines, and cost-sharing techniques, which assess each owner for a portion of project-wide capital improvements.

- **Receive Grants, Coordinate Public Investments, and Secure Debt** – This characteristic will depend on the nature of the lead entity. If a public agency or Joint Powers Authority leads the enterprise, it would presumably be able to attract grant funding and coordinate public debt initiatives. If the lead entity is a private organization, it may be able to bring its own financing sources to the project, particularly in latter stages, but may be limited in its ability to directly receive public investments.

- **Attract Private Investment** – The master developer's ability to finance planning, predevelopment, and infrastructure expense is vital to the implementation of the charrette report, even with the potential for upfront public investments. The developer will have to have the ability to match funding sources to the wide variety of product types to be developed.

☐ Immediate Actions:
MDT should convene a developers forum to inform developers about the master developer selection, generate enthusiasm and interest, and circulate a Request for Industry Comment (RFIC) so developers can provide feedback on the role and scope of the master developer. The forum should include national, regional, and local developers and be timed after the Metrorail project's record of decision.

☐ Near Future Actions:
Once the agency has refined the role and scope of the master developer in light of the feedback from the RFIC, the agency should circulate a Request for Qualifications as the actual selection vehicle for a master developer. The selection should be based on relevant experience, capacity, and financial resources. MDT will need to work closely with local governments where the bundled land is located. A selection committee should include representatives from MDT, the County, and the Cities of Miami Gardens and Opa-locka. Once a master developer is selected, MDT would enter into a development agreement that spells out expectations, the financial relationship between the developer and the county, a timeline for performance, and penalties for failure to perform.

☐ Long Term Action:
Selecting a master developer is more akin to selecting a partner than a project. This is a long-term partnership that will shape new development at stations for years to come. MDT and local governments must continue to be involved and oversee phased implementation of joint development projects. This oversight should directly involve the TOD Working Group.

STATION AREA REDEVELOPMENT STRATEGY

The key strategic steps of establishing appropriate entitlements and development controls, creating stakeholder coordination and collaboration, and developing an infrastructure financing strategy set the necessary framework for successful creation of TOD along the North Corridor Metrorail. There are a range of additional actions that will need to be taken for successful TOD that leverages the investment in Metrorail, as well as benefits and enhances the Miami Gardens community.

Action will need to be taken by both public agencies and private investors to address the following challenges and opportunities:

- **Coordination of Development Plans** – Much of the current land ownership around the future NW 183rd Street station consists of medium and large parcels, like the Carol City Shopping Center. A number of the owners are preparing development plans for their sites. However, absent coordination of these development plans, new development is likely to continue the existing pattern of poor connections between projects to enhance access for both pedestrians and vehicular traffic. Coordination is needed to plan new development to maximize its TOD potential, particularly at the NW 199th Street station where alternative plans with poor orientation towards the future Metrorail station are being considered.

- **Parking Management** – The appropriate design and placement of structured, and on- and off-street surface parking needs to be complemented with a Parking Management Strategy that maximizes the potential for mixed-use TOD to reduce the total number of parking spaces that are required. A "district" approach to parking can allow developments to meet some or even most of their parking requirements off-site. This can be done because of the varying peak parking demand periods of residential, retail, and office uses. The reduction in parking requirements can significantly reduce development costs and enhance the feasibility of TOD.

- **Creative Financing Techniques** – The financing for implementation will depend on significant public investments to fund upfront infrastructure and capital improvement costs, as well as potential cost offsets to expensive parking garages. Although many of the funding sources appear to be potentially available, considerable attention will need to devoted to obtaining these sources. Attraction of philanthropic funds to support community development activities would require working with or establishing an appropriate non-profit entity. Community Development Financial Institutions can take advantage of New Markets Tax Credits as well as other funding sources.

- **Innovative Partnerships** – These coordination, financing, parking management, and community development challenges suggest the need for additional innovative partnerships that can complement the master developer approach implement the Plan.

Economic Development Opportunities

There are a range of economic and community development objectives that can be advanced through implementation of the charrette report. These include:

- **Significant Economic Development Initiative** – The charrette report envisions substantial new, high quality real estate development in an area that has experienced limited change in recent years. The plan vision has intentionally been developed to emphasize high quality, high wage job creation, along with a diverse range of housing products, to create a model community oriented around transit and mobility access. The lead entity will need to focus on economic development in the early phases of the project, to ensure that the multiple goals of the plan are met.

- **Opportunities for Entrepreneurship and Small Business Development** - In addition, the Plan envisions a mix of small and larger retail/commercial spaces, allowing for expansion of local shopping opportunities for existing and new residents of Miami Gardens, along with potential entrepreneurship and business development opportunities. These opportunities will need to be linked to local and statewide small business programs, and should be a key focus of the lead entity.

- **Workforce and Entrepreneurship Development** - TOD will create new employment opportunities, both during the construction phase and once new businesses open. Creating opportunities for local residents to benefit from these new jobs can create significant benefits, and workforce development initiatives are needed to prepare local residents for these opportunities.

- **Diverse, Quality Housing Options** – The Plan also envisions a wide array of housing products, all with the convenience of access to Metrorail and the amenities of parklands and waterways. The housing options included in the TOD Plan not only maximize market demand, but create opportunities for provision of critical workforce housing. TOD Plan implementation should tie to County and State first-time buyer housing programs as well as Location Efficient Mortgage (LEM) programs, for maximum benefit. Coordinating of these housing programs will be a key challenge for the lead entity responsible for creation of public/private partnerships.

The Public Sector's Role

The City of Miami Gardens will play a key role in providing entitlements for new development, establishing design guidelines, permitting projects, and facilitating economic and community development objectives. Potential opportunities include:

- **Use of Public Finance Tools, Including Tax Increment Financing** - There are a range of tax-exempt financing mechanisms available to the City of Miami Gardens to finance infrastructure costs. This includes tax increment financing (TIF), whereby a portion of the property taxes from new development is used to repay infrastructure investment needed to make that development possible. The timing of tax increment cash flows may impact the City's ability to use it in initial years, however other options include various types of assessment bonds repaid by the new development. Depending on the specific nature of infrastructure improvements, there may also be federal or state grants available for a portion of the cost.

- **Focus on Corridor Development Planning** - Some property owners are already proceeding with development projects and plans that do not maximize the role of the Metrorail station as a gateway to the area. The City will need to ensure that design guidelines are put in place, and enforced, to ensure that future development is appropriately oriented to the station and maximizes the potential for TOD along the NW 27th Avenue corridor.

- **Create Innovative Development Partnerships with Land Owners** - This will likely be necessary to implement the charrette report in its current configuration. Most large mixed-use projects in the U.S. earn their highest financial return at the end phases of the project, particularly when there are expensive "front end" costs to initiate placemaking activities. In the NW 27th Avenue corridor, there are multiple land owners, requiring the layering of multiple public/private partnerships unless the master developer is able to assemble land. Careful attention will need to be paid to infrastructure costs, and particularly the extent to which they can be phased. Costs should be allocated so as to not overburden initial projects that may be challenged by lower financial returns.

- **Work with Community Development Corporations** – There are a number of community development corporations that have been active in Miami Gardens and elsewhere in Miami-Dade County. These organizations can play a key role in working with the master developer and the City to create affordable housing, employment opportunities for local residents, and support development of local entrepreneurs.

- **Integrate First-time Buyer/Workforce Housing Subsidy Programs** - Although it may seem counter-intuitive, many large mixed use projects throughout the US in pioneering locations have leveraged market demand by attracting surrounding community members as well as "pioneers" from outside the area, based on offering lower cost ownership housing opportunities. Possible first-time buyer programs include private lenders meeting Community Reinvestment Act obligations with low interest mortgage loans and low or zero downpayment plans, "silent second" mortgages offered by housing agencies, and the New Markets Tax Credit. Finally, for rental products in early phases, this option could involve exploring a mixed income rental concept, using Low Income Housing Tax Credits combined with market rate rental units.

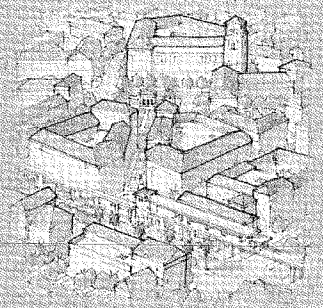
It is envisioned that the City of Miami Gardens will not use its power of eminent domain, except in extraordinary situations where its potential use in a limited manner is necessary for the overall success of TOD in the NW 27th Avenue corridor.

The scale and extent of these activities requires that a City staff person be dedicated to implementation of the above functions. This person will need to be experienced in the creation of public/private partnerships, large scale mixed-use development, and with sufficient authority to represent the City in negotiations with the master developer, Miami-Dade Transit, and other stakeholders.

APPENDIX A

183RD STREET NEWSLETTER

A new town square connected to Metrorail is at the heart of the community-based plan for NW 183rd Street station area.



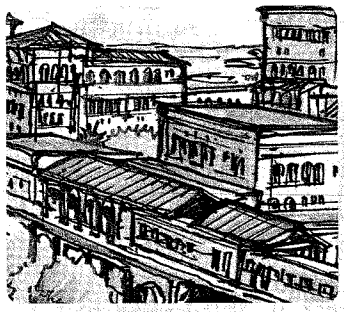
Linking Metrorail to the Community's Vision

A new Metrorail extension is coming to the 27th Avenue corridor that will help citizens move around the region and will shape future development patterns around new stations. Miami-Dade Transit in collaboration with the City of Miami Gardens is in the process of planning the North Corridor extension and engaging residents about critical planning issues.

This newsletter summarizes the community visioning process, called a "charrette," that was held in mid-March 2006 to plan the new NW 183rd Street station area.

MIAMI-DADE COUNTY

MIAMI GARDENS NW 183rd STREET STATION AREA CHARRETTE



A Citizen-Driven Design

Citizens are the experts about what makes sense in their community. After all, they will live with any changes long after the city planners move on to the next project.

To capture their vision, the design team held an intense 5-day planning charrette to listen to the public's hopes and ideas about a future Metrorail station and town center for Miami Gardens at NW 27th Avenue and NW 183rd Street.

The all-day workshops translated the community's voices into pictures and plans. Each evening, citizens reviewed the plans and provided feedback. The very next day, designers refined their work to reflect what they had heard.

Ultimately, the citizen-driven design process resulted in a consensus-based vision for the future of their community that leverages the Metrorail investment to help achieve a lively and attractive town center.

A Vibrant Town Center For Miami Gardens

Safe streets, quality development, and a sense of place were three strong themes that came from citizens participating in the charrette.

Both NW 183rd Street and NW 27th Avenue are seen as barriers that divide the community due to heavy traffic volumes and unsafe crossings. For this station area to be successful, traffic must be calmed and the streetscape improved to encourage safe walking and bicycling.

The public also expressed hopes that the Metrorail station will attract high quality, new private development to the community. Residents want to shop in their own neighborhood and support local businesses.

Finally, when residents talked about the future of Miami Gardens, they emphasized their hope to create a strong town center for the community. The town center should have a strong civic component that includes city hall, the library and other public services.

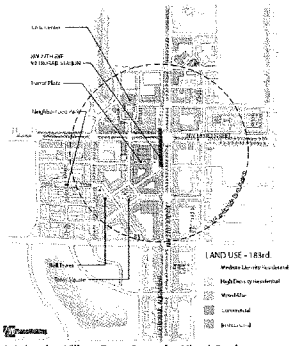
A Once-In-A-Generation Opportunity

The North Corridor extension is a once-in-a-generation opportunity to leverage private investment and shape new development. Based on the ideas and hopes expressed by the public, the design team drafted a station area plan to achieve their vision.

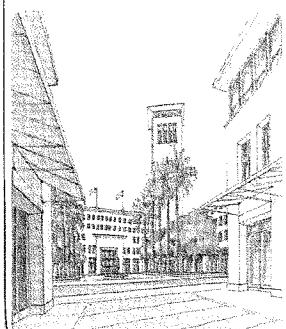
The NW 183rd Street station is envisioned to have a Bahamian Village design theme in acknowledgement of the community's culture and heritage. This village theme includes small blocks, a town square and marketplace.

The station area will serve as Miami Gardens' Town Center, but will be comprised of local serving businesses and uses, rather than regional attractions which will be directed to the NW 199th Street station to the north. The NW 183rd Street station will retain a more residential and civic emphasis.

On the southwest side, the new station would connect to the town square by a pedestrian walkway with shops on both sides. The buildings range between five and seven stories near the station and step down to two to four stories on the edge of the town center that borders existing neighborhoods. A visually distinct bell tower would rise above the town square.



A Bahamian Village Town Center for Miami Gardens: *The Plan envisions a new town center next to Metrorail with shops, a small hotel, and a variety of housing types with most buildings 2-4 stories high.*



Town Square and Bell Tower: *Metrorail patrons would arrive at a transit plaza connected to the town square.*

Redevelopment Program

Residential (townhouses, lofts, apartments, condos)	2,500 units
Commercial (specialty, grocery, restaurants, professional offices)	200,000 sq.ft. of office 150,000 sq.ft. of retail
Civic (city offices, regional library)	500,000 sq.ft.

A special note of thanks to the City of Miami-Gardens and the scores of community members who generously gave their time to paint an exciting vision for the future of the NW 183rd Street station area.

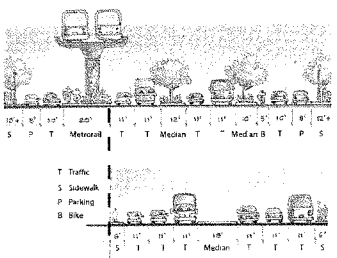
PlaceMaking MIAMI-DADE COUNTY

Taming NW 27th Avenue

Improving NW 27th Avenue is a common element of all of the North Corridor stations, including NW 183rd Street. Working with local residents, the team developed a design concept that would change the character of the corridor to an urban boulevard with safety improvements, street trees, wider sidewalks, bike lanes and new signalized intersections – all integrated with Metrorail. However, this concept is a proposal and does not reflect current plans or funding commitments.

The design concept maintains six lanes by transforming NW 27th Avenue into a four lane roadway (two lanes in each direction) with left turn lanes or a median in the middle, plus a single lane local access road on each side with parking and bike lanes.

Safety improvements include new signalized intersections, textured crosswalks, curb extensions, and pedestrian countdown signals.



Making NW 27th Avenue Safer: *A transformed NW 27th Avenue might include wider sidewalks, parking, bike lanes, local access roads, landscaping and thru lanes.*

Mixed-Use along NW 27th Avenue: *Buildings with retail on the ground floor and residential above are proposed along NW 27th Avenue.*

Making the Plan Real

Achieving the community vision will require significant public leadership and intergovernmental cooperation between Miami-Dade Transit, the Florida Department of Transportation (FDOT), the City of Miami Gardens and Miami-Dade County.

First, Miami Gardens will need to adopt new station area zoning that is consistent with the community vision. The city and county will also have to work on the provision of adequate public infrastructure and services to attract new private investment. FDOT and Miami-Dade Transit will need to collaborate on transit and streetscape investment that are consistent with the plan and implemented concurrently to minimize construction impacts and ensure that the NW 27th Avenue improvements are in place when North Corridor service begins.

Finally, most of the financial investment will come from the private sector in the form of new buildings and businesses. A unique public-private partnership is key to use public improvements as a way to leverage private investment.

Responding to the Community

To help realize the community's vision, Miami-Dade Transit has agreed to redesign the station platform to span across NW 183rd Street.

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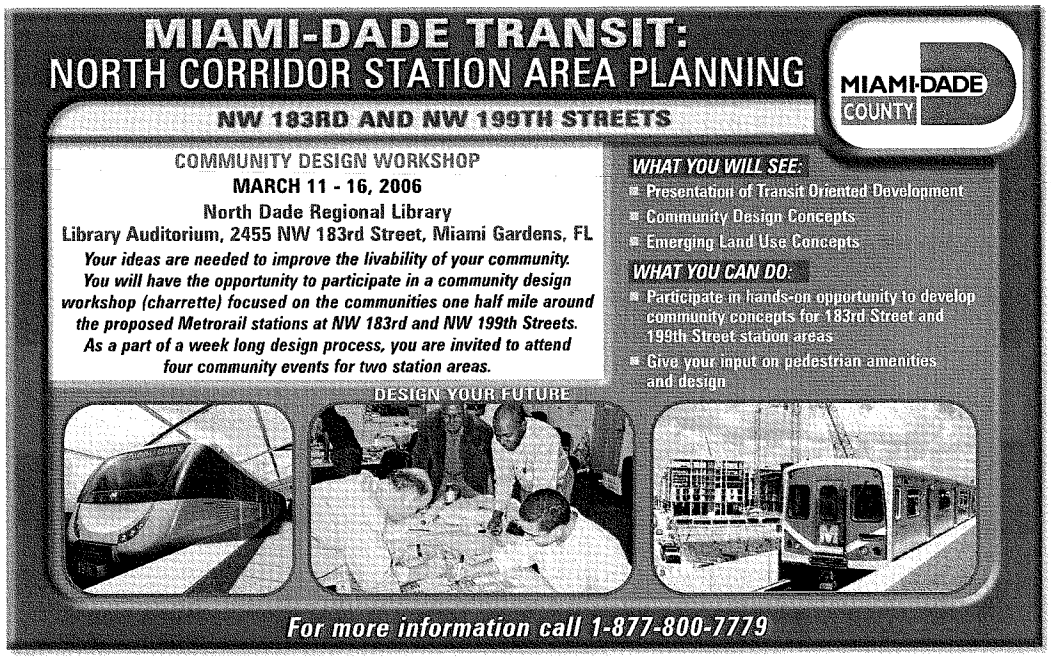
APPENDIX B

183RD STREET CHARRETTE POSTCARD



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APPENDIX C

183RD STREET TOWN CENTER MASTER PLAN

Town Center Master Plan Report

City of Miami Gardens, Florida

Prepared by:

Calvin Giordano + Associates, Inc.

Acknowledgements.

City of Miami Gardens

Mayor	Shirley Gibson
Vice Mayor	Oscar Braynon, II
Councilmember	Melvin L. Bratton
Councilmember	Aaron Campbell, Jr.
Councilmember	Ulysses Harvard
Councilmember	Sharon Pritchett
Councilmember	Barbara Watson
City Manager	Danny O. Crew, Ph.D.
Assistant City Manager	Christopher D. Steers
Director	Jay Marder, AICP
Senior Planner	Bhairvi Pandya, AICP

Calvin Giordano & Associates, Inc.
Master Plan + Pattern Book + Regulating Plan

President	Dennis Giordano
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Project Manager/Architect	Gianno Antonio Feoli, ASLA AIA Urban Design - Landscape Architecture - Planning

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Introduction:

The City of Miami Gardens has a unique opportunity to redevelop existing areas within the designated Town Center District as an opportunity to establish a downtown area of cultural and civic importance, a place where people truly live, work, and play – a place to celebrate community.

This Master Plan, Pattern Book and Ordinance Recommendations are all the result of the efforts of a great number of people – City and Civic Leaders, City Staff, Citizens, Landscape Architects, Urban Planners and designers, architectural historians, and a number of other professionals, who are not only needed to implement the vision but who's input have helped shape the outcome of this journey.

The City of Miami Gardens has great impetus for the development and creation of their Town Center, promoted by the anticipated new Miami-Dade County MetroRail station, a new City Hall facility, connections to an existing County Public Library, and the need to establish a Civic and Cultural Arts Center for their residents.

Miami Gardens has had the forethought to see beyond just the immediate, short-term needs of the City and has chosen to not address these in isolated conditions. Instead, the City is utilizing these initiatives as the catalyst for the creation of an environment that fosters civic pride, a sense of community, a sense of place and viable economic commercial activity.

To achieve this goal, the Master Plan steers away from establishing formulaic assemblages of land-uses that will result in the creation of a Business District. Instead, careful consideration is made to create cohesive and planned environments that promote a mix of uses, adequate densities and intensities of use to properly activate the Town Center, affordability, livability, and walkability.

The Miami Gardens Town Center is a product of the vision of the City of Miami Gardens and its residents to provide a true, viable town center for its citizens. The vision for the Town Center is such that it comprises public transportation, residential, commercial, office and civic uses, in both horizontal and vertical mixed-use combinations. The Town Center is designed to be the heart of the City, a downtown environment where people can live, work, shop, and be mobile in a space that is rich in architectural character and that is composed of open public spaces that make the pedestrian experience the foremost important criteria for design. The vibrancy of the Town Center is intricately dependent on the future expansion of the Miami-Dade County's MetroRail North Extension and the planned station at the Town Center site, coupled with the construction and articulation of a matrix of systems that provide connectivity and character experiences built into the proposed street networks and their relationships to the establishment of a street and sidewalk culture. Centered around a "town square," the Town Center enfolds pedestrian-oriented streets that connect the four different Sub-District Areas (Civic Center Sub-District, Commercial Corridor Sub-District, Town Square Sub-District, and Residential Node Sub-District), as well as the internal Quad areas (the Residential Quad, Commercial Quad, Mixed-use Quad and the Transportation Hub Quad) comprising the Town Square Sub-District. Housing many of the City's significant institutions, such as City Hall, the Transit Hub, and the Regional Public Library, the Town Center will be the place for the citizens of Miami Gardens to commune, celebrate and establish the personal and historical achievements of their City and community.

This publication contains the vision of the City of Miami Gardens' Town Center in the form of its Master Plan. It is a framework to be used to guide development to the successful implementation of the vision.

The Master Plan as depicted herein, illustrates the vision for a redevelopment initiative in an already-existing condition – predominantly surrounded by residential uses. The Master Plan represents the City of Miami Gardens' vision of the Miami Gardens Town Center. It provides a guide that establishes key components and principles for its development and is the basis for the zoning recommendations put here forth.

Organization:

The scope of work for this document includes three phases:

Town Center Master Plan and Planning Book Components:
The Master Plan Components illustrates the vision for a redevelopment initiative in an already-existing condition-predominantly surrounded by residential uses. The Master Plan Components represents the City of Miami Garden's vision of the Miami Gardens Town Center. It provides a guide that establishes key components and principles for the development of the vision.

It regulates all aspects of the constructed realm for the Town Center, including architectural massing, building types, land uses, heights, facades, style recommendations, materials, detail guidelines for open space, streets, parking, and service functions. It establishes the basic design guidelines that will ensure that the development of the Town Center will all be in keeping with the overall vision, and thus serves as a pictorial accompaniment to the Zoning Ordinance.

Town Center Regulating Plan:
The Town Center Regulating Plan sets forth the legal criteria that will regulate all development within the Town Center District. As part of its criteria, the ordinance will determine density, required amenities, building parameters, street typologies, design criteria, and other specificities that will aide in ensuring that the vision for the Town Center is a mandatory implemental facility.

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Regional Analysis

Miami Gardens is located in South Florida in on the boundary between Miami-Dade and Broward Counties, situating itself at an important strategic location as the gateway into Miami-Dade County for Broward residents utilizing the future MetroRail North Extension. The City, incorporated in 2002, neighbors and is approximate to the cities of Aventura, North Miami, Miami Lakes, and Miramar. Like much of South Florida, the City of Miami Gardens is characterized by a multi-cultural community. The regional area is characterized by its sub-tropical climate encompassing a three-county region, including the Florida Keys in Monroe County, Miami-Dade County and Broward County. Miami Gardens, because of it's unique location on the edge between two of the most culturally diverse and dynamic areas in Florida, has an opportunity to capitalize on the advantage of its geographic location and the present regional economic vitality to create a Town Center that will serve Miami Gardens into as its cultural core and as a stage for its development into the 21st Century.

Contextual Analysis

This diagram shows the location of the Town Center in the context of Miami Gardens at the intersection of West 27th Avenue and North 183rd Street – Miami Gardens Avenue. This location, just west of Interstate 95 and just north of the local expressway State Road 826 – Palmetto Expressway, illustrates the great potential for local and regional connectivity of the selected area designated as the Town Center District. Additionally, the Town Center is in close proximity to the Golden Glades Exchange, a point of confluence of the aforementioned regional connectors with State Road 441, Miami-Dade County's North 163rd Street, and the Florida's Turnpike.

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Permitted Uses
No building or structure, or part thereof, within the district shall be erected, altered or used, or land used in whole or in part for other than one or more of the following specific uses, subject to all other applicable standards and requirements contained in this ordinance:

Multifamily apartments and townhouses
Hotels and motels
Commercial services and retail goods, including spas and health clubs, beauty salons, clothing, florists, gift shops, banking services, pharmacy, news stands, and restaurants.
Conferencing facilities and meeting rooms
Offices – business, medical and professional
Public and private educational facilities
Parking lots and garages
Public parks and recreation facilities
Government uses
Recreational uses, including cinemas and theatres

All uses, if not prohibited below or specifically permitted above but which can be construed to be allowed under these permitted uses, shall be deemed permitted.

Conditional Uses
Bars, taverns, cabarets, and lounges provided that individual establishments shall not exceed three thousand (3,000) square feet in gross floor area.
Religious uses.

Prohibited Uses
The permitted uses listed in this district shall not be construed to include, either as a principal or accessory use, any of the following:

Pawnshops
Automobile and light truck new sales agency or rental
Automobile service stations
Automobile self-service gas stations
Automobile storage within a building
Installation of automobile tires, batteries and accessories
Automobile washing
Adult entertainment as defined in Article II.
Apartment Hotels
Single-Family, Duplex Homes.

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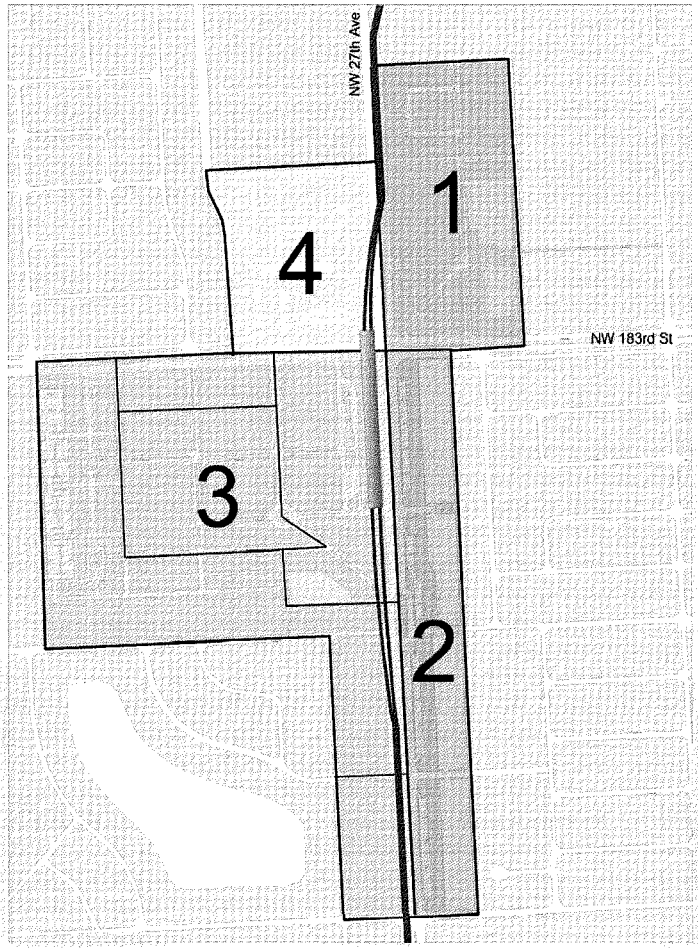
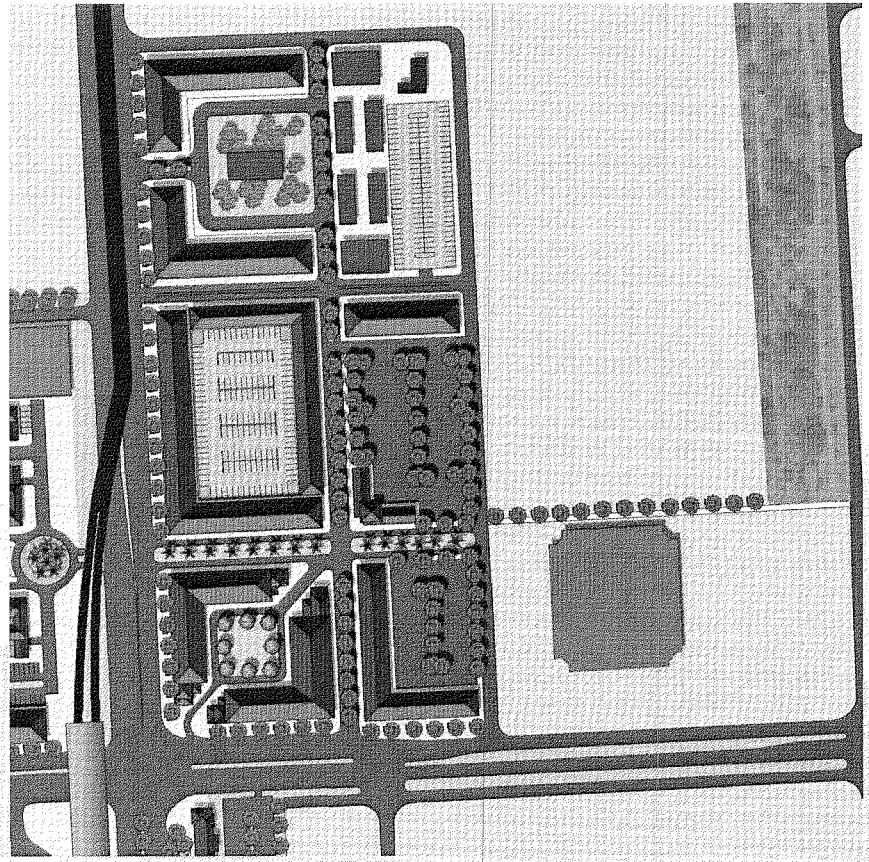
Site Analysis

This diagram shows the conditions of the site in the local context. The greatest impacts on the site are the location of the future station for the MetroRail at the intersection of Miami Gardens Drive and W 27th Avenue. The area that comprises the Town Center District is bisected by both major vehicular corridors, creating four distinct sub-districts, each with very unique surrounding conditions and contexts.



Sub-District 1: Civic Center is located at the northeastern corner of the intersection. It presently has a strip commercial shopping center to the south and is abutted by a newly constructed Fire Department Station and a Police Station to the north. Also occupying this sub-district is a Miami Modern (MiMo) inspired commercial office building that will house the future City Hall for the City. To the east of the sub-district there is planned a residential development and there is a potential connection to the Miami-Dade Regional Library and a linear park that runs north-south terminating at the library facility and connection opportunity.



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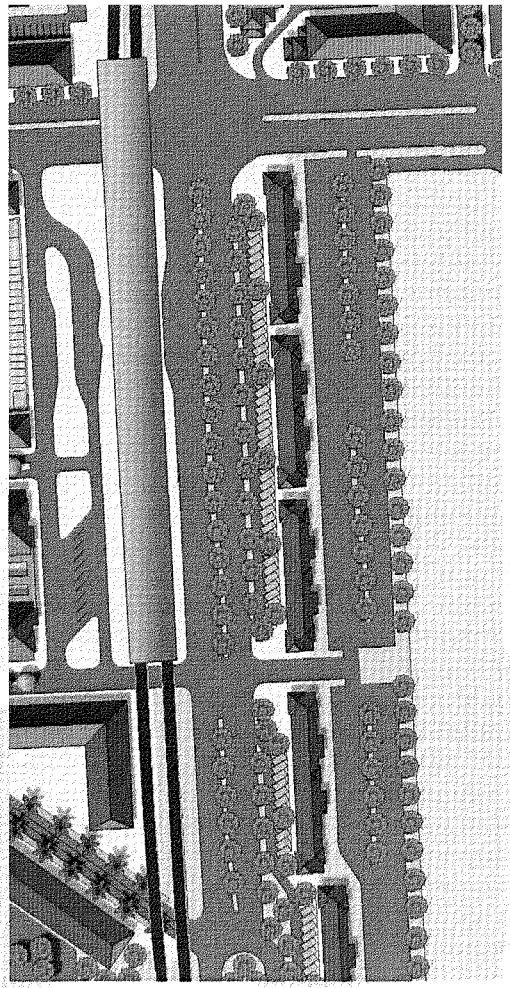
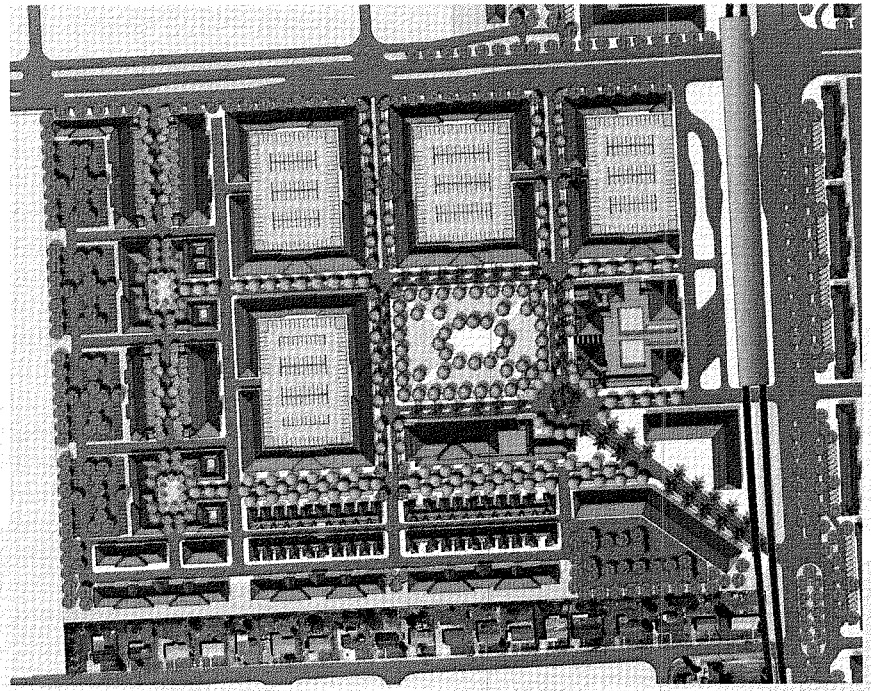
Sub-District 2: Commercial Corridor is located at the southeastern corner of the intersection. It presently is characterized by stand-alone commercial buildings and by commercial strip shopping centers fronting W 27th Avenue. The commercial properties typically provide parking on the rear of the buildings, serving as a buffer between to the abutting Single-family residential predominant uses to the east. Presently there is an existing right-of-way that provides an opportunity for further enhancing connectivity to between the residential properties to the east and W 27th Avenue.



Sub-District 3: Town Square is located at the southwestern corner of the intersection. It is an L-shaped area that presently has Single-family residential uses on the internal streets and commercial properties facing W 27th Avenue, similar to the conditions across the street. On the northern extents of the sub-district is an under-utilized xx-acre parcel of land designed as a commercial big-box strip center with XX acres of asphalted surface parking and deteriorated, poorly-maintained buildings. This area alone is the most crucial piece of the entire Town Center, because it holds the highest potential for a visionary mixed-use redevelopment of the kind envisioned by the City of Miami Gardens. The future Metrorail station is scheduled to be located at the intersection of Miami Gardens Drive and W 27th Avenue, with the rails lines running along the entire eastern boundary of the sub-district. To the west of the sub-district there are Single-family residential uses to the south and an institutional use to the north, housing the facilities for the Job Corps.



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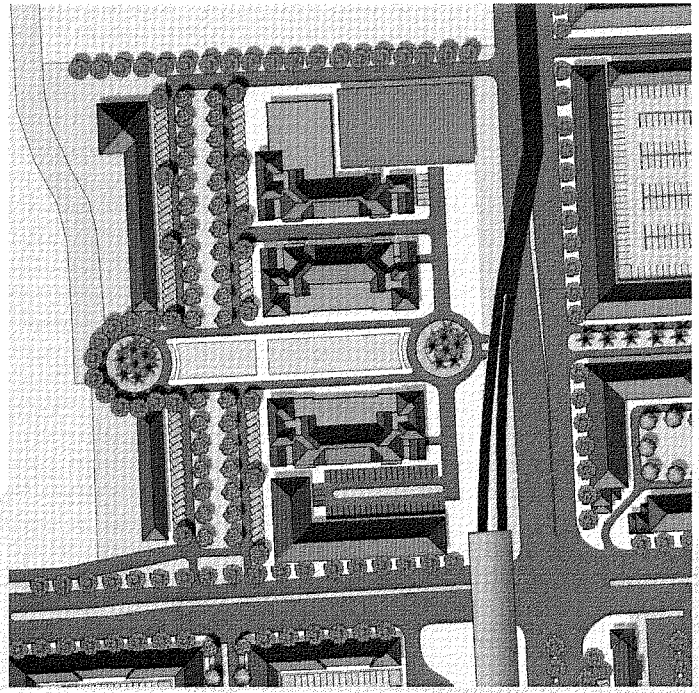
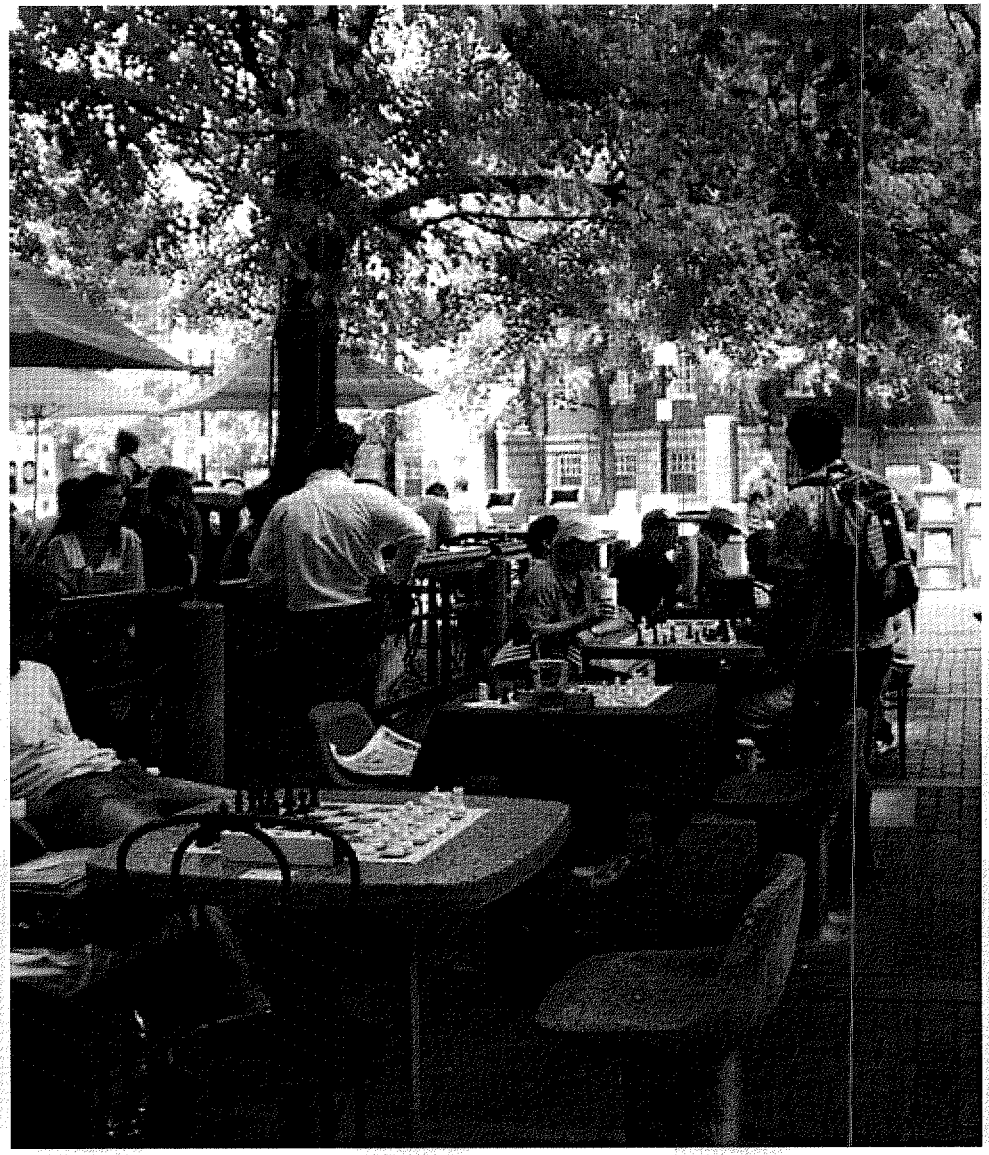
Sub-District 4:Town Square North is located at the north western corner of the intersection. It is spatially limited by the confining natural and cultural barriers present – a waterway canal to the west, Miami Gardens Drive to the south, and W 27th Avenue to the east. To the north of the sub-district there exists a well-maintained multi-family residential use complex. The Metrorail transit corridor rails which originates on the south side of Miami Gardens Drive will continue north to border the sub-district's eastern boundary for a short distance before it transitions into the middle of W 27th Avenue, where it will remain and transition to the east side of the w 27th Avenue once it has existed the Town Center District. This is planned as an access to the Metrorail from the Northwest corner of the intersection between Miami Gardens Drive and W. 27th Avenue.





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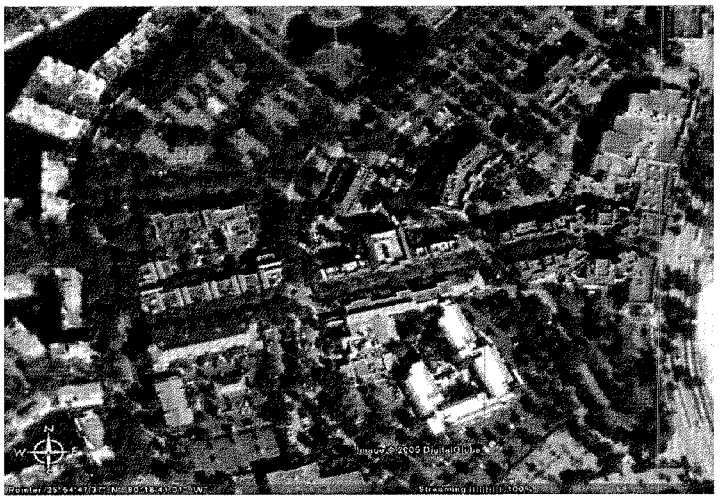
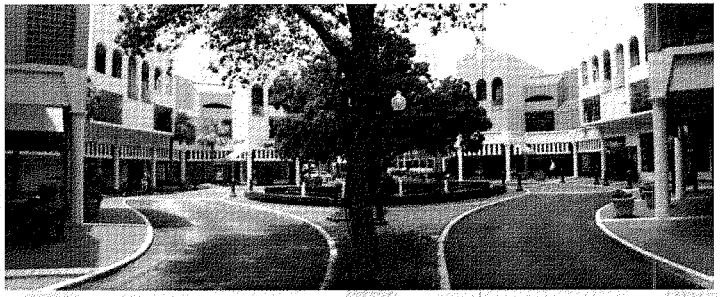
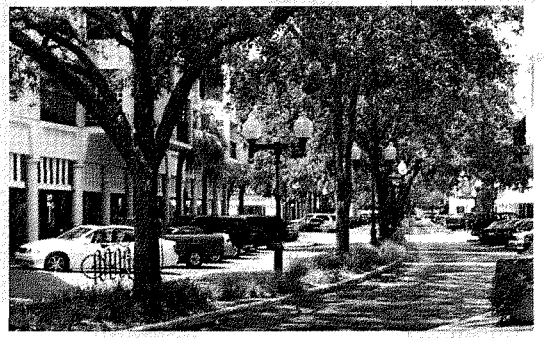
Comparative Analysis and Precedents

Illustrated below for comparison purposes, include an analysis for the traditional pedestrian-oriented plazas and street networks around the Pantheon and Plaza Navonna in Rome, Italy, that of Main Street in Miami Lakes, and that of City Place in West Palm Beach. The intent for including these are to illustrate and better convey the size of the site and the scale of the different Master Plan's elements.







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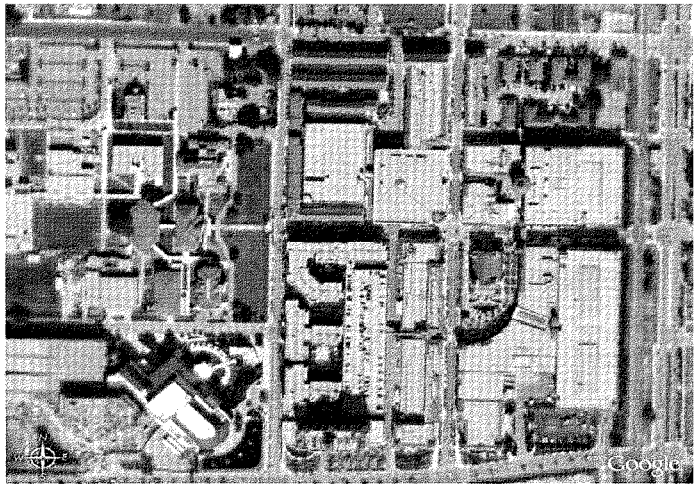

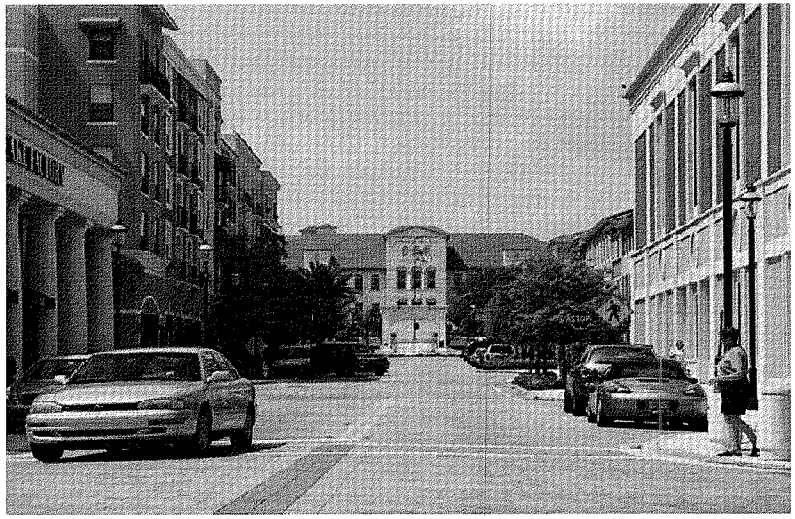

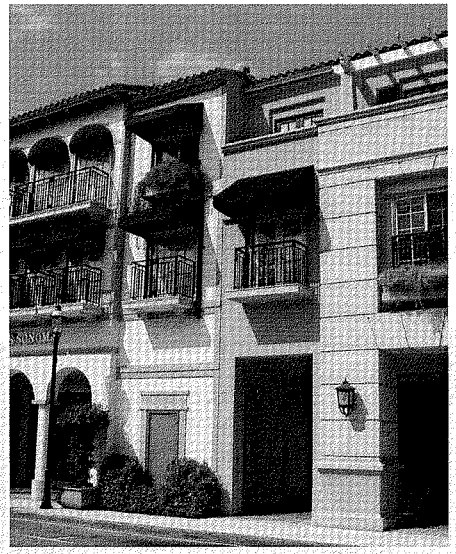

Development Data

Project Type	New Town Center
Acres	72.9
Parking	3,300 spaces in four parking garages
Residential Density	50 Units/Acre
Commercial Uses	
Building Area by Type of Use	
Retail	600,000 SF
Office (three buildings)	750,000 SF
Residential Uses-Initial Phase	
Unit Type	Number of Units
Townhouses	51
Apartments	33
Rental Apartments	430
Live/Work/Flats	56
Total	570

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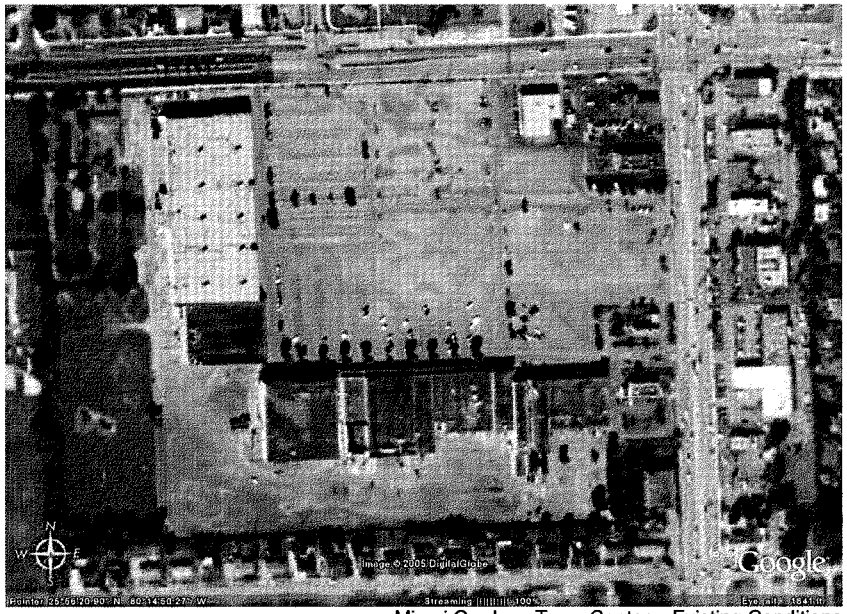
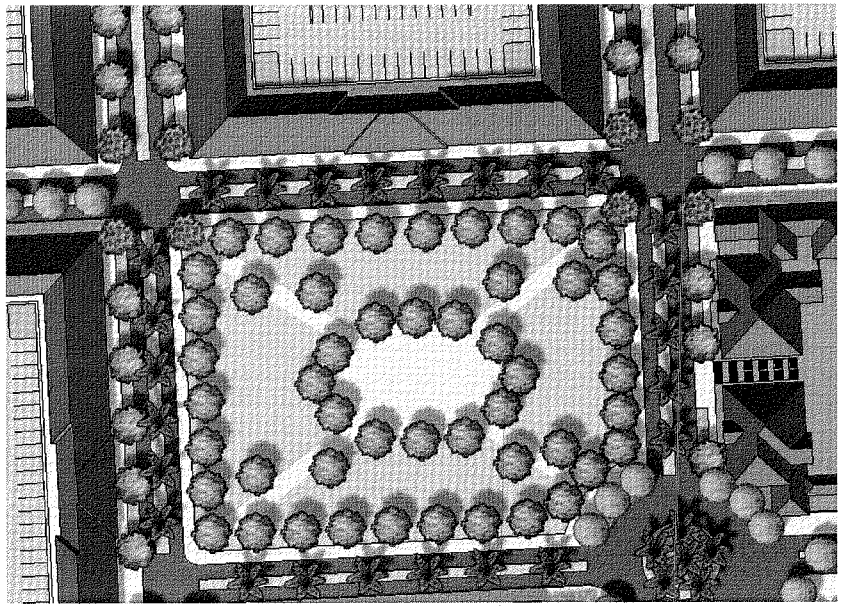


Miami Gardens Town Center – Existing Conditions



Miami Gardens Town Center – Proposed Concept for Town Square

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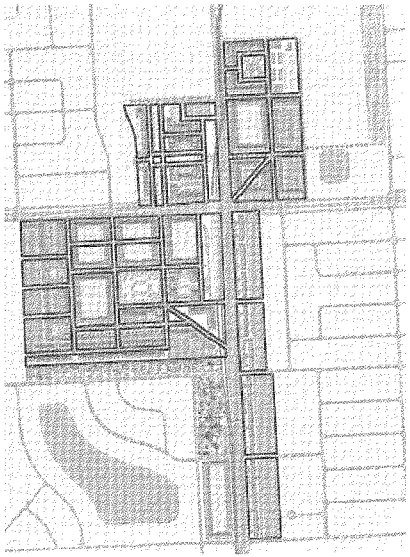
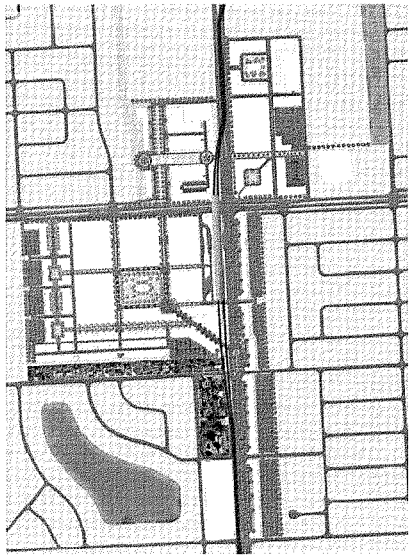


Block Framework

Blocks
The Miami Gardens Town Center fragments the existing conditions to establish a new city-block system of distances that are pedestrian friendly and are conducive to increased walkablility. Block sizes and intersection spacing create a vibrant, community organized along a series of street typologies, each relating to the primary use fronting the corridor. The blocks, shown in yellow above, are generally defined by building facades along all corridor edges of the block, with the exception of areas where the buildings front a park or the Town's Square.

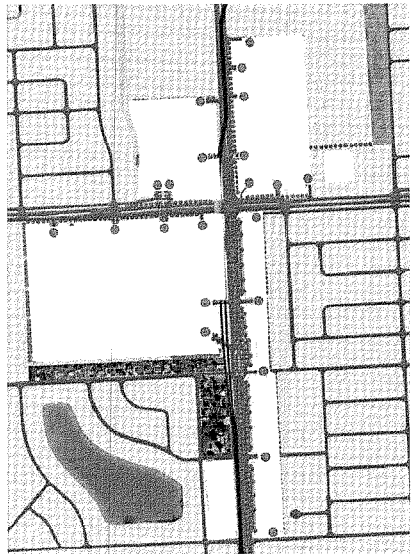
The future MetroRail Station is situated on the most important, the most visible, and the most valuable property within the project site, acting as the corner stone for the viability of the Town Center's redevelopment initiative, located at the intersection of W 27th Avenue and N 183rd Street (Miami Gardens Drive). The footprint for the future parking lot, which will be designed to accommodate a future parking structure with commercial liners on the ground level, was the design catalyst for the articulation of the geometry of the street network.



Public Realm

Framework
The public realm is composed of parks, boulevards, streets, squares, and a canal. The plan is crafted to provide ample means of connections both internally and as it relates to the surrounding context. The streets and spaces are designed to support and nurture multiple activities in an effort to serve as a framework and stage and to allow the citizens of Miami Gardens to act out the social life of their Town Center.

Streets and Squares
Boulevards, streets and squares are designed as the front door to the buildings within the Town Center. These public spaces are in essence the areas that describe the vitality of a town center, because they accommodate diverse activities that inform the sociability of the culture of the place and they connect the larger public areas with the surrounding context. The squares are designed to accommodate both large and small public gatherings, each at a different scale. Residential squares serve as defining elements in the creation of neighborhoods while the larger Town Square serves as both a civic ceremonial space and accommodates diverse outdoor uses, such as performance, markets, and other means of recreation.



Approaches

The design of the streets and blocks network makes emphasis on not creating a "hard edge" around the town center area or its frontages onto either Miami Gardens Drive or W 27th Avenue. Instead, the emphasis is on "blurring" the edges and allowing more permeability into the Town Center Sub-districts so as to increase its connectivity and relationship with the existing conditions.

Access ways into and throughout the Town Center are strategically designed relate to the character and uses of the streets and to have inherent traffic calming conditions that will ensure pedestrian safety at all times, while maintaining a fluid, continuous movement of vehicular traffic. Major connectors to the intersecting arterials integrate ease of access to those streets heavily programmed with commercial activity, while minor access ways provide accessibility for residents and visitors to streets heavily programmed for residential use.

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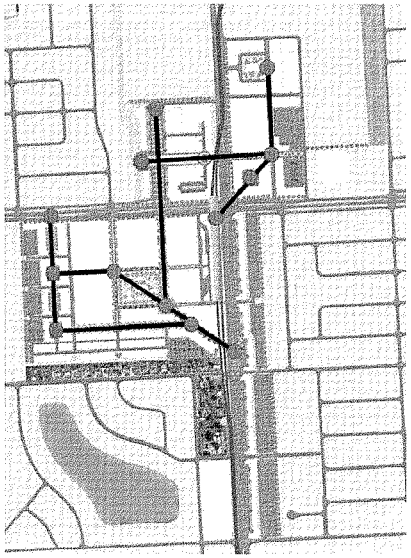
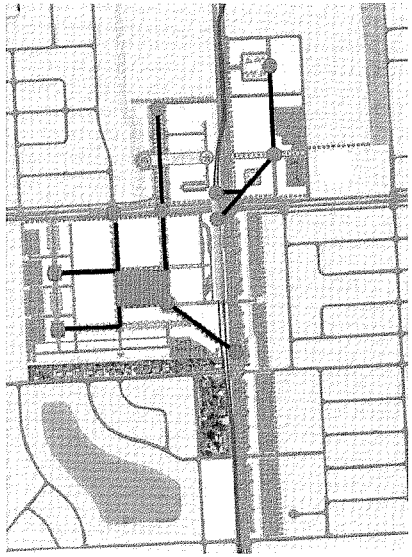


Vistas

General
View-sheds and vistas have been carefully synchronized within the town center's sub-districts coupled with the entryways and uses to establish a hierarchy of public space, reinforce the stature of the civic and public realms, and to create visual termini for the various staged public experiences.

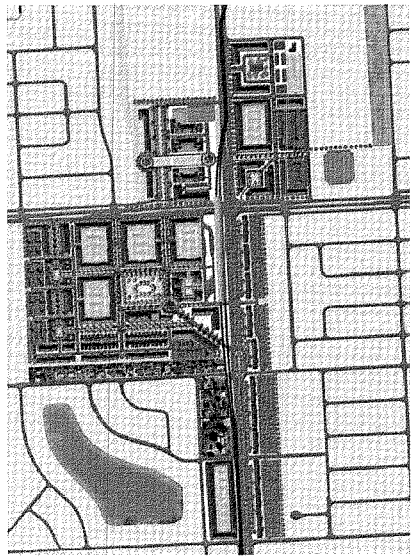
Primary vistas permeating the town center are illustrated above. The first primary vista within the site is along the Garden Boulevard, a diagonal boulevard that is focused on the Town Square. This axis is reinforced by a continuous colonnade and character landscape streetscape design. The second primary vista is a smaller scale diagonal that is centered on the future MetroRail station and the intersection of Miami Gardens Drive and W 27th Avenue. This vista is terminated on an internal roundabout that connects the City Hall and the Library into the town center. Secondary visual connections, as illustrated, within the town center sub-districts have been strategically designed to focus attention on architectural and enhanced natural features that provides both a visual hierarchy and that mitigates the fragmented nature of the Town Center District resulting from the effects of the bisecting vehicular arterial corridors.



Civic Character

General
The civic character of a town identifies the symbolic heart of a city. The congruence of the new City Hall, the Library, and the Transit Hub have been organized to create a civic center that reflects the symbolic importance the Town Center will have to the City of Miami Gardens.

Transit Building, City Hall, and the Library
The MetroRail station is envisioned to be the point of departure and arrival for many residents and visitors connecting the Town Center with the regional areas. As such, the MetroRail will be a gateway and symbolic entry into the town center. Because the MetroRail is an above-ground transit line, the serving parking amenity is designed to be a parking structure with a roof-top plaza deck at a relative level to the boarding deck of the trains, so as to serve as a transitional "landing" experience and leading down into the Town Square. The buildings scheduled as the new City Hall and the existing Library facility and their associated grounds have been connected with the use of public streets and small public spaces to hinge the existing structures into a unified experience, while promoting experiential connections beyond to the other sub-districts of the Town Center.



Synthesis

The Miami Gardens Town Center combines the social and physical elements of the community into more than an agglomeration of disparate parts and uses. Instead, it is strategically crafted to provide spaces for the daily social activities of its citizens, to provide a mix of uses within a comfortable walkable area, emphasize a sense of civic hierarchy, and promote community well-being. Beyond simple functionality, the design for the Town Center reflects the aspirations of the citizens of Miami Gardens to establish a core that promises a lasting legacy to its people, while promoting a sense of pride and identity to the community.

The Town Center sets up a series of public "stages" where the everyday lives and drama of the residents can play out in a place constructed from a well-connected and comprehensible framework of blocks and streets, centered around the communal core of the Town Square, and interrelated by the connecting views and experiences of the visual cues that tie the sub-districts together.

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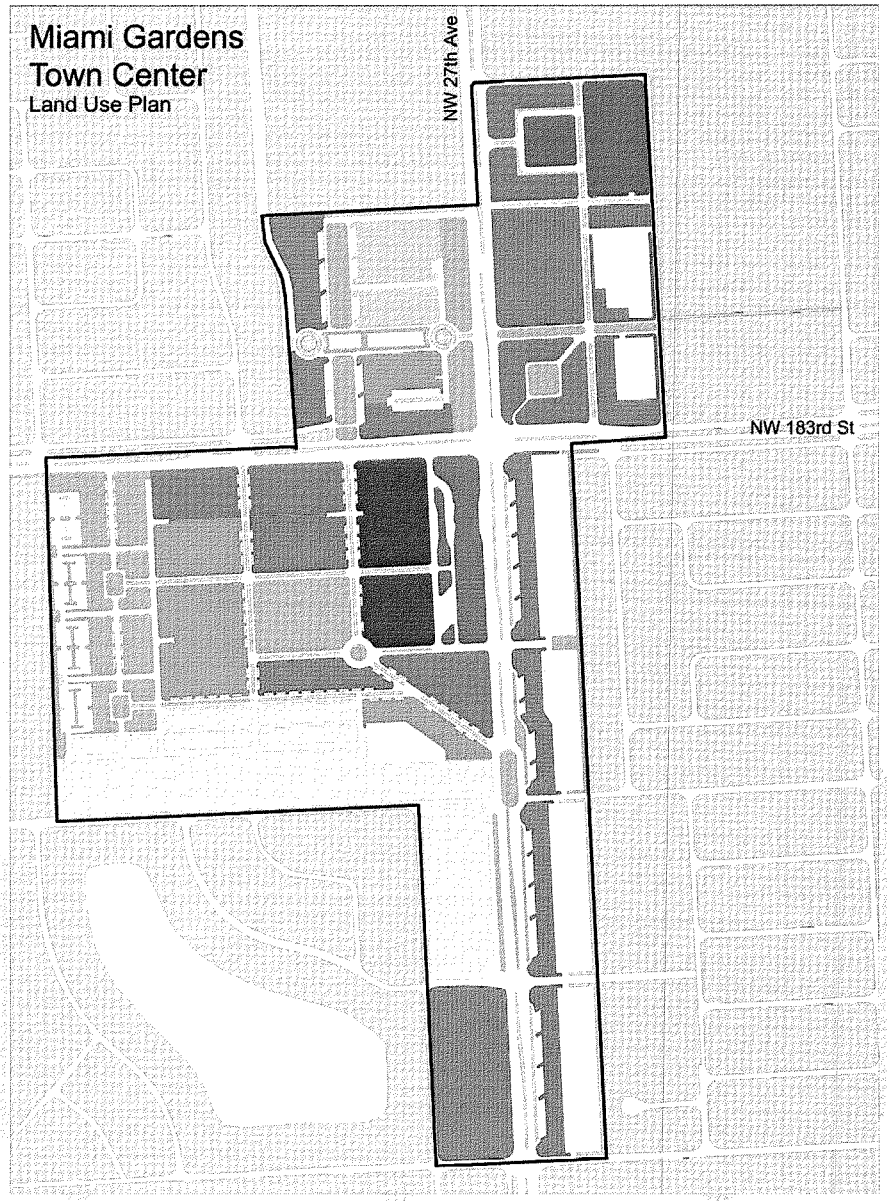
Land Uses

The location of land uses and relationships between them is critically important in ensuring that a vibrant mix is achieved that promotes the area's positive livability and economic viability. The land use plan illustrates identifies the types and locations of uses within the Town Center. Sub-District 3: Town Square has been broken down into Quads, each with a predominant land-use type. While designations for single-use buildings have been planned for, it is the encouragement of this Plan that a vertical mix of uses be implemented so as to achieve the vibrancy and energetic character initially envisioned as a key element for this project by the City of Miami Gardens.

While this Master Plan provides general locations for building locations and sizes, the exact location and size of each building and adjustments to the locations of uses will be refined at the time of Site Plan development.



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Proposed Development Data
Sub-District 1: Civic Center

Acres	17
Commercial Uses	
Retail	178,200 SF
Office	127,600 SF
Residential Uses	
Townhouses	0
Apartments	0
Total	0
Parking	
Required	1135
Provided	1142
Surplus	+7

Proposed Development Data
Sub-District 2: Commercial Corridor

Acres	14
Commercial Uses	
Retail	110,000 SF
Residential Uses	
Townhouses	0
Apartments	0
Total	0
Parking	
Required	1100
Provided	1285
Frontage Road	91
Rear Property	1194
Surplus	+185

Proposed Development Data
Sub-District 3: Town Square

Acres	38.9 Overall
Residential Quad	
Residential Uses	
Townhouses	249 Units
Apartments	328 Units
Total	577 Units
Parking	
Required	459
Provided	411
Shared	48

Proposed Development Data
Sub-District 3: Town Square

Acres	38.9 Overall
Mixed-Use Quad	
Commercial Uses	
M-U Retail	573,000 SF
M-U Office	245,000 SF
Retail	63,088 SF
Residential Uses	
Apartments	419 Units
Parking	
Required	2064
Provided	2257
Surplus	+109

Proposed Development Data
Sub-District 3: Town Square

Acres	38.9 Overall
Commercial Quad	
Commercial Uses	
M-U Retail	48,000 SF
M-U Office	59,000 SF
Residential Uses	
Apartments	22 Units
Parking	
Required	236
Provided	200
Shared	36

Proposed Development Data
Sub-District 3: Town Square

Acres	38.9 Overall
Transportation Quad	
Commercial Uses	
Retail	88,000 SF
Residential Uses	
Apartments	48 Units
Parking	
Required	757
Provided	965
Shared	51

Proposed Development Data
Sub-District 4: Residential Node

Acres	12
Commercial Uses	
Retail	16,500 SF
Residential Uses	
Apartments	600 Units
Parking	
Required	1163
Provided	1406
Surplus	+243

Summary Development Data
Residential Uses

Densities	
Sub-District 1	0 Units per Acre
Sub-District 2	0 Units per Acre
Sub-District 3	27.5 Units per Acre
Sub-District 4	50 Units per Acre
Intensity of Uses	
Sub-District 1	0 Units
Sub-District 2	0 Units
Sub-District 3	1066 Units
Sub-District 4	600 Units

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Parking

With the exception of designated residential parking and parking specifically assigned for use by the MetroRail's patrons, all the buildings within the Town Center District share parking.

Consistent with the vision for creating streets and public environments that are pedestrian-friendly, that are livable, and walkable, all parking spaces have been located either in parking structures or, when surface parking is provided, have been located to the interior of the blocks or to the rear of the property, so as to minimize the visual and spatial impact of these on the overall experience of the Town Center.

Along commercial corridors, curbside parking with intermittent landscaped bulb-outs is provided to serve the ground level, sidewalk fronting commercial establishments.

Parking Ratios + Shared Parking

	Base Parking Ratios	Shares Parking Ratios For Mixed-Use Blocks*
Office	4.0/1,000 SF	4.0/1,000 SF
Retail	5.0/1,000 SF	3.5/1,000 SF
Apartment	1.6/1,000 SF	1.3/1,000 SF
Townhouse	1.0/unit	1.0/unit

(total required for program)

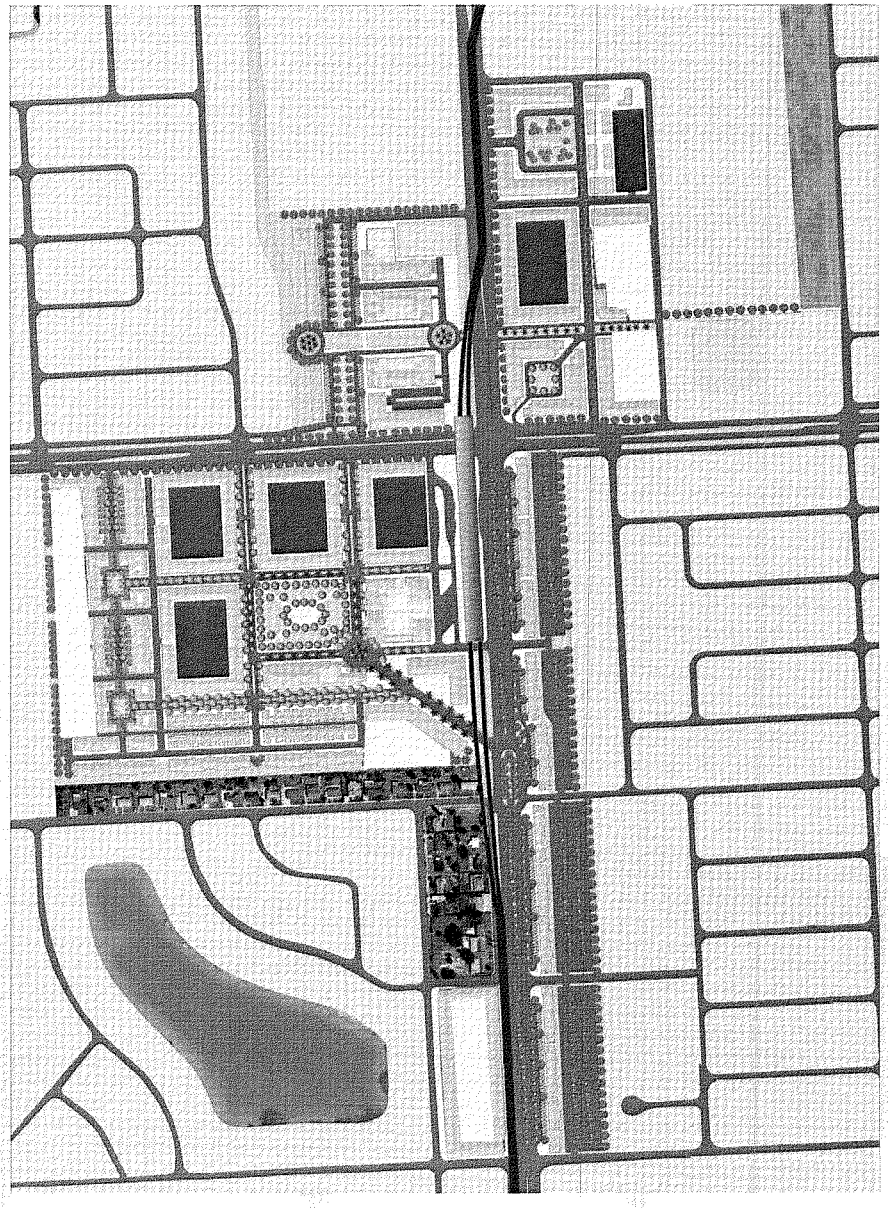
*Shares Parking Percentages (for mixed-use blocks)

Use	Weekday			Weekend	
Office	12 AM-6 AM	9 AM-4 PM	6 PM-12 PM	9AM-4	6PM-12PM
Retail	5	100	23	10	20
Apt.	5	70	90	100	70
TH	100	77	100	100	100
	100	100	100	100	100

PARKING LEGEND

PARKING GARAGE

PARKING LOT



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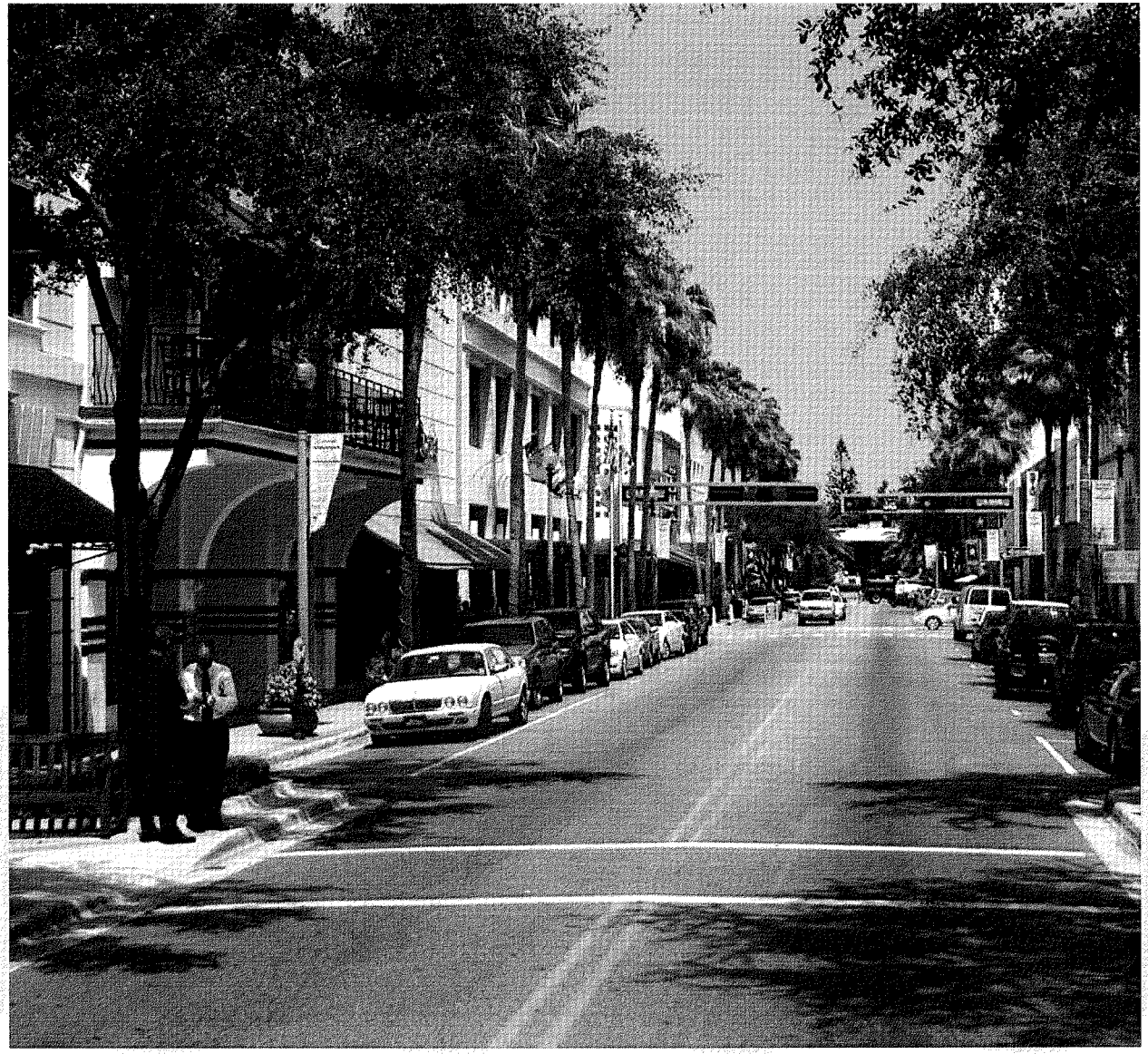

Public Realm

The creation of tangible, healthy, and vibrant public realm creates a dialogue that ensues in the City's public spaces – its streets and squares – as the ultimate expression of life in the Town, a place where identity, character and culture is played out. The Master Plan provides public spaces that are not owned by a special group, nor are they dedicated to specific purposes. Without restrictions on their use, the stage for the sidewalk culture of the Town Center is such that it can be a place to sip a cup of coffee or hot cocoa, read a book, chat with friends, or play hop-scotch – places where children can be free to play while being kept a watchful eye by the close-by neighbors. In the same fashion, the design for the Town Center aims to cause frequent meetings, encounters and exchanges of ideas among citizens – qualities of public realm that are a fundamental requirement for a neighborhood's well-being.

The Master Plan, by creating a well-functioning public realm, serves multiple important functions. First, it builds social capital by cementing social relations through repeated contact among inhabitants in multiple overlapping role relationships. By providing a mix use of vertical and horizontal uses, for example, a condo resident's daily life is intertwined by an over-looking window to that of a storekeeper's on the ground floor. A recognition gives way to familiarity, so does anonymity and security. Second, the public realm is an incomparable teacher of social skills and attitudes; children and youth learn through observation, imitation and participation how to relate and behave with a diversity of others – young and old, poor and well-to-do, healthy or disabled. In bringing inhabitants together the Town Center contributes to a more communal, democratic way of life and encourages all to linger, share observations and perspectives, and thereby humanizes the city center. The Master Plan borrows from the wealth of knowledge that is held by traditional cities that still have strong communities, for they teach us how the specific design of streets and squares can encourage a rich public life, and how the form of buildings and their relationship to the street can support this.

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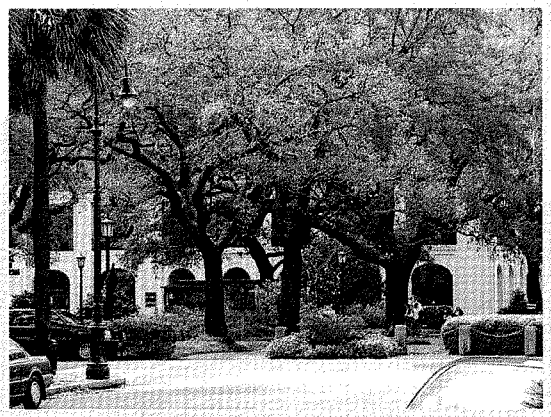
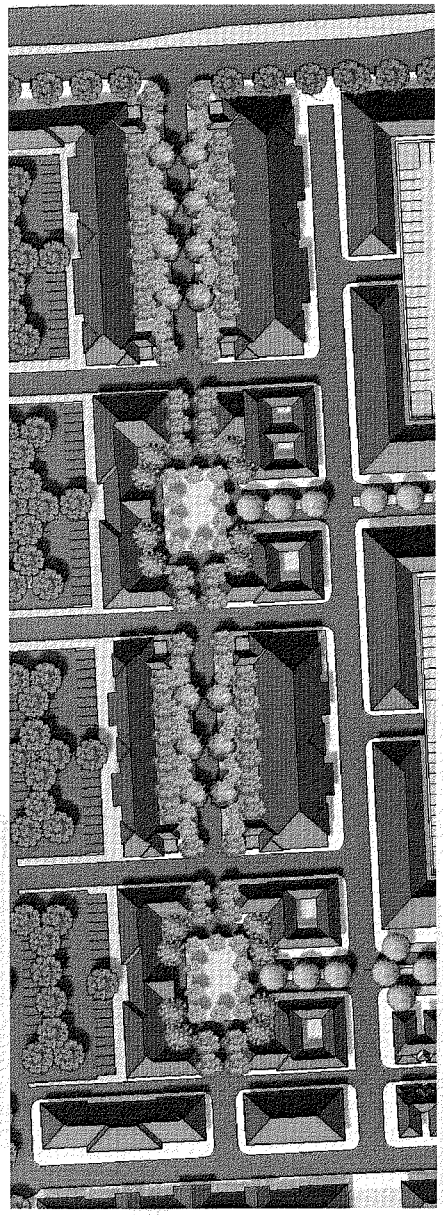
Squares and Parks

The Town Square and small neighborhood parks are designed as multifunctional squares, an important invention of traditional town planning. They are socially conceived as medieval town centers, the heart of the City, the center of economic, civic, social and cultural life, providing multiple reasons for people to talk to each other, to work together, to coordinate activities, to prepare for community festivals, and to celebrate together. As the natural setting for public engagement it is important that their locations be a prominent one. Their visibility reminds citizens of the value of civic engagement. The square may function as a market place in the morning, a place for outdoor cafes and restaurants through the afternoon and evening, quiet and peaceful on some days, and on other days the setting for festivals, street musicians and theatrical performances, a ceremonial civic stage, and a playground for children. It is designed to bring all the diverse members of the community together in one place. The creation of a genuine, functioning mixed-use square that fosters community and civic engagement involves not only the design of the space, but also the design of the built fabric around it, organization of building uses, and pattern of events and celebrations in the square.





The creation of central, open accessible spaces and active sidewalks provide opportunities to promote community-based activities that invest in the social well-being of the City.

Farmers' Market

Farmers' markets are important not simply because they bring fresh produce into the City and provide an incomparable aesthetic experience, in fact, farmers' markets are one of the most powerful generators of social and economic life and are thus conceived for the Town Square. They provide venues through which residents can share, investing in the social capital of their neighborhood.

Community Festivals

Community Festivals instill in the individual a sense of joy and well-being, promoting a shared sense of identity and pride in community, while building civic character. Community festivals are the expression of the culture of place. They bring together the diverse population, people of different ages, social and economic groups, ethnic backgrounds, and enable them to work together to achieve a common goal- the celebration of the community as a whole. The planning and practice, the discussion of themes, making of costumes, the creation of beautiful works of art and music, and especially eating and drinking together in the public space at festivals helps to bind the community together.

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Mixed-Uses

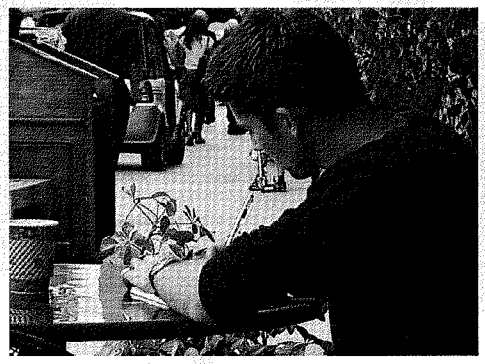
Presently, the City of Miami Gardens is planned out with typical 1950's modern planning principles, conceptualized as "single functioning zoning", separating the varied functions and activities of the city into single-use areas. This principle (except for extreme situations of industrial contamination) has now been shown to have disastrous consequences for social sustainability, as well as ecological sustainability.
In a town or city structured on principles of true urbanism the primary building block is a structure that combines two uses, the commercial and residential uses, for example with a restaurant at street level and residential dwelling above. The close proximity of vital activities, including living, working and socializing, and of the private and the public realms, are what makes the public realm so hospitable and the private dwelling so convenient. This fine textured urban fabric makes the traditional city not only socially healthy, but also ecologically sound, eliminating unnecessary vehicular travel, reinforced when mass transit is integrated with a town center. It is also an extremely flexible building type, allowing developers to provide living venues for different incomes. High-ceilinged floors facing the square or tree-lined street offer prestigious and high priced accommodations; lower-ceilinged floors with less advantageous views offer affordable housing. This allows rich and poor, old or young, to all have the benefit of being able to live without a car. Additionally, vertical mixed-uses encourage safety and security. The shop, restaurant or business at street level draws life onto the street, making it possible for people's paths to cross, for conversation to develop, and a business population to supervise and have some daytime jurisdiction over the square. As Jane Jacobs wrote in *The Life and Death of Great American Cities,* the apartments above provide, "eyes on the street", resulting in nighttime jurisdiction over the street, and a residential population to frequent the street or square and to form a community. To function in this way it is essential that the building façade be permeable – with many openings at street level, and with balconies and windows above street level.

Compact Urban Fabric

The most functional, sustainable, ecologically built urban fabric is a compact, human, with buildings that are connected one to one another along the street, accommodating a mix of uses. These contiguous buildings create a continuous wall along the street façade and enclose public space. They form blocks of buildings perforated by entrances and usable inner courtyards that allow an integration of the private and public spaces, promoting outdoor areas suitable for toddler's play, children's ball games, outdoor restaurants, gardens, and trees. They create the opportunity for private apartment balconies and roof gardens to open onto a quiet oasis in the city. Increased connectivity creates pedestrian networks through the town, promote residents to walk and increase their physical well-being.

Sidewalks
The sidewalks of the Town Center range from10 feet to 25 feet in width. Their width designation is planned, congruent with the use of the fronting building, to activate the sidewalk and generate vibrancy and interest. Their spaces can be appropriate for uninterrupted strolls, merchandise display, or restaurant and café use.

Outdoor cafes and restaurants are extremely valuable in encouraging people to spend more time in public spaces, facilitating meetings and extended conversations in the public realm, at all times during the day. The Master Plan locates these on internal streets away from the high vehicular areas of the main arterial corridors, in an effort to allow multiple layering of the sidewalks' uses- places where children can safely play while parents and grandparents sit at the café and where conversation around the table is not drowned out by the sound of traffic.



Integrated Transportation

Designing the Miami Gardens Town Center based on principles of true urbanism, the Master Plan goes beyond addressing issues of connectivity in the movement of vehicles, and instead it focuses on people, accessibility and their experience. Integral to the design is the consideration of all the members of the population – children and older people, the handicapped, poor and well-to-do; the varied trips that they need to make – to school, work, shopping, the library or theater; and makes these trips as pleasant, economical, safe, comfortable, simple and autonomous as possible. The emphasis on the trips people make, their destinations, their experiences, and promoting repeated uses of the sidewalks and public realms, instead of movement and vehicles, while relating these to available public transportation is a characteristic that guarantees design and social success of a place. Needs for transport generate use of facilities; use of facilities generates familiarity to the place these needs are met; familiarity generates a sense of ownership and of belonging. The role of the impact of public transportation as an opportunity to capitalize in the investment in social capital is critical in the marriage of transport, needs, wants, and habits, and how they all work together to generate culture and community.

Of course, a public transit system cannot work without an appropriately, compactly built urban fabric. Public transportation necessitates a client base – people who chose or depend on the mode for getting places. Experience has proven that the best client-base to support on-going transit are people that live in close proximity to the station.

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A Town Center of Short Distances

In order to reduce distances traveled everyday to work, shops, and school, the Master Plan establishes the creation of a cellular city-block structure: the town square plays an integral role as the center of the district and promotes diverse work opportunities, shopping, housing, within close proximity to infrastructural amenities: the Miami –Dade County Public Library facility, integration of City Hall with the City's core, and connections to nearby recreational opportunities. There are social and health benefits as well as ecological advantages to this: commuting by foot through one's neighborhood permits people to begin to recognize strangers as "familiars", makes possible greetings between acquaintances, a pause for conversation among friends, and play among children under the watchful eyes of adults – all micro-social events that help to build community. Commuting by automobile has the opposite effect – it destroys the social fabric.

A mechanism to promote this beneficial characteristic is density and intensity of use. By increasing the number of people that live in an area, a design immediately invest in the social wellbeing of the community at large. Sustainable densities not exceeding 50 units per acre in an area well-balanced by commercial, retail, and adequate open spaces with a carefully designed public realm comprised of open, landscaped streets provide the right mix of people and uses to generate the vibrancy that succeeds in a Town Center development of this sort. Densities less than 30 units per acre begin to "thin out" the human experience to a point where it is detrimental to the creation of socially-invested public, cultural space. The same occurs when the density is over 60 units per acre – the density puts a strain on infrastructure and people feel anonymous and isolated.

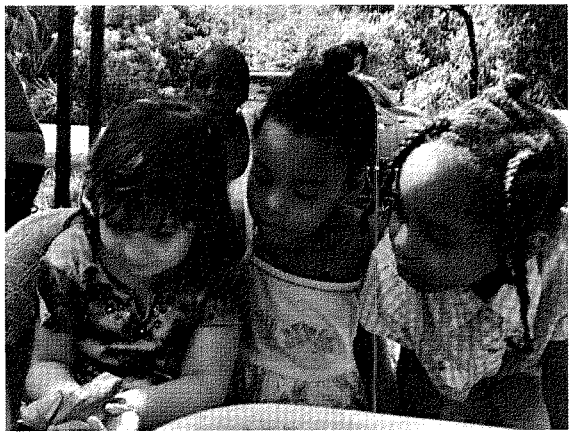
Children and Youths

In order to make our cities healthy and livable for all, we must first make them livable for children. If our cities are unhealthy or lack livability, children are the first to suffer. Every aspect of the Town Center's urban design, built fabric, and organization of streets, or patterns of transportation and mobility seeks to impact children in a positive way.

By creating an environment that is walkable, the design promotes the natural exercise of walking and biking, in a setting where vehicular traffic is second to the safety of pedestrians and the assurance of their positive experience. The sprawling, low-density, auto-dependent character of suburban developments promote child obesity has become a national problem and anonymity in neighborhoods, handicapping the personal lessons in sociability of a neighborhood's residents. Encouraged to participate in the impromptu social interactions of community-life that can accompany autonomous walking and biking, children are empowered to develop a sense that they are included in and belong to their community.

This is the antithesis to the pathogenic environment of violence-filled media that provides no lesions in life. The Master Plan is an opportunity to affect the design of the physical environment to support the inclusion of children in the public, social realm and to educate them to become valued community members and citizens.

The Master Plan sets the stage for the creation of good public spaces that facilitate the social development of children: they learn how to talk to adults other than their parents and teachers. In good public spaces the conversations among varied adults present a model for children to emulate. Children grow up assuming that the are the kind of personal that their physical environment tells them they are. They see their environment as a portrait of themselves; a sparsely populated, isolated or anonymous environment has a deadening effect, seeming to justify further detachments from developing a sense of social responsibility. It is this Master Plan's intent to create the framework for a Town Center that is worthy of a child's affection, in which they can feel at home, and find "their special places", it should be possible for children to get to know their city inside out, to "hold their city in the palm of their hand". They are, after all, the ones who will inherit the city, and become responsible for in her future.



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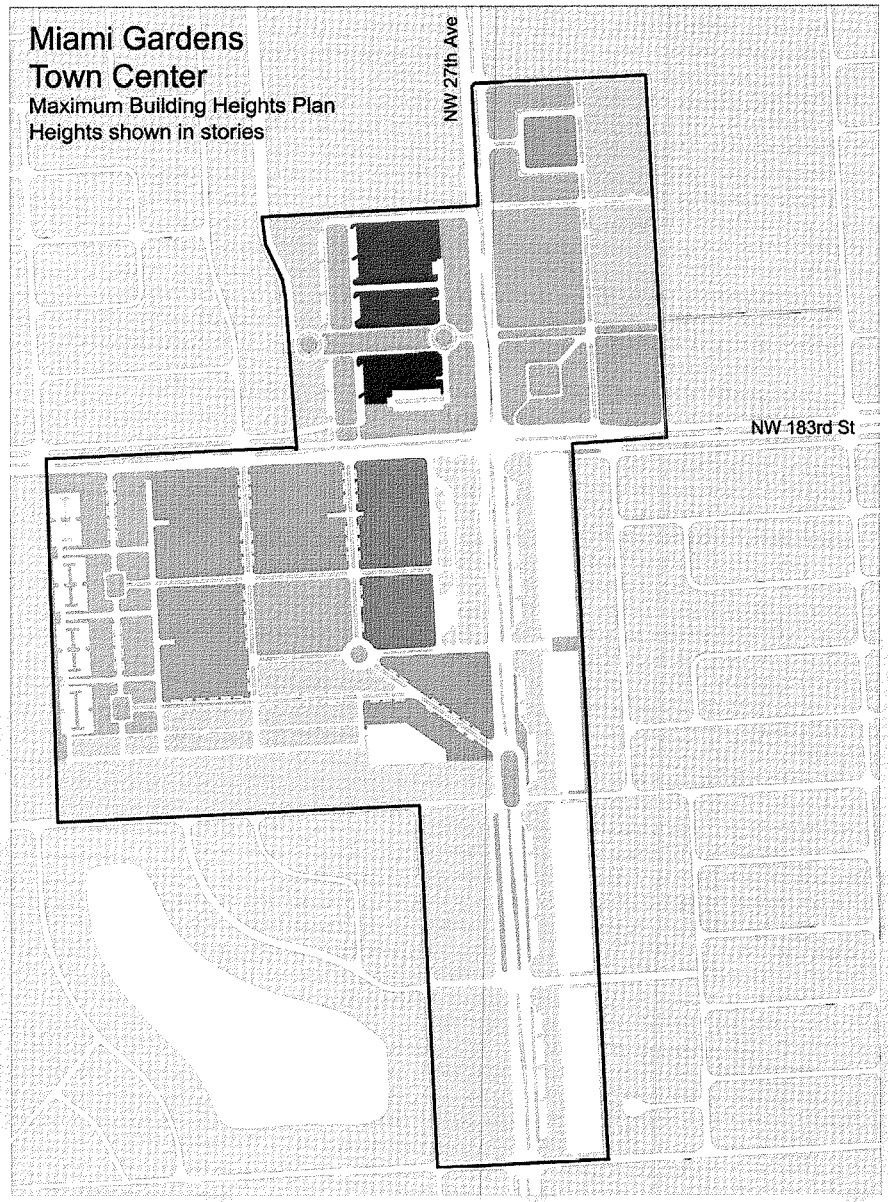
Building Heights

Heights
The Master Plan carefully consider building heights in the creation of well-defined, comfortable, human-scaled environments. Building heights are a critical factor in creating a livable community, because by defining streets and the pedestrian environment they ultimately affect how pedestrians will feel and interrelate. Building heights also contribute significantly to the character of a place. In order to maintain interest and dynamism along the street corridor, building and façade heights should vary along a street.

Stories
The minimum ground level retail space shall have a minimum floor-to-floor clearance of 18 feet. The minimum floor-to-floor clearance for any floor being occupied by office shall be 15 feet. The minimum floor-to-floor clearance for any floor being occupied by any residential use shall be 10 feet.

One Story Buildings
No buildings shall be less than 25 feet in height. One story buildings shall be designed so that the exterior expression of the building's façade reads with a tall first floor and a false second story.

Three and Four Story Buildings
The cornice line of buildings should vary in order to provide variety. Buildings screening a garage shall be a minimum of 4 stores.



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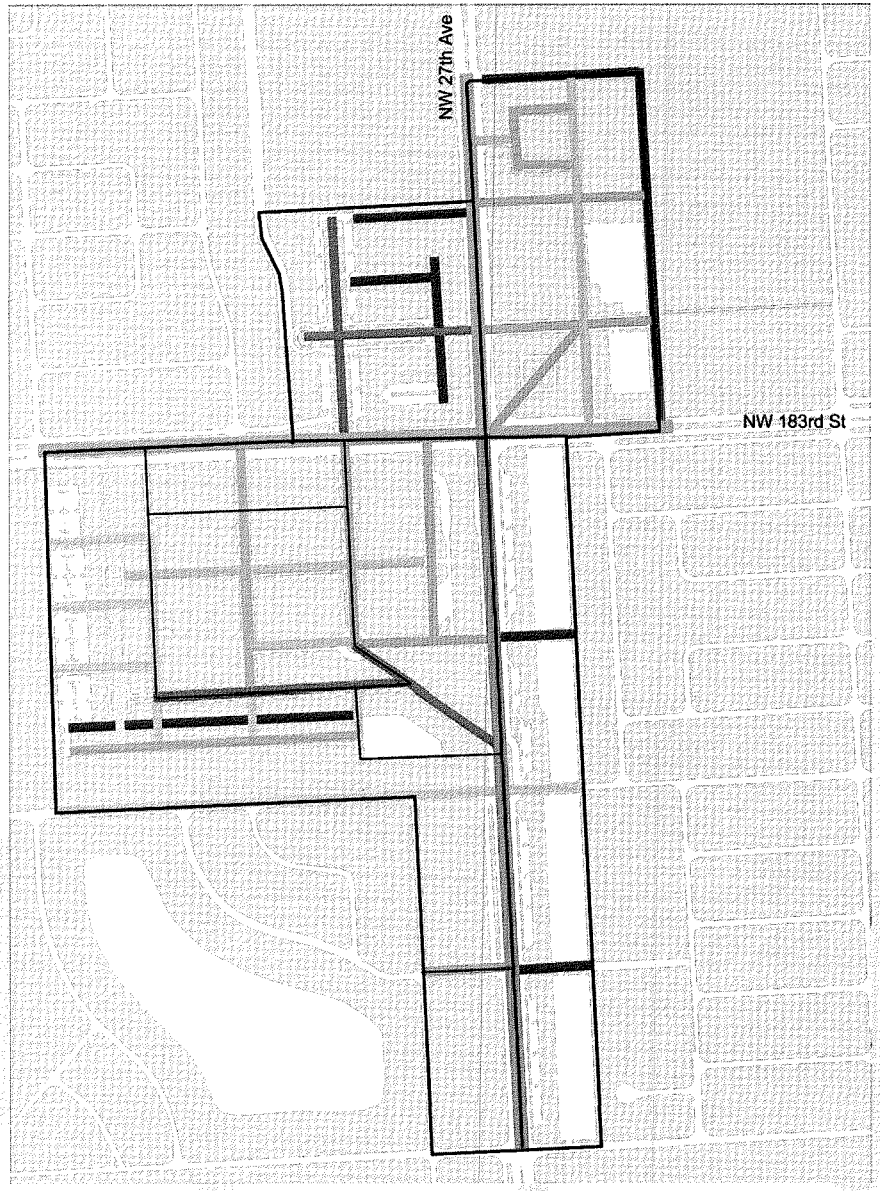
Street Pattern

Streets
Town Center streets are intended to be vibrant and active. They are the most important component of the articulation of the space, yet they are not just vehicular service ways, but instead form the fundamental unit of the public realm. The Master Plan prioritizes the walkability and livability of the sidewalk, creating interactions with the pedestrians on the street. Additionally, the pedestrian is provided with amenities that encourage prolonged use of the sidewalk, such as seating areas, designated use-zones, and continuous shade, either by street trees' canopies or by means of architectural features.

Each street typology has been designated to reflect a unique character represented within the plan. They vary from an urban character to a more intimate informal character, generated by consideration regarding the ground-level use fronting the sidewalk, the height of the abutting buildings, and the role of the street in mobilizing vehicular traffic.



STREET FRONTAGE LEGEND

- BOULEVARD
- MAIN STREET
- SIDE STREET
- PARK LANE
- ESPLANADE
- SERVICE LANE
- RESIDENTIAL ROAD
- RESIDENTIAL WAY
- RESIDENTIAL LANE
- COMMERCIAL CORRIDOR A
- COMMERCIAL CORRIDOR B

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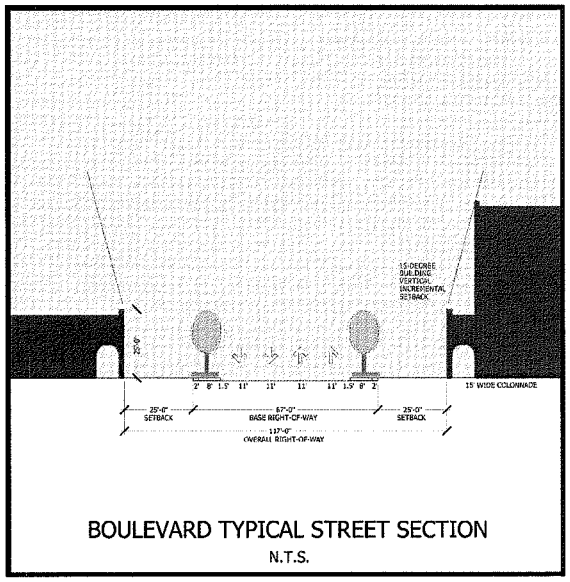
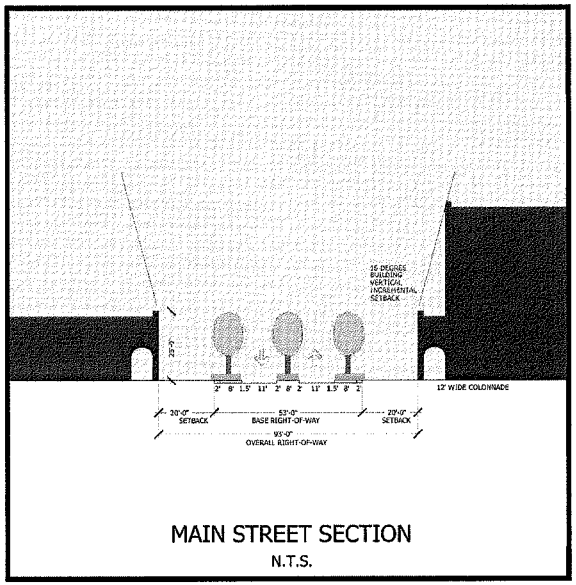


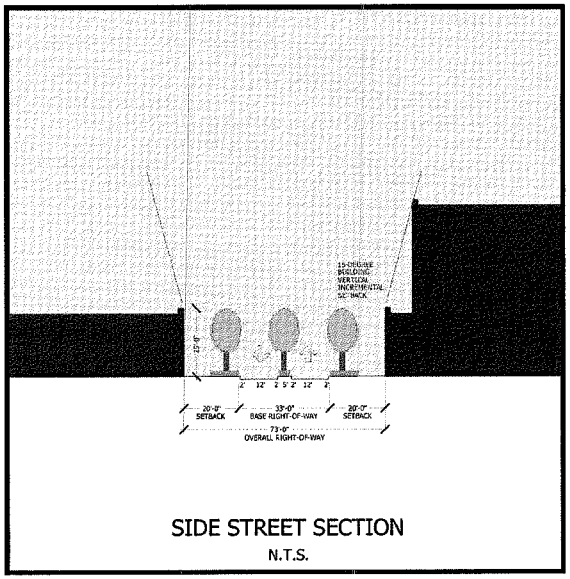
BOULEVARD TYPICAL STREET SECTION
N.T.S.

Boulevard:
Characterized by four (4) travel lanes, each eleven (11') feet in width, and two (2) parking lanes, each eight (8') feet wide. Parking bays shall be established so as to promote a landscaped bulbout of no less than seventy-three (73) square feet at a spacing that shall be no less than seventy-two (72) feet on center. The total sectional width of the Boulevard BROW shall be no less than sixty-seven (67') feet.



MAIN STREET SECTION
N.T.S.

Main Street:
Characterized by an eight (8') foot landscaped median, two (2) travel lanes, each eleven (11') feet in width, and two (2) parking lanes, each eight (8') feet wide. Parking bays shall be established so as to promote a landscaped bulbout of no less than seventy-three (73) square feet at a spacing that shall be no less than seventy-two (72) feet on center. The total sectional width of the Main Street BROW shall be no less than fifty-three (53') feet.



SIDE STREET SECTION
N.T.S.

Side Street:
Characterized by a five (5') foot landscaped median and two (2) travel lanes, each eleven (11') feet in width. The total sectional width of the Side Street BROW shall be no less than thirty-three (33') feet.

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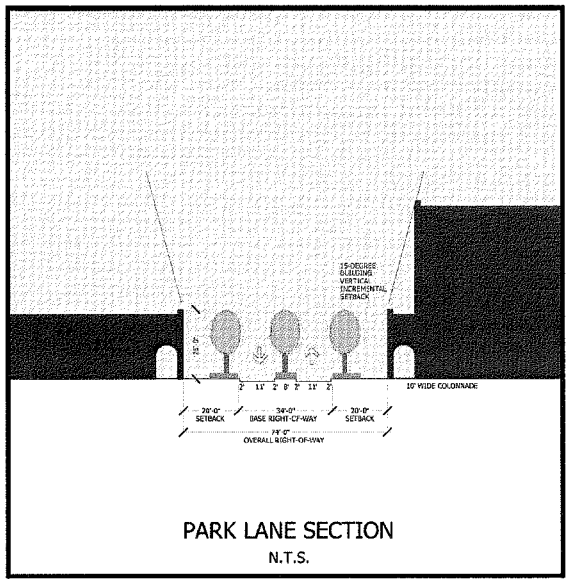
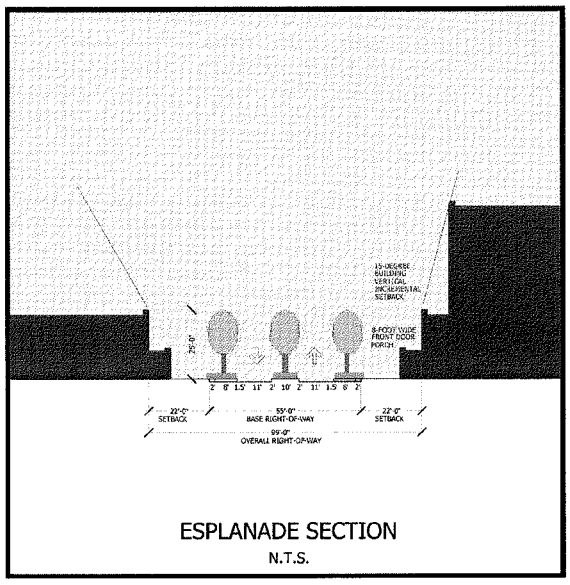
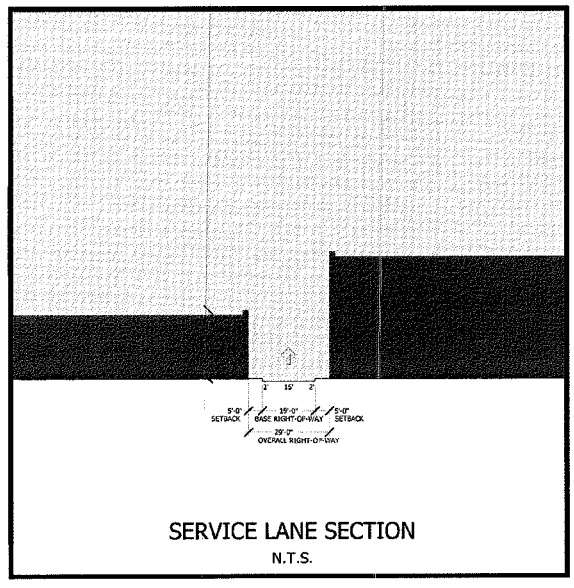


PARK LANE SECTION
N.T.S.



ESPLANADE SECTION
N.T.S.



SERVICE LANE SECTION
N.T.S.

Park Lane:
Characterized by and eight (8') foot landscaped median and two (2) travel lanes, each eleven (11') feet in width. The total sectional width of the Park Lane BROW shall be no less than thirty-four (34') feet.

Esplanade:
Characterized by a ten (10') foot landscaped median, two (2) travel lanes, each eleven (11') feet in width and two (2) parking lanes, each eight (8') feet wide. Parking bays shall be established so as to promote a landscaped bulbout of no less than seventy-three (73) square feet at a spacing that shall be no less than seventy-two (72) feet on center. The total sectional width of the Esplanade BROW shall be no less than fifty-five (55') feet.

Service Lane:
Characterized by a single (1) one-way travel lane, fifteen (15') feet in width. The total sectional width of the Service Lane BROW shall be no less than nineteen (19') feet.

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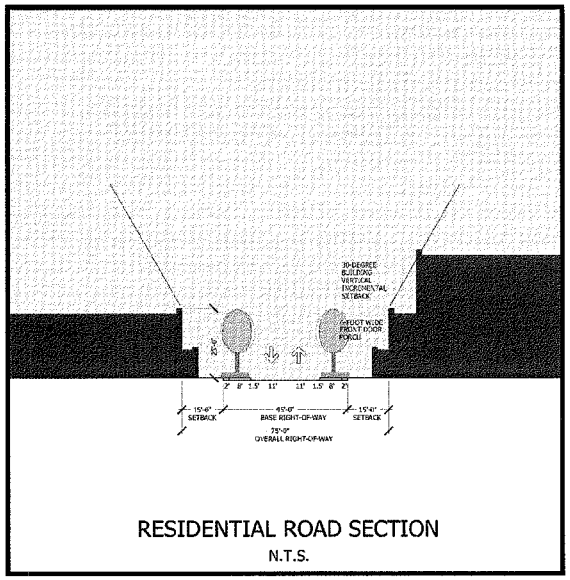
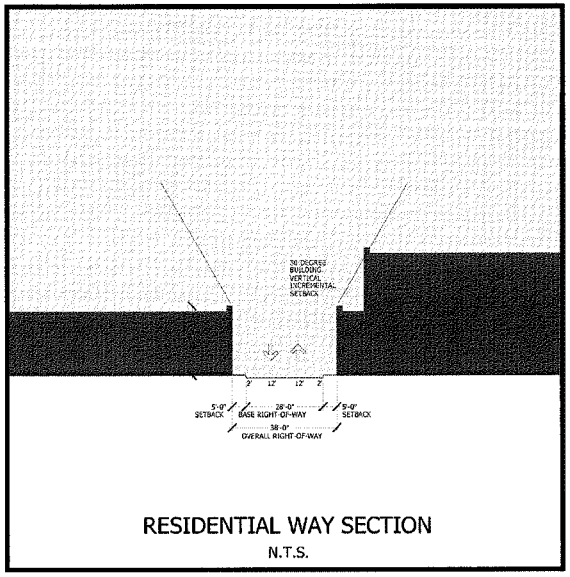


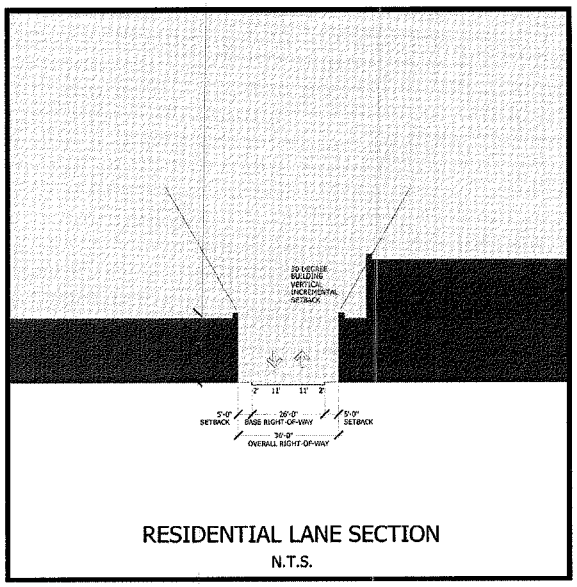
RESIDENTIAL ROAD SECTION
N.T.S.

Residential Road:
Characterized by two (2) travel lanes, each eleven (11') feet in width and two (2) parking lanes, each eight (8') feet wide. Parking bays shall be established so as to promote a landscaped bulbout of no less than seventy-three (73) square feet at a spacing that shall be no less than seventy-two (72) feet on center. The total sectional width of the Residential Road BROW shall be no less than forty-five (45') feet.



RESIDENTIAL WAY SECTION
N.T.S.

Residential Way:
Characterized by two (2) travel lanes, each twelve (12') feet in width. The total sectional width of the Residential Way BROW shall be no less than fifty-five (55') feet.



RESIDENTIAL LANE SECTION
N.T.S.

Residential Lane:
Characterized by two (2) travel lanes, each twelve (11') feet in width. The total sectional width of the Residential Lane BROW shall be no less than twenty-six (26') feet.

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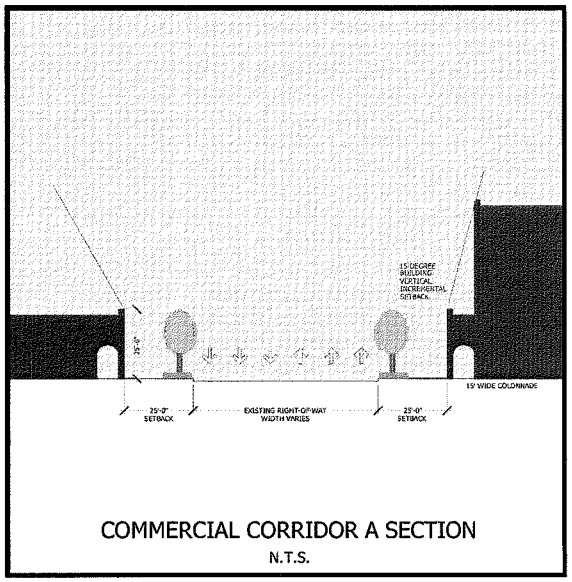
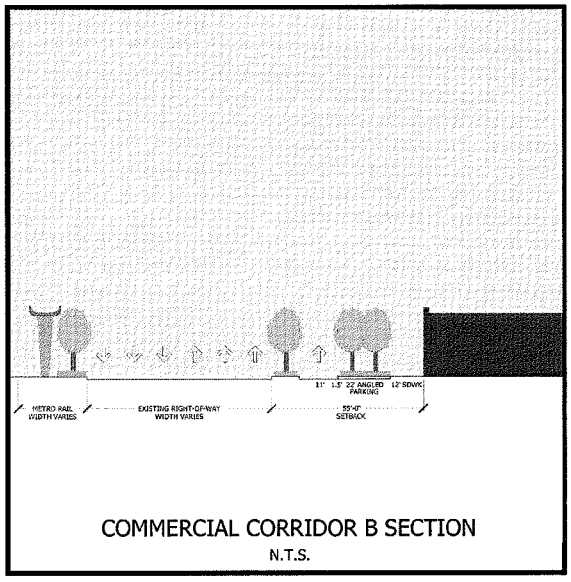


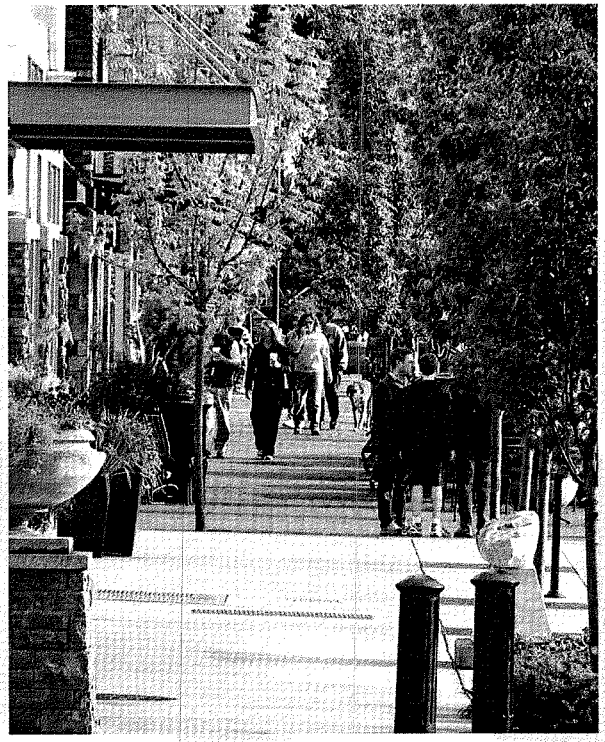
COMMERCIAL CORRIDOR A SECTION
N.T.S.



COMMERCIAL CORRIDOR B SECTION
N.T.S.

Commercial Corridor A:
The total sectional width of the Commercial Corridor A BROW shall be defined by the existing boundaries of the right-of-ways corresponding to North 183rd Street, Miami Gardens Drive, and West 27th Avenue.

Commercial Corridor B: the total sectional width of the Commercial Corridor B BROW shall be defined by the existing boundaries of the right-of-ways corresponding to North 183rd Street, Miami Gardens Drive, and West 27th Avenue.



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Frontage

General:
Buildings are to be used to create a visual edge along public streets. Building faces must be built to the "Build to Line",

Architectural Features:
Architectural features shall be located as indicated in The Regulating Plan and in The Master Plan.

Encroachments:
Balconies, major and minor focal elements, cupolas, bays, stoops, fireplaces, eaves, signage, awnings, and other similar uses and structures can encroach beyond the Build-to line pursuant to acceptance by the regulating authorities.

Building Line Frontage:
Building Lines must have a minimum of 60%-90% of their frontage occupied by Building Face.

Building Lines bordering plazas must have 95% of their frontage occupied by Building Face.

Retail Use & Fenestration:
Minimum percentage of surface that is glazed is 60% of the Building Face. No reflective or tinted glass is permitted. Maximum height of sill above sidewalk is 3'-0".

Stoops & Entries:
Apartment Buildings are encouraged to be designed in such a way that ground floor units have individual entries from the street.

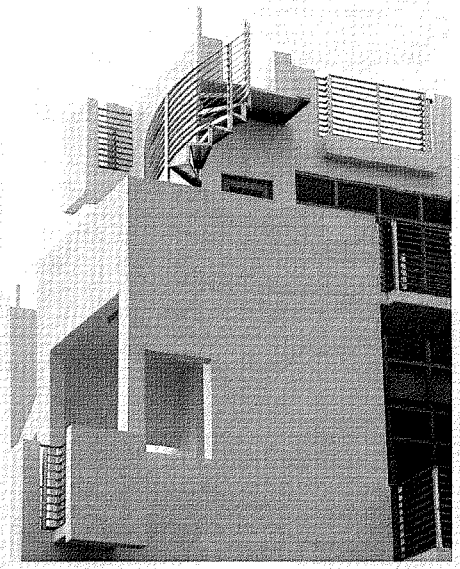
Design Standards

Roofs

Roofs shall be constructed in accordance to the architectural references to Miami Modern. The roofs shall be fairly uniform in color – no speckled red roofs are permitted.

Covered stoops and ground level porches shall be covered by a high quality-roofing material.

Asphalt shingles are not permitted.



Design Standards

Utilities + Mechanical Equipment

Building and Mechanical Equipment:
HVAC equipment, utility meters, satellite dishes, permanent grills, and other mechanical equipment should be located so as not to be visible from the street. They should be located to the interior of the block or on roofs and shall not be visible from the street. Mechanical equipment should not vent to the street side of the building. Window air conditioning units are not permitted.

Site Utilities:
Site utilities structures such as transformers shall be located to the interior of the blocks (behind buildings).

Lighting:
All street lighting, parking lot lighting, and porch lights shall be incandescent, halogen, or metal halide. High pressure sodium is permitted only in parking lots.

Design Standards

Windows + Doors

General:
The type and proportion of windows and doors (and openings) shall be consistent with the styles contained in this document.

Windows:

Windows shall be clear glass. No reflective or tinted glass is permitted.

Window sills and lintels, when present, shall project a dimension consistent with the specified architectural style.

Glass block is not permitted.

Façade

Shutters:
If exterior shutters are used, they shall be sized to fit their window and mounted with appropriate hardware.

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Walls

Materials:
Building walls shall be finished in stucco, metal, wood siding, or cementitious fiberboard siding consistent with style. No vinyl is permitted. Designs and materials must be consistent on all primary facades, or elevations visible from the street.

Ancillary Buildings shall be constructed of the same materials as approved for the principle structure.

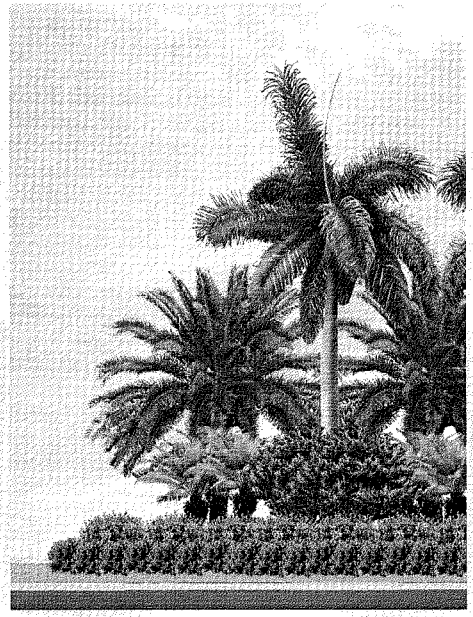
Foundation walls of stoops and porches must be consistent with the foundation treatment of the building.

Wood elements such as trim and visible window framing must be painted and sealed With an opaque or semi-solid stain.

Colors:
Similar colors and tones are suggested on adjacent buildings.

Archways + Columns

Colonnades, Arcades & Loggias:
The vertical dimension of the openings between columns, piers, or posts on colonnades or arcades shall be at least 1.0 times the horizontal dimension of the openings.



Street Trees

General:
Every street in the Miami Gardens Town Center must have street trees planted along their length as indicated in the Street Typology Plan.

Shade Trees:
All shade tree species shall be "Large Shade Tree". Minimum size at planting shall be at least 3 "caliper and shall meet American Nursery Standards (current edition). Shade trees shall be spaced no more than 30' on center.

Palm Trees:
Palm Trees shall be spaced at approximately 20' centers (but not more than 20').

Tree Pits:
All trees shall be planted in tree pits

Walls, Hedge, Fence

General:
Garden walls, retaining walls, hedges, and fences can define the edge between the public street and the private yards. They also define the street face where buildings are absent.

Materials:
Garden walls, privacy walls, and fences shall generally be constructed of the same material as the first floor of the primary building and they shall be coordinated with the architectural detailing of the primary façade.

Walls shall be a minimum of 8" thick and have a horizontal cap.

Fences shall be made of ornamental metal and my have stucco or masonry piers. Metal Fences shall be black.

Front yard fencing shall have a consistent height between 2'-8" and 3'-6" from finished grade.

The top of fence shall remain level.

Retaining walls shall be masonry or stucco.

Hedges may be used in place of any fence, subject to the same height parameters and high maintenance standards.

No plastic or vinyl fencing is permitted.

Fences or garden walls shall have a hardy species of hedge or climbing vine planted along their length.

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Paving

Materials:
All walks and crosswalks shall be some from of special paving. Special paving is here defined as scored concrete (in a decorative pattern), stone pavers, brick pavers, or concrete unit pavers.

Parking garage access points shall be composed of pavers.

Pavers selection and paving patterns shall be consistent with the overall MiMo style.

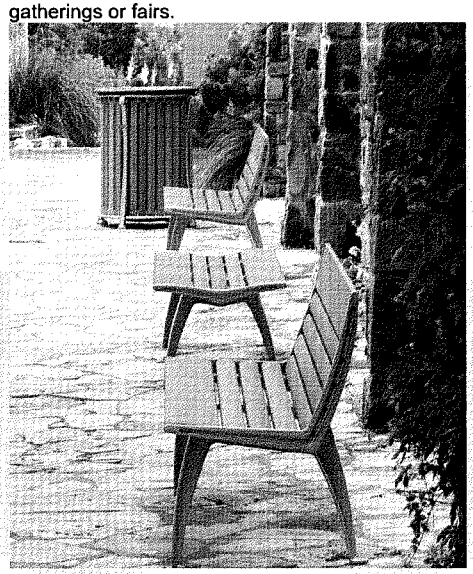
Seating

General:
Providing sufficient seating is critical in ensuring the success of public spaces. Providing moveable seating is also essential in designing successful plazas that function for both large gatherings/fairs and operate well on a daily basis.

Streets:
All streets shall have 5'-6" benches located along their length. There shall be an average of 1 bench (on each side of the street) per 100 lineal feet of street.

Plazas:
All plazas shall be provided with moveable tables and chairs. A percentage of tables shall include either permanent or removable umbrellas.

Plazas will also provide seating in the form of steps, planters, or benches. However, their location shall not obstruct temporary large gatherings or fairs.



Door-Yards

General:
Small door-yards are an inseparable part of the Miami Gardens Center streetscape. They are the public face of every apartment building and an important part of the community streetscape. Because of this, there are standards for their configuration and maintenance.

Plant Material:
Climbing vines and/or hedges are permitted along foundation walls (Where visible from the street), of all porches, stoops, and any exposed foundation walls. The use of artificial plants (silk or plastic) is prohibited.

Hedges:
Hedges or decorative fences, up to 36" high, or retaining walls, up to 18" high, are encouraged at the back of all sidewalks.

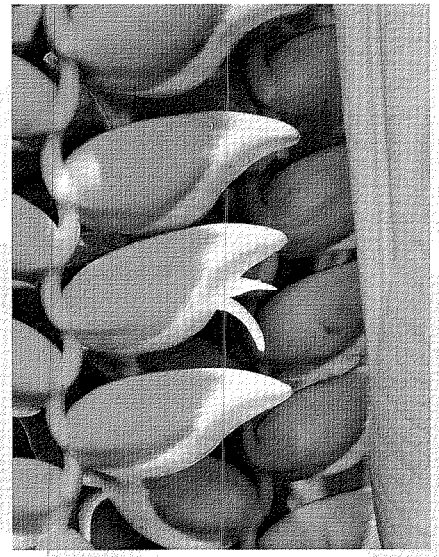
Individual Residential Entries for Apartment Buildings and Townhouses.

Individual and district planting schemes for each unit are encouraged in order to provide a sense of authenticity and individuality rather than an institutional appearance.

Planting Design

General Character:
The general character of the town center is to convey the sense of a lush tropical setting. Plantings are to consist of primarily shade trees accentuated by palm trees and ornamental trees. Shrubs and ground covers should be massed to further define open areas.

Streetscapes:
Streetscapes that are primarily paved shall have moveable planters. They shall contain plants with a tropical appearance. Balconies are encouraged to have planters along railings or potted plants on balconies. These planters should be planted with palms, flowering plants, and flowering hanging plants.



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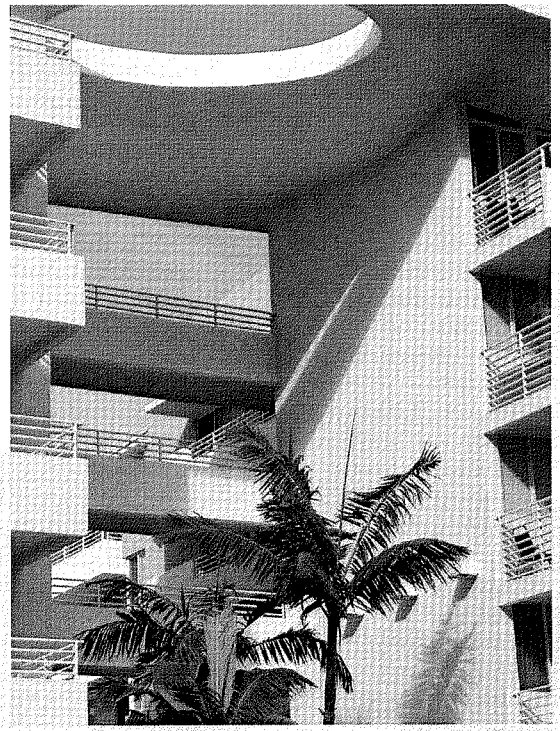
Architectural Styles

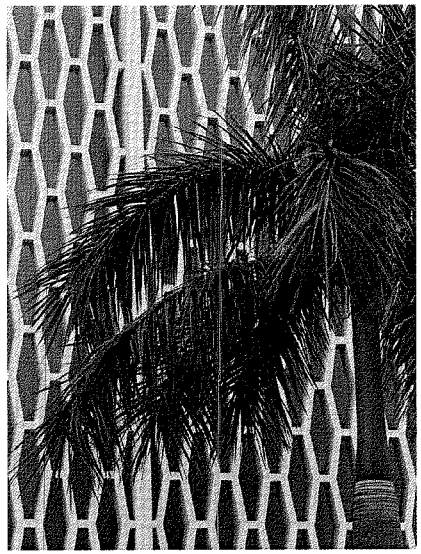
While the City of Miami Gardens encourages a mix of architectural styles, the city's intent is to create a harmonious environment where adjacent buildings speak to similar volumetrics and façade articulations so as to read in congruence to one another.

The city encourages the inclusion of Miami Modern (MiMo) architectural renditions and edifices, banking on the city stock of character MiMo buildings and features.

Miami Modern (MiMo) Architecture

Miami Modern Architecture includes essentially two major strands of Modernism: the Resort MiMo of Miami Beach and Subtropical Modernism, which is an interpretation of the International Style to local climate and culture.





The language of Miami Modern Architecture consists of the following elements.

Acute Angles. Close relatives of the boomerang, acute angles were inspired by delta-winged military jets that broke speed records in the 1950s.
Aggregate. Stones, pebbles, or colored gravel in cement left untreated: for polished mirror-smooth, were used to surface the walls, floors, and paving.
Aluminum. Postwar budgets and advanced engineering and construction methods allowed for the use of this wonder material with a high strength-to-weight-ratio.
Architecture Parlante. Architecture imbued with symbolism to communicate its function. Also known as programmatic architecture.
Asymmetry. In a clean break with the past, Modernism rejected Beaux Arts ideals of balance, symmetry, arid hierarchy, which pervaded Art Deco.

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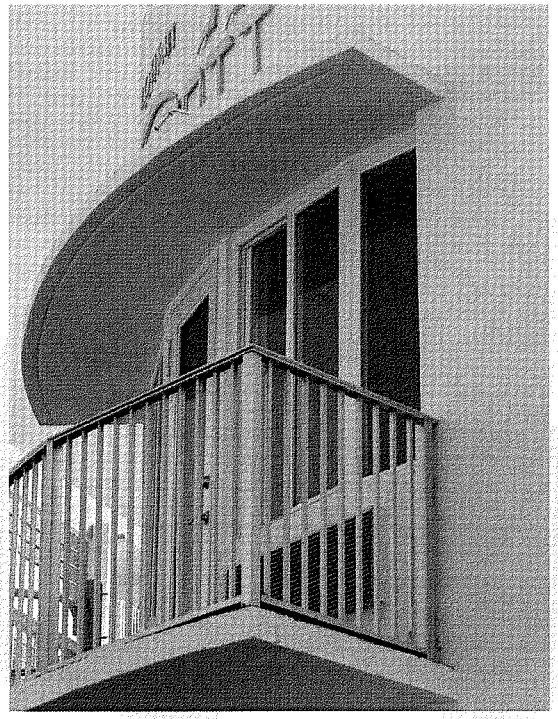
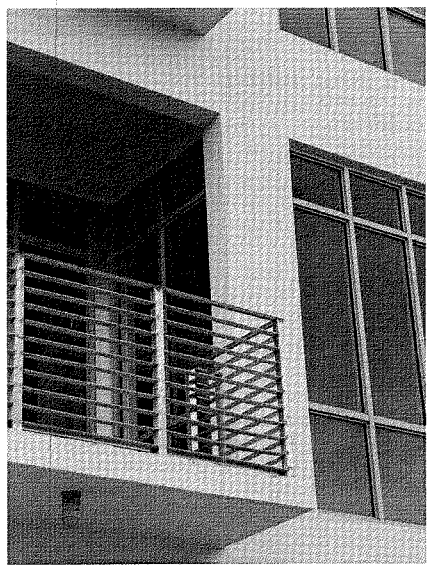
Baroque. The lush ornamentation, lavish materials, and awe-inspiring interior space of late Renaissance architecture provided inspiration for architect Morris Lapidus and subsequently his colleagues in the pursuit of Miami Beach pleasure domes.
Beanpoles. Thin metal rods used as decoration and for space modulation appeared in exterior and exterior spaces.
Boomerangs. The boomerang shape, an aerodynamic curve with primitive connotations, became shorthand for speed.
Boxed Windows. After World War II, Art Deco eyebrows were elongated into both horizontal and vertical decorative elements, often framing compositions of windows and faux-brick panels.
Brise-Soleils. Fixed concrete louvers were introduced as shading devices by the architect Le Corbusier in his seminal residential towers.
Built-In Planters. Create a gradation from the architectural to the natural.



Canted Windows. To push the envelope of the Modernist use of glass, postwar architects often tilted glass walls outward from the base, typically seen in motel lobbies, storefronts, gas stations, and fast-food restaurants.
Cantilever. Shallow masonry cantilevers, a MiMo ornamental device, evolved from eyebrows typical of 1930s Tropical Art Deco.
Compressed Arches. Vertically squeezed or horizontally squashed semicircular arches forming roofs or canopies, were a popular device borrowed from Brazilian Modernism.
Concrete Block and Stucco. In MiMo architecture, stucco was molded into a myriad of abstract relief patterns to harness the abundant sunshine for ornamental effect.
Concrete Canopies. Thin concrete roofs, which often projected outward toward a driveway, street, or parking lot.
Crab Orchard Stone. This hard sandstone became a defining decorative material in MiMo from the hotels of Miami Beach to the campus of the University of Miami.
Curtain Wall Construction. A non-structural exterior wall, usually of glass, steel or aluminum that is hung on the structural frame.
Cutouts. The simple device of perforating eaves with circular square openings hinted at the structural potential of modern materials and provided visual interest. Roof cutouts were usually paired.



Decorative Railings. Railings along catwalks in motels and motel-apartments were frequently among the few opportunities for ornamentation, and appear in imaginative, abstract geometric and curvilinear compositions.
Eggcrate Facades. The square or rectangular grid created by exposed edges of concrete floors and walls projecting outward from the building wall.
Exposed Concrete. In keeping Modernist tenet of the exterior expression of structure and materials, exposed concrete was used extensively by LeCorbusier, Oscar Niemeyer and Marcel Breuer.
Eyebrows. An example of this styling in MiMo architecture, cantilevered sunshades over individual windows and doors in 1930's Tropical Art Deco evolved into continuous, horizontal cantilever sunshades over vertical elements of varying styles.
Floating Staircases. Flights of stairs without risers or sideboards; often cantilevered from a wall so that the treads seem to flat without support embodying the space-age aspirations.
Folded Planes. Inspired by the iconic roof of the U.S. Air Force Academy Chapel in Colorado Springs, concrete planes, folded into origami-like configurations, create a wealth of light and shadow effects.

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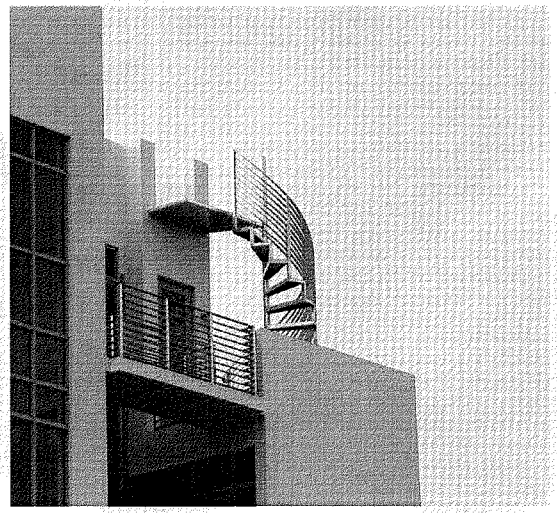
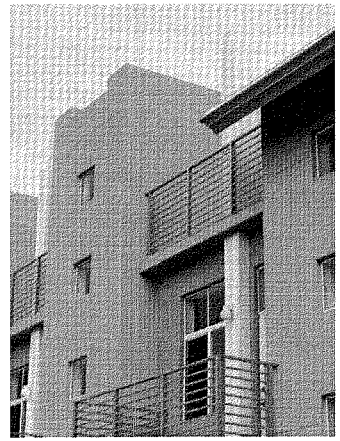
Glass Mosaic Tile. Glass tile, primarily from Italy, ranks with crab orchard stone as a common MiMo decorative material Mosaic tile made a splashy debut in the full-height panels on the façade of the Eden Roc Hotel and was later used to give color and sparkle to the spandrels of public interior spaces, fountain basins, bathrooms, and other features.
Hyperparaboloids. Square and circular planes were warped into eye-catching topological shapes.
Interior and Exterior Blending. Continuity of interior and exterior spaces.
Interior Space Modulation. Modern construction and engineering freed architects from reliance on load-bearing walls, allowing for voluminous interiors unbound by walls and traditional room proportions.
Jalousies. Operable, narrow glass louvers were ubiquitous before air-conditioning, because of the ability to maintain ventilation during rainy weather.
Keystone. A form of oolite limestone, or oolite, quarried in Florida's Middle Keys.
Lettering. Certain typefaces on building signs, especially a round, upward-slanting script style, imparted a sense of carefree, causal 1950s living.
Louvers. Originating as sun-protection devices for windows, louvers became elaborate design elements in their own right but remained part of window compositions.



Marine Imagery. Resort MiMo continued the Tropical Art Deco tradition of depicting aquatic images but in more abstract forms like the graded shades of sea green tile representing the ocean depths on the façade of the Eden Roc.
Metal Grilles. Sometimes custom-made in an abundance of finely detailed designs, grilles were used in a similar manner as concrete brise-soleils and louvers to block sunlight.
Murals. Reflecting the popularity of the abstract, billboard-sized murals in Mexico City, large exterior murals appeared in MiMo architecture after 1960. The tile Murals of the Bacardi USA building are one of the finest examples of Latin American influence on MiMo.
Pedestal and Superstructure. Large Modernist buildings are often composed of a tower or superstructure atop a broad base.
Pilotis. Another adaptation of the International Style, cylindrical concrete support columns raised building masses above open ground levels and crated areas of shade often used for parking.
Plate Glass. Thick sheets of high-quality glass were cast in broad plates and used in storefronts and hotel and motel lobbies.
Populuxe. Refers to the flamboyant decorative style of the 1950s and 1960s, employing bright colors and futuristic contours to impart a sense of luxury.
Porte Cochere. The dramatic ornamental device of driveway drop off areas.
Pylons. Vertical masonry panels as the centerpiece of a façade of intersecting planes and volumes.



Random Ashlar Pattern. Paving and masonry consisting of stones cut into squares and rectangles of various sizes, or a faux version of the latter.
Ribbon Windows. Horizontal window bands were another earmark of the International Style, with its non-load bearing walls.
Roman Brick. Distinctively thinner and longer than conventional brick was favored by Frank Lloyd Wright for its horizontality and fine texture, popular in the 1950's.
Rounded Eaves. An easily distinguishable characteristic of MiMo apartment-motels and houses, thick, rounded eaves were used to impart a sense of fullness to otherwise spare, rectilinear structures and to emphasize a sense of shelter.
Saw Toothed Floor Plates. MiMo hotel architects often designed floor plates with rooms set on the angle of a saw tooth, so that rooms facing north and south would have ocean views.
Screen Block. Mass-produced, cast-concrete block was used in an imaginative variety of geometric and organic patterns to create stunning abstract compositions.
Shed Roofs. Sloping shed roofs, shorthand for modern American motels.
Space-Age Imagery. A number of MiMo landmarks capitalize on space imagery.
Spandrels. Panels placed between the window head of one floor and the windowsill of the floor above, usually clad in glass mosaic tile or texture, painted stucco.
Voggles. Lapidunian versions of biomorphic kidney shapes popular in postwar design.

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APPENDIX D

183RD STREET POWERPOINT PRESENTATION

NORTH CORRIDOR STATION AREA PLANNING

North Corridor Station Area Planning

Miami Gardens 183rd & 199th Station Areas

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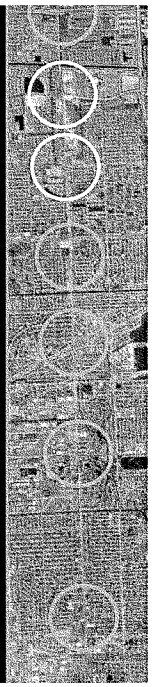
March 17 2006

Why are you here?

- Started on Saturday
- Look at future development around Metrorail
- 199th & 183rd Stations
- Developing land use plans
  - What we heard from you
  - How we translated that into recommended plans



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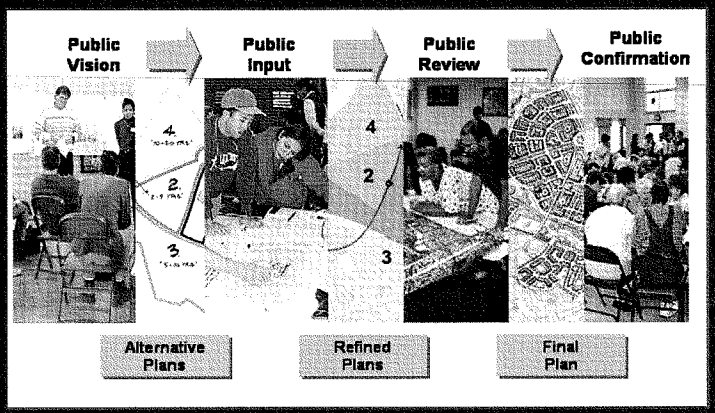
NORTH CORRIDOR STATION AREA PLANNING

This Weeks Activities

Linking Metrorail to the community's vision



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NORTH CORRIDOR STATION AREA PLANNING

Workshop Schedule

Times for your input:

- Saturday –
  - 10 to 3 PM
- Monday –
  - 7 to 9 PM
- Tuesday –
  - 7 to 9 PM
- Wednesday –
  - 7 to 9 PM
- Thursday –
  - 7 to 9 PM

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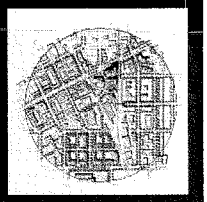
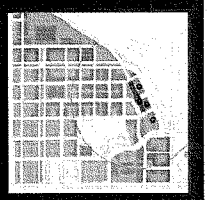
NORTH CORRIDOR STATION AREA PLANNING

Expected Results

- Adopt Plans for 183rd & 199th:
  - Station area plan & vision
  - Sketch illustrations
  - New zoning
  - Circulation Plan
  - Urban Design Plan
  - Schedule & strategy





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NORTH CORRIDOR STATION AREA PLANNING

Design of Metrorail

- Not addressing design of Metrorail today
- If you have Metrorail questions
  - North Corridor design team is here to answer your questions

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NORTH CORRIDOR STATION AREA PLANNING

Town Center Plan

- Planning already underway for 183rd
- City workshop on Town Center Plan Monday evening
- Build-on and refine

Our Plans are a Variation on the City's Town Center Plan

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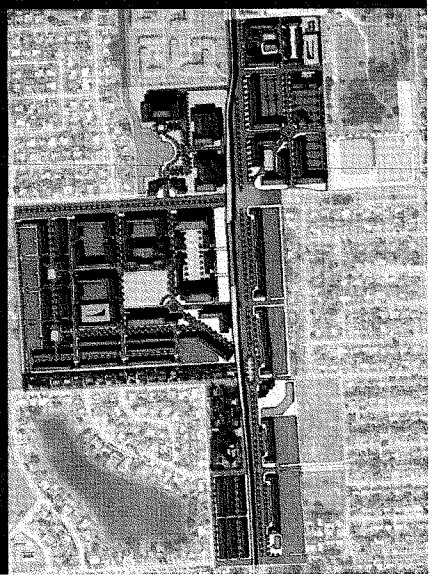
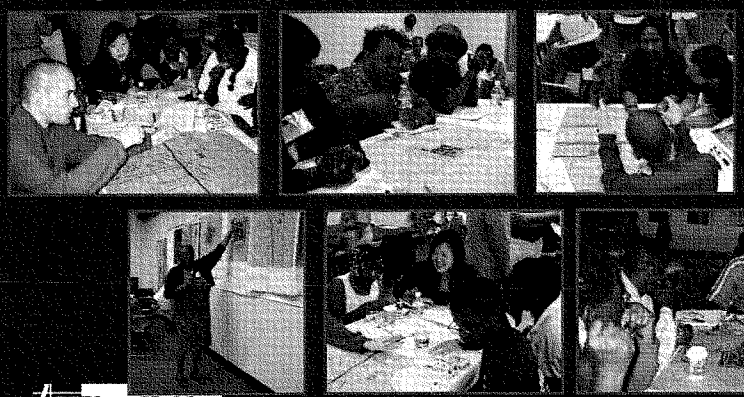


NORTH CORRIDOR STATION AREA PLANNING

Planning in Small Groups

- Linking Metrorail to your vision for Miami Gardens



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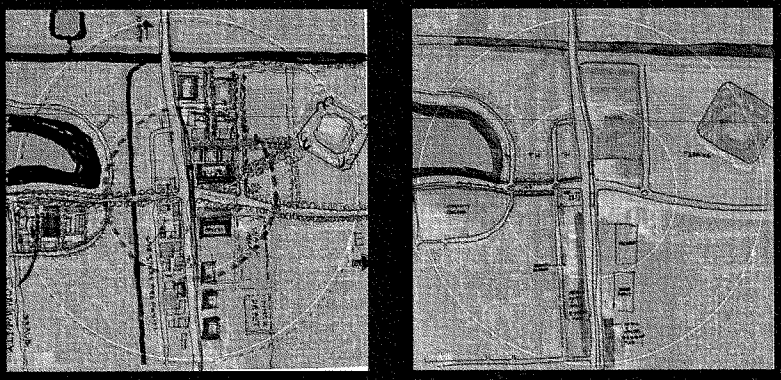
NORTH CORRIDOR STATION AREA PLANNING

NW 199th Citizen Plans



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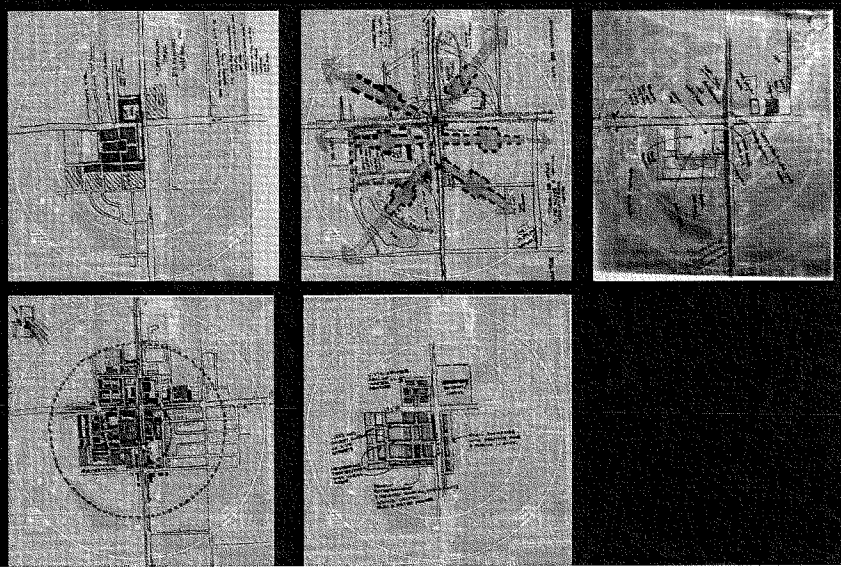
NW 183rd Citizen Plans



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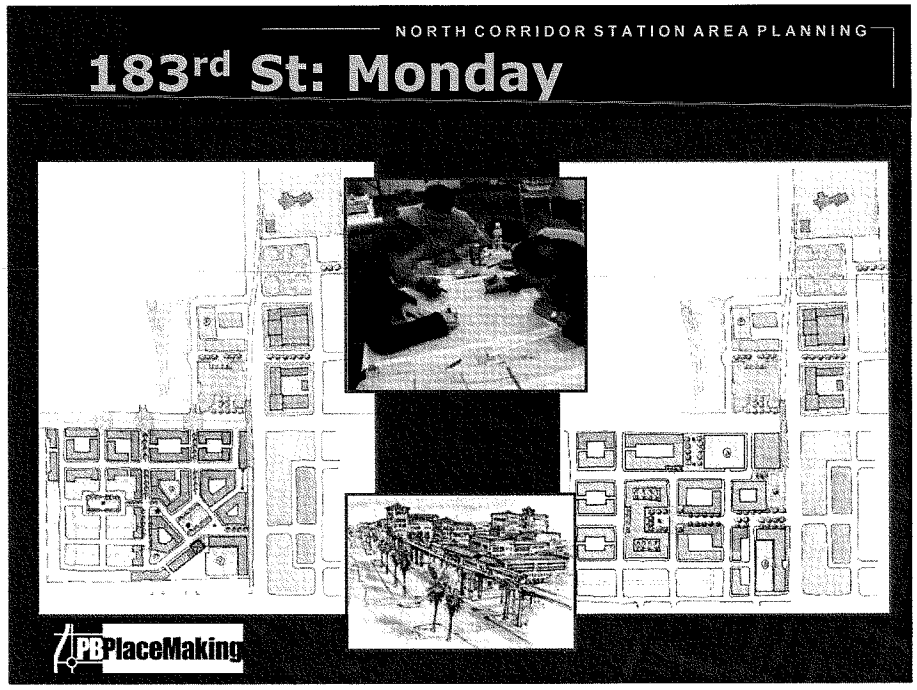
NORTH CORRIDOR STATION AREA PLANNING
183rd St: Monday
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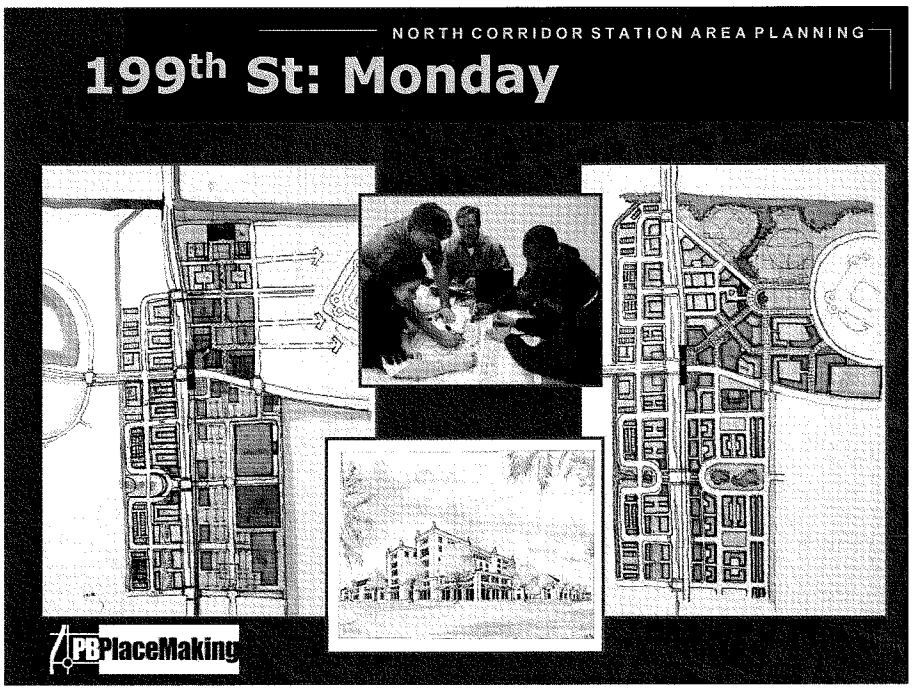
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199th St: Monday
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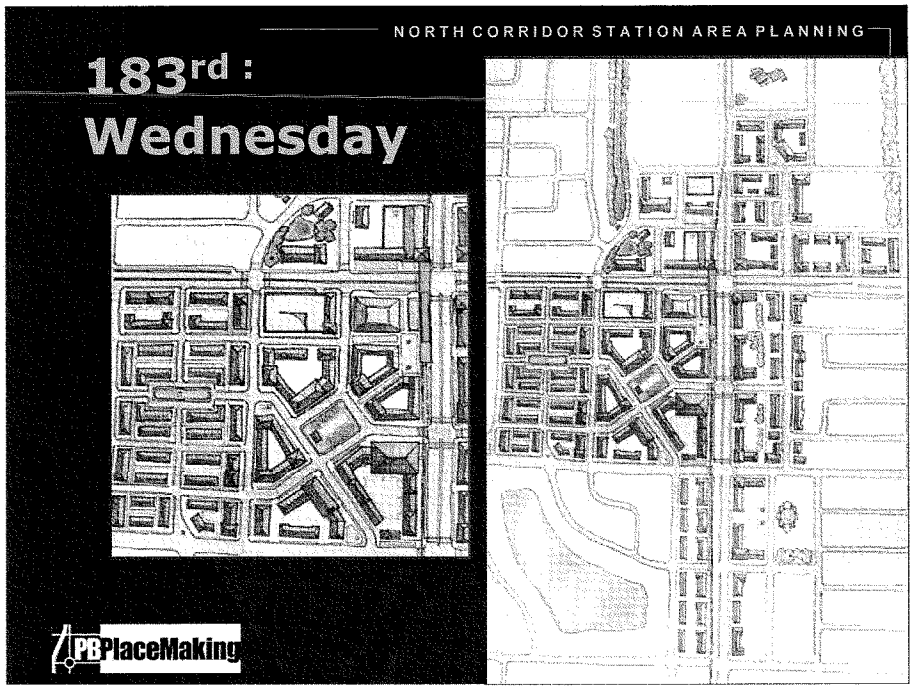
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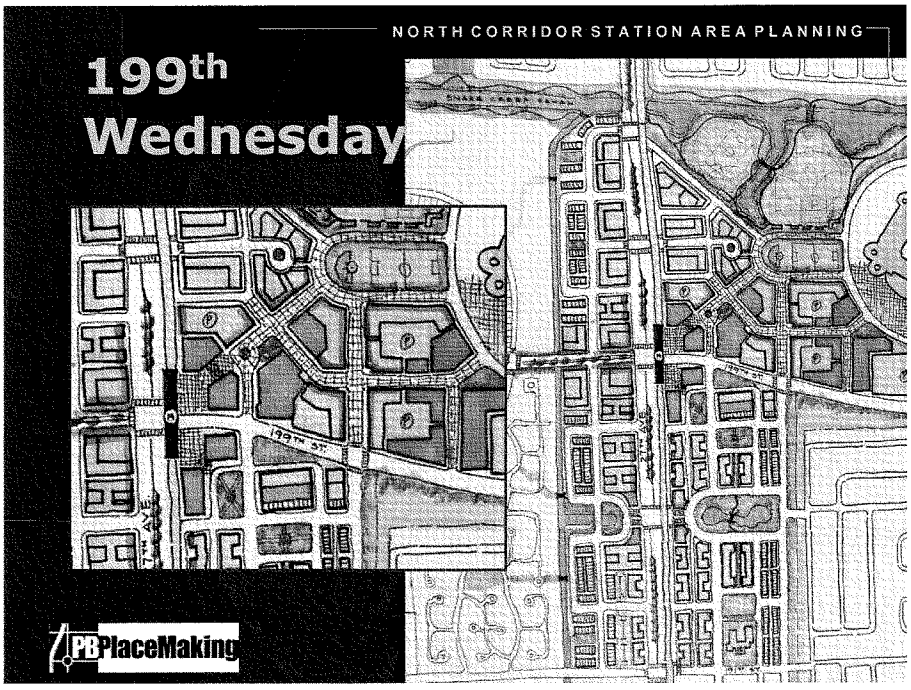
183rd :
Wednesday
PBPlaceMaking


NORTH CORRIDOR STATION AREA PLANNING
199th
Wednesday
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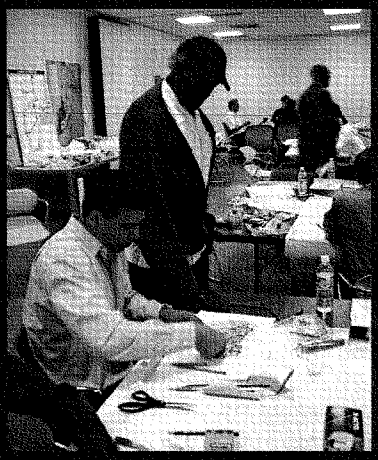
NORTH CORRIDOR STATION AREA PLANNING

Refining the Ideas

- 2 teams working to refine what we heard
- Translate those into more detailed plans
- Refined –
  - based on your feedback



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NORTH CORRIDOR STATION AREA PLANNING

Overarching Themes

- Town Center / Metropolitan Character
- Family – Oriented Development
- Good Pedestrian / Cyclist Connections
- Slower & Well Managed Traffic
- Mixed Land Uses
- Quality Design and Development
- Keep Investment in Community

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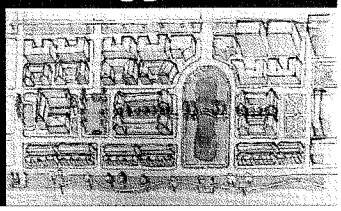
NORTH CORRIDOR STATION AREA PLANNING

What We Heard: Night Presentations

- 199th should be the major center
- 183rd should be the town center
- Basic land uses are ok
- More attention to intergov't cooperation
- Get City support for these plans
- Use Metrorail as catalyst to solve bigger issues
- Plan for economically sustainable development



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199th Station Area

NORTH CORRIDOR STATION AREA PLANNING

What We Heard: Night Presentations

- Address pressure of new development on:
  - Infrastructure
  - Schools
  - Traffic (esp. stadium game days)
  - Safety / Security
- Concentrate on vision as well as implementation:
  "Rome wasn't built in a day"

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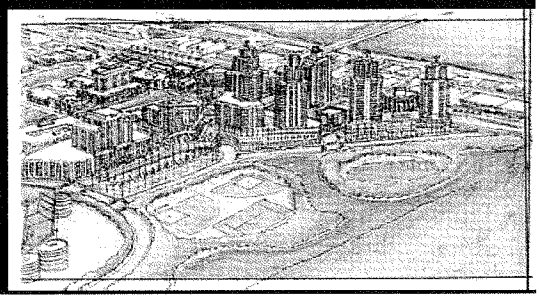
NORTH CORRIDOR STATION AREA PLANNING

Community Building

- Metrorail & Miami Gardens
  - A people moving tool
  - A community building tool
  - A catalyst to attract investment and create opportunity



199th Stadium Center & Regional Park

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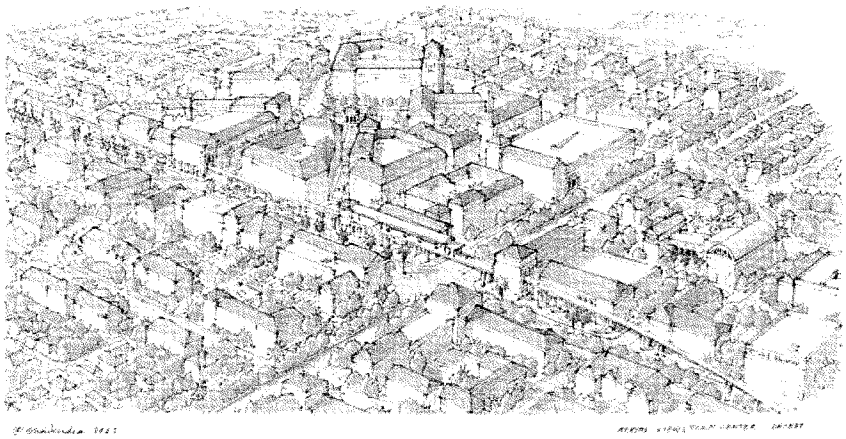
Miami Gardens Town Center



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183rd St Town Center: What We Changed

- Improved visual corridor to station from 27th and 183rd
- Reorganized Civic Center – closer to 183rd
- Location sited for community use, i.e. Church
- Green boulevard – "sustainable feature"
  - Water quality / retention

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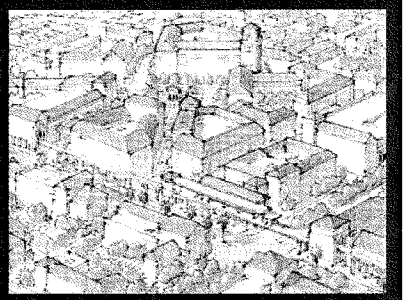
183rd St: Refined Alternative

Refined Existing Town Center Plan

- Bahamian Village Center
- Pedestrian Integration with Metrorail
- Residential emphasis
- Mix of Uses:
  - Civic / Institutional
  - Retail and Offices



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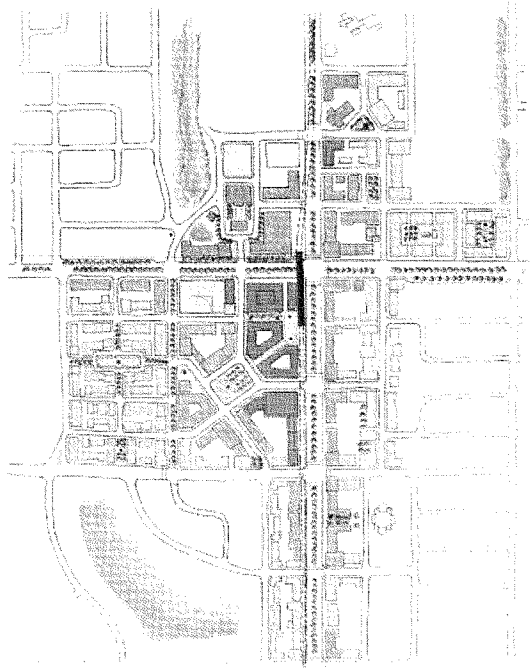
Land Use



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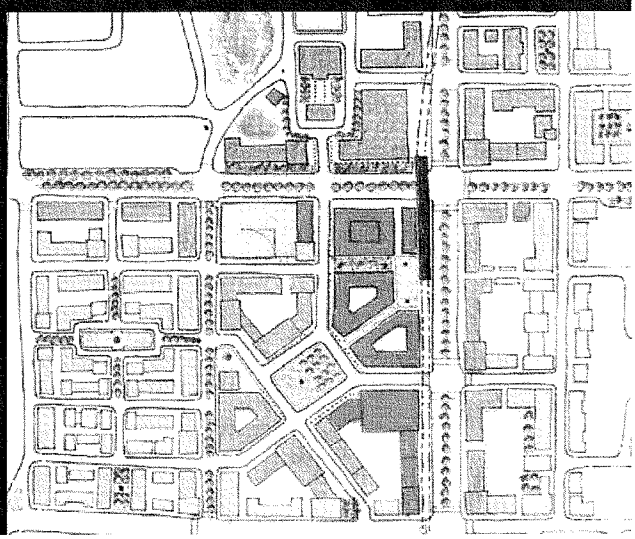
NORTH CORRIDOR STATION AREA PLANNING

183rd Town Center detail



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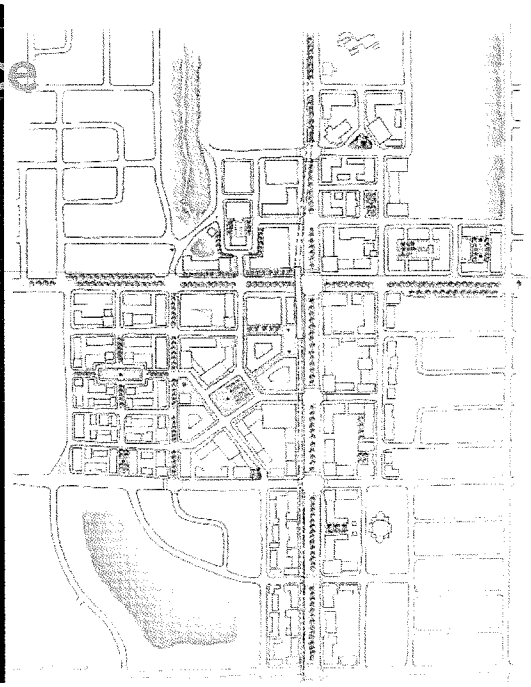
Open Space



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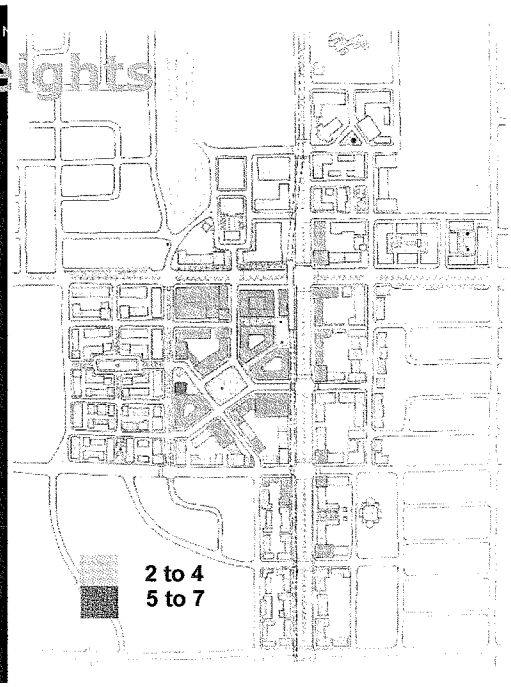
Building Heights



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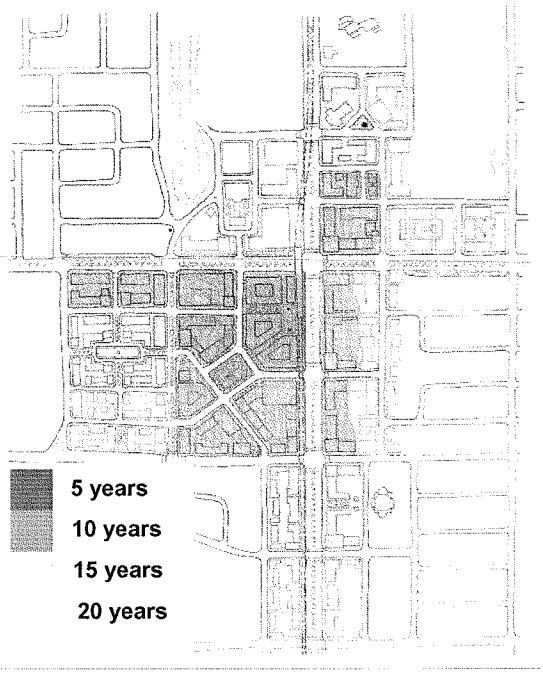
Phasing



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NORTH CORRIDOR STATION AREA PLANNING

199th / Stadium Center

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NORTH CORRIDOR STATION AREA PLANNING

199th St Town Center: What We Changed

- Land uses same
- Phasing plan: short-term and long-term plan for Walmart site
- New street circulation system
- Height diagrams
- Open space diagrams

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NORTH CORRIDOR STATION AREA PLANNING

199th St: Refined Alternative

Metropolitan Center

- Focus on sports, entertainment & recreation
- Complete community
- Mix of housing, jobs, shopping & recreation amenities
- Highly walkable
- Variety of housing types

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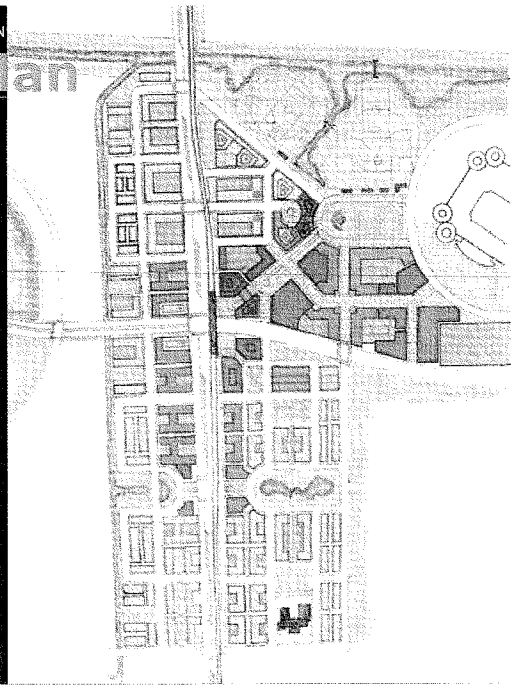
Land Use Plan



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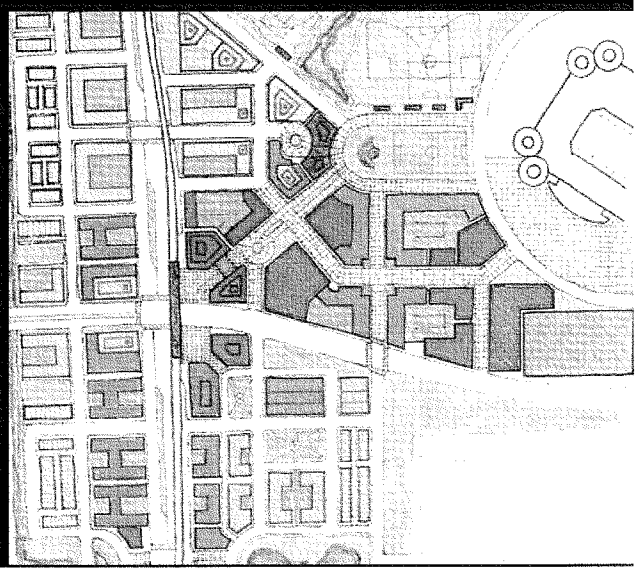
NORTH CORRIDOR STATION AREA PLANNING

Station area detail



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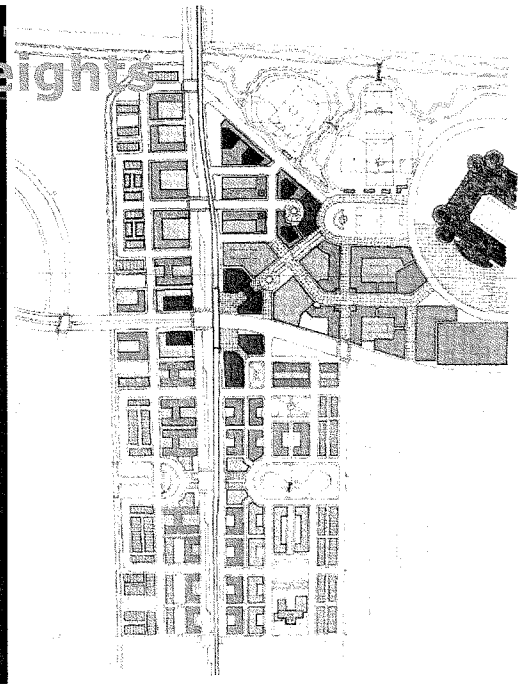
Building Heights



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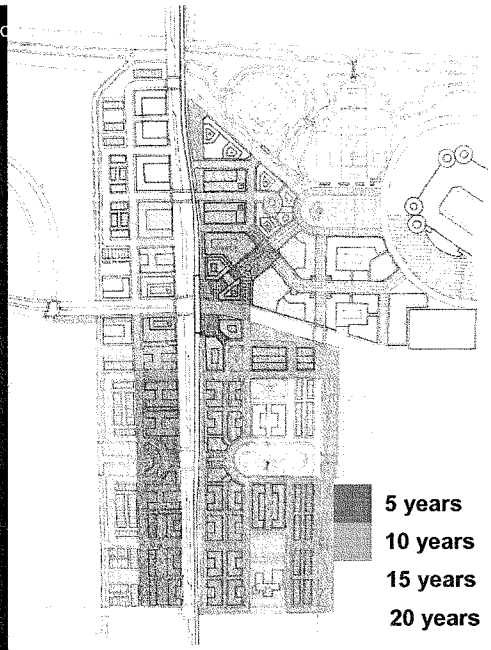
Phasing



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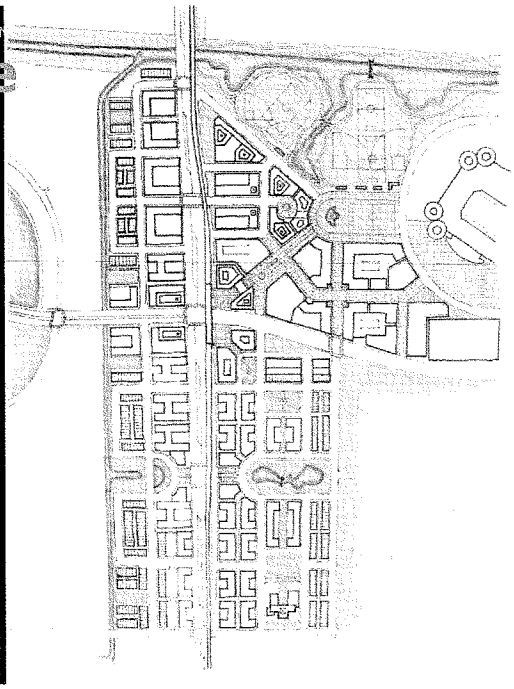
Open Space



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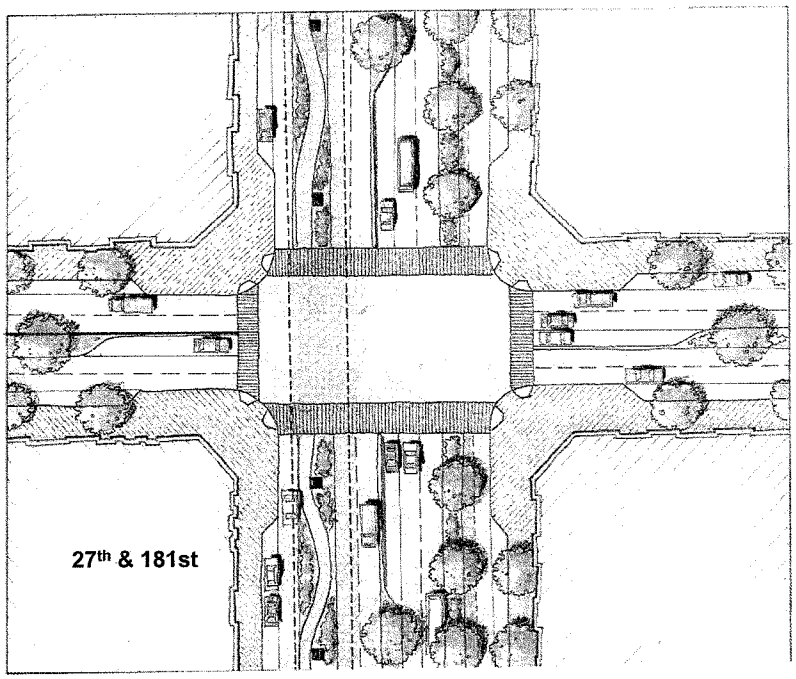

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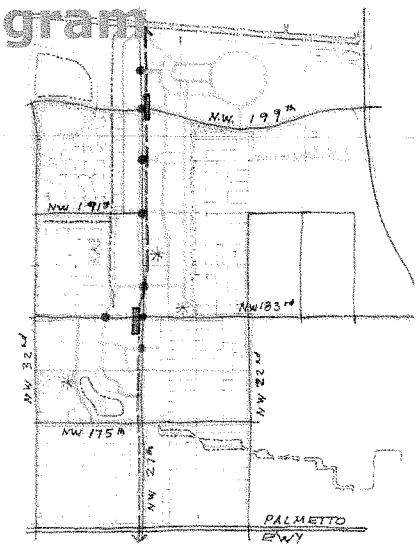
NORTH CORRIDOR STATION AREA PLANNING

Transportation: Circulation Diagram



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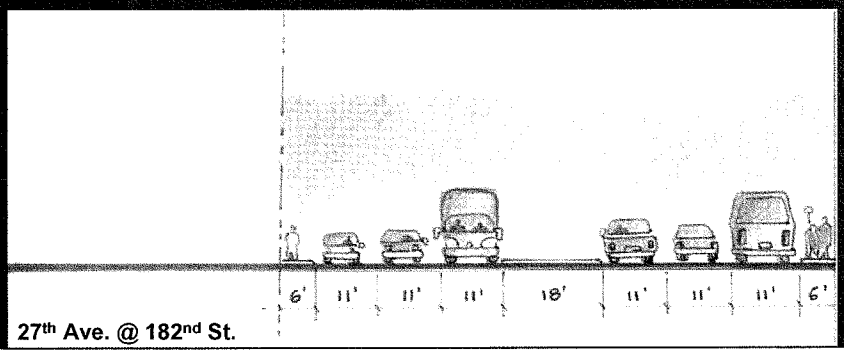
NORTH CORRIDOR STATION AREA PLANNING

Transportation: Existing

- Six lanes
- Sidewalk adjacent to traffic
- No bike facilities
- High Speeds
- Safety Issues



27th Ave. @ 182nd St.

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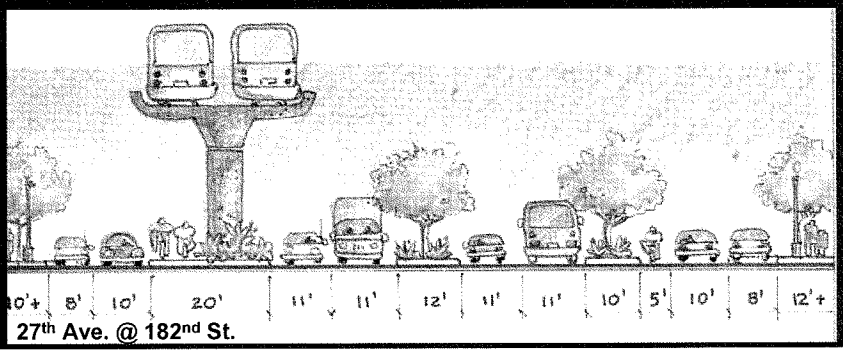
NORTH CORRIDOR STATION AREA PLANNING

Transportation: Future

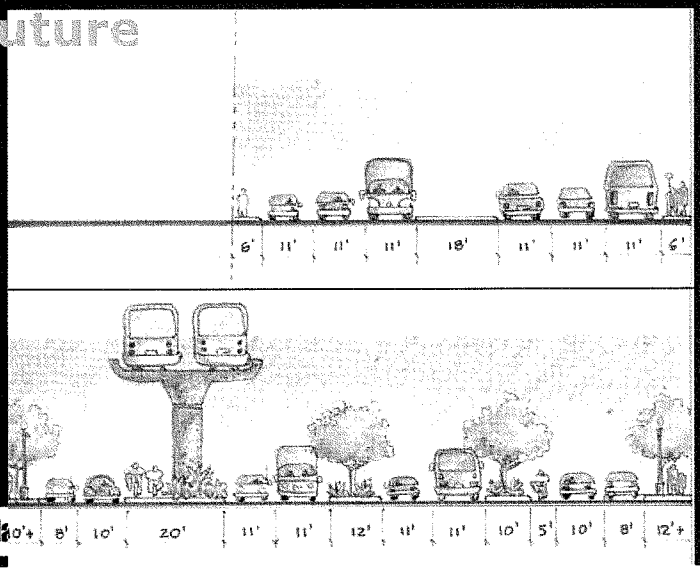
- Street character changed
- Maintains six lanes
- Pedestrian-friendly
- Adds bike lanes
- Slows speeds
- Improves safety



27th Ave. @ 182nd St.

NORTH CORRIDOR STATION AREA PLANNING

Transportation: Existing vs. Future



PBPlace

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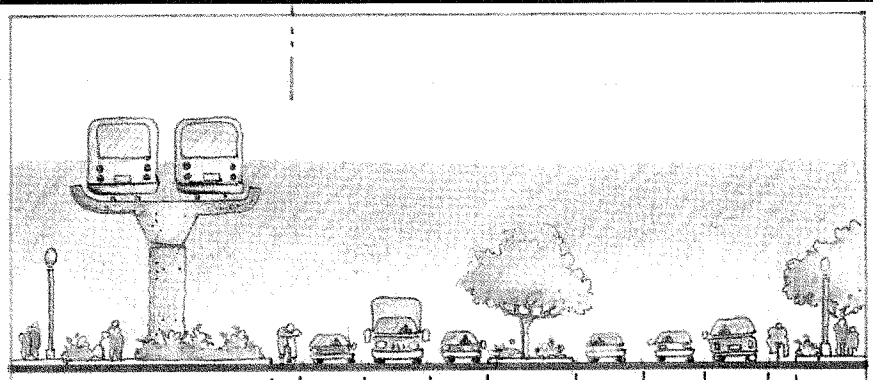
NORTH CORRIDOR STATION AREA PLANNING

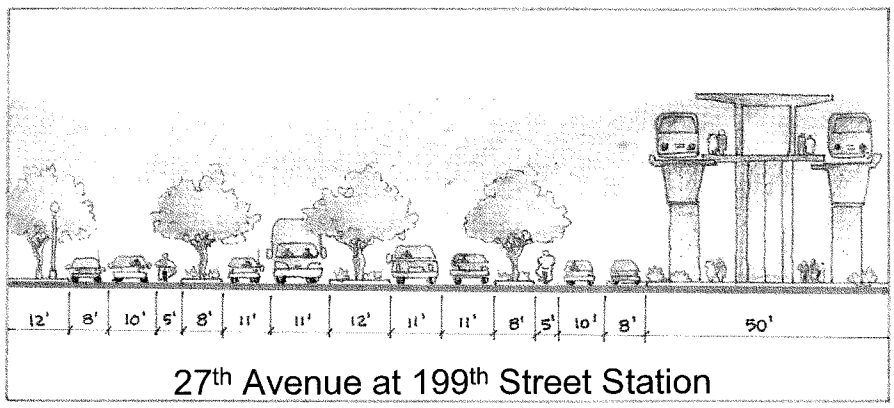
Transportation: New Streetscape



27th Avenue at 182nd St: Alternative

NORTH CORRIDOR STATION AREA PLANNING

Transportation: New Streetscape



27th Avenue at 199th Street Station

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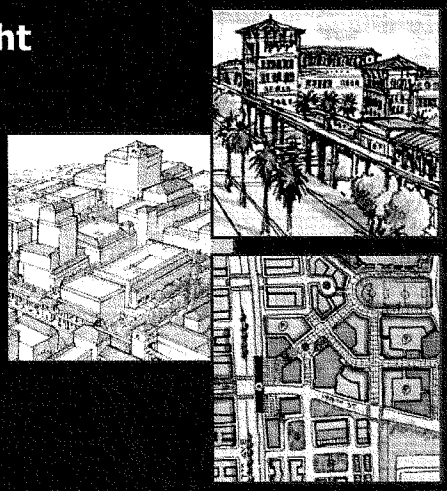
NORTH CORRIDOR STATION AREA PLANNING

Lessons Learned

- Get the planning right
- Apply the power of partnerships
- Market driven, not transit driven TOD
- Design for the pedestrian



PB PlaceMaking

NORTH CORRIDOR STATION AREA PLANNING

Implementation – Lessons Learned

- Public sector leadership & coordination key
  - Sets stage for private sector success
- Public money leverages private investment
- Hold developers to standards
  - density & quality
- Dedicated public entity/staff to focus efforts
- Allow for flexibility on uses as market evolves

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NORTH CORRIDOR STATION AREA PLANNING

Development Program: 183rd St.

Residential *Townhouses, Lofts, Apartments, Condos*	2,500 units
Offices *Professional & Neighborhood Offices*	200,000 sq. ft.
Institutional *City Office, Regional Library* *Professional School*	500,000 sq. ft.
Retail *Specialty Grocery, Restaurants* *Drug Store, Neighborhood Retail*	150,000 sq. ft.

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NORTH CORRIDOR STATION AREA PLANNING

Development Program: 183rd St.

Net Developed Acreage	77 acres
Open Space	5 acres
Net Residential Density	33 units / acre
Total Value	Approx. $ 1 billion+

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NORTH CORRIDOR STATION AREA PLANNING

Development Program: 199th St.

Residential *Townhouses, Lofts, Apartments, Condos*	6,000 units
Offices & Institutional *16-story Signature Office Towers* *Community Hospital & Medical Offices*	1 million sq. ft.
Retail & Entertainment *Lifestyle Center, 12-screen Movie Theater* *Restaurants, Storefronts, Community Grocery*	1 million sq. ft.
Lodging *Hotel & Conference Center*	300 rooms
Public Facilities *Elementary School, 60 acres of Parks*	

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NORTH CORRIDOR STATION AREA PLANNING

Development Program: 199th St.

Net Developed Acreage	136 acres
Open Space	60 acres
Net Residential Density	44 units / acre
Total Value	Approx. $2.5 billion+

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Demographic Overview

- Local Station Area - 1/2 mile around 183rd, 199th stations
- Local Station Area & City have larger households than region, similar incomes
- Miami Gardens is a family-oriented, working & middle class community

bae

Current Market

- Miami Gardens underserved for retail uses
  - Wal-Mart represents most new retail
- Modest levels of offices, even with central location, accessibility
- Lack of choice in housing types
- 1,800+ units low-density housing proposed in City, little in Local Area

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bae

Creating Market Opportunities

- **Substantial new development can occur in Local Station Area**
  - Capture larger share of regional growth
  - Up to 8,000+ residential units of all types
  - Up to 2 million sq. ft. office space due to transit, expressway access
  - Potential for 700,000 sq. ft.+ new retail
- **High quality development enhancing place is essential**

bae

Creating Market Opportunities

- **More population, offices support retail**
  - Underserved market creates potential
  - Potential for 700,000 sq. ft.+ new retail
  - Includes entertainment and lifestyle oriented uses
- **High quality development enhancing place is essential**
  - Sets stage for regeneration of other NW 27th Ave. properties

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NORTH CORRIDOR STATION AREA PLANNING

Master Plan Implementation

	Developer (s)	Miami Gardens	Miami-Dade	Miami-Dade Transit	FDOT
Master Planning / Zoning					
Transportation					
Infrastructure					
Finance					Lead / Support

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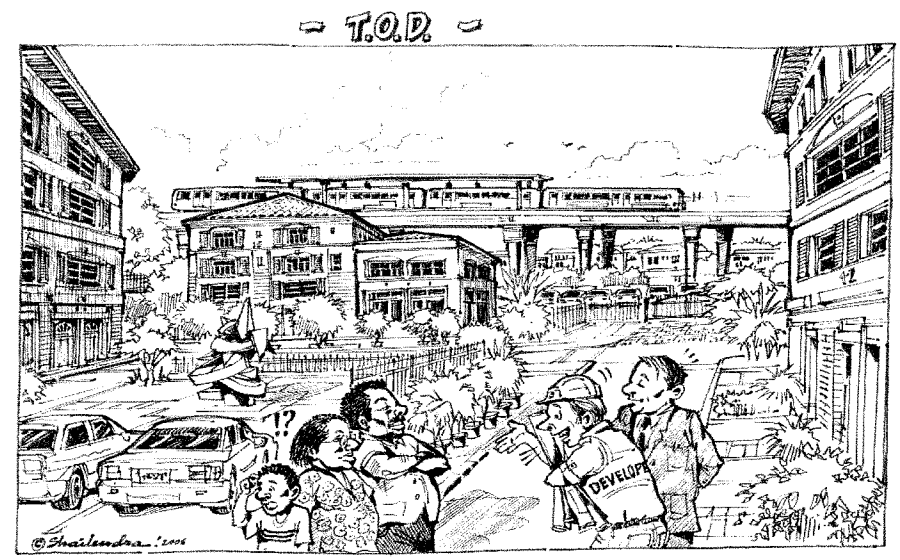

... and so our cool Transit Oriented Divider buildings ensure residents Get no noise, access or view to Metrorail, shutting it out completely!

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APPENDIX E

183RD STREET ZONNG AND LAND USE MAPS

183RD STREET STATION ZONING

1 MILE STATION RADIUS

1/2 MILE STATION RADIUS

1/4 MILE STATION RADIUS

ZONE	ACRES
AU	53.6
BU-1	7.8
BU-1A	79.9
BU-2	166.6
BU-3	0.5
GP	22.3
GU	17.5
IU-C	3.5
NONE	32.2
OPD	17.8
RU-1	1,430.9
RU-1MA	27.4
RU-1Z	4.8
RU-2	3.2
RU-3M	14.3
RU-4A	8.3
RU-4L	40.8
RU-5	1.7
RU-5A	12.6
RU-TH	64.7

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183RD STREET STATION LAND USE

1 MILE STATION RADIUS

1/2 MILE STATION RADIUS

1/4 MILE STATION RADIUS

LAND USE	ACRES
Single Family	866.7
Two-Family (Duplexes)	7.6
Townhouse	30.4
Low-Density Multi-Family	53.4
Shopping Centers, Commercial, Stadiums, Tracks	93.5
Office	6.9
Institutional	189.3
Industrial	7.0
Communications, Utilities, Terminals, Plants	5.0
Streets/Roads, Expressways, Ramps	435.8
Streets/Roads/Canals RW	2.2
Expressway Right of Way Open Areas	7.0
Agriculture	0.7
Parks (Including Preserves and Conservation)	61.1
Vacant, Government Owned	4.0
Vacant Unprotected	186.3
Inland Waters	53.8