

# 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 R-1224-07

### 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.

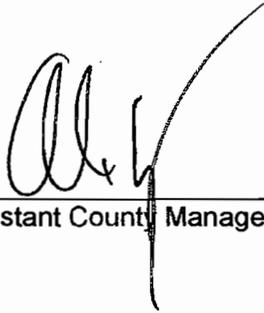
The County's Comprehensive Development Master Plan (CDMP) designates the area in the vicinity of the proposed North Corridor Metrorail station at NW 183rd Street as a Community Urban Center. As part of the CDMP-mandated area planning process, Miami-Dade Transit in coordination with the Department of 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.

Honorable Chairman Bruno A. Barreiro  
and Members, Board of County Commissioners  
Page 2

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.



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Assistant County Manager



## 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

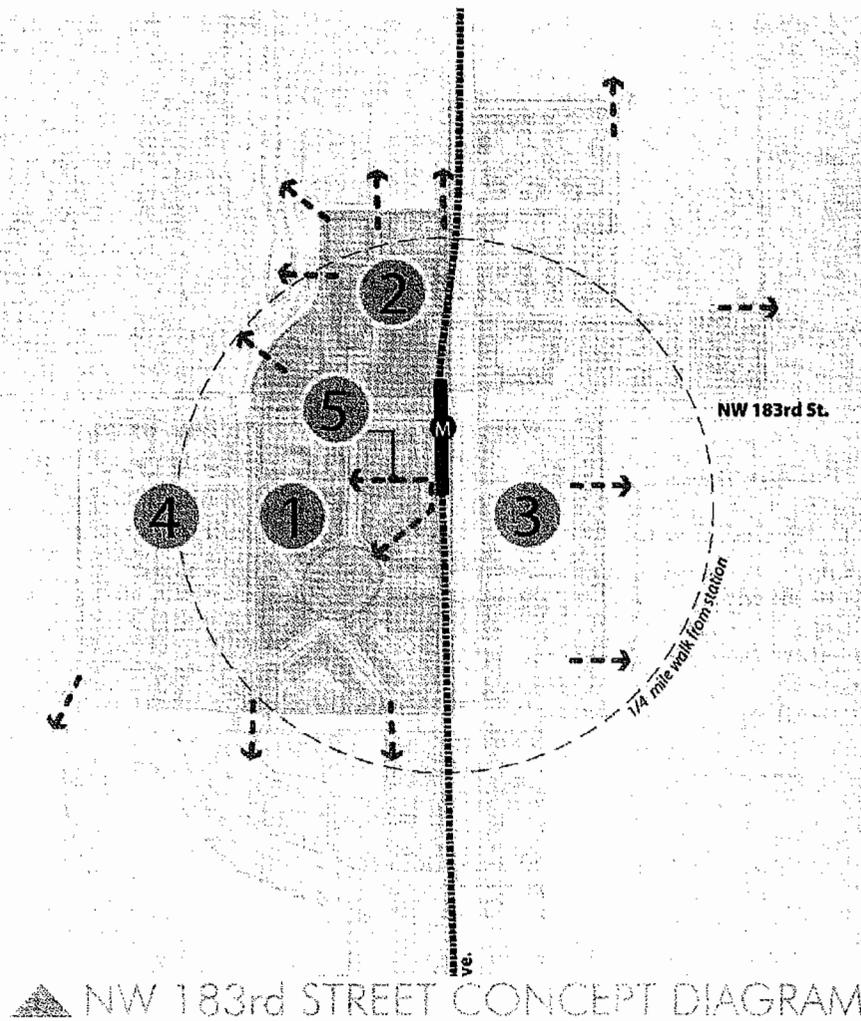
The strip commercial uses on the east side of NW 27th Avenue are proposed for redevelopment into mixed-use commercial and retail buildings with residences on the upper floors. The character of development along this street would also evolve into one with buildings oriented to NW 27th Avenue and parking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



## 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.



# 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

✓

Approved \_\_\_\_\_ Mayor  
Veto \_\_\_\_\_  
Override \_\_\_\_\_

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

RESOLUTION NO. R-1224-07

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

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**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 **Jose "Pepe" Diaz**, who moved its adoption. The motion was seconded by Commissioner **Rebeca Sosa** and upon being put to a vote, the vote was as follows:

Bruno A. Barreiro, Chairman	<b>aye</b>		
Barbara J. Jordan, Vice-Chairwoman	<b>absent</b>		
Jose "Pepe" Diaz	<b>aye</b>	Audrey M. Edmonson	<b>aye</b>
Carlos A. Gimenez	<b>aye</b>	Sally A. Heyman	<b>aye</b>
Joe A. Martinez	<b>aye</b>	Dennis C. Moss	<b>aye</b>
Dorrian D. Rolle	<b>aye</b>	Natacha Seijas	<b>aye</b>
Katy Sorenson	<b>aye</b>	Rebeca Sosa	<b>aye</b>
Sen. Javier D. Souto	<b>absent</b>		

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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

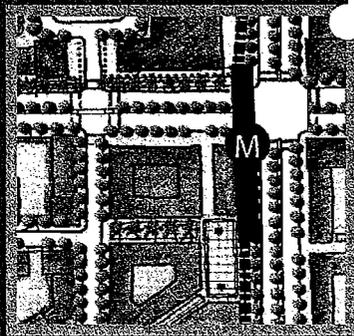


**KAY SULLIVAN**

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: PLACEMAKING / AUGUST 2007

# 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:

Joy 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  
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Emily Hull  
Kokila Lochan  
Mark Bachel  
Paul Morris  
Julienne Chen

Charrette Design Support:

Grace Dillon, Jaime Correa + Associates  
Jennifer Pearson, Jaime Correa + Associates  
Maria Chalgab, Chalgab 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  
Schytzie Jefferson  
Jean Kouch

FDOT:

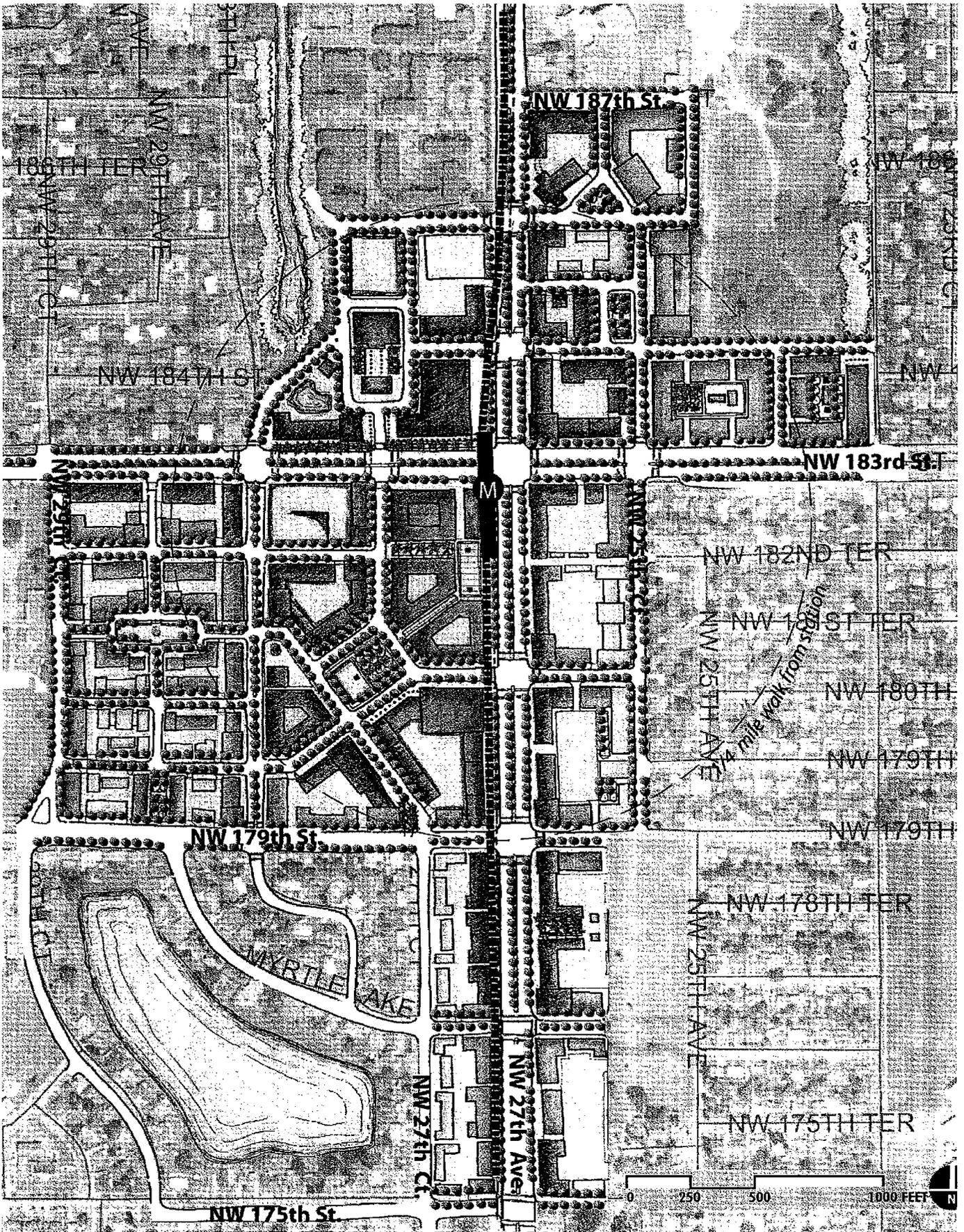
David Kouros  
Janet S. Seitlin  
Erinia Nagid

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.

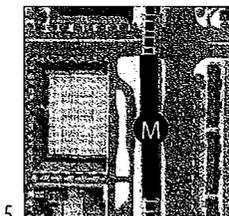
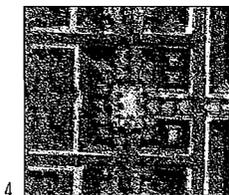
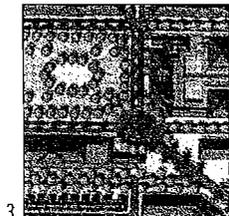
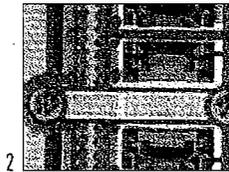
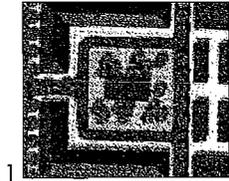


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## RELATIONSHIP OF THIS REPORT TO CITY PLANS



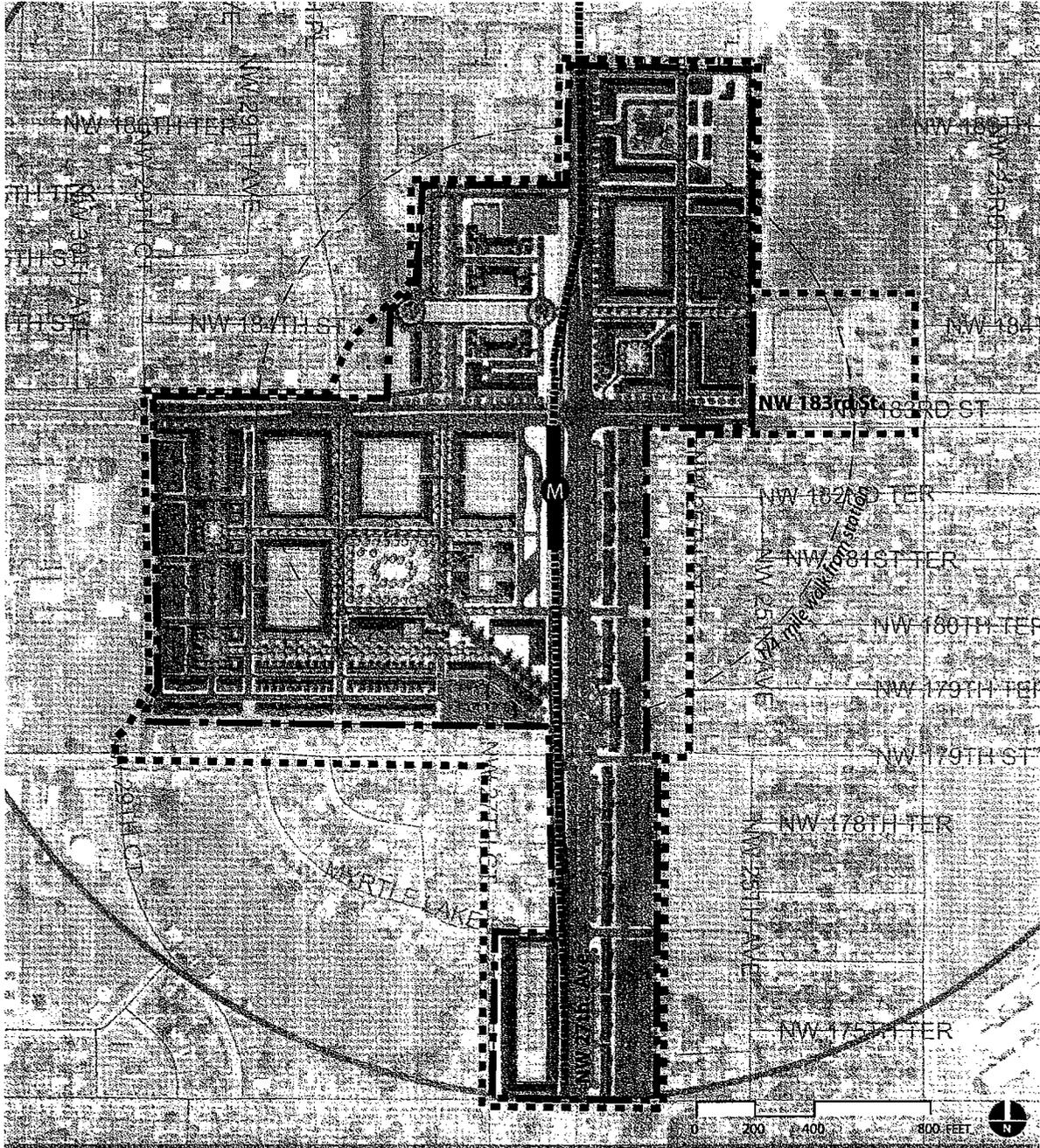
The Station Area Charrette Plan provides a vision, planning framework, and implementation strategy for leveraging the North Corridor Metrorail Extension to achieve broader community-building goals at each station. The final product is a detailed roadmap that can guide the City of Miami Gardens next steps.

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 183<sup>rd</sup> 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



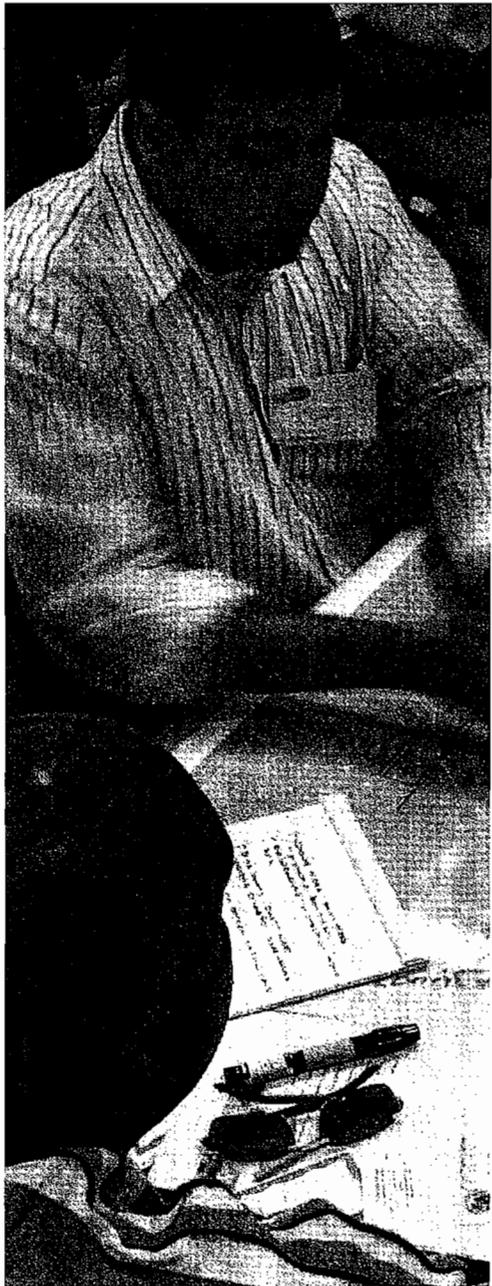
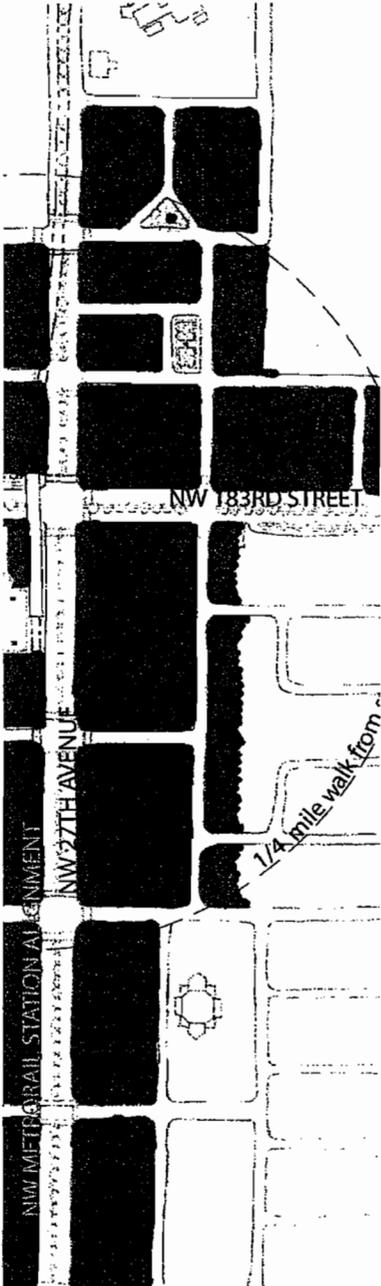
### Adopted Miami Gardens Town Center Plan

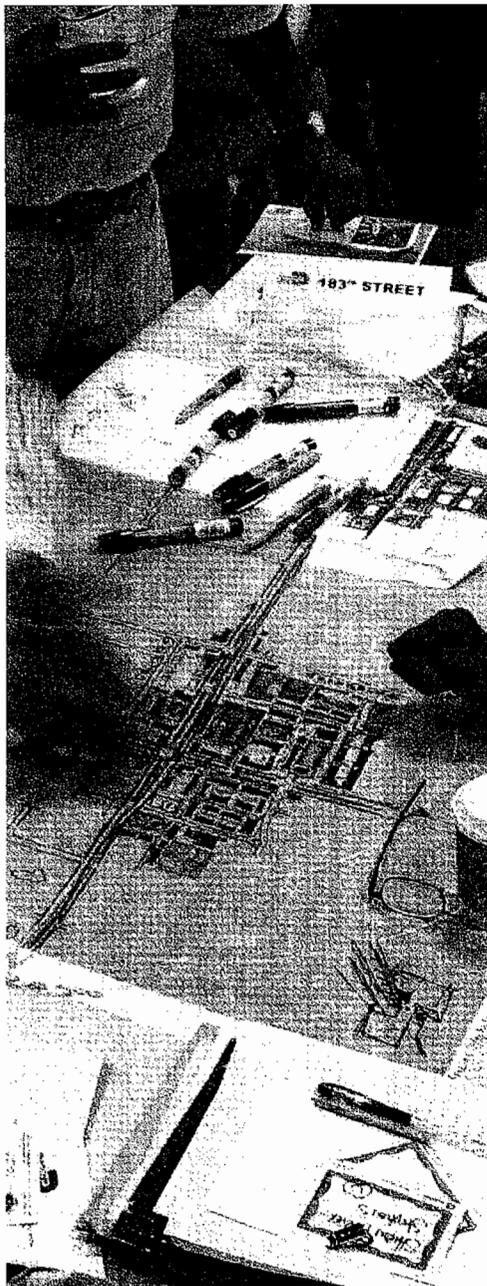
- Proposed Metrolink Alignment and Station
- Miami Gardens Town Center Official District Boundary
- Metrolink Station Area Official Plan Boundary

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.



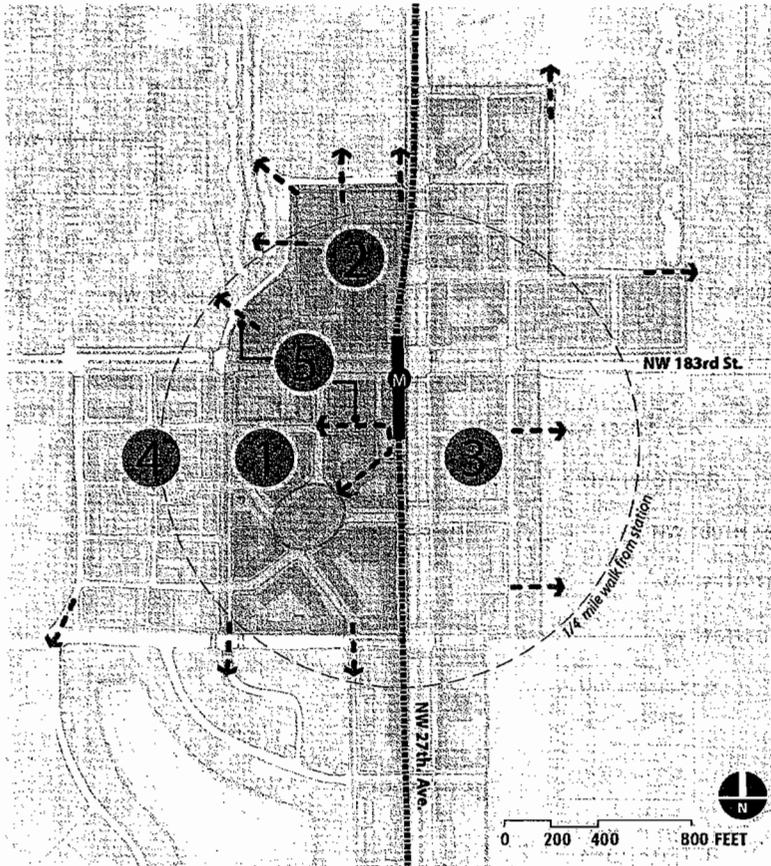
## A PLACE TO CELEBRATE COMMUNITY - MIAMI GARDENS TOWN CENTER

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.**

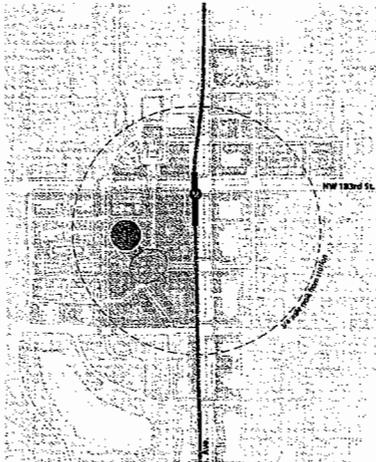
The strip commercial uses on the east side of NW 27th Avenue are proposed for redevelopment into mixed-use commercial and retail buildings with residences on the upper floors. The character of development along the street would also evolve into one with buildings oriented to NW 27th Avenue and parking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

**4 Residential Neighborhood**

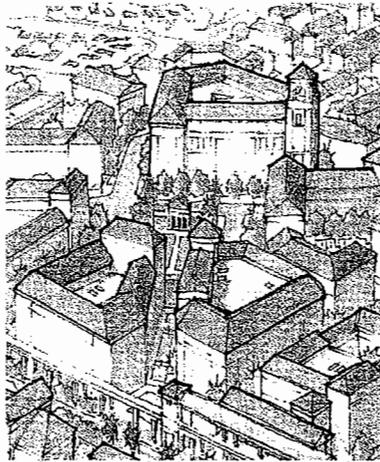
A new residential neighborhood is envisioned on the west side of the plan area. Compatible with the design, scale, and density of the area's established neighborhoods, it would contain a mixture of townhouses and low-rise apartment and condominium buildings.

**5 Pedestrian Connectivity**

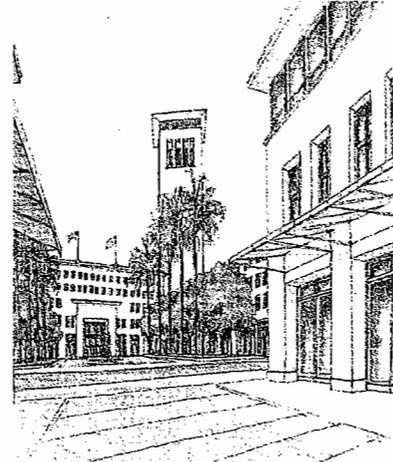
Improved walking conditions will be an important change for the area. A pedestrian plaza welcomes transit patrons at the station and walkways radiating from it provide pleasant and convenient pedestrian access to the town center. Inviting pedestrians into and through the area will be a major theme in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



Area 1- Town Center



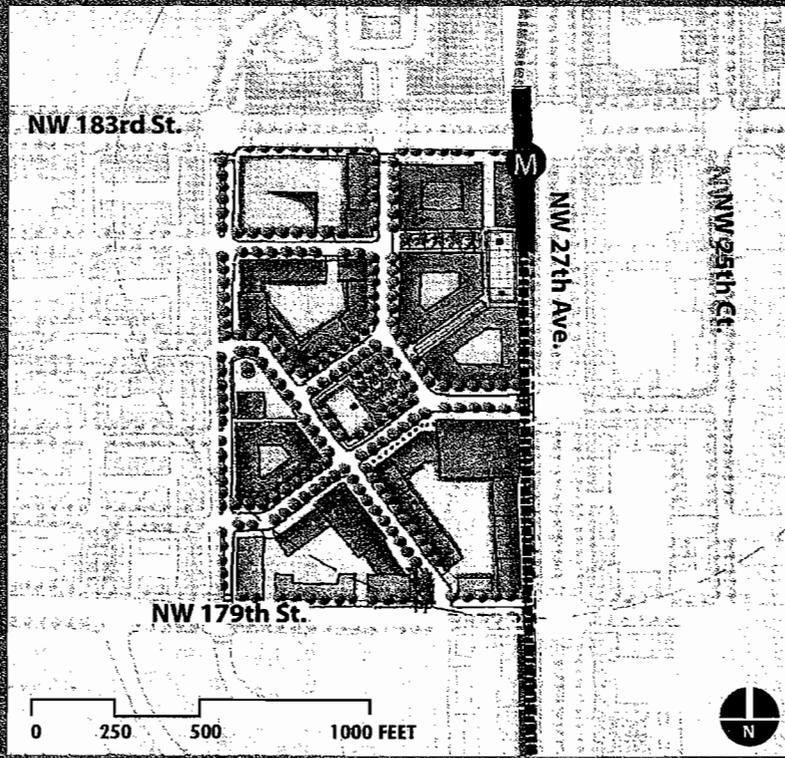
Pedestrian Link Between Metrorail Station and Town Center



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.



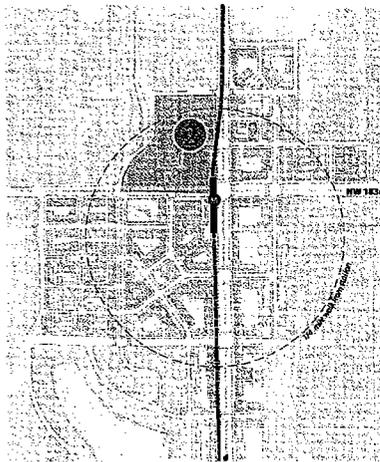
LAND USE - NW 183rd Street



Metrorail Station  
Pedestrian Walkway



Residential



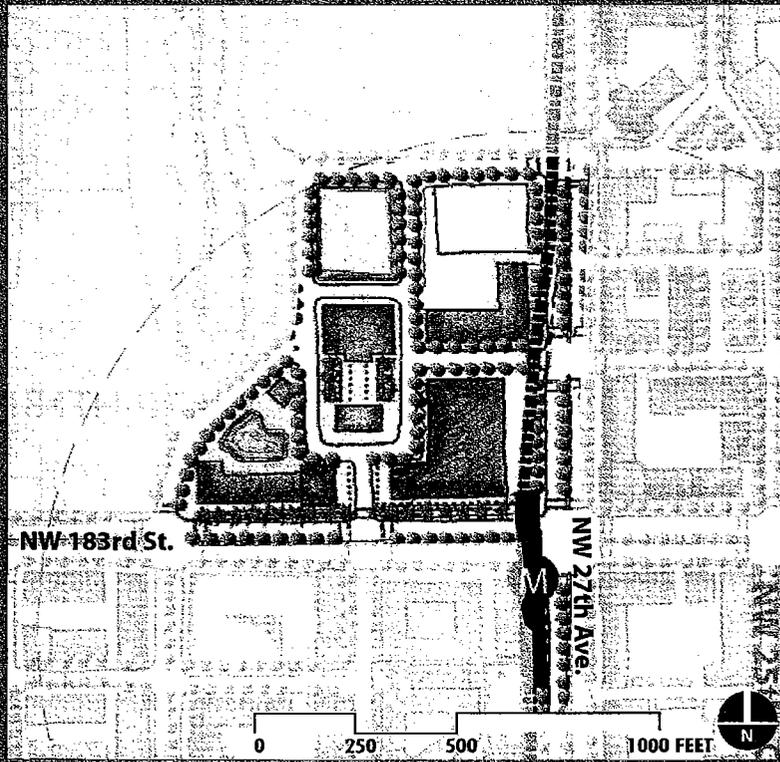
Area 2- Civic Center



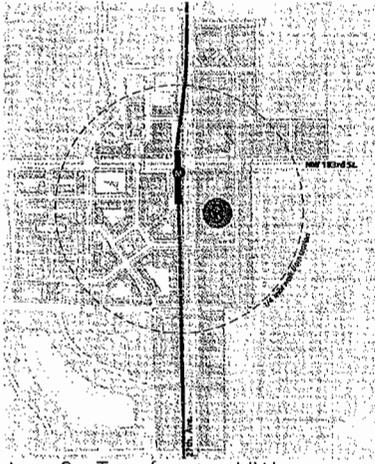
Civic Buildings Surround City Hall

## Civic Center

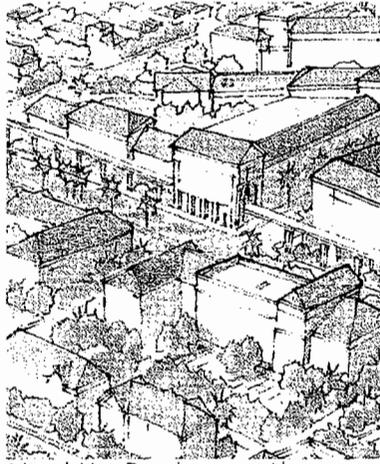
A civic center envisioned in the charrette, immediately north of the Town Center, will further establish the NW 183rd Street station area as the core of the community. A challenge for the City of Miami Gardens will be how to knit the existing civic and government uses into a cohesive district that will 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.



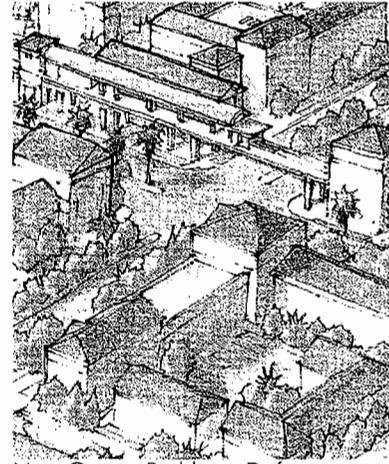
LAND USE - NW 183rd Street



Area 3 - Transforming NW 27th Avenue



Mixed-Use Development Along NW 27th Avenue



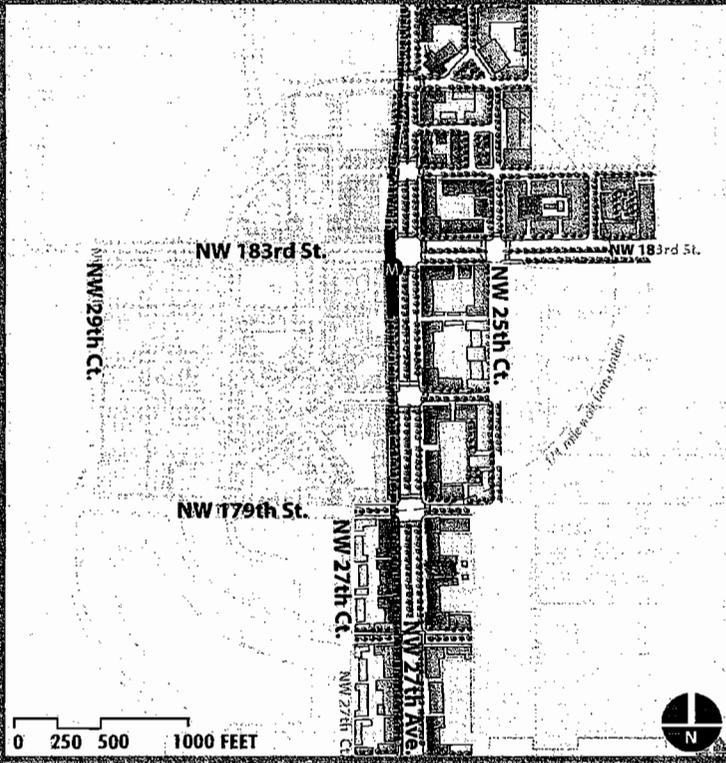
New Corner Buildings Define NW 183rd Street Intersection

## 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.

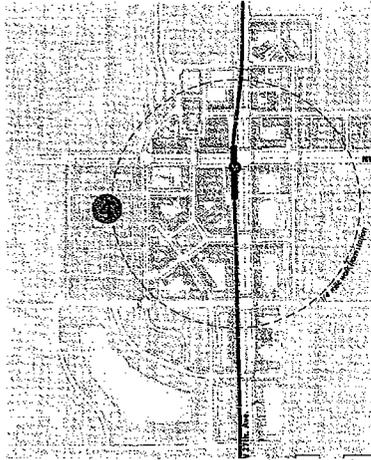
A main street atmosphere along NW 27th Avenue with storefront businesses along the sidewalk would create a more pleasant pedestrian environment taking advantage of access to Metrorail and further supporting the urban character of the Town Center. The existing strip commercial uses are proposed to be 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.

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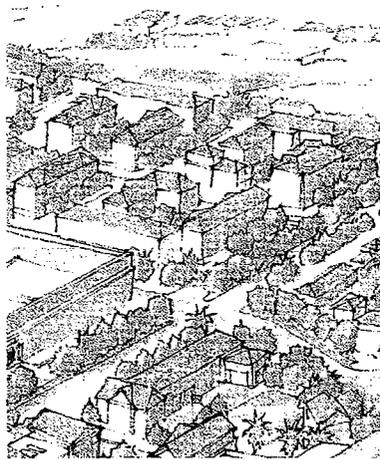


LAND USE - NW 183rd Street

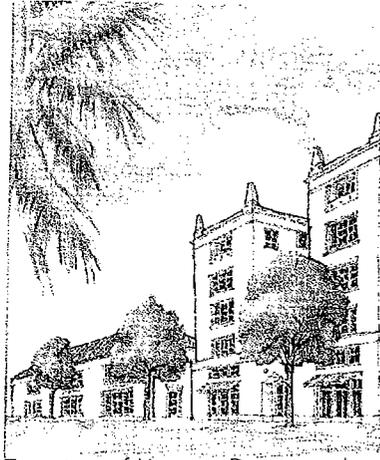
PB PLACEMAKING



Area 4 - Residential Neighborhood



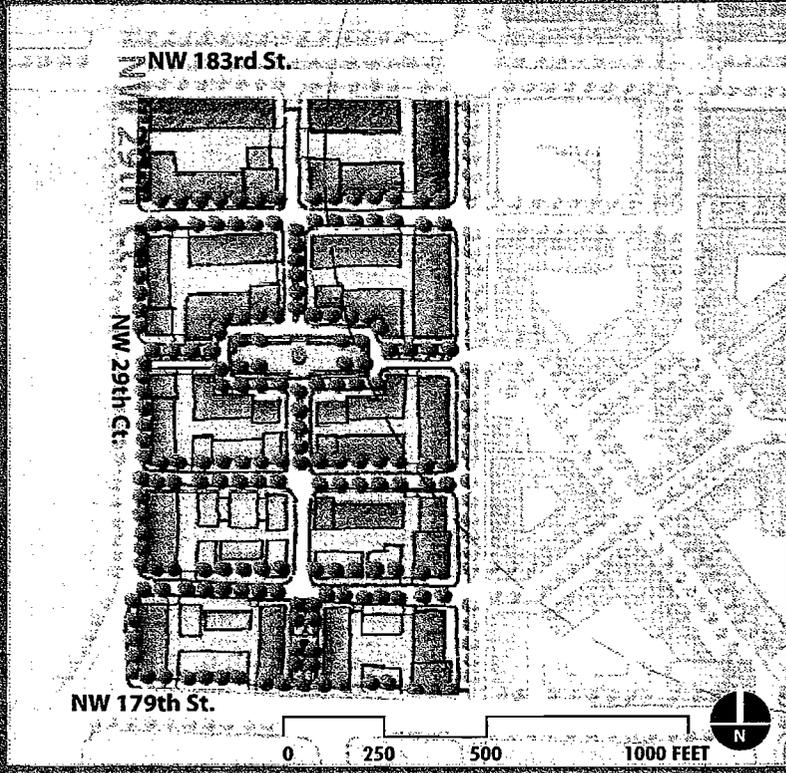
New Residential Neighborhood



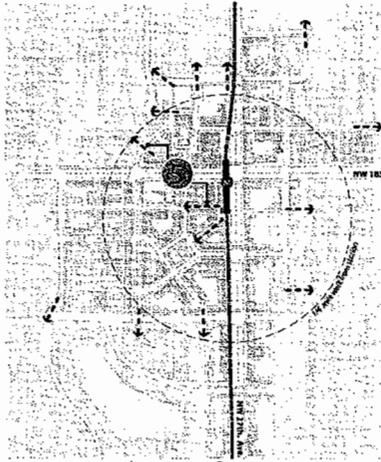
Transition of Housing Density and Building Height

## 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



Area 5 - Pedestrian Connectivity



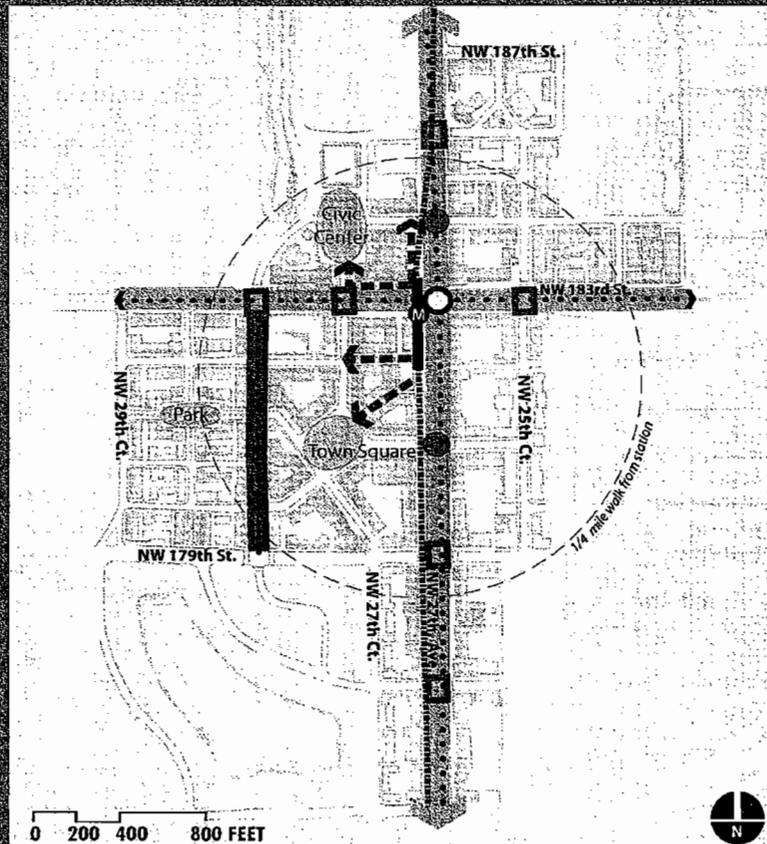
Quality Pedestrian Environment



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

M

## 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.

### Transit-Oriented Development (TOD)

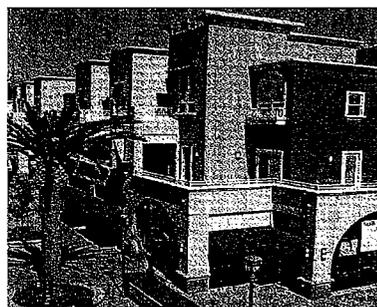
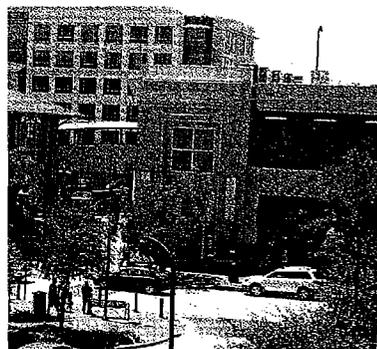
TOD may be described by four basic principles, which define the essential characteristics of all successful TODs:

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

### 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



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.

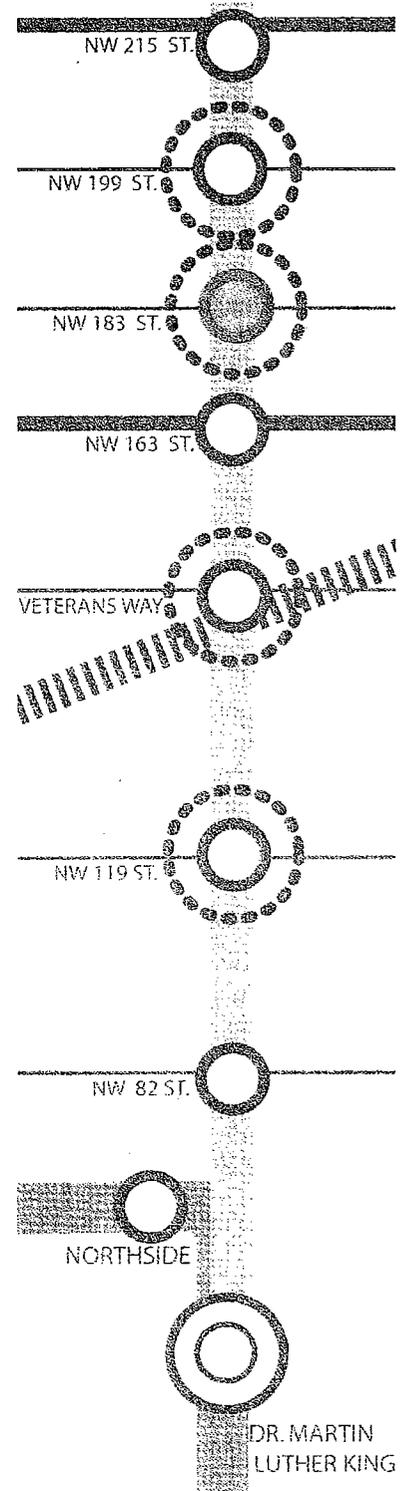
### NW 27th Avenue Improvements

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



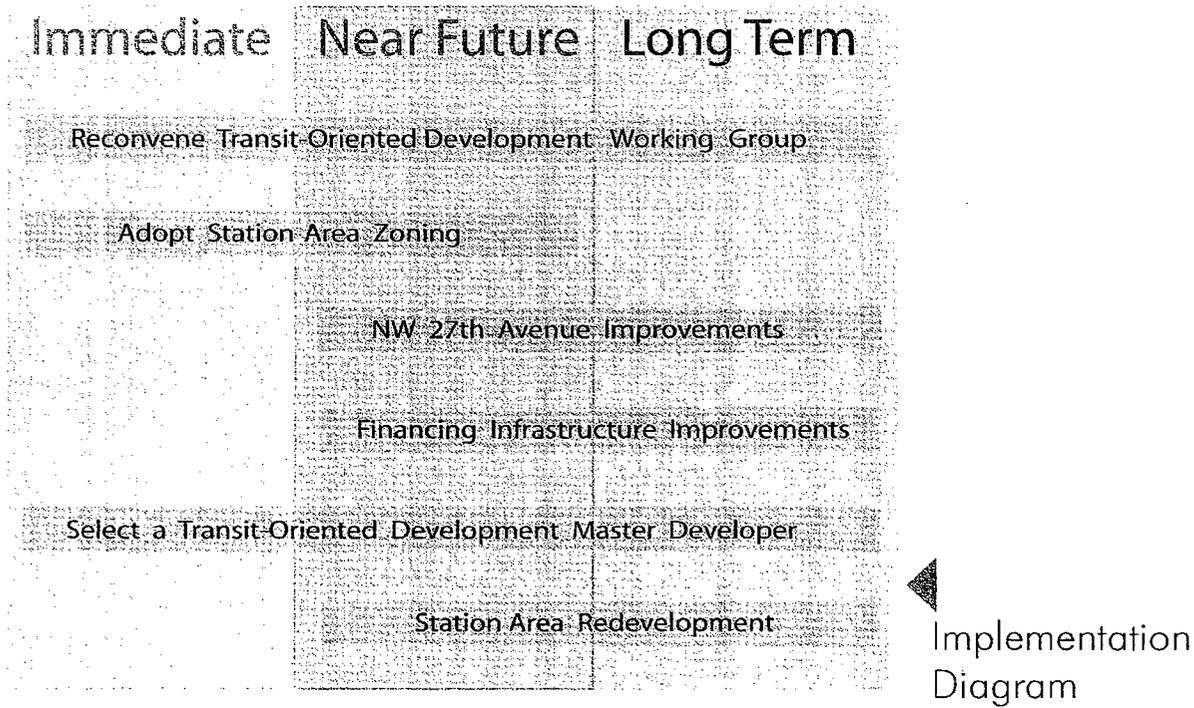


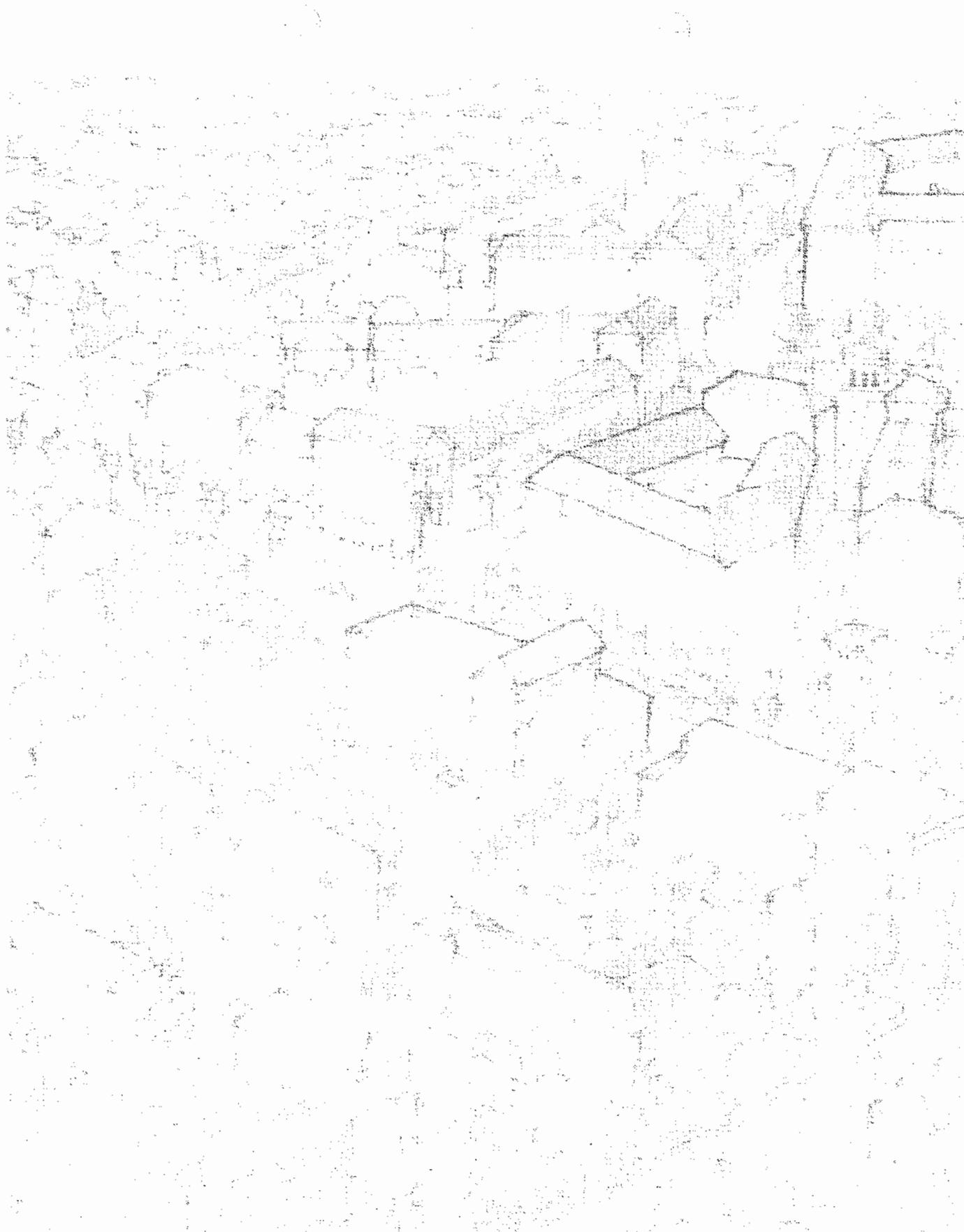
### Select a TOD Master Developer

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.

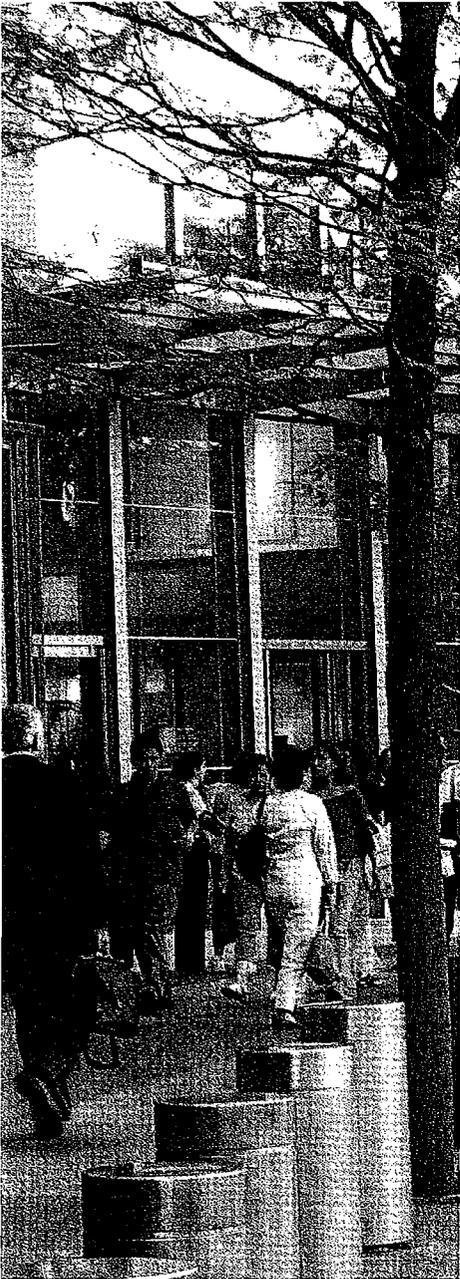


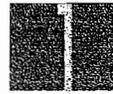


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# CHAPTER 1

NORTH CORRIDOR PROJECT OVERVIEW





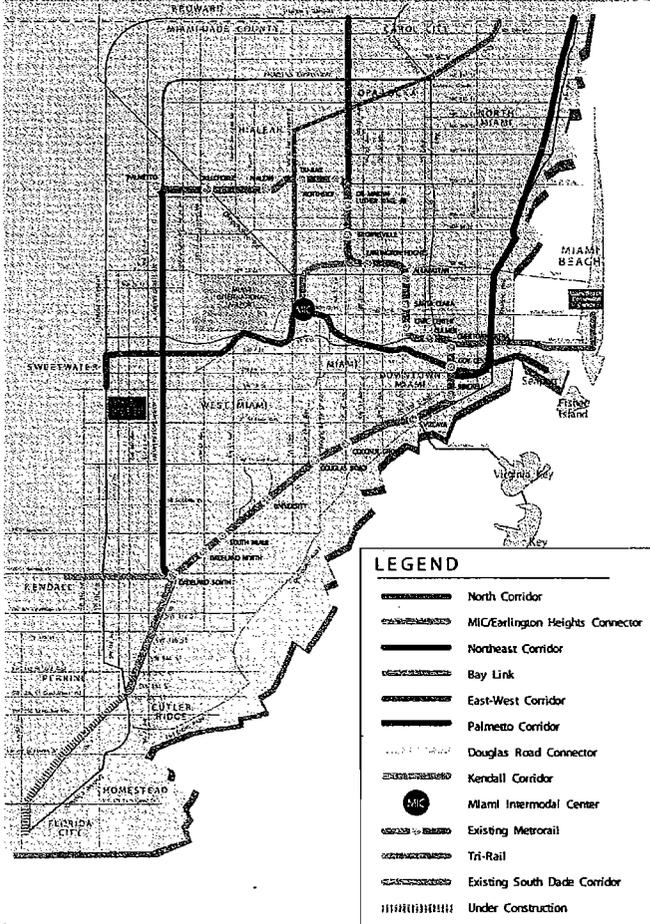
## INTRODUCTION

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.



Within the North Corridor special attention is given to the areas within 1/4 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.

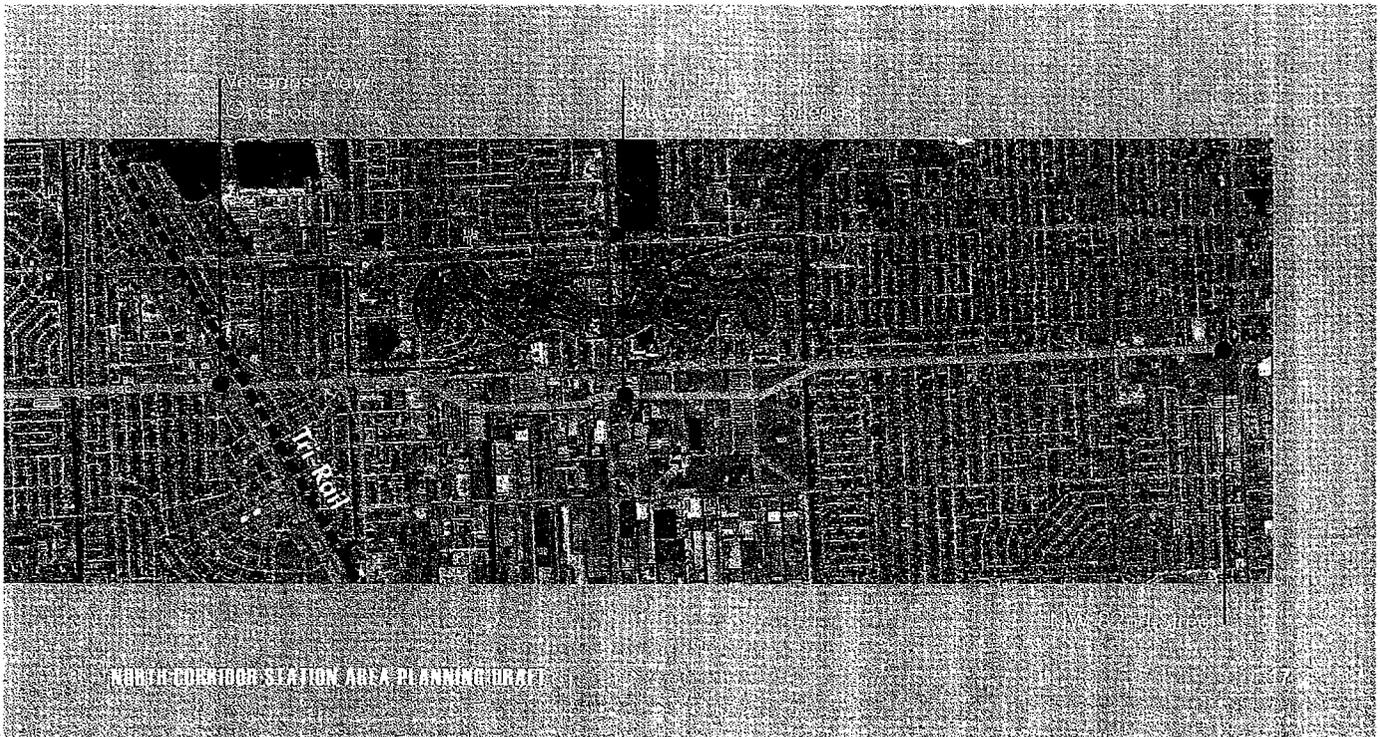
The overall density of existing development in the corridor tends to be well above the regional average. The total land area within ½ mile of the seven proposed stations is approximately 5.3 square miles. Population densities within these same areas range between 3,000 and 10,500 persons per square mile 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 1/2 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)."

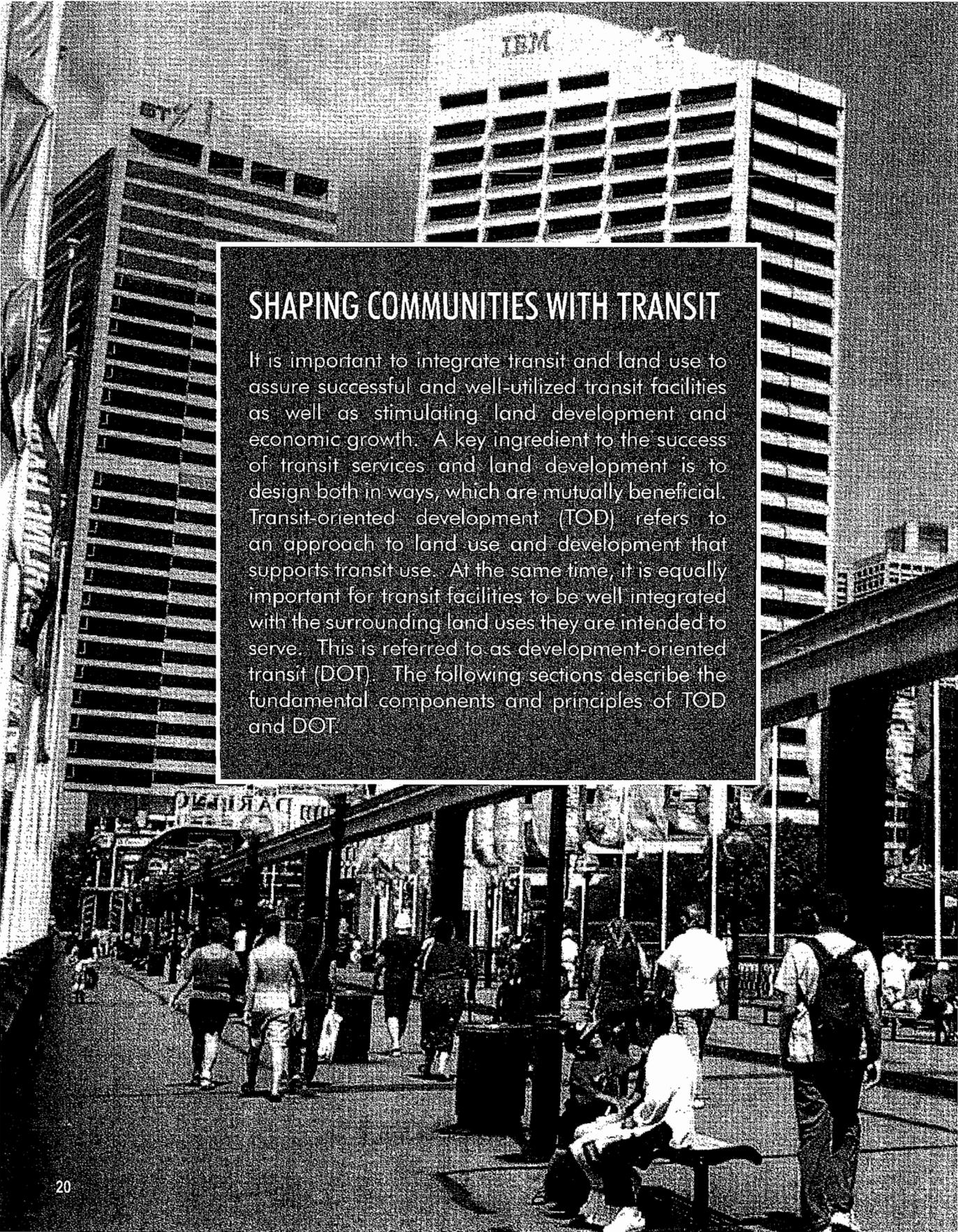
The City's Urban Center land use policies call for moderate to high intensity mixed-use areas. They are intended to be physically cohesive, have high-quality urban design, be directly accessible to transit, reduce auto-dependency, create more efficient land use, and create identifiable town centers. 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

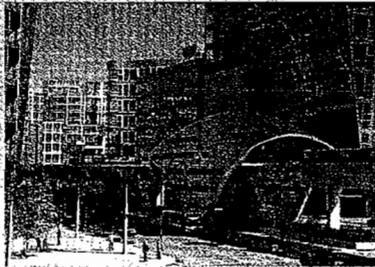
Implementation of the CDMP and local plans for the North Corridor is intended to occur through the governmental cooperation between Miami Dade Transit, Miami Dade County, the Cities of Opa-locka and Miami Gardens, and Florida Department of Transportation (FDOT). The CDMP objectives and policies strongly 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.
- Pedestrian 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  $\frac{1}{4}$  to  $\frac{1}{2}$  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



1



2



3

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

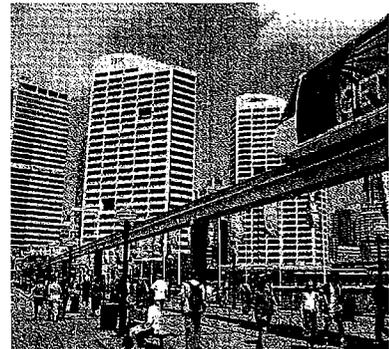


## A Mix of Uses

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 (1/4 to 1/2 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



NORTH CORRIDOR STATION AREA PLANNING

McLarand Vasquez Ermsiek



1



2



3

## 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

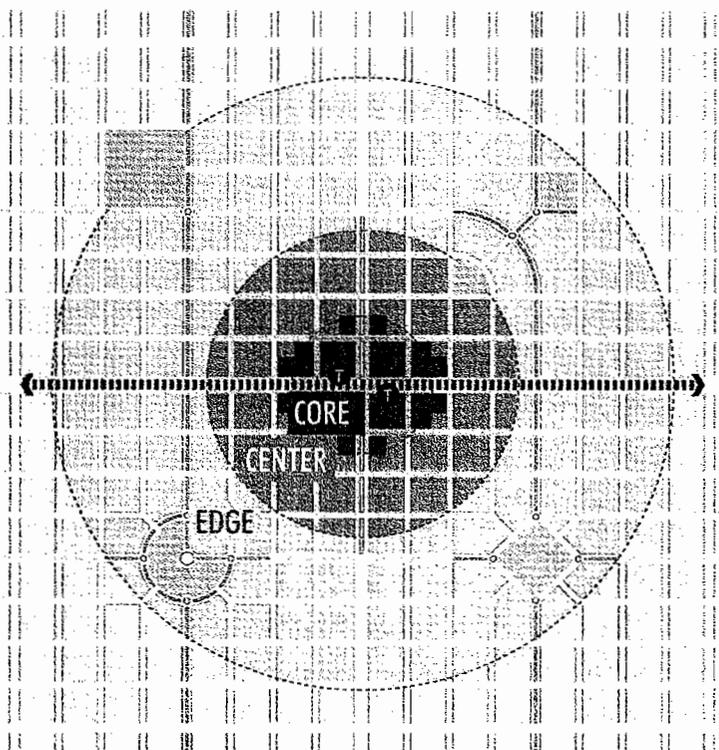


## A Defined Center

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 1/4 mile of the transit station, and ultimately transitioning in the edge to match the character of surrounding development approximately 1/2 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



NORTH CORRIDOR STATION AREA PLANNING



2



3



4

# 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 mobility nodes linked by transit, TOD provides much needed mobility choices for young people, the elderly, and people with special needs or physical disabilities.
- 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 legibility of transit service investments by increasing the use of transit near stations by 20 to 30 percent, and up to 50 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 help reduce rates of driving by 20 to 40 percent for those living, working, and/or shopping within transit station areas. Research also shows that a nonmotorable vehicle in a TOD is approximately one-half the national average.
- 5. Increasing disposable household income.** Housing and transportation expenditures and second-highest household expenses, respectively, TOD can effectively reduce disposable income by reducing the need for both, thus saving an average household \$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 in established single-family neighborhoods.
- 8. Playing a role in economic development.** TOD can be 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 more cost-effective and accessible housing, and by reducing household transportation expenditures. It was recently estimated that housing costs for land and utilities 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 efficient development.

## WHAT IS DEVELOPMENT-ORIENTED TRANSIT (DOT)?

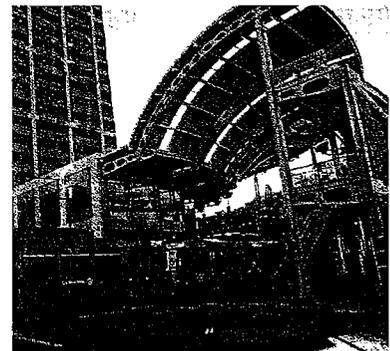
A Development Oriented Transit (DOT) design perspective is a logical accompaniment to TOD. If transit systems and adjacent communities are to coexist, it is to their mutual benefit to do so as harmoniously as possible. Properly planned and designed transit facilities can be instrumental in positively 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.

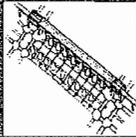
On the following pages, seven key DOT design principles are described in more detail and seven specific corridor-wide DOT recommendations are made that, if followed, will assure that the proposed North Corridor transit system will seamlessly orient itself towards existing and future development.

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



# DOT DESIGN PRINCIPLES

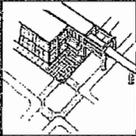
At the simplest level, DOT involves approaching transit facility design in the North Corridor to help shape the future of the communities within it in a manner consistent with their respective visions. The following seven interrelated principles are intended to help guide the design and implementation 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:



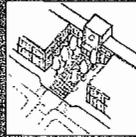
Street Presence



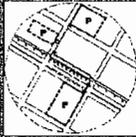
Station Development



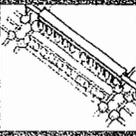
Plaza Corner



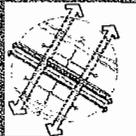
Plaza Mid Block



Parking Small Lot



Calming Traffic



Pedestrian Network

**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.

**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 implementation.

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

**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 anchor a new form of community, serve as a local landmark, create place to linger in an outdoor appropriately scaled public plaza.

**Balance Parking.** Parking should not separate transit from the community. Move, share, wrap, and design parking to balance transit mobility, pedestrian amenities and necessary parking.

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

**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.



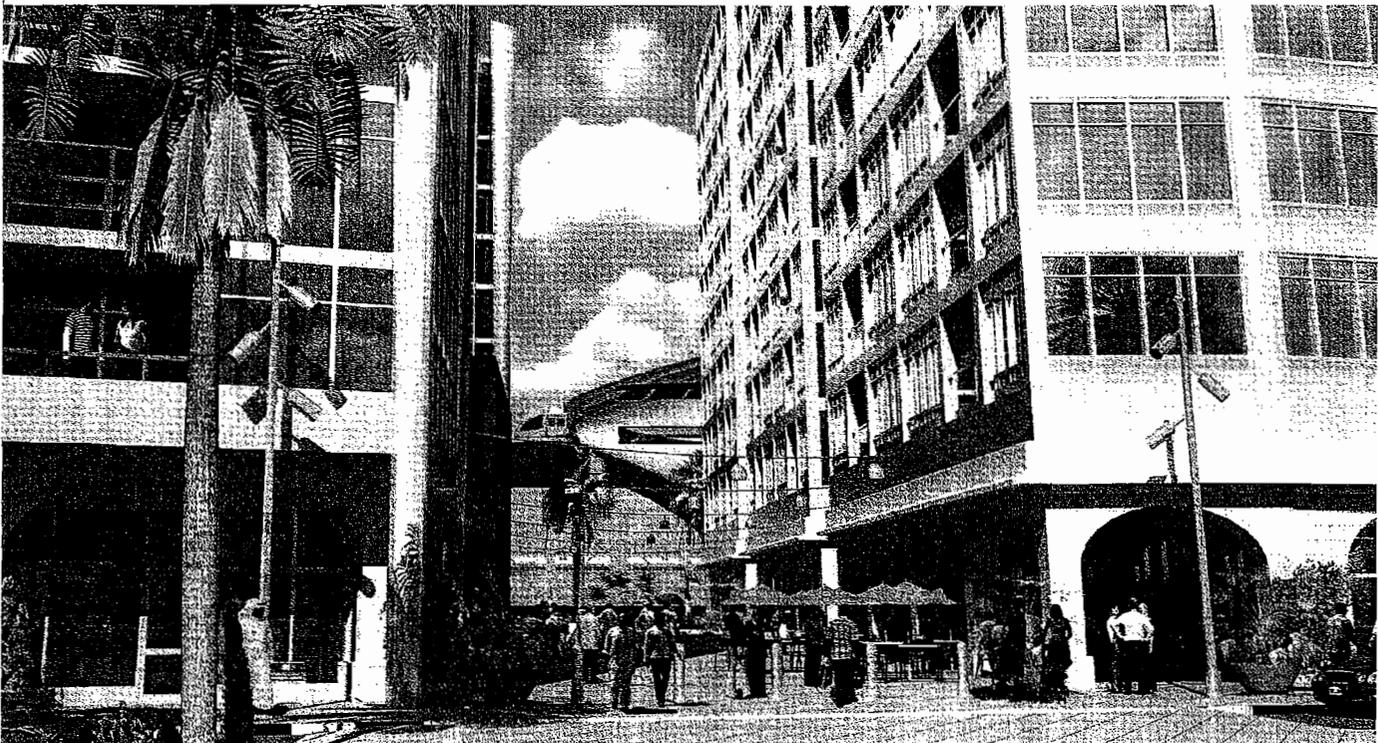
## Corridor-wide DOT Recommendations

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



NORTH CORRIDOR STATION AREA PLANNING

# 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.** Street grids create the demand for a more compact form of land use, with a sidewalk area, and a clear, defined, and consistent development of their own use, and how they work together when considering street improvement.

**2. Consider Context.** Streets are part of the overall community fabric and are shaped by the places they connect. They physically create and define a network of public open space – sometimes referred to as the public realm. How does the idea of a street fit into the overall public realm? How do they fit into the overall context of the area? How do they fit into the overall context of the area? How do they fit into the overall context of the area?

**3. Streets are for People.** The best streets are designed for people, not for cars. They are designed to provide a safe and pleasant environment for people, not for cars. They are designed to provide a safe and pleasant environment for people, not for cars.

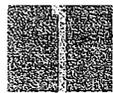
- Walkability and connectivity
- Ground floor transparency
- Complementarity elements
- Diversity
- Detailed design and quality construction
- Good maintenance

**4. Manage Access and Parking.** The best streets make sufficient space for people to walk, bike, and use a car. They make sufficient space for people to walk, bike, and use a car. They make sufficient space for people to walk, bike, and use a car.

**5. Aesthetics and Definition.** Landmark, signage, and form are essential to a street's identity and character. They are essential to a street's identity and character. They are essential to a street's identity and 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.

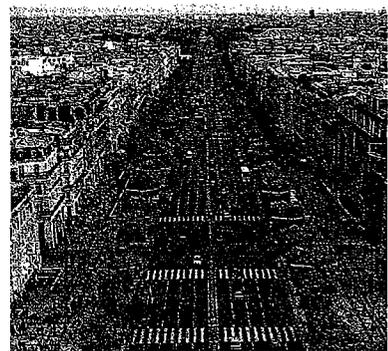
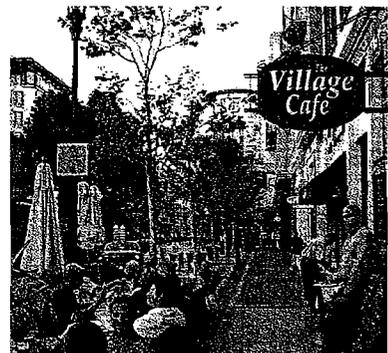


## GREAT STREETS

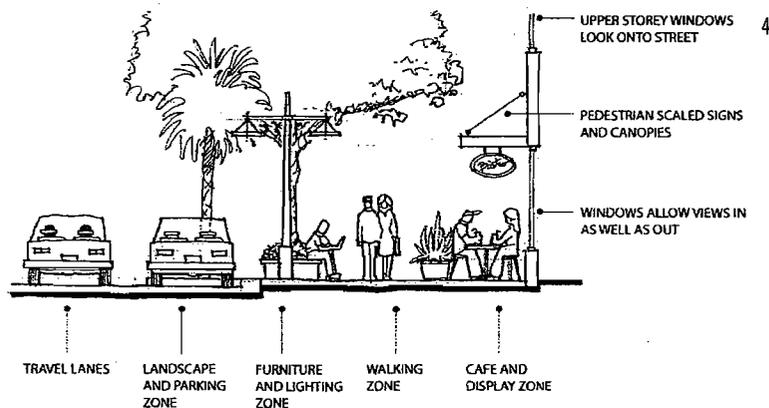
Great places are defined in part by great streets. Jane Jacobs said it well: "Streets and their sidewalks, the main public places of a city, are its most vital organs." In a TOD, streets need to be great places for walking, for commerce, for casual interaction and for moving traffic. The interplay between 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.

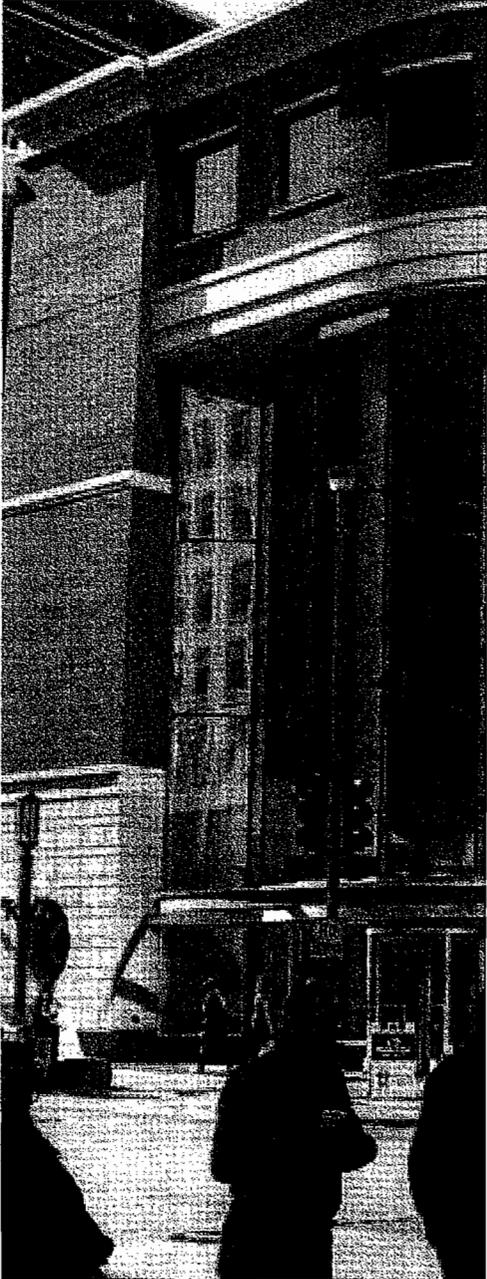


1. Las Olas. Fort Lauderdale, FL
2. Santana Row. San Jose, CA
3. Champs-Elysees. Paris, France
4. Great Streets Diagram



# 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.



## 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.

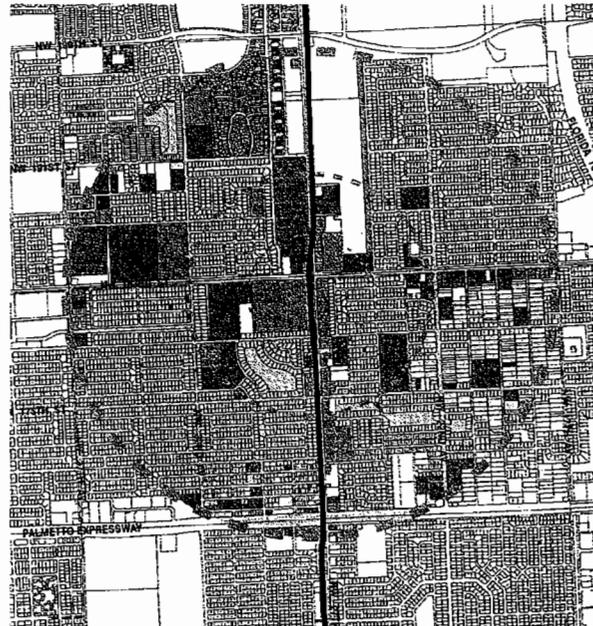
# SIGNIFICANT LAND USES

Civic and Institutional

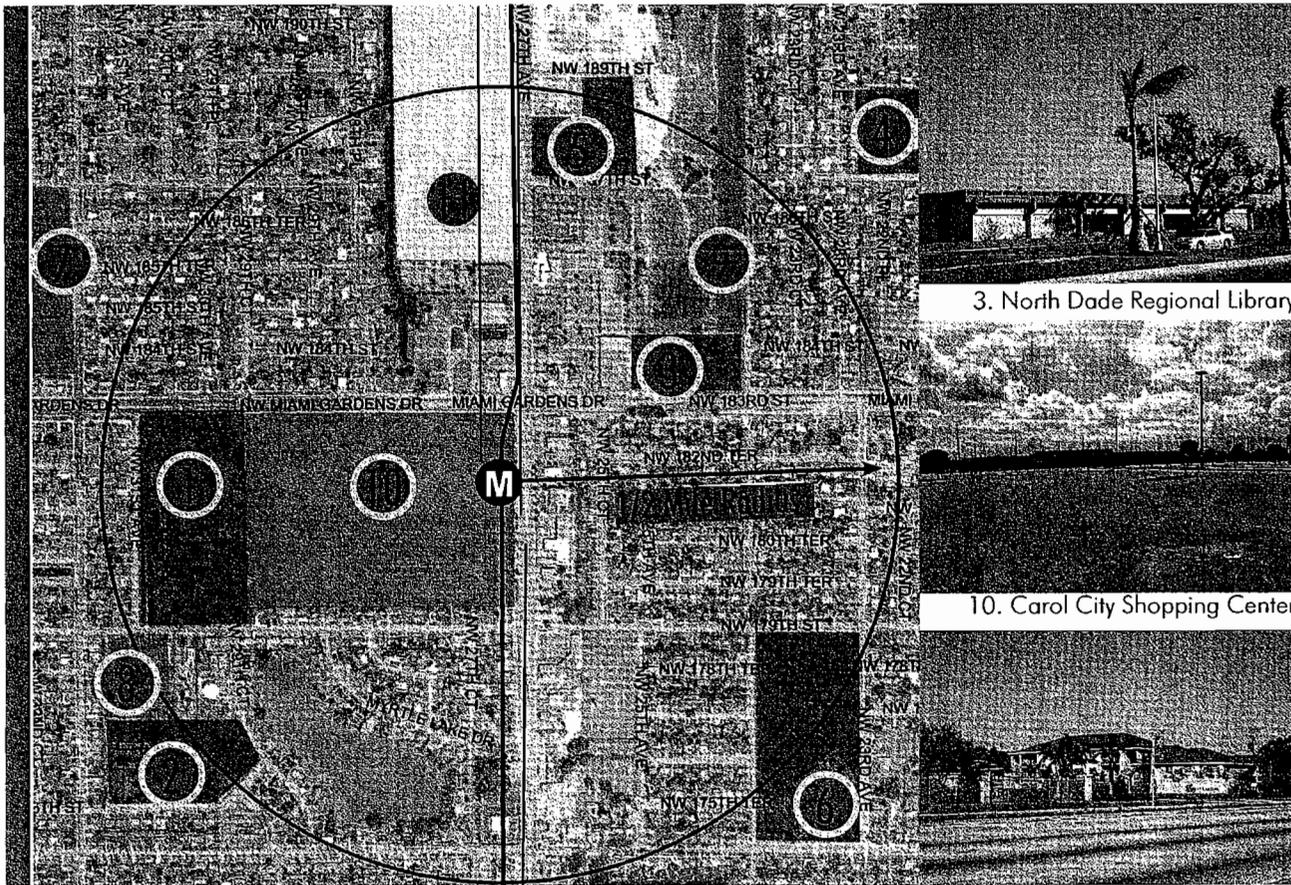
Parks and Open Space

Major Commercial

New and Recent Development



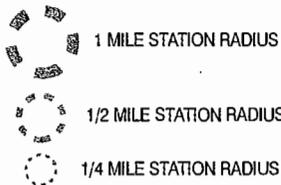
LAND USE MAP



3. North Dade Regional Library

10. Carol City Shopping Center

11. The Crossings at University and Eagles Landing



**LAND USE**

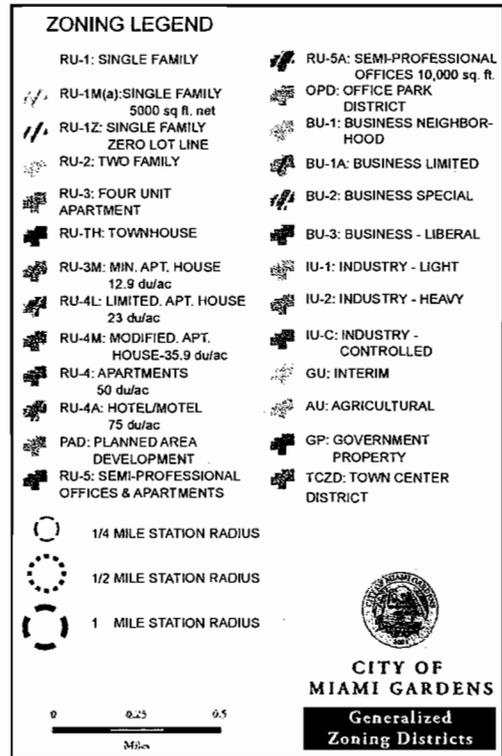
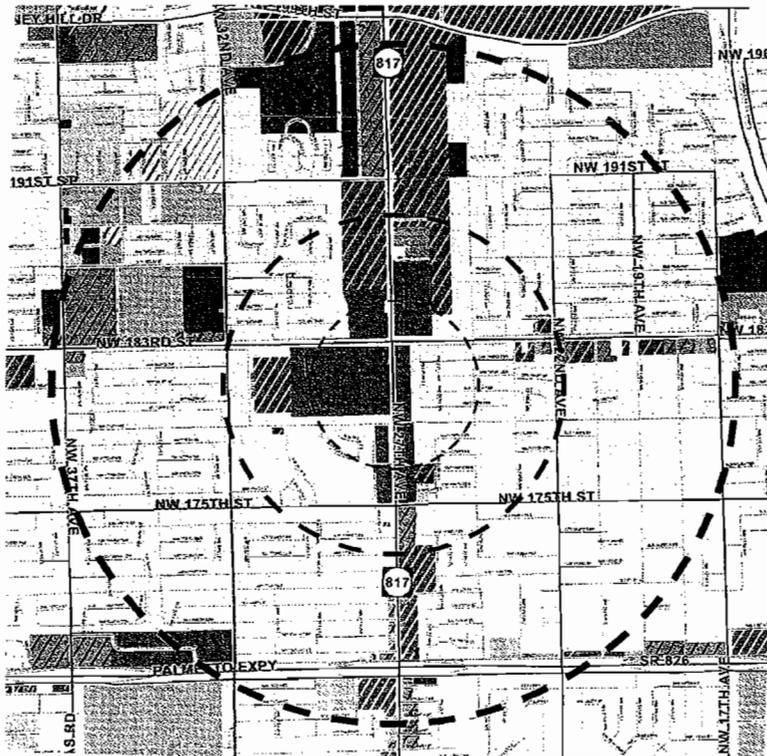
- Communications, Utilities, Terminals, Plants .....
- Expressway Right of Way Open Areas .....
- Industrial .....
- Inland Waters .....
- Institutional .....
- Low-Density Multi-Family .....
- Office .....
- Parks (Including Preserves and Conservation) .....
- Shopping Centers, Commercial, Stadiums, 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

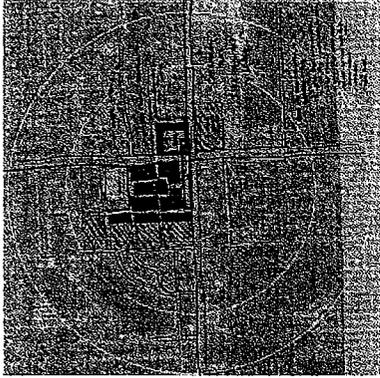
### A CITIZEN-DRIVEN DESIGN

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.

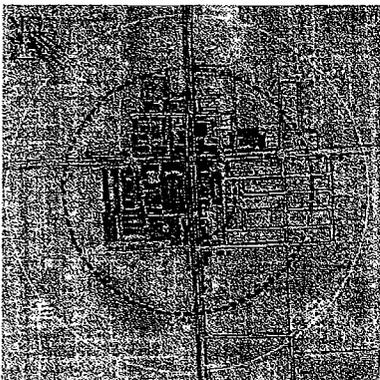
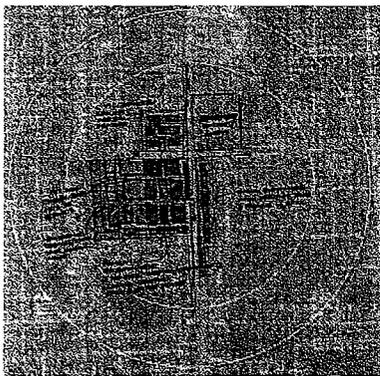
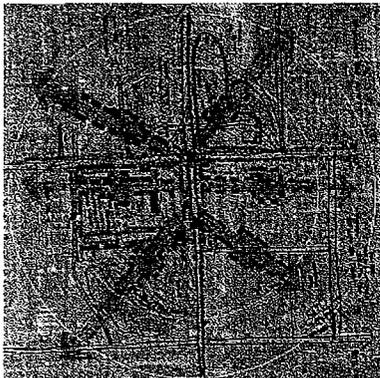
The ambitious vision for the NW 183rd Street Station area is to help the city establish a Town Center that becomes the civic “heart” of Miami Gardens. Citizens also suggested reflecting the Bahamian culture and heritage existent throughout the surrounding community.

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.

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## 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.

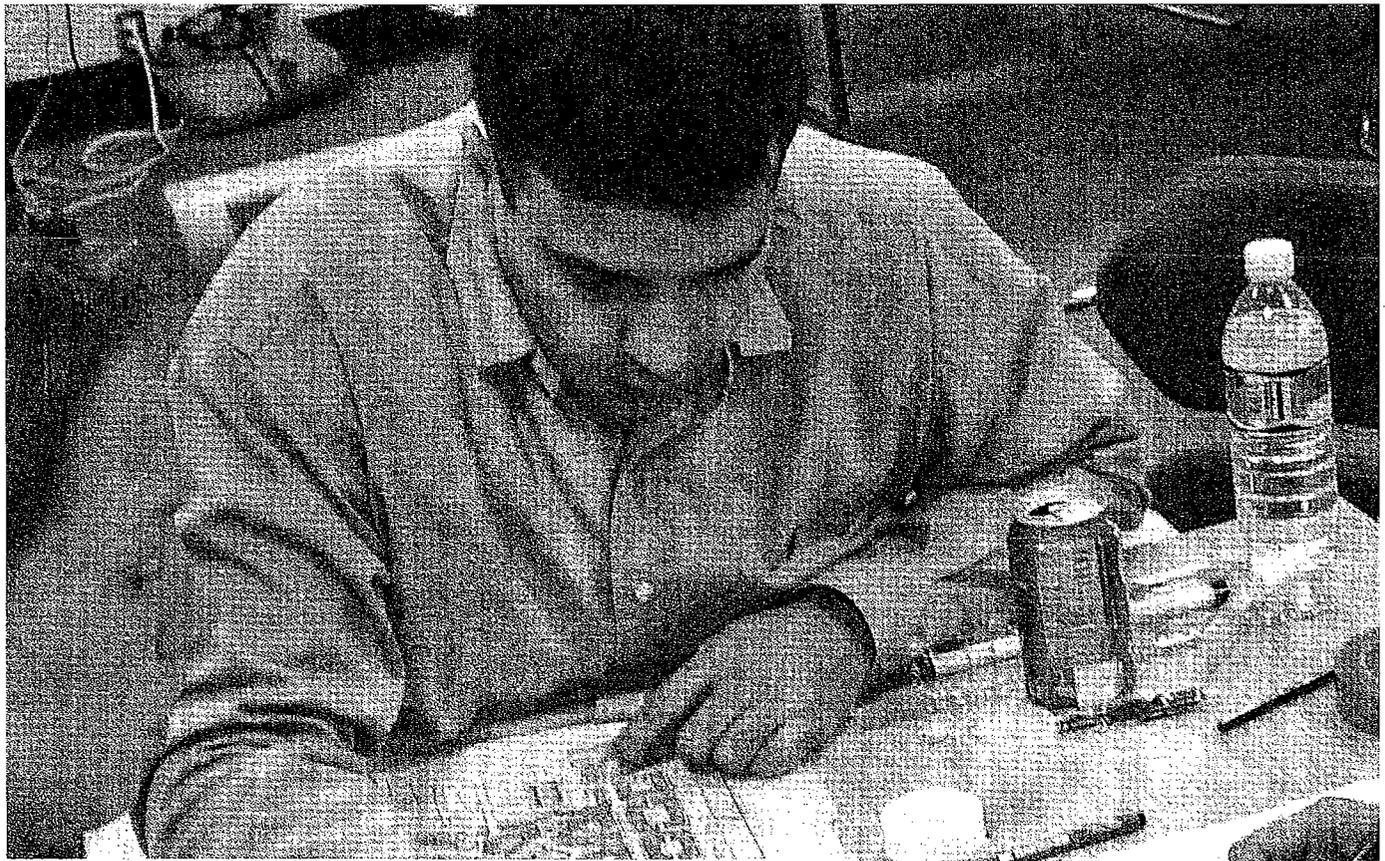
The charrette for NW 183rd Street and NW 199th Street stations was held March 2006 in the North Dade Regional Library in Miami Gardens. The purpose was to create a publicly approved plan for future development at these two key Metrorail stations in the City of Miami Gardens. The approach of the charrette 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

SS

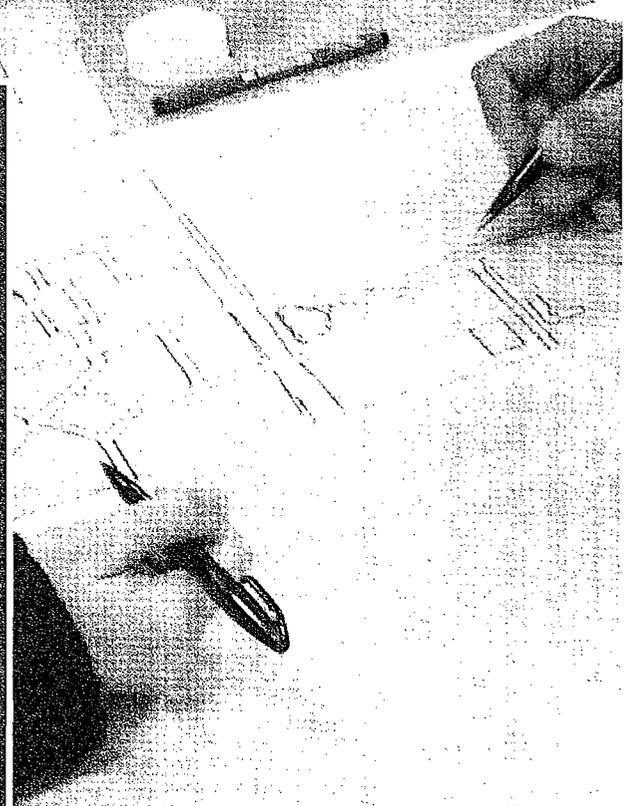


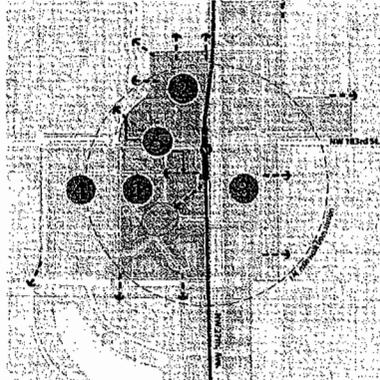
## WHAT IS A CHARRETTE?

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





## 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 strengthening 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.

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